



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

**BARTLETT MUNICIPAL CENTER
228 S. MAIN STREET
July 20, 2023
3:00 P.M.**

1. Roll Call
2. Approval of March 23, 2023 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 Maintenance Update
 - d. Bicycle Friendly Communities Update
5. Adjournment - Next meeting September 28, 2023



Village of Bartlett
Bike and Run Committee Minutes
March 23, 2023

CALL TO ORDER

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

ROLL CALL

Present: A. Hopkins, J. Goetz, D. Palmer, B. Krall, J. Doherty

Absent: None

ALSO PRESENT: K. Stone, D. Harper, T. Isham, K. O'Brien,

APPROVAL OF MINUTES

A motion was made to approve the minutes of the January 4, 2023 meeting.

Motioned by: D. Palmer

Seconded by: J. Goetz

ROLL CALL

Ayes: A. Hopkins, J. Goetz, D. Palmer, B. Krall

Nays: None

Abstain: J. Doherty

Motion carried.



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Village Clerk, Lorna Giless swore in the new committee member, **Jay Doherty**. **Chairman A. Hopkins** welcomed the new committee member **Jay Doherty** to the Bike and Run Committee and thanked him for serving.

PUBLIC COMMENT:

Chairman A. Hopkins asked if there were any comments from the public. **Terry Witt**, 471 S. Western, Bartlett, came forward and stated that for the Bike Friendly Community application, we could develop more league cycling instructors. That is an important part of the program. Within the Village, we could sponsor a street safe and smart cycling class, which is one step toward becoming a cycling instructor. The police bike patrol may also want to participate in that. It is a one-day program offered by the League of American Bicyclists. We can also offer the Bike Safety Quiz online and encourage bicycle-friendly businesses, which is also part of the program. Spin Doctor Cyclewerks is a Gold Level bicycle-friendly business and we are available to anybody who would like to do that. There are a lot of options in that program for us to take advantage of. The month of May is Bike Month and there are many programs that we could promote during bike month. The more that we take advantage of those bike programs, the better our chances are at becoming a Bike Friendly Community. I am also on a car-free crosswalks campaign because during the bike planning sessions, the mothers in those meetings stated that they want to protect the children. Every time I ride through an intersection, there is a car in the middle of the crosswalk that I have to go around. I expect that, but what about a child. A child does not think about that. The State of Illinois has a house bill to make 20 miles an hour the default speed limit. When I ride, I do not pass other bicyclists riding down Main Street. By slowing the cars down to 20 miles an hour that would put more bikes on the streets downtown and more people walking on the sidewalks downtown. We also have intergovernmental agreements that we can use to show that we are not just for Bartlett, but for the entire region. We can adopt a Vision Zero Action Plan and a Safe Systems Approach. We can commit to the Call to Action Campaign by the US Department of Transportation. There are other communities in the area that are Bike Friendly Communities including Schaumburg, Warrenville, Batavia, and Aurora. There are tons of organizations ready to help. All we have to do is ask.

OLD BUSINESS/NEW BUSINESS

DUPAGE FOREST PRESERVE DISTRICT UPDATE

K. Stone stated that **J. Ortega** could not attend the meeting, but should have an update for the meeting in June.

PARK DISTRICT UPDATES

K. O'Brien stated that the bike path along S. Bartlett Road will go out to bid in April and will coincide with the project at the Community Park. Hopefully, that project will start in August with a completion date of early November or December. **J. Doherty** will there be an alternate route to get to the aquatic center during construction? **K. O'Brien** at this time, no, there will not, but we can discuss that with our contractor. **A. Hopkins** are there sidewalks or paths on the other side of the road that could be used for that? **K. O'Brien** the Aquatic Center will be closing after Labor Day so it should not impact operations during the summer, but if you are trying to get to the Community Center, we would not have an alternate route.



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BIKE PATH MAINTENANCE UPDATE

T. Isham since the last meeting there have not been many changes as far as maintenance during the winter. DuPage County has started to remove some of the trees along the path from the horse farm to the library and that will be resurfaced in early summer. **D. Palmer** will the Brewster Creek Business Park be repaved this summer? **T. Isham** yes, we are redoing the paths and roads with the developer. There will also be a crosswalk at Munger Road, Naperville Road and W. Bartlett Road. **J. Goetz** will there be crosswalk timers there? **K. Stone** yes, that is part of the plan. **J. Goetz** what is the update on the new residential development on W. Bartlett Road and Route 59 with the trail going under Route 59? **K. Stone** the developer's engineer has submitted plans to IDOT for the underpass that runs parallel with Metra. They are working on the timing of that. It is just a matter of getting the details ironed out and the permits issued. **D. Palmer** do they need to get permission from the railroad? **K. Stone** no, because that part is not going on the railroad right of way. It is within IDOT's jurisdiction. **J. Goetz** they have already dug retention basins and filled them. Will the bike paths be done at the same time as the roads? **T. Isham** they put the ponds in, so in the next phase they will put in the flared in section so that rainwater and groundwater will be able to get out and then the next phase will be the underground utilities and grading. There is still a ways to go before roads are put in. **D. Palmer** will that be months or a year? **K. Stone** the Public Improvement Completion Agreement has an end date of 2026 to have all public improvements completed. They have until 2026 to get the bike paths installed. Hopefully, it will be sooner. We just issued the full site development permit last week. We have asked them to submit their builders plans so that when their permit applications do come in, we can review them quickly. They has a very aggressive timeframe. This builder is different. They start building the homes before they are under contract. **A. Hopkins** how will the bike path connect? **K. Stone** it is going to meander through the open space lot that is just wooded right now. It will go east of the pond and then connect on W. Bartlett Road close to the Maryville access drive. We would put striping and signs there. **J. Goetz** the crosswalk at Forest Preserve Drive and Munger Road is a high-speed area even though it is posted 35 miles an hour. Could we add flashers or a stop sign there? **D. Palmer** I can tell you from my policing days that you will not get a stop sign there. Stop signs are to stop side streets from main streets. You would have to have 800 cars an hour for 8 hours coming off of Forest Preserve Drive to get a stop sign. The cars on Forest Preserve Drive under the Illinois Vehicle Code are cars that have to yield. **J. Goetz** there is already a stop sign at Forest Preserve Drive where it T-bones into Munger Road. I am talking about a stop sign on Munger Road. Is that possible? **D. Palmer** no, it is based on traffic volumes. A stop sign is not meant to slow traffic. A stop sign is meant to get traffic out. If you put an illegal stop sign somewhere it does not accomplish what you are looking for. In fact, it increases your liability because people expect the cars to stop and if they miss it, you are on the hook. **A. Hopkins** can we look at what our options are there? **K. Stone** we will work with the Police Department and look at some options for that. We have had conversations with the Police Department about possibly lowering the speed limit on Munger Road. Public Works does work with the Police Department, especially since there is a crossing now. We wanted to wait until it got warmer to see how many people are using that. That is when we can do the studies. **J. Goetz** Munger Road from Army Trail Road to Stearns Road has a 35 mile an hour speed limit and a 45 mile an hour speed limit. North of the tracks it is 35 and south of Forest Preserve Drive it is 45 miles an hour. **K. Stone** we have talked about figuring out what the right speed limit is so that it is uniform within the Village. **D. Palmer** there are standards for setting the safe speed based on the 85th percentile of what normal traffic travels. There are a lot of people that believe changing the speed limit changes behavior, but it does not, it only creates more violators. The idea of traffic enforcement is to get people to abide by the speed limit when there is no enforcement and that is the 85th percentile. Most people drive at



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a safe speed and 15 percent do not. **T. Isham** we will be doing work on that road. There is a culvert that is failing that will be replaced soon and that will shut down the road for a time and because we have additional right-of-way, we are also going to be clearing the shoulders and the tree line. **A. Hopkins** how long will the road be closed there while you are doing that project? **T. Isham** it should be a week to 2 weeks that it will be closed.

BICYCLE FRIENDLY COMMUNITY DISCUSSION

D. Harper in our January meeting, we introduced the idea of applying for the Bicycle Friendly Community designation to the League of American Cyclists and got enthusiastic support for that. We have created a community profile with the League of American Cyclists. We are working through the application. There are 6 parts to the application; community profile, engineering, education, evaluation and planning, and equity and accessibility. As of this week, we have completed the community profile section. We have been focusing on what we have in-house. We are working on the engineering section and the evaluation and planning sections which are our policies including complete streets, maintenance schedules, connectivity analysis and the establishment of the Bicycle Advisory Committee. These are all going into the applications process. The next step has more to do with working with community programs. Terry Witt is going to be a great asset moving forward with that. I have reached out to him and Ride Illinois. They have also responded and are enthusiastic and excited to work with us. We also need to reach out to the School District and the Park District to see if they have any bike education programs and get them involved to see what programs are in place and what we can move forward with adding. In the summer meeting we can see what we would like to do next. The application window is this August.

K. Stone congratulated **J. Goetz** for being a committee member for 5 years and the committee thanked him for his service.

A. Hopkins asked for a motion to adjourn.

Motioned by: A. Hopkins

Seconded by: B. Krall

Motion passed by unanimous voice vote.

The meeting adjourned at 3:39 p.m.

Memo

To: Bike and Run Committee Chairman and Members
From: Tyler Isham, Assistant Director of Public Works
Subject: **Bike Path Maintenance Plan Update**
Date: June 15, 2023

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.

Per the request of the Bike and Run Committee, Public Works looked at the maintenance plan that has been previously shared with the Committee. This plan was modified to account for less patching, and more resurfacing of entire paths with in-house crews. Costs utilized in the estimates were for complete resurfacing if completed by a contractor. The current estimate to resurface all bike paths within the Village is approximately \$4.8 million dollars.

Knowing these costs should assist the Village and the Committee in prioritizing where repair work should go, and stretch the dollars as far as possible. These paths listed are strictly the off-street paths, and does not include striped paths or any of the pavement preservation that is completed annually through the Village's MFT Program. The work in this plan is incorporated into the Capital Improvement Program. The updated plan has been attached for your review, and a list of planned projects in 2023 are below:

- Contractor to resurface South Bartlett Trail from the horse farm to the Library
 - Out to Bid ~July/August
- Finish resurfacing Newport trail
 - Based off staff availability, but through the paving season
- Developer to build/resurface paths in Brewster Creek Business Park
 - Summer-resurfacing ongoing
- Utilize pavement preservation on the following paths: Completed after road resurfacing
 - Newport path
 - Wallace Court
 - Struckman – Shawnee to Silver
- Will look into utilizing the striping contractor for the potential of adding any of the recommended striped/signed paths from the path
 - Contract to be approved 6/20

PLANNING & DEVELOPMENT SERVICES MEMORANDUM

23-044

DATE: July 14, 2023

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

FROM: Daniel Harper, Village Planner

RE: **Bicycle Friendly Community Update**

Staff has drafted an application to be considered for recognition by the League of American Bicyclists as a Bicycle Friendly Community. The application is composed of seven chapters that include questions covering community profile and demographics, engineering, education, encouragement, evaluation & planning, equity & accessibility and budget and funding.

This application was drafted in collaboration with the Bartlett Police Department, Bartlett Fire Protection District, Bartlett Parks District, Forest Preserve District of DuPage County, U-46 School District, Spin Doctors Cycle Works, and local scouting organizations.

Please review the attached application and provide feedback you may have.

Page: Application Tips

A word version of this application is available for download, at bit.ly/BFCappFall2023 (<https://bit.ly/BFCappFall2023>) (last updated 5/17/23) - that document highlights all new and updated questions on the application since the previous round, and can also be useful to review all the dependent fields that are hidden on the online application until their corresponding parent answer option is selected. ***Applicants are STRONGLY encouraged to download the latest version of this document when each new round opens!***

Find a Glossary of Terms used in the BFC Application here (<https://docs.google.com/spreadsheets/d/1K31XfewKWUCVr6BuLJvooO8A7jKfUziGBj0hzxqXjE/edit#gid=0>). If you come across a term on the application that is not listed on the glossary that you have questions about, please email bfa@bikeleau.org.

The Bicycle Friendly Community online application now allows multiple user accounts to collaborate on a single application! To add a collaborator, click on "Manage Collaborators" in the upper right-hand corner of your online application. [Learn more on our Application Portal FAQs \(https://bicyclefriendly.secure-platform.com/a/page/FAQs\)](https://bicyclefriendly.secure-platform.com/a/page/FAQs).

The application will refer to your type of jurisdiction as 'community' throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, **please only list what is provided within your jurisdiction's boundaries**. However, if there is a significant bicycle amenity or activity close by that benefits your community, you can tell us about it in the bonus point question at the end of the appropriate 'E' section.

The application is designed **for communities of all sizes**. The conditions that make your community unique -- size, type, location, climate, demographics -- are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application.

It is not necessary to be able to check every box on this application to earn a BFC designation. We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, or more relevant to some communities than others, but we don't expect any community to do everything on the list.

Unless a question specifically asks about plans for the future, **only check boxes for things that are already being done**. So if several improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments).

If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Check "other" on the appropriate question, or **use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details**. This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices.

If you would like to share any documents such as a community bike map or a file with photos with the reviewers, **please include a link or upload the file** either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. Applicants can compile several photos into a single zip file to save space on their application.

Don't be shy to **tell us about your community's weaknesses**. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning.

A note about the impact of the COVID-19 Pandemic: We recognize that many communities had to cancel or severely alter their in-person classes and events due to the COVID-19 pandemic over the last several years. On questions that ask about in-person activities that happen "at least annually" you can check the box for activities that typically happened annually before the pandemic, and that have resumed or are planned to be resumed when it is safe to do so.

If you need help with the online application, visit our [Application Portal FAQs page here](#) (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>) or contact us at bfa@bikeleague.org.

Page: Application Intro

Community Name:

Bartlett

Has the community applied to the Bicycle Friendly Community program before?

First-Time Application

[If awarded, the following links will appear on your BFA Award Profile on the League's Connect Locally Map \(<http://bikeleague.org/bfa/search/map?bfaq=>\) and used to promote your community through League social media channels.](#)

Community Website:

<https://www.bartlettil.gov/home> (<https://www.bartlettil.gov/home>)

Community's Twitter URL:

<https://twitter.com/bartlettill> (<https://twitter.com/bartlettill>)

Community's Facebook URL:

https://www.facebook.com/Village-of-Bartlett-Illinois-1646712552325433/?ref=br_rs
(https://www.facebook.com/Village-of-Bartlett-Illinois-1646712552325433/?ref=br_rs)

Community's Instagram URL:

Community's Flickr or other public photo sharing URL:

Page: Contact Information

Applicant First Name

Daniel

Applicant Last Name

Harper

Job Title

Village Planner

Department

Planning & Development Services

Employer

Village of Bartlett

Street Address (No PO Box, please)

228 S. Main Street

City

Bartlett

State

Illinois

Zip

60103

Phone #

630-540-5935

Applicant Email Address

dharper@bartlett.il.gov

Did you work with any other local government agencies, departments, or city staff on this application?

Yes

Please list up to 10 additional government agency contacts.

Agency Contacts

Kristy Stone

Director of Planning & Development Services kstone@bartlett.il.gov

Tyler Isham

Bartlett Public Works

Assistant Director of Public Works tisham@bartlett.il.gov

Jessica Ortega

Forest Preserve District of DuPage County Manager of Strategic Plans & Initiatives jortega@dupageforest.org

Kelly O'Brein

Bartlett Parks District Superintendent of Parks & Planning KOBrien@bartlettparks.org

Kimberly Dasbach

Bartlett Parks District Superintendent of Recreation KDasbach@bartlettparks.org

Did you work with any local advocacy organizations or citizen volunteers on this application?

Yes

Please list up to 10 additional local advocacy contacts.

Advocacy Contacts

Adam Hopkins

Bartlett Bike and Run Plan Advisory Committee Chairman

ahopkins@bartlett.il.gov

Bruce Hendricks

Bartlett Bike and Run Plan Advisory Committee Member

Class0872@comcast.net

John Goetz

Bartlett Bike and Run Plan Advisory Committee Member

johngoetz24@hotmail.com

Barry Krall

Bartlett Bike and Run Plan Advisory Committee Member

bkpilot309@gmail.com

Dan Palmer

Bartlett Bike and Run Plan Advisory Committee Member

danielpalmer@usa.net

Terry Witt

BikeWalk Bartlett Advocate

terry@spindoctorcyclewerks.com

Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?

No

(For internal use only.)

Name:

Kevin Wallace

Title:

Village President
Email: kwallace@bartlett.il.gov
Street Address
City Bartlett
State Illinois
Zip 60103
Page: Community Profile pt. 1
<i>Please note: The application will refer to your type of jurisdiction as ‘community’ throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.</i>
A1. Name of Community: Bartlett
A2. Name of County/Borough/Parish: Cook, Kane & DuPage Counties
A3. State: Illinois
<i>If you haven't done so already, we strongly encourage you to contact your statewide bicycle advocacy organization, Ride Illinois, for their input as you complete your BFC application. Ride Illinois has helped several communities in Illinois successfully complete the BFC application in recent years. Learn more at: www.rideillinois.org (https://www.google.com/url?q=http://www.rideillinois.org/&sa=D&source=calendar&ust=1658777049509509&usq=AOvVaw0LCrL8eG6orJz6dVYPyvjI) or contact them at community@rideillinois.org (mailto:community@rideillinois.org).</i>
A4. Link to map of community boundaries: https://maps.vbartlett.org/Hub/PDFMaps/BartlettBikeMap.pdf (https://maps.vbartlett.org/Hub/PDFMaps/BartlettBikeMap.pdf)
A5. Type of Jurisdiction Town/City/Municipality
A6. Size of community 15.91
A7. Total Population: 41105

A8. Population Density:

2584.5

For definitions, see [FHWA Bikeway Selection Guide \(page 20\)](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)
(https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf).

A9a. Rural**A9b. Rural Town****A9c. Suburban**

76-100%

A9d. Urban**A9e. Urban Core****A10. What is the street network density of the community?**

5.1-10.0

A11. What is the average intersection density?

Fewer than 60

A12. Do any of the following significant physical barriers to cycling exist in your community?

Major highways or divided arterials with no or limited crossings, Extreme cold/heavy snow, Railroad corridors

Page: Community Profile pt. 2

Find the following information for your community at: <https://data.census.gov/> (<https://data.census.gov/>)

Click here for detailed instructions to find answers to each question below:

A13. Census Profile link:

https://data.census.gov/profile/Bartlett_village,_Illinois?g=160XX00US1704013
(https://data.census.gov/profile/Bartlett_village,_Illinois?g=160XX00US1704013)

***NOTE: this question has been updated in February 2023 to better reflect the updated format presented at <https://data.census.gov/> (<https://data.census.gov/>).*

A14a. Median Age in community:

40.8

A14b. Older Population (Percent of Population that is age 65 and older):

14.7

A15. Percent of the Population that Speaks a Language Other Than English at Home:

29.1

A16. Percent of population that is Foreign Born:

19.5

A17. Median Household Income:

\$114,121

A18. Poverty Rate:

3.6

Enter numbers only - answer must be in ##.## format.

A19a. Total Bicycle Commuters:

2.1

A19b. Male Bicycle Commuters:

1.1

A19c. Female Bicycle Commuters:

1

A20. Percent of Household with No Vehicles Available:

3.1

**Note: The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.*

For examples, see ["Disabled People Ride Bikes \(and Trikes, and Tandems and Recumbents\)!"](https://rootedinrights.org/video/disabled-bikers/) (<https://rootedinrights.org/video/disabled-bikers/>) a short film produced by [Rooted in Rights](https://rootedinrights.org/) (<https://rootedinrights.org/>).

We invite BFC applicants to consider what visible and invisible disabilities and other mobility needs may exist in your community, and if you aren't already, to use the BFC application as a starting place to engage directly with people with disabilities and other mobility needs in your community to ensure that your bicycle network, classes, events, and rides are inclusive and accessible to all.

A21a. Total percent of "Disabled Population":

8

A21b. Percent of population with a hearing difficulty:

1.9

A21c. Percent of population with a vision difficulty:

0.8

A21d. Percent of population with a cognitive difficulty:

3.2

A21e. Percent of population with an ambulatory difficulty:

4.6

Enter numbers only - answers must be in ##.## format.

A22a. White:

66.22

A22b. Black or African American:

2.25

A22c. American Indian and Alaska Native:

0.04

A22d. Asian:

18

A22e. Native Hawaiian and Other Pacific Islander:

0

A22f. Some other race:

5.25

A22g. Two or more races:

8.25

A22h. Hispanic or Latino (of any race):

14.36

A23. If you have any other socioeconomic or demographic data from your community that you feel is significant for the BFC review team to better understand your community, please use this space to describe.

Page: Engineering

B1. Does your community currently have any of the following policies in place? Check all that apply.

Local Complete Streets resolution, State, County, or other regional Complete Streets ordinance or resolution that only affects some roads within community

B1a2. What year was the local Complete Streets resolution passed?

2017

B1b2. Please provide a link to the local Complete Streets resolution.

N/A

B1c2. Since the passing of the local resolution, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

More than 75%

B1b3. Please provide a link to the state, county, or regional Complete Streets ordinance or resolution.

PDF to be provided upon request (<http://PDF> to be provided upon request)

B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?

Yes

B2a. Please describe.

Gauge bike facilities necessary based off speed, number of traffic and surrounding land usage.

B3. Has your community adopted a design manual or guidelines that establish minimum standards for the design of safe, comfortable, and accessible bicycle facilities?

Yes. Bartlett has bicycle trail design standards in our code of ordinance. We also have a street design toolbox located in the Bicycle and Pedestrian Plan.

B3a. Please provide a link to your community's bicycle facility design manual or guidelines.

https://codelibrary.amlegal.com/codes/bartlett/IL/latest/bartlett_il/0-0-0-12918

B3b. Do/es the manual or guidelines incorporate, reference, or follow any of the following standards? Select all that apply

Accessibility standards that specifically address accommodating adaptive cycles and cyclists with disabilities, Bike facility design standards that incorporate Universal Design principles by addressing the needs of all users and mobility types in public rights-of-way, FHWA Bikeway Selection Guide.

B4. Does your community currently have any of the following land use or development policies in place that promote shorter distances between homes and destinations?

Mixed-use zoning or incentives, Planned Unit Development zoning, Transit Oriented Development ordinance or program, Form-based/design-based codes, Connectivity policy or standards, Affordable Housing policy or plan, Infill development incentives.

B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?

Car parking minimums have been reduced in last 5 years, Shared-parking allowances.

B6. Does your community have any of the following additional policies or standards that support the development of bicycle infrastructure?

Requirements to accommodate bicyclists through construction sites in the public right-of-way.

B7. Does your community have any of the following other policies, standards, or other barriers that limit the development of bicycle infrastructure?

None of the above.

B8. What policies or programs are in place to ensure that high quality bike parking is available throughout the community?

Ordinance that allows on-street bike parking/bicycle corrals, System in place that allows residents to request the installation of new public racks. Bicycle parking is required in the Downtown Overlay District. Bicycle parking is encouraged to be included on sites by staff during development review for new projects within the village.

B9. Does your community have bicycle parking design standards that establish minimum requirements for the quality, security, and design of bike parking?

No

Find the [APBP Guidelines \(https://www.apbp.org/bicycle-parking-solutions\)](https://www.apbp.org/bicycle-parking-solutions) here.

B10. What percentage of public and private bike racks conform with APBP guidelines?

More than 75%

B11. What, if any, end-of-trip facilities are available to the general public in your community?

Public bicycle repair or fix-it stations, Public air pumps, Public uncovered bike racks, Public covered bike racks.

B12. Has your community taken any of the following steps to increase the accessibility and equitable distribution of end-of-trip facilities, including bike parking?

None of the above.

The Bicycle Friendly Community program has updated our questions around on- and off-street bicycle facilities with the goal of encouraging [communities to focus on building cohesive, connected bicycle networks, as opposed to piecemeal bike facilities](#). This update reflects the [Safe System Approach](#) (https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf) and emphasizes [slow design speed and the importance of building safe, low-stress bicycle networks that are comfortable, equitable, and accessible to all cyclists](#).

The following section has been developed using national guidance and standards such as FHWA's [Bikeway Design Guide](#) (https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf) and [Small Town and Rural Design Guide](#) (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lq.pdf), as well as NACTO's [Designing for All Ages and Abilities contextual guide](#) (https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf) and [Urban Bikeway Design Guide](#) (<https://nacto.org/publication/urban-bikeway-design-guide/>).

As guidance and best practices continue to advance around building safe, accessible, and equitable facilities for cycling, we will continue to follow data-driven standards and encourage every Bicycle Friendly Community to do the same.

We also strive to encourage and support every BFC applicant community to better inventory and document their current and planned bikeway [facilities to help facilitate future growth in and investments of the network](#). For more information, see the [League's 2022 report, Benchmarking Bike Networks](#) (<https://bikeleague.org/sites/default/files/Benchmarking-Bike-Networks-Report-final.pdf>).

B13. Please provide a map to show your community's current bicycle network, including all current on- and off-street bike facilities.

Please see below.

B13a. Bicycle Network Map URL:

<https://maps.vbartlett.org/portal/apps/webappviewer/index.html?id=054f88eeb5f648509f3fe77f2d51c00b>
(<https://maps.vbartlett.org/portal/apps/webappviewer/index.html?id=054f88eeb5f648509f3fe77f2d51c00b>)

B13a1. Secondary Bicycle Network Map URL:

B13b. Optional comment field to provide more information about link(s):

B14. Bicycle Network Worksheet

Tyler Isham

[Download File \(https://bicyclefriendly.secure-platform.com/file/36993/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjozNjk5MywiYWxsY3dOb3RTaWduZWRVcmwiOiJGYWxzZSIsImInbmBFC_Fall%202023_B14%20BFC%20Network%20Worksheet_Bartlett.xlsx\)](https://bicyclefriendly.secure-platform.com/file/36993/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjozNjk5MywiYWxsY3dOb3RTaWduZWRVcmwiOiJGYWxzZSIsImInbmBFC_Fall%202023_B14%20BFC%20Network%20Worksheet_Bartlett.xlsx)

The following answers for B15a-e should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above).

B15a. Total current Roadway Network:

150

B15b. Percentage of Roadway Network that is high-speed:

8.83

B15c. Percentage of Roadway Network that is low-speed:

0

B15d. Percentage of Roadway Network where speed limit is unknown:

0

The following answers for B16a-h should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B16a. Total current mileage of on-street bike facilities:

2.5

B16b. Total current mileage of off-street bike facilities:

30

B16c. Total current mileage of Bicycle Network (ALL on-street and off-street facilities):

32.5

B16d. Total current mileage of other markings and features:

3.5

B16e. Ratio of Total Current Bicycle Network to Roadway Network:

22

B16f. Percentage of Roads with ANY on-street bike facilities:

2

B16g. Percentage of Roads with LOW-STRESS on-street bike facilities

0

B16h. Percentage of Total Bicycle Network that is Low-Stress:

92

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

No

The following answers for B18a-f should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B18a. Planned On-Road Bike Facilities:

7.5

B18b. Planned Off-Road Bike Facilities:

5

B18c. Planned LOW-STRESS Bike Facilities:

8.5

B18d. Planned other markings & features:

1.5

B18e. Plans to upgrade any existing bike facilities:

Will be repaving and widen an existing popular bike path

B18f. Plans to lower speed limits or design speeds of any existing roads:

N/A

B19. Which of the following features are provided to improve safety for bicyclists and pedestrians at off-street and side path crossings of roads with motor vehicle traffic?

Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions

B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?

Lowered speed limit on a local road in the last 4 years, Physically altered the road layout or appearance of existing roads to lower their design speeds for motor vehicles (e.g. road diet, installing chicanes or curb bump-outs), Temporary “pop-up” bike infrastructure or traffic calming/tactical urbanism, Speed feedback signs/cameras.

B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?

On-street wayfinding signage with easily visible distance and/or riding time information for bicyclists

B22. How has your community incorporated principles of safety, comfort & attractiveness in the development of your bicycle network?

Street lighting on most arterials, Benches or other seating options added along bike routes/facilities

B23. Are there any signalized intersections in your community?

Yes

B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

Leading Pedestrian Intervals, Demand activated signals with loop detector (and marking), Push-buttons that are accessible from the road or

trail/side path, Push-buttons are designed and located at an accessible height for a variety of users, Timed signals, Intersection crossing markings for bicycles, Right corner islands (“pork chops”), Right-on-red restrictions in certain signalized intersections

B24. Has your community taken any of the following actions to make bicycle infrastructure more inclusive and accessible to cyclists of all ages and abilities, including people with physical or cognitive disabilities?

None of the above

B25. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to the appropriate department (public works, transportation, etc.)?

Online reporting system (e.g. SeeClickFix or local 311 website), Mobile app (e.g. local 311 app), Regular meetings, Contact staff directly via call/voicemail/email/text

B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?

Established funding or or capital budget line item for routine maintenance of bike facilities, such as repainting bike lanes, Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes), Policy or set schedule for routine maintenance of off- street bike facilities (e.g. repaving or vegetation maintenance), Policy or standards for clearing snow and ice from on- and/or off-street bikes facilities, Policy or set schedule for repaving roads

B26a1. Sweeping

Same time as other travel lanes

B26a2. Pothole maintenance/ surface repair
Within one week of complaint
B26a3. Restriping/ repainting markings
As needed
B26b1. Sweeping
As needed
B26b2. Vegetation maintenance
Quarterly or more frequently
B26b3. Surface repair
Within one week of complaint
B26b4. Restriping/ repainting markings
As needed
B26c1. On-street bicycle facilities
Same time as other travel lanes
B26c2. Off-street bicycle and shared use facilities
After roadways
B26d. What is your community's road repaving schedule or how often are roads routinely repaved in your community?
Every 12-15 years
B27. Does your community have a rail transit, bus, or other public transportation system?
Yes
B27a. Which of the following types of public transportation are offered in your community?
Commuter rail
B27b. Has your community made specific bicycle infrastructure investments around major transit stops or stations to improve multi-modal mobility options?
Yes
B27b1. Please describe any bicycle infrastructure investments around major transit stops that have improved multi-modal mobility options.
bike racks and a bike canopy near our train station for bikers
B27c. How are residents and visitors encouraged to combine cycling and public transportation?
Cyclists can practice mounting their bike on a bus bike rack at community events
<i>Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.</i>
B28. Does your community currently have a community-wide bike sharing program that is open to the general public?
No

Bike share programs are becoming popular and can contribute to making it possible for more people to choose to bike more often. In many communities bike share programs are large investments and it is important that they are sustainable in order to provide a dependable system for people in the community. While bike share programs are important and encouraged, having one is not essential to receiving a Bicycle Friendly Community award, particularly for smaller communities or non-urban communities.

B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?

None of the above.

B30. Please list all communities or jurisdictions that directly border your community, and their current BFC status.

South Elgin, Elgin, Streamwood, Hanover Park, Carol Stream and West Chicago (No bordering communities have BFC Status.))

B31. How, if at all, is your community coordinating with neighboring communities and other local jurisdictions (neighboring cities or towns, and/or the surrounding county or MPO/RPO) to ensure that people traveling by bike between jurisdictions will find a connected, cohesive network?

Joint Regional Bike/Ped Plan with the Village of Streamwood with the assistance of local MPO.

B32. Has your community partnered with any neighboring jurisdictions or other local communities in support of legislative policies at the state, county, or regional level?

Yes

B32a. If yes, please describe.

Coalition to stop train merger and a resolution supporting bike facility construction along state routes.

B33. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists.

Require developers to install bike paths and walking facilities and to look into bike racks.

Page: Education

C1. Do any public or private elementary schools offer regular bicycle education to students?

No

Offering bicycle education to students is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some students other portions of your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to some students at all education levels.

C2. Do any public or private middle schools offer regular bicycle education to students?

No

Offering bicycle education to students is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some students other portions of your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to some students at all education levels.

C3. Do any public or private high schools offer regular bicycle education to students?

No

Offering bicycle education to students is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some students other portions of

your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to some students at all education levels.

C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.

Scouts bicycle training or similar

C4b. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts?

150

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?

Yes

C5a. What type of classes are available for adults? Check all that apply.

Classes that include on-bike instruction, Classroom-only based classes

C5b. What topics are covered in these classes? Check all that apply.

Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians

C5c. Who teaches these classes? Check all that apply.

League Cycling Instructor, Local bike shop employee

C5d. On average, how often are these classes offered?

Monthly or more frequently

C5e. Are bicycles provided to adults by the community, non-profit, or other entity to allow every resident to participate in on-bike instruction?

Yes

C5e1. Does the fleet include adaptive bikes for adult students with disabilities?

No

C5f. Please estimate how many total adults are reached annually in your community through these classes?

50

C5g. How has the community made adult bike safety classes and other similar learning opportunities more inclusive and accessible for all members of the community?

None of the above

C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?

Community maps (print or digital), Permanent signage, displays, or information kiosks

C7. Which of the following information is shared using the methods checked above? Check all that apply.

Traffic Skills/Rules of the Road/Sharing the road with vehicles, Route planning

C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually?

Community maps (print or digital), Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.)

C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar?

None of the above

C10. Are any of the following educational materials provided to community residents and/or businesses?

None of the above

C11. How many League Cycling Instructors (LCIs) are active (have taught a class in the last year) in your community?

0

C12. When was the last time your community hosted a LCI seminar to bring on new instructors?

Unknown

C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education?

Traffic law enforcement officials regularly receive training on roadway safety and rules of the road as they relate to cyclists, Traffic law

enforcement officials and emergency responders regularly receive training on crash reporting for cyclists and other vulnerable roadway users, Emergency response drivers, EMS, and/or EMT staff regularly receive training on crash response best practices for cyclists and other micro- mobility roadway users (e.g. protocols for damaged bicycles, etc.)

C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups?

None of the above

C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?

No

C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years?

N/A

C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?

N/A – There are no LCIs or other bike safety instructors in the community

C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?

None of the above

C19. Describe any other education efforts in your community that promote safe cycling.

Page: Encouragement

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community?

None of the above

D2. What other groups actively promote bicycling in the community? Check all that apply.

None of the above

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

No

The [Bicycle Friendly Business \(https://bikeleague.org/business\)](https://bikeleague.org/business) and [Bicycle Friendly University \(https://bikeleague.org/university\)](https://bikeleague.org/university) programs can be great tools to increase ridership in your community. Learn more and find resources to help you promote these programs

at [bikeleague.org/bfa/toolkit \(https://bikeleague.org/bfa/toolkit\)](https://bikeleague.org/bfa/toolkit).

D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.

Web-based route finding service, Printed/digital bicycle network map

D4a. Provide URL for web-based route finding service:

<https://maps.vbartlett.org/portal/apps/webappviewer/index.html?id=054f88eeb5f648509f3fe77f2d51c00b>
(<https://maps.vbartlett.org/portal/apps/webappviewer/index.html?id=054f88eeb5f648509f3fe77f2d51c00b>)

D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year?

Celebrate National Bike Month (and/or a state-specific Bike Month), Bike to Work Day(s), Bike To School Day(s)

D5a. Provide a link to your community's Bike Month or Bike to Work Day website:

<https://www.bartlett.il.gov/government/administration/village-of-bartlett-proclamations>
(<https://www.bartlett.il.gov/government/administration/village-of-bartlett-proclamations>)

D6. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

N/A - No bicycle events

D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically- underrepresented groups?

None of the above

D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?

None of the above

D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?

Yes

D9a. Please provide details for each cycling club, group, or team that is active in your community.

Social or Recreational Clubs or Groups

Spin Doctor Cyclewerks Cycling Club

Website: <https://www.spindoctorcyclewerks.com/articles/spin-doctor-cyclewerks-cycling-club-pg118.htm>

Type: Recreational bike club {208c78f4-e1ab-4968-b0b1-9d6f940cdeba}

Contact: Aaron Stephens, aaron@sd.c.bike

Involved in App? Yes

D9b. Is there anything else you would like to share about the social or recreational cycling clubs or groups that are active in your community?

D10. Does your community have any of the following youth programs centered on encouraging cycling for children and youth?

None of the above

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?

Helmet giveaways or subsidy program

D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking?

Bike racks in well-lit, visible locations, Local or regional bicycle registration system

D13. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

1 shop for every 30,001-50,000 residents

D14. Are there any bike co-ops or non-profit community bike shops within the community's boundaries?

No

D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?

None of the above

D16. Describe any other events, programs or policies your community has to encourage and promote bicycling.

Page: Evaluation & Planning

E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?

No

E1b. What are the greatest challenges or barriers keeping your community from creating this kind of role?

Budget constraints

E2. Is there a Safe Routes to School Coordinator position?

No

E2a. If no, what are the greatest challenges or barriers keeping your community from creating this kind of role?

Budget constraints

E3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?

1

Please download the FTE worksheet by clicking here (https://bit.ly/BFC_E3_FALL23) to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "BFC_Fall 2023_E3 FTE Worksheet_ YOUR COMMUNITY NAME.xlsx" and upload the worksheet below. If you have any questions, please contact bfa@bikeleague.org.

E3a. Please upload your completed FTE worksheet here:

[Download File \(https://bicyclefriendly.secure-](https://bicyclefriendly.secure-)

platform.com/file/36994/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjozNjk5NCwiYWxsb3dOb3RTaWduZWRVcmwiOiJGYWxzZSIsImlnbmDRr18aWWixzg80Zxg7UnGLmGF-yuLYFzVYqo?BFC_Fall%202023_E3%20FTE%20Worksheet_Bartlett.xlsx)

E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities?

Regularly attend bicycle-related webinars

E5. Does your community have an officially-recognized Bicycle Advisory Committee?

Yes

E5a. How often does the committee meet?

Quarterly

E5b. First Name:

Adam

E5b. Last Name:

Hopkins

E5b. Email:

ahopkins@bartlettil.gov

E5c. Which of the following groups are represented on the Bicycle Advisory Committee?

Local bike advocacy organization or citizen advocate(s), Planning Department, Engineering Department, Parks & Recreation Department

E5d. Please describe what, if any, efforts the community has made to ensure that your Bicycle Advisory Committee is inclusive and representative of the full range of cyclists in your community?

The Bike and Run Plan Advisory Committee is made up of volunteers who are eager to help and provide guidance to the village and are interested in promoting safe and accessible bicycle and pedestrian infrastructure to its residents. Applications to serve on advisory boards is available to

anyone interested and can be found on the Village website at <https://www.bartlettil.gov/government/village-boards-and-commissions>

E6. What tools or systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process?

None of the above

E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements?

Project- or plan-specific community advisory or citizen oversight task group(s) or committee(s) appointed by local government, Public Meetings

E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard?

Public meetings are recorded and made available on the community's website, Transcripts of public meetings are made available on the community's website, Maps and images are described verbally for low-vision participants

E9. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

E9a. What year was the plan originally adopted?

2022

E9a1. Has the plan been updated or revised since it was first adopted?
No, the originally adopted plan is the most recent version
E9b. Provide a link to the current plan.
https://engage.cmap.illinois.gov/bartlett-streamwood (https://engage.cmap.illinois.gov/bartlett-streamwood)
E9c. Is there a dedicated budget for implementation of the plan?
Yes
E9c1. What is the designated annual budget or funding allocated?
430000
E9c2. List or describe funding source(s).
Village Budget
E9d. Does your plan include a specific, measurable goal to increase bicycle facilities?
Yes

E9d1. Please list the goals and/or what page(s) and paragraph(s) of the plan linked above the goal(s) can be found on.

An updated Complete Street Policy - Page 45

An updated Subdivision Ordinance that states requirements for bicycle and pedestrian

facilities. - Page 46 Adopt a bicycle parking ordinance - Page 46

Establish formal Safe Routes to School - Page 48

Develop a Neighborhood Traffic Calming Program. Page 48

A full network goal of 38 miles of bike and shared use path/trails.

E9e. Since the adoption or most recent update of the plan, approximately what percentage of the plan has been implemented?

0-10%

E9f. If there is a website to show your community's progress on implementation of the bike plan, please provide the link here:

N/A (<http://N/A>)

E9g. What steps has your community taken to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the bike plan?

Online survey, polling and questionnaires were available on the project website during multiple phases of the planning process during the creation of the Bicycle and Pedestrian Plan. Throughout the planning process, we organized activities and events to engage the Bartlett & Streamwood communities, key stakeholders, and local agencies.

E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)

Yes

E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.

The budget for projects specific to bicycle trails is allocated through the Capital Improvements Program and is targeted from 2023 through 2027. The total budget expenditure for bicycle trails during this time frame is \$320,000.

E10b. Please upload the most recent transportation budget for your community.

Download File (<https://bicyclefriendly.secure-platform.com/file/37029/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUz11NiJ9.eyJtZWVpYUlkjozNzAyOSwiYWxs3dOb3RTaWduZWVcm-yNLFuso?Capital%20Projects%20Budget.xlsx>)

E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?

E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation?

E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community?

No

E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

No File Uploaded

E14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

No File Uploaded

E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

No File Uploaded

E15. What is your best estimate for your community's current bicycle mode share?

Unknown

E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

No

E17. Does your community collect and track bicyclist crash data?

No

It is extremely important that bicyclist crashes are reported, tracked, and responded to improve bicyclist safety and understand causes of bicyclist crashes. If your community does not currently report or track bicyclist crashes, you may still be able to earn a Bicycle Friendly

Community award, but it will be difficult to earn higher level awards without exceptional circumstances.

E18. Does your community collect and track bicyclist "near misses"?

No

E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?

0

E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data?

No

E21. Has the community set a goal or established a policy or plan to eliminate traffic fatalities within the next 20 years or less?

No

E22. Are there any local or statewide traffic ordinances or laws in place designed to improve bicyclists' safety in your community?

Ban on cell phone use while driving , Ban on texting while driving, Vulnerable road user law, Safe passing distance law

E23. Do any of the following local ordinances or enforcement practices exist in your community that place restrictions on cyclists or criminalize cycling?

None of the above

E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community.

E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?

No

E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community?

Officials are required to report all traffic enforcement stops made of motor vehicle drivers, Officials are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc., Demographic information is collected as part of all traffic stop data that is reported, Demographic information is collected for all traffic-related citations and arrests

E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests?

Real-time reporting of traffic enforcement data is made available to the public, Raw data is published and made available to the public on a regular basis, Data summaries, analysis, or reports are published and made available to the public on a regular basis

E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?

Police officers participate in an annual implicit bias training to measure and eliminate racial bias in traffic law enforcement.

E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?

None of the above

E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered.

Page: Equity & Accessibility

The League [defines \(https://bikeleague.org/content/equity-initiative\)](https://bikeleague.org/content/equity-initiative) “**Equity**” as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.

The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

“**Accessibility**” refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with

disabilities. The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as ‘disabled’. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury,

[there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility \(https://rootedinrights.org/video/disabled-bikers/\).](https://rootedinrights.org/video/disabled-bikers/)

We firmly believe that *Equity & Accessibility* are the essential lenses through which all other BFC work must be viewed in order to achieve a Bicycle Friendly America for everyone.

As such, you will find questions and answer options related to improving equity & accessibility throughout the BFC application in each previous “E” section, in addition to this new dedicated “Equity & Accessibility” section.

These Equity & Accessibility updates have been developed thanks to the input and participation of hundreds of communities and local advocates with a wide range of lived experiences and areas of expertise, to whom we are very grateful.

The League presents this new section with the recognition that our work to listen, learn, and engage on the topics of Equity & Accessibility in the BFC program is not yet finished, and never will be. Equity is an ongoing practice and the League will continue to engage with partners, local

advocates, and communities in the BFC program to incorporate new ideas, reflect new challenges, and continue to grow and learn. If you have questions, comments, or feedback about the updated BFC application, please email us at bfa@bikeleague.org.

Thank you for continuing to learn and engage in this work along with us.

F1. Does your local government have an internal Diversity, Equity, and Inclusion (DEI) or similar initiative, department, or position?

No

F2. Does your community have an officially-recognized DEI or Transportation Equity Committee or similar equity-related advisory committee or working group focused on equity or mobility justice issues?

No

F3. Does your local government have a dedicated Disability Services Department, Office of Disability Rights, or similar department(s) or role(s) dedicated to supporting and advocating for residents with disabilities?

No

If your local governmental agency has 50 or more employees (full-time, part-time, or seasonal), it is required by federal law to have a designated ADA coordinator.

While your community may not have a Disability Services or Disability Rights office or department, the ADA coordinator may be someone to connect with during the bike planning process.

If your agency is that large or larger, who is the ADA coordinator?

John Komorowski - Building & Code Enforcement Division Manager

F4. What types of partnerships has the community established to reach new audiences and increase representation and inclusion in your education, encouragement, outreach and/or engagement processes?

None of the above

F4a. For EACH category checked in F4, please list the partner group(s) and briefly describe or summarize the activity or partnership involving that group.

F5. Does your community collect or track any other bicycle-related data with socioeconomic and/or demographic details that hasn't already been mentioned elsewhere on this application?

No

F6. Has your community established any specific and measurable equity-related goals or performance measures that relate to bicycling?

No

F7. Has your community conducted any equity-centered analysis (e.g., social vulnerability assessment, equity matrix, index, or similar effort) as part of a community Bicycle Master Plan, Vision Zero Action Plan, Safe Routes to School Plan, ADA Transition Plan, or other similar planning effort or document?

No

F8. Does your community regularly incorporate any of the following socioeconomic or demographic variables into any planning or decision-making processes for the development or prioritization of bike infrastructure projects?

Age, Income/poverty status, Race/Ethnicity, Vehicle ownership, Transit reliance

F8b. For any variable selected above in F8, please describe how the variable(s) have informed decision-making or prioritization around bicycle investments and project implementation. Please include any relevant links, if applicable, that could help us to better understand your methodology, and inspire other BFC applicants to learn from your community's process.

The variables selected above were the primary focus of the Bicycle and Pedestrian plan. . Providing a safe and coinvent network of transportation alternatives to our residents is vital to having a healthy and well connected population that can use and enjoy the community's facilities without the reliance solely on motor vehicles.

F9. Has your community adopted any of the following types of equity-related action plans?

None of the above

F10. Has the community developed any anti-displacement programs or strategies that relate to transportation investments?

None of the above

The following fields (F11 & F12) are optional but can earn additional points toward a community's Equity & Accessibility score. Communities are

encouraged to use these spaces to describe any efforts that have not already been covered on the application, and/or to provide additional details, links, or information about a corresponding checkbox elsewhere on the application.

F11. Are there any other innovative strategies, programs, facilities, or initiatives in place to specifically support cyclists with any vision, hearing, mobility, and/or cognitive needs in your community, that have not already been covered on your BFC application?

N/A

F12. Are there any other innovative strategies programs, facilities or initiatives in place to make cycling more equitable and

inclusive for any historically underrepresented or marginalized groups or individuals in your community, including women, people of color, non-English speakers, people with disabilities, non-drivers, young children, and/or seniors?

N/A

Page: Final Overview

G1. What are the top three reasons your community has made bicycling a priority?

Improved quality of life, Community connectivity, Traffic and bicycle/pedestrian safety

G2. Briefly describe the most positive outcome of your community's support for bicycling.

We have achieved a framework in place to identify and manage cycling infrastructure goals for the community and incorporated this framework into planning and development decisions moving forward. This will allow the community to provide better cycling facilities and to expand our cycling capacity moving forward allowing for access of these facilities for our community residents. The downstream effects will be greater mobility within the community through expanded safe transportation and recreation options.

G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community?

The Village of Bartlett participates in recognizing May as Bike month and recognizes a Bike Week in the community and celebrate biking and the freedom, the joy, and the well-being it provides, as well as the power that more people riding bikes has in making life better for everyone.

The Village also promotes that cycling has been shown to improve citizens' health, well-being, and quality of life, growing the economy of the Village of Bartlett, and reducing pollution, congestion and parking costs on our streets and roads.

G4. What are your community's greatest achievements in the last 12 months in the work to become more bicycle-friendly?

Adopting the Bartlett & Streamwood Bicycle and Pedestrian Plan.

G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

Adopting an updated Complete Streets policy that provides specific performance measures to evaluate the success of implementation that includes an equity component.

Adopting a Vision Zero Action Plan in a Safe System Approach to create infrastructure that is safe and enjoyable to use.

Foster a thriving cycling culture that is inclusive of all demographics that promotes education and encouragement for all current and potential cyclists.

G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5?

Forming and passing these policies and then implementing them into a measurable system of action and accountability that achieve the desired infrastructure goals.

G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

The primary goal of this year is the construction of the S. Bartlett Road Trail/Newport Trail. This will provide an off-street trail east/west connection through the center of the Village and is vital to connecting the primary north/south trail of S. Bartlett Road to this important axis.

G8. Optional: What other communities do you look to as peers or comparable role models for your community?

Due to our location, neighboring communities like Batavia and Schaumburg are currently are role models as level of bicycle service to strive for.

G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

Yes

G10. How did you hear about the Bicycle Friendly Community program?

Community partners and public recommendation.

Page: Supplementary Materials

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

The League wants to showcase the places, organizations, and individuals working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community outreach efforts, or people biking in your community, you'll help us highlight your community's commitment to making bicycling better.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

File 1

No File Uploaded

H1. Is your community part of a Metropolitan Planning Organization (MPO) that serves an area with a population over 200,000?

Yes

H1a. Does your MPO designate funding for bicycling and walking in their long-range plan?

Yes

H1b. Does the MPO's Transportation Improvement Plan (TIP) include bicycling and walking projects?

Yes

H1b1. If yes, has your community advocated for getting priority bicycling projects into the TIP?

Yes

H2. Under the Transportation Alternatives Program, States must prioritize projects that benefit high need communities. Is your community defined as a high need community by your state?

No

H3. States now have funding to provide technical assistance to Transportation Alternatives Program (TAP) applicants. The technical assistance can cover everything from scoping a project, to the application process, to the permitting process.

H3a. Has your state Department of Transportation offered technical assistance through the Transportation Alternatives Program?

Yes

H3b. Has your community requested technical assistance from your state DOT to help with TAP projects?

No

H3c. Has your community received technical assistance from your state DOT to help with TAP projects?

No

H4. What sources of funding do you use to pay for bicycle infrastructure and programming in your community?

Local Government Agency Funding

What sources of Local Government Funding are used?

Local Transportation Department

H5. If there is anything else you would like to share with the BFC review team about your community's budget or other funding made available for bike infrastructure development, please describe here.