



**VILLAGE OF BARTLETT
COMMITTEE MINUTES
February 16, 2016**

President Wallace called the Committee of the Whole meeting to order at 7:14 p.m.

PRESENT: Trustees Arends, Camerer, Deyne, Hopkins, Reinke were physically present. President Wallace was attending via webcam.

ABSENT: Trustee Carbonaro

ALSO PRESENT: Village Administrator Valerie Salmons, Assistant Village Administrator Paula Schumacher, Finance Director Jeff Martynowicz, Director of Public Works Dan Dinges, Public Works Engineer Bob Allen, Community Development Director Jim Plonczynski, Building Director Brian Goralski, Head Golf Professional Phil Lenz, Chief Kent Williams, Deputy Chief Patrick Ullrich, Village Clerk Lorna Giles and Village Attorney Bryan Mraz.

FINANCE & GOLF COMMITTEE

2016 Golf Rates

Chairman Deyne stated that 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 to \$70. Daily green fees for juniors and seniors will remain unchanged.

Trustee Camerer asked when they raised the rates last.

Head Golf Professional Phil Lenz stated that it was in 2013 and previous to that was 2011.

Trustee Camerer asked if they are raising rates every two years?

Trustee Deyne stated that he reviewed these rates and has played at numerous golf courses throughout the area and he felt that Bartlett Hills is in the ballpark with their rates. He pointed out that seniors make up a large portion of the golf program during the week and staff was able to maintain the current rates for juniors and seniors. He did not expect any decrease in play at the course.

Trustee Hopkins asked what the age limit is for a junior and senior.

Lenz stated that juniors are 17 and under and seniors are 60 and older.



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Trustee Camerer asked if they compared the new proposed rates with other cities and asked what level they will be at.

Lenz stated that they will fall right in the middle where they historically have been in comparison to other similar courses in the area.

Trustee Camerer asked if he thought they would lose golfers.

Lenz stated that he did not as long as they did not raise the junior and senior rates.

Trustee Hopkins asked what the current rates are at other courses in town like Apple Orchard.

Lenz stated that Apple Orchard is a 9 hole, par 3 facility and not comparable.

Trustee Camerer asked how they compared to Villa Olivia.

Lenz stated that they are comparable to the number of holes on the golf course but he felt they offer a much better product.

Administrator Salmons stated that one of the reasons they don't do the in-depth kind of comparisons with other golf courses is that it is a much more fluid situation now. Golf courses could change their rates on a daily basis and a lot of them have third parties that represent them. There are no standard rates.

Lenz stated that what is posted on a golf course website or the sign in the golf shop is not what a lot of them are charging. There is a large segment of the business that has gone to internet bookings. Those people are looking for a discount unless it is a prime time. A little rate increase allows them to discount off of a higher rate.

Trustee Hopkins asked if they use any third party internet marketing.

Lenz stated that they did about \$200,000 last year with Golf Now. They are very involved with that and that number will keep growing.

Trustee Arends suggested to Trustee Hopkins that he go up to Bartlett Hills and grab a golf cart with Phil and just ride around. Then, go to Apple Orchard and Villa Olivia so he can get some kind of comparison. She personally thought that there is not a more fun golf course to play than Bartlett Hills. It is well taken care of by Kevin DeRoo. Bartlett Hills is head and shoulders above the other courses in town.

President Wallace asked if they thought about doing what St. Andrews does with changing the green fees in the fall and have a low winter rate.



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Lenz stated that they already do that in the spring and fall. Since they are open twelve months per year they go into a winter rate for playable days in winter months. He stated that St. Andrews regular season rates are higher than \$41. They have come down on rates over the last several years.

PLANNING & ZONING COMMITTEE

IDOT US 20 Feasibility Study

Community Development Director Jim Plonczynski stated that they have Pete Hammet from IDOT who is heading up this Feasibility Study for the US 20/Illinois 390 project. This is the area on Lake Street when coming off the Elgin/O'Hare all the way to Shales Parkway. They have met with Pete and his team and have gone to a couple of meetings in Hanover Park.

Pete Hammet, Civil Engineer with IDOT stated that he has an administrative role as well as a project manager. This Feasibility Study is like pre-planning and trying to develop a concept and see what the community comments are. The next step is a Phase 1 Study but they don't have any funding for that. They are just looking for thoughts and comments on the Feasibility Study. He stated that IDOT studied the Elgin/O'Hare expressway in the 80's and early 90's and recommended an expressway all the way from East Bartlett Road (North Avenue) all the way to the west side of O'Hare. For the rest of its length, there was a recommendation to simply add a curved median to Lake Street and realign Oak Avenue and Bartlett Road. It was based on a year 2010 forecast. The expressway ends at Lake Street and the ultimate plan was to swing around the town of Ontarioville and connect at North Avenue. It would change the configuration of Lake Street.

In 2012, they finished a study that addressed the eastern part of that transportation facility. They identified a bypass around O'Hare and improvements to the existing Elgin/O'Hare all the way to the west side of O'Hare - that was the year 2040 forecast. The Village of Hanover Park was looking at the area which is historic Ontarioville and a land use plan with office/commercial and residential. They were looking at the Elgin O'Hare and asked if this could be something other than an expressway and provide more accessibility to this part of their village. IDOT agreed to work with them on that. This is not just a Hanover Park thing – it's Streamwood, Bartlett, Elgin and even DuPage County and the Illinois Tollway. They are looking at new alignments and the basic purpose is to re-evaluate the recommendations from 1991 using updated forecasts and updated land-use planning, particularly in Hanover Park. They are looking at how to transition from an expressway to an arterial.



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In looking at the transportation need he discussed some capacity improvements relating to four and six lane areas of roadway on Lake Street depending on traffic volumes. He also talked about an interchange on Shales Parkway and the dip in the road. He talked about bike and pedestrian facilities with a curbed median and enhanced landscaping. With four or six lanes they would need additional property. He talked about flattening out the curves by Villa Olivia and adding a lane between Naperville Road and Route 59. They also looked at the concept of realigning Oak Avenue to meet up with Bartlett Road.

He stated that in terms of a new alignment, they looked at a lot of options such as a four lane arterial, two lane arterial, four lane arterial with overpasses at major intersections or four lane arterial with a transition from the existing Elgin/O'Hare to the arterial. He stated that from Lake Street they will go under the railroad and under Devon, push the alignment further east away from neighborhoods and have a connector road to get back to Devon Avenue and connect to County Farm and on to the Elgin/O'Hare.

He stated that there was a question about staging construction. Doing a partial extension would make it more difficult for folks to get where they are going. He spoke about a connector road between Devon and Lake rather than other connections, a step at a time. The interchange at Shales Parkway will help out mobility as well as intersection improvements, adding turn lanes, etc. This is why they look at stage construction. If you look at the all-in cost, it is over \$200,000,000.

He stated that they hoped to wrap up the Feasibility Study by the first half of 2016 and proceed with Phase 1 as appropriate.

Trustee Arends spoke about heading west from the airport she sees signs that say Streamwood-5 miles and she wanted some kind of assurance that Bartlett will get the same recognition on the other tollway. She spoke about the Oak Avenue extension and asked how close the extension will be to the houses along Ford Lane between Oak and Route 59.

Hammet stated that it would be about 100 feet from there.

Trustee Arends asked about the sound barrier walls.

Hammet stated that they would have to analyze that and if it qualifies under their criteria.

Trustee Reinke asked about the east side of town. They will be close to a subdivision where the proposed roadway goes under Devon and under the railroad tracks. It would make sense to reduce the level of the road so it is buffered by earth and not just a fence. He stated that he lives off Route 59 and the sound walls are not necessarily the



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best and he can hear plenty of traffic. He was concerned that the subdivision will get all that noise if the roadway is at grade.

Hammet stated that he would take note of that.

Trustee Reinke stated that he wanted everyone to understand that this is not even Phase 1. He asked if he was soliciting input from residents at this point.

Hammet stated that they could give input at any time.

Trustee Hopkins stated that where traffic gets on near North Avenue is extremely problematic. When traffic backs up on Route 20 or North Avenue they will cut up Oak Avenue and North Avenue to get on the Elgin/O'Hare. About eight blocks from where the on ramp is, there is an elementary school where a lot of the kids walk. He would like to see some traffic counts and the proposed increase of traffic on North Avenue. He thought a better solution was to take the on-ramp directly to Route 20 west of North Avenue and not allow access from North Avenue.

Trustee Reinke stated that North Avenue is not configured to handle any volume of traffic. It already has a significant volume and the sidewalks are not up to par, plus there is a school. At the same time, it will make it easier for people to get into the downtown area. He encouraged any kind of traffic calming measures for North Avenue and felt it would be very important.

Trustee Hopkins stated that back in 2001, IDOT did a Feasibility Study and asked if that is what they are figuring for a start of the Elgin/O'Hare.

Hammet stated that the study was done in 1991 and then again in 2012.

Trustee Hopkins asked how often his committee meets and if it is open to the public.

Hammet stated that they would be happy to meet with residents at the Village Hall.

Trustee Hopkins felt sure that the residents would have plenty of questions. He thought a meeting is a step in the right direction. He asked if the Village's Traffic Engineer Consultant has been involved.

Plonczynski stated that they have just recently been invited to attend the meetings. There are representatives from all the communities and mostly staff.

Trustee Hopkins stated that he would like to get his insight on this to give the Board a little more knowledge since they are not traffic experts.



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Trustee Reinke asked how they can use this to their advantage. Hanover Park has been very aggressive with IDOT and he would like to see Bartlett step it up a bit and get some ideas on how to maximize this for Bartlett's benefit.

Administrator Salmons stated that they have been playing defensively to see what kind of damage this is going to do. You raise an important issue which is to continue that and see what we can get out of having this. She stated that one of her positions when they meet with IDOT is to try to assure that this road doesn't decimate their suburban peace. She didn't understand how taking the road under the track changes things for those folks.

Hammet stated that he was making a relative comparison to the 1991 plan which was a freeway up in the air by those houses. If there was a roadway with an arterial and less traffic and lower in the ground, in a relative sense that would be better. The rest of it is something residents will comment on and the Village, as far as the desirability of that in general.

Administrator Salmons asked if there was any sense of a timeframe for moving through Phase 1 and Phase 2.

Hammet stated that they need a consensus at the end of this Feasibility Study and they would like to wrap it up by the first half of 2016. Typically, maybe four years to do Phase 1 and typically another two years to prepare for final design plans and acquire property if needed. That assumes that there is funding in place to start construction.

Trustee Hopkins asked since the Tollway is taking over 390, is there any way that they would fund this project instead of IDOT.

Hammet stated that the Tollway thinks very creatively but he has not seen a tolled arterial yet.

President Wallace stated that he didn't think they want one. He talked about the bypasses at the east end and asked if the on-ramp onto Route 20 would remain and is there a reason why they have to create a double bypass around a specific area.

Hammet stated that the free flow ramp that currently goes under the Elgin/O'Hare would have to go away if they extend the main line pavement. In terms of the improvements by Devon Avenue, since they are going under Devon, if they wanted to get access back to Devon Avenue, they would have to build a connector road at the edge of Hanover Park and Bartlett.

President Wallace asked why they were bypassing a specific area around the Ontarioville Historic downtown.



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Hammet stated that the existing stretch of Lake Street is pretty much maxed out with daily traffic. The next solution is to unclog that and create an overpass and ramps at Bartlett and Lake and distribute traffic a little more evenly. In terms of this being an arterial, trying to be a better fit with Hanover Park's land use plan.

President Wallace stated that Hanover Park wants that big center area to be a new downtown area. He thought there was a lot of discussion to be had with his Board since for most of them, this is the first time they have seen this. We need to discuss what is best for Bartlett and make sure we are in the best interest of our residents and not just making sure we can create a new environment for downtown Hanover Park.

Trustee Hopkins asked about the traffic counts and asked what stage that would take place in.

Hammet stated that they have been modeling it and they have the network. They can do traffic simulations and tells them how the network is reacting to various changes. That is where they can get those volumes for North Avenue.

Trustee Reinke asked if they could show that model to the Board.

Hammet stated that they can give that information.

Trustee Hopkins thought it would be important to give that to the traffic consultant and he can digest it and make a presentation to the Board.

Trustee Deyne stated that they should get some input from the public also.

Hammet stated that they would have some sort of meeting before they wrap it up.

Trustee Hopkins stated that it is important that residents can address questions with staff as well.

Administrator Salmons stated that they will put the Power Point presentation from this evening on the Village website.



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There being no further business to discuss, Trustee Deyne moved to adjourn the Committee of the Whole meeting and that motion was seconded by Trustee Arends.

ROLL CALL VOTE TO ADJOURN

AYES: Trustees Arends, Camerer, Deyne, Hopkins, Reinke

NAYS: None

ABSENT: Trustee Carbonaro

MOTION CARRIED

The meeting adjourned at 8:02 p.m.

Lorna Gilles
Village Clerk

LG/