



Village of Bartlett
Bike and Run Committee Minutes
January 19, 2017

CALL TO ORDER

Chairman Camerer called the regular meeting of the Bike and Run Committee to order at 3:01 pm in the Bartlett Municipal Center Council Chambers.

ROLL CALL

PRESENT: Chairman Camerer, T. Witt, J. Stacy, B. Hendricks and D. Palmer

ABSENT: None

ALSO PRESENT: K. Stone, A. Zubko, D. Dinges, J. Ortega and J. Goetz

APPROVAL OF MINUTES

A motion was made to approve the minutes of the September 29, 2016 meeting.

A comment was made regarding the posting of the minutes before they were approved since it was several months between meetings. In general, meeting minutes are not posted until they have been approved however the recording is posted on our website and is available to the public.

Motioned by: J. Stacy

Seconded by: D. Palmer

Roll call

Ayes: Chairman Camerer, T. Witt, J. Stacy, B. Hendricks and D. Palmer

Nays: None

Motion carried.

DISCUSSION ON ZAGSTER BIKE SHARE PROGRAM

K. Stone stated Jim Plonczynski attended the DuPage Mayors and Managers meeting where Zagster did a presentation talking about some local communities are starting to do bike share programs, a smaller scale than in the city. Since Itasca has started to implement this program **A. Zubko, J. Plonczynski** and **K. Stone** had a conference call with them to get more information such as cost. **K. Stone** went on to say this program is more recreational for communities like ours as opposed to using this for transportation to and from work, since there are more gaps in our bike path system. Currently we are just looking at bringing the bike share program into Bartlett. Bikes would be about \$1800 per bike. Some communities have partnered with businesses and organizations to help with the cost. **J. Plonczynski** put this in our proposed budget with the hopes that the Park District would go in on this with the Village however they have declined at this time. **K. Stone** went on to say some locations would be at the State Park and some of the nodes of the regional trails that go through Bartlett. A feasibility survey is on-line so we can determine if this is something we might want to do in the future, doing Bike share opportunities on a smaller scale. Zagster focuses on smaller communities. Partnering up with other towns may be helpful so there would be stations in various locations.

J. Stacy questioned if there was a fee for the feasibility study and what kind of information will this study show. **K. Stone** answered no there weren't any fees, the study is done online asking you what locations do you have access, what kind of riders do we think we will have, destinations and distance between them.

Discussion continued amongst the member's if there would be an application on a cell phone to charge the bikes, if there is a minimum number of bikes to start the program. Response was the bikes are provided as part of the service and as well as maintenance. More information on this program would be helpful. A point was brought about using the Divvy system in the City, when you get to a station and there isn't any room this can be a problem. This should be addressed as to how this would be handled here.

K. Stone stated that they were looking at the State Park as an option so it would connect with the Prairie Path. Zagster is most likely looking for riders to return the bikes to the same location as they started. For several towns, the first hour is free and the town will set the rate per hour. This program will be a convenience and benefit and will not pay for itself. **T. Witt** stated once more towns/organizations become involved putting in station's there would be an easier way to get around.

State Park is a great trail system to bike and run so this would be a great start. **D. Palmer** questioned the rate of vandalism with such a system and who would be responsible. **A. Zubko** stated that issue has not been addressed directly however they would still be responsible for the bikes which is part of our annual fee. This will be looked into further.

Review of Bike/Pedestrian Ownership and Maintenance Maps

D. Dinges stated **T. Isham** put the maps together but was unable to attend today's meeting therefore he will go over the four maps. The first map shows the Bike Path owner. Staff met with the Park District and Forest Preserve to color code the various paths throughout town. The map is believed to be up to date at this point. The second map shows the width of the various paths. The plowing map show the paths by jurisdictions. Plowing is done by doing the main roads first and if time allows the paths are done. The final map shows who is responsible for the various mowing. Staff is currently working on a

Bike Path rating system of the network, what the Village & Park District maintains. The scale is rated 1 to 10, 1 being in need of most repair. Once the paths have been ranked, there will be a long term program for maintenance put into place. **T. Isham** put the maps together with the help of our GIS staff **K. Stone** and **S. Spradling**.

J. Stacy questioned if the Park District was responsible for plowing anything other than the paths since the path behind Jewel is never plowed. **D. Dinges** stated they do have their parking lots to maintain but will check into the path behind Jewel. **D. Palmer** questioned on some of the busier roads who was responsible for the connectivity. **A. Zubko** noted there is another color coded map that shows the ownership of the paths and where Staff is looking into filling the gaps. Since you cannot legally ride on sidewalks they are not featured on the maps. **D. Palmer** stated he was looking at west side of Rt. 59 where there is more open roads, trucks and higher speeds. **K. Stone** stated W. Bartlett Road between Spitzer and the railroad tracks, some is unincorporated and some is Elgin. Some of this area is on the Elgin Bike plan to put a connection there once it is developed. **J. Stacy** noted there is a section by the Fire Station that has "No Trespassing" signs by the property owner. **K. Stone** commented that she was not aware of the signs posted however it is private property at this time and it is owned by Elmhurst Chicago Stone. **A. Zubko** stated on Spitzer Road, Staff had them put the signs up because people were starting to dump in that area. **J. Stacy** stated that along W. Bartlett Road and Naperville Road there are also no trespassing signs posted even though there are walking paths and fishing. **A. Zubko** stated she will look into it with Elmhurst Stone. **K. Stone** stated the maps will be posted on line and will soon be interactive where you can click on a portion and it will give you information on that area such as who owns it, maintains and plows that area. Everyone commented what a nice job they did on the maps.

2017 KICKSTAND CLASSIC

Staff has already picked a date which is October 1, 2017, last year was September 25, 2016. This is later than last year due to a conflict in schedules. **D. Palmer** stated that since it was so successful perhaps there could be a later start and add food, festival and bands.

Staff of course was trying to get as many local vendors as possible. Some Bartlett vendors did not want to participate being the first time, if it would be worth the effort, time and money. Food trucks must be registered within Cook County. Vendors must sign waivers and have special insurance. There were vendors that signed up but just didn't show up.

Staff added Active Trans did have a bike check. Spin Doctor was already booked for that weekend. **K. Stone** and **A. Zubko** stated everything is still in the talking stages as of right now, more details will follow.

COMPLETE STREETS

K. Stone summarized what has been discussed thus far. Staff has made a recommendation to approve the Bicycle Plan for Wayne Township. Part of this includes an adoption of a Complete Streets Policy. That was also included as a recommendation in the Transit Oriented Development Plan, the TOD Plan that was recently adopted by the Village Board in October, 2016. This was briefly discussed at our last meeting, saying this is something that Staff would like to bring to the Village Board. This would say we are making a commitment that we are planning for all users of streets. Staff looks to make sure there are connections and putting bike paths where applicable. This will make it a Village policy on the books

to show that commitment. **K. Stone** continued stating the benefits of Complete Streets are decreasing transportation costs, improving public health, increasing safety, increasing property values and reducing emissions. This is something that is looked at when a new project comes forward and not added as an afterthought. Complete Streets is tied into part of our capital budget when transportation projects come up. Staff doesn't have a number as to what Complete Streets will cost. This policy is a commitment the Village has made to the walkers, bikers, motorists and people who take public transportation. Staff has done extensive research. One of the best examples of Complete Streets is from Oak Park. The positive aspect with Oak Parks is there is an exemption if a specific item is so cost prohibited. It would take into consideration as to how many people would use such amenities. This will give the Village Engineer or Public Works Director, Village Administrator the option to determine if a project is not financially possible. Staff believes this is the best framework to work from. This will take a sensible approach for Complete Streets. This something IDOT already does as part of their review when looking at projects.

D. Palmer questioned if IDOT had any plans for the bridge on Lake Street & Naperville. **K. Stone** stated she was not aware of anything recently but years ago there were plans for Oak & Lake. **D. Dinges** stated Staff had just met with IDOT on a feasibility study about 390 being extended to Shales Parkway that would include great separation of Shales Parkway and Rt. 20 by redoing the bridge. The funding is in excess of \$200,000,000. Phase one is not even funded at this time so this will be years out.

M. Camerer stated Complete Streets will all be determined by the amount of funding to implement portions of the projects.

T. Witt stated it was a great idea using Oak Parks Complete Streets as guidelines for Bartlett. **D. Palmer** asked if this should be recommended to the Village Board to consider at this time. **K. Stone** stated if the Committee choses to direct Staff to draft an Ordinance then it would be presented back to Committee for review. Then Staff would formally recommend that this policy be moved on to the Village Board.

T. Witt moved to propose a draft for an Ordinance for approval at the next Bike & Run Committee meeting.

M. Camerer stated there is a motion on the floor to draft a Complete Streets Policy for Staff to Review.

Motion: T. Witt

Seconded: D. Palmer

Roll Call

All in favor: Ayes

M. Camerer stated he has been in contact with the Village Administrator in regards to having some of the fuel tax coming to the Bike & Run Committee as a way to fund some projects.

D. Dinges has talked with Administration. Currently the fiscal budget has some bike related items such as the Koehler Fields connection to the State Park which is pending State funding. Stearns Road culvert has a steel bridge which hopefully will be removed extend the box culvert to the north and put in curbs

to move the path away from the road. This will go to bid this spring and hope to have it done when school is out for the summer.

D. Dinges stated the Village has its own paving machine and would like to do our own maintenance of the Bike Paths. Maintenance is shared with the Park District and as of right now the budget is \$20,000. If the Village can get that amount in asphalt and not have to pay a contractor, the budget will go much further. MFT funds can be used for some maintenance.

Also, the Village is hoping to get the parking lot at Ruzicka Field paved this next year. **M. Camerer** stated perhaps the bike paths can be tagged into the company that wins the bid for the parking lot. **D. Dinges** agreed that would be a possibility. **J. Stacy** asked if the maps will show which paths will have priority. **D. Dinges** stated the capital program will rate all of the paths and should be done soon. In regards to the Pipeline bike path by Stearns and S. Bartlett, portions of that have been done and the remainder hopefully will be done soon. **D. Dinges** stated there are plenty of bike paths that need attention. **M. Camerer** stated once the maps and ratings are done then Staff can go to the Village Board and look for more funding. **B. Hendricks** questioned if something could be done to eliminate the root growth that invades the path. **D. Dinges** stated this is something that will keep coming back and will be just something we will need to deal with. Staff can look into another method that would possibly last longer.

M. Camerer introduced **Jessica Ortega** from the Forest Preserve District of DuPage County, Department of Planning. **J. Ortega** was asked to give an update on the North Central Regional Trail, the segment of Pratt's Wayne Woods. Maps were passed out. **J. Ortega** stated she has been working on the North Central Regional Trail with other agencies for quite some time. Now that the County Farm Road bridge is in place, this segment will give about 1 ½ mile trail connection with Pratt's Wayne Woods. This will connect to Forest Preserve Drive near the Woodland Hills area along Munger Road and connect to the Prairie Path, Elgin Branch near Smith & Munger Roads. Runners, walkers, bikers, horseback riders will all be welcome on 10 foot wide, limestone trails that will be located mostly on Forest Preserve property. The grass horse trails will remain separate. There have been talks with the Village of Wayne's engineers and are possibly interested in putting a small neighborhood connector to either Warwick or Bradford Parkway. **J. Ortega** stated there have also been talks with DuPage County how the connection would look at the Illinois Prairie Path, which crosses Smith Road which is not at an intersection. This is not ideal and the County is interested in improving their un-signalized mid-block crossings. Perhaps this would be an opportunity to make some improvements. There is some ComEd right-away near the Illinois Prairie Path. The question is if the trail can be kept off of their property or go into some lease agreement. Details have not been worked out as of yet. Grant funding was approved for construction of the trail in 2015 that needs to be used by 2021. The schedule is for phase one design approval through IDOT, which includes going through the entire Federal Aid process with hope of approval by September 2017. Target construction is September 2018, completion in 2019.

T. Witt asked if the idea of having Woodland Hills path following the pipeline coming out at Forest Preserve was eliminated. **J. Ortega** stated it was eliminated because it would involve a mid-block crossing of Munger and would have too large of an impact on the wetlands and habitats in the area.

T. Witt asked **J. Ortega** if she had any idea of when the grand opening of the County Farm Road Bridge will take place. **J. Ortega** stated the project is in winter shut down mode and the trail was completed before the winter weather hit. If and when the weather cooperates, possibly May.

A. Zubko stated the County Farm Bridge was under the topic of Old Business/ New Business where she had included pictures in the packet. **A. Zubko** also mentioned Public Works was able to put up “Share the Road” signs. **T. Witt** commented how helpful the signs are and thanked Public Works for a job well done.

M. Camerer asked if there is an update on the TOD. **K. Stone** stated it was adopted by the Village Board at the October 2016 meeting. Recommendations have been included in the Complete Streets packet as far as transportation. Task one encouraged walking, biking and transit use in Bartlett. Adopt the Complete Streets Policy that we use. Encourage Complete Streets training for Public Works and Community Development staff. **K. Stone** will be attending a Complete Streets meeting downtown at the end of March.

T. Witt stated “Smart Growth America” got the ball rolling on the Complete Streets idea, which is now almost 1000 communities participating. Several communities are getting together to combine a Complete Street Policy. **T. Witt** continued, it may be a good idea to formally reach out to other communities such as Elgin & South Elgin to discuss combining our ideas of Complete Streets. Perhaps in 2018 the Village could apply for the Consortium Grant if there is a Complete Streets plan in place.

M. Camerer asked if any other questions or concerns.

T. Witt stated since the Kickstand Classic was so successful there are other things the Village can do to encourage bicycling & running within Bartlett. The Park District has their Apple Blossom Run, Lions have their Labor Day event. Encouraging more events, maybe adding a biking event to National Night Out.

T. Witt added May is Bike month, also in May is the Ride of Silence, to honor those who have been killed or injured while bicycling. **T. Witt** suggested the Village consider promoting such an event.

T. Witt had a concern about the project on Rt. 59/ Stearns. It is putting bike riders at risk, when left turns are allowed other than at rush hour. If an accident were to happen in that area it would tie up that area for hours. **M. Camerer** stated that intersection will be changing and left turns will not be allowed going into the shopping center. Once IDOT changes the configuration that will not be a problem. **D. Dinges** stated that area will be monitored and if necessary left turns in that area will need to be re-evaluated. **A. Zubko** stated with the road improvements there will be a bike path added, not sure where, but she will get back to Staff with the answer.

ADJOURNMENT

A motion was made to adjourn.

Motioned by: J. Stacy

Seconded by: B. Hendricks

All in favor.

Motion carried.

The meeting adjourned at 4:22 p.m.