

VILLAGE OF BARTLETT

COMMITTEE AGENDA

FEBRUARY 16, 2016

PLANNING & ZONING

IDOT US 20 Feasibility Study

FINANCE & GOLF

2016 Golf Rates



Agenda Item Executive Summary

Item Name 2016 Golf Rates Committee or Board Board

BUDGET IMPACT

Amount: 30,000 in additional revenue

Budgeted

List what fund General

EXECUTIVE SUMMARY

Staff is recommending golf fees for the 2016 season be increased for both resident and non-resident rates for 18 holes, 9 holes and twilight rounds.

Staff is also recommending an increase to season passes to reflect the change in green fees. Depending upon the type of pass purchased the increase will range from \$50.00 to \$70.00.

Daily green fees for seniors and juniors will remain unchanged.

ATTACHMENTS (PLEASE LIST)

Memo dated 2/9/16

ACTION REQUESTED

- For Discussion Only
- Resolution
- Ordinance
- Motion

MOTION: I move to approve the 2016 golf season rates as presented.

Staff: Phil Lenz, Golf Professional Date: February 9, 2016

Memorandum

To: Valerie L. Salmons, Village Administrator
CC: Jeff Martynowicz, Finance Director
From: Phil Lenz, Golf Professional
Date: 2/09/2016
Re: 2016 Golf Rates

Each year the Village reviews the rate structure for the golf course. Our current fee structure continues to keep us well positioned compared to other facilities while properly reflecting the quality of the facility and level of services offered.

It is staff's recommendation for the 2016 golf season that golf fees be increased for the upcoming season as follows:

- Increase 18 hole fees for both residents and non- residents by \$2.00 and increase all 9 hole and twilight rates by \$1.00.
- Increase season pass rates to reflect the change in green fees. Passes would increase from \$50.00-\$70.00 depending on the type of pass purchased. In 2015 4100 rounds were played by pass holders, an average of over 65 rounds played per player with some pass players playing well over 100 rounds. Staff feels that even with a modest increase customers will still be getting great value on their purchase considering the quality of the facility and the amount that the typical golfer uses these passes.

It is also staff's recommendation that daily green fees for both senior golfers and juniors remain unchanged for 2016. Seniors comprise a large portion of weekday revenues and are among the most price sensitive golfers in the market. Staff fears that an increase in daily fees for this segment of the market may drive golfers to other facilities.

These changes will result in generating approximately \$30,000.00 in additional revenues.



Agenda Item Executive Summary

Item Name IDOT US 20 Feasibility Study Committee or Board Committee

BUDGET IMPACT

Amount: N/A Budgeted N/A

List what fund N/A

EXECUTIVE SUMMARY

IDOT will present the US 20 Feasibility Study - Shales Parkway to IL 390, IL 390 Extension (North Ave to US 20)

ATTACHMENTS (PLEASE LIST)

CD cover memo and a paper copy of the US 20 Feasibility Study Power Point. Full scale plans will be on display at the meeting

ACTION REQUESTED

- For Discussion Only
- Resolution
- Ordinance
- Motion:

Staff: Jim Plonczynski, Com Dev Director Date: 2/8/2016

COMMUNITY DEVELOPMENT MEMORANDUM

16-013

DATE: February 8, 2016
TO: Valerie L. Salmons, Village Administrator
FROM: Jim Plonczynski, CD Director
RE: IDOT - US 20/IL 390 Feasibility Study

IDOT is currently engaged in a feasibility study of US 20 (Shales Parkway to Greenbrook Blvd.) that includes a potential westerly extension of IL 390. IDOT began the feasibility study in the summer of 2014 to further evaluate the Village of Hanover Park's arterial concept for an IL390 westerly extension, and in doing so, provide an updated evaluation of past recommendations for the western portion of the Elgin-O'Hare corridor along US 20 to Shales Parkway, including the connection to Lake St.at North Avenue. A working group consisting of Hanover Park, Bartlett, Streamwood, Elgin, the Illinois Tollway, Cook County and DuPage County was formed and several meetings were held to discuss existing conditions, alternatives and the recommended alternative. This presentation is intended to share analysis results including a preliminary recommended alternative for:

- US 20 from Shales Parkway to approximately North Avenue
- IL 390 westerly extension from approximately North Avenue to IL 390/US 20 interchange.

IDOT Officials have provided full scale road improvement plans that will be on display to view at the Village Board Committee meeting.

RECEIVED
COMMUNITY DEVELOPMENT

FEB 08 2016

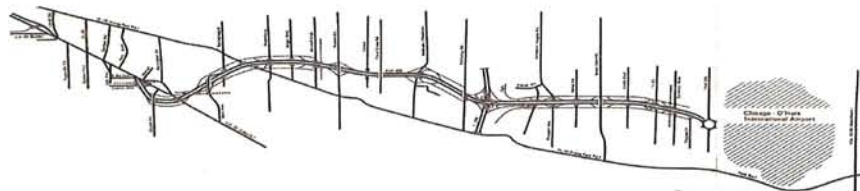
VILLAGE OF
BARTLETT

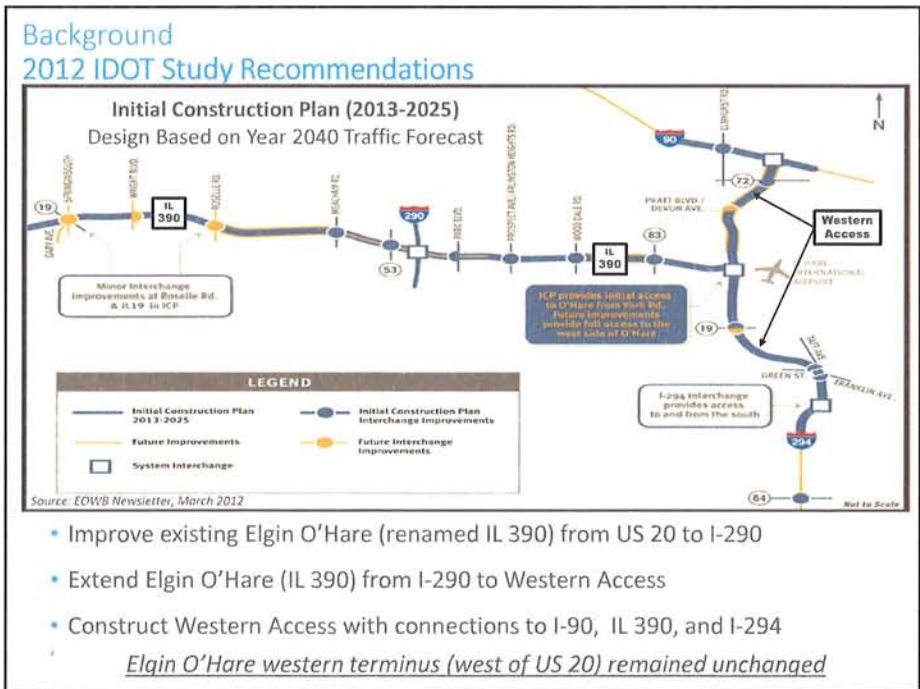
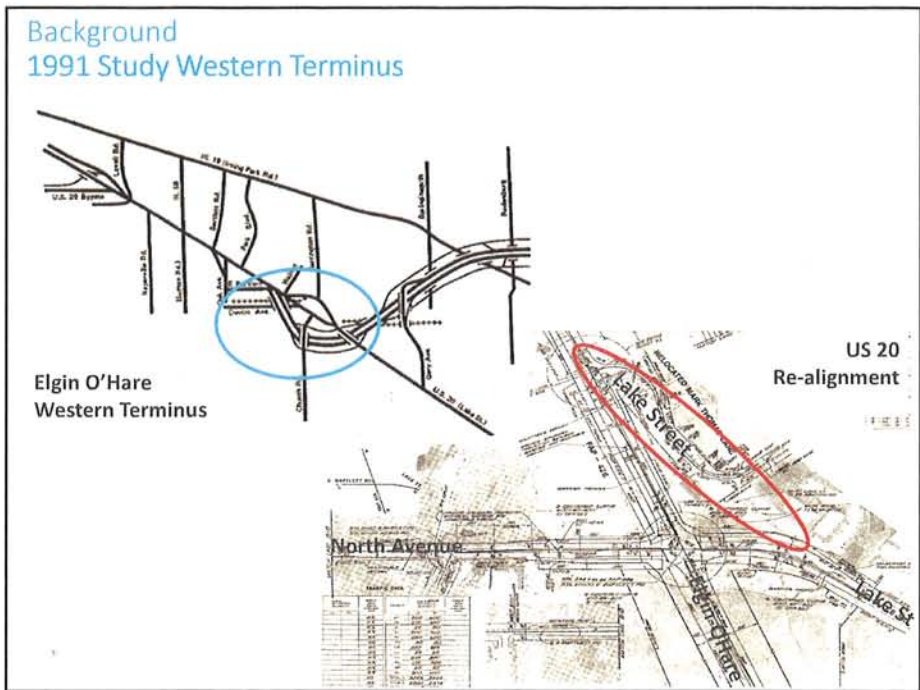
US 20 Feasibility Study
Shales Parkway to IL Route 390
IL Route 390 Extension (North Ave to US 20)

Village Board Meeting
Bartlett Village Hall
February 16, 2016

Background
1991 IDOT Study Recommendations

- Build Elgin O'Hare Expressway from North Avenue (former East Bartlett Road) to York Road
 - Design based on Year 2010 traffic forecast
 - Plan re-aligned US 20 (Lake Street) near North Avenue
- Add curbed medians along US 20 from Shales Parkway to North Avenue



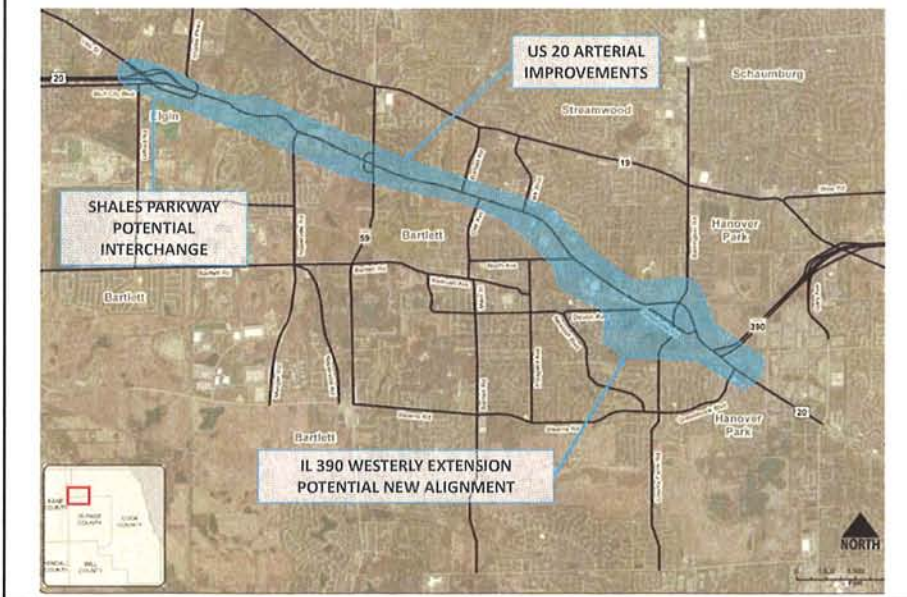


Background Village of Hanover Park Comprehensive Plan



- Hanover Park Village Center Plan designed to be compatible with the Western Terminus
- Development area has direct access to the Western Terminus and IL 390

Study Area US 20 (Shales Parkway to Greenbrook Blvd)

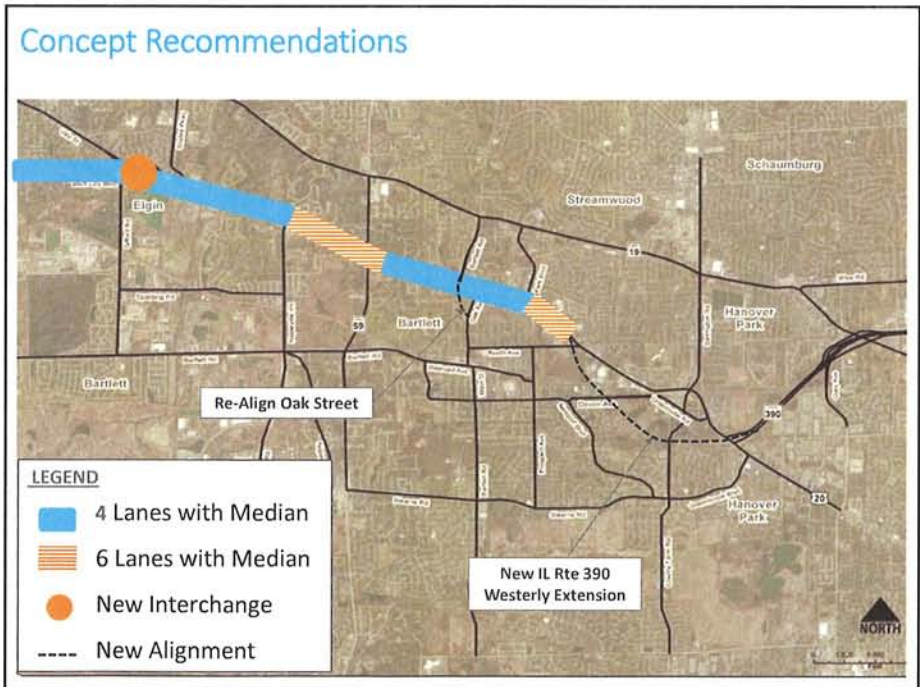
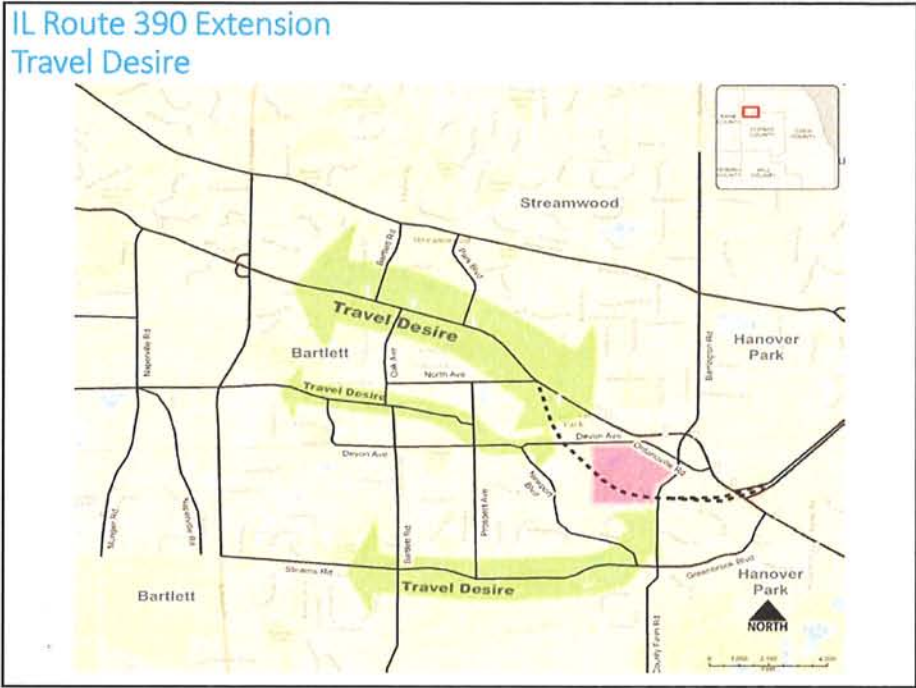


Study Purpose

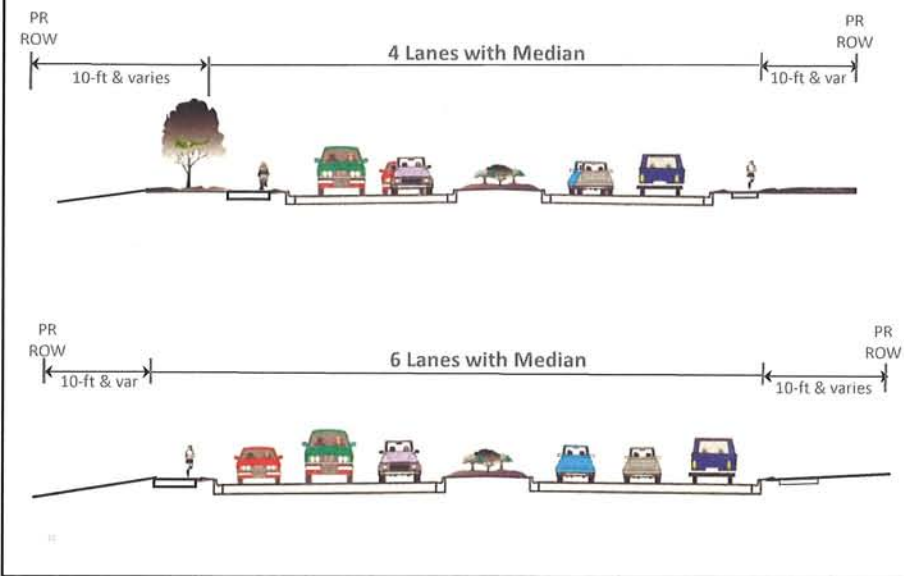
- Re-evaluate Elgin O'Hare Western Terminus
 - Local Land Use Planning
 - Updated Traffic Forecasts
- Evaluate US 20 Improvements
 - Connection to Elgin O'Hare Western Terminus
 - Match ongoing study to the west
- Determine if IDOT Phase I Study should follow

Transportation Need





Typical Cross Sections



US 20 Improvement Concept Villa Street/Shales Parkway Grade-Separated Interchange



- Eliminate at-grade signalized intersection between US 20 and Shales Parkway
- Create new interchange that maintains direct access to Villa Street and Shales Parkway
- Improve Connectivity between Villa Street and Gifford Road
- Alternatives to be studied as part of new interchange

US 20 Improvement Concept East of Shales Parkway thru Lambert Lane



- Could create local road connection off of Lambert Lane on north side of US 20.
- Improve geometry slightly thru curves and improve roadside treatment.



US 20 Improvement Concept Naperville Road thru IL 59 Interchange



- Provide 3 thru lanes each direction between Naperville Road and IL 59.
- Reconstruct Naperville Road intersection to provide three thru lanes each direction and provide dual westbound turn lanes.

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US 20 Improvement Concept Oak Avenue to Park Avenue



- Increase US 20 to 3-lanes each direction from approximately Park Avenue to the IL 390 Extension.
- Convert Park Avenue intersection approach to dual left turn lanes and right turn lane.

US 20 Improvement Concept Park Avenue to IL 390 Extension



- Provide 3-lanes each direction between Park Avenue and IL 390 extension.
- IL 390 Extension would connect with Mark Thomas Lane.
- North Avenue relocated south within existing state right-of-way to tie to IL 390 extension

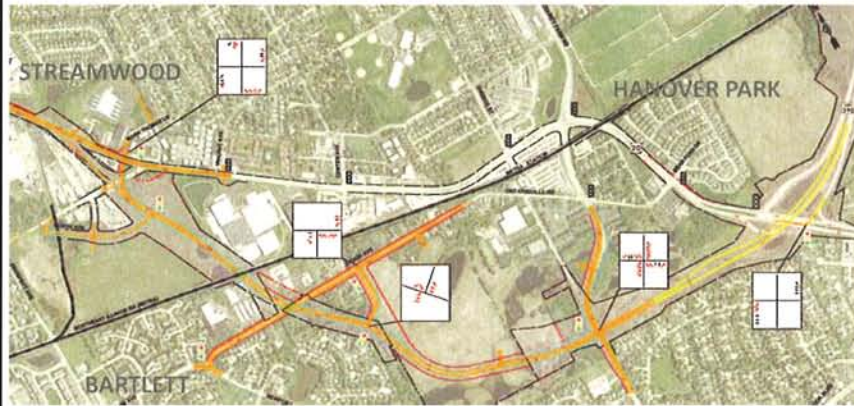
IL 390 Westerly Extension (formerly Elgin O'Hare Western Terminus) Alternatives Considered

- 4 - Lane arterial
- 2 - Lane arterial
- 4 - Lane arterial with overpasses at major intersections and railroad
- 4 - Lane Arterial with modified westbound transition from tollway to local road, and overpasses at Devon Avenue and railroad

IL 390 Westerly Extension Objectives

- Improve transition to an arterial
- Consider future land use, the Hanover Park Village Center Plan
- Buffer existing land uses
- Evenly distribute traffic

IL 390 Westerly Extension
Recommended Concept



County Farm Road to Devon Avenue
Initial Staging Concept



Benefits of Recommended Concept
US 20 Corridor

Improved Mobility

- Shales Parkway interchange
- 6 Lane sections where needed to eliminate bottlenecks
- Intersection improvements
- Side paths to provide for non-motorized travel

Improved Safety

- Protected turning phases at signalized intersections
- Curbed medians



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Benefits of Recommended Concept
IL 390 Westerly Extension

Mobility and Safety

- Provides safe transition from tollway to arterial system
- Improves local access and circulation
- Provides parallel arterial relief (US 20, Greenbrook Blvd)
- Incorporates sidewalks and bike paths for non-motorized travel
- Protected turning phases at signalized intersections
- Curbed medians



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Preliminary cost opinion not including right-of-way

Improvement Description	Costs (2015\$)
US 20 Interchange at Shales Parkway	\$51 Million
US 20 Arterial Improvements	\$86 Million
IL 390 Westerly Extension	\$80 - \$96 Million
Total	\$217 - \$233 Million

The IL 390 Westerly Extension initial staging concept is estimated at \$30-\$35 Million, not including new right-of-way

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Next Steps

- Coordinate with communities adjacent to the corridor
- Complete Feasibility Study
- Initiate Phase I if appropriate

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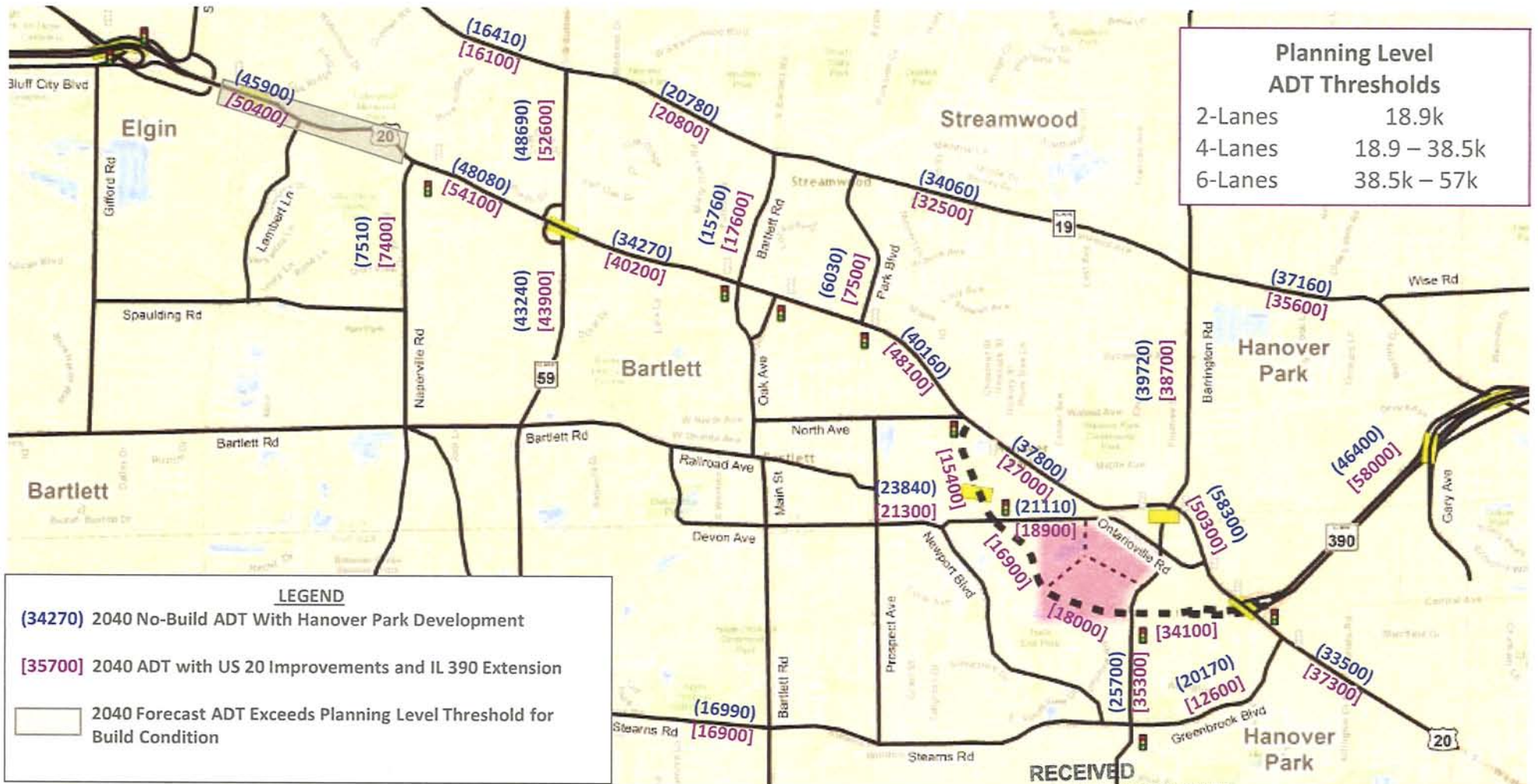
Thank You!

US 20 Feasibility Study

Shales Parkway to IL Route 390

IL Route 390 Extension (North Ave to US 20)

2040 Average Daily Traffic (Comparison of No-Build and Build) US 20 (Shales Parkway to IL 390) including IL 390 Extension



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