



Village of Bartlett
Bike and Run Committee Minutes
March 30, 2017

CALL TO ORDER

Chairman Camerer called the regular meeting of the Bike and Run Committee to order at 3:00 pm in the Bartlett Municipal Center Council Chambers.

ROLL CALL

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

ABSENT: B. Hendricks

ALSO PRESENT: K. Stone, A. Zubko, J. Goetz, B. Garmoe, J. Blodgett

APPROVAL OF MINUTES

A motion was made to approve the minutes of the January 19, 2017 meeting. Two corrections to January 19, 2017 to add J. Ortega and J. Goetz also in attendance and correcting from "Start Growth America" to "Smart Growth America".

Motioned by: J. Stacy

Seconded by: D. Palmer

Roll call

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

Nays: None

Motion carried.

M. Camerer opened the meeting to the guests in the audience and limited them to speaking for 3 minutes.

B. Garmoe stated he just moved into town about three months ago and lives at Clare Oaks. He is interested in the bike trails around town. Some of the trails are in rough conditions, and is asking what the future plans for the trails are with the budget being so tight.

J. Blodgett of 1224 Dunamon Drive had a concern regarding the Kickstand Classic. She stated she has been a resident for over 13 years and was happy the bike race was happening again this year. The reason for attending was to bring attention to the fact that Dunamon Drive was a very short road and people use it as a cut through and this became dangerous. The main request was that Dunamon be closed off at County Farm

as well as Dunamon and Newport, to stop through traffic. **J. Blodgett** spoke with K. Stone and will be contacting Deputy Chief Pretkelis on this matter as well.

M. Camerer stated since this was the first year, it was trial and error. This matter will be discussed with the Village Board to see what can be done.

J. Blodgett asked who is responsible for the maintaining the road blocks, the Village or the sponsors of the Kickstand Classic/Active Transportation.

K. Stone stated the Village Staff has a committee that mapped out the route with the Police Department. This may have been an area that was possibly overlooked. Dunamon is one of the streets that we are looking at more closely to block off. Staff is looking at different areas where more volunteers and Police Officers need to be stationed.

J. Goetz had several questions. When is the appropriate time for public to make comments and if this was acceptable.

M. Camerer stated comments are welcome but they need to be brief as possible. This is a new committee and most members are open to comments from the public.

J. Goetz suggested from a bicycle safety aspect at Munger Road and Army Trail, maybe the tree line could be cut back. The line where the cars stop is blocked by trees hanging over.

J. Plonczynski stated some of the area in question is Forest Preserve property. Staff will look into it with Public Works and the Forest Preserve.

J. Goetz had another concern, on Stearns Road west of Rt. 59 all the way to the Tri County State Park, asked if the shoulders be cleared with a street sweeper.

T. Witt stated he was by there last week and it was clear and should be cleared several times a year.

M. Camerer thanked everyone for their comments and moved on to the next agenda item.

COMPLETE STREETS POLICY REVIEW

K. Stone stated the Complete Streets discussion started when the Village recommended the endorsement of the Bicycle Plan for Wayne Township which encouraged all communities to adopt a Complete Streets Policy. This was also recommended as part of the TOD Plan for the downtown that was approved by the Village Board in October 2016. Staff was directed by this Committee to start drafting a policy for your review. **K. Stone** went on to say Complete Streets is a commitment for a transportation network that is meant for all users. Many Complete Streets Policies were reviewed and Staff has drafted one for Bartlett. This clearly states the purpose, definition, benefits and the exemptions. Staff looked at the best practices for what to include. Another newer aspects included in the policy is that there is an evaluation component to document the progress of the Complete Streets policy.

M. Camerer asked if there were any comments on the Complete Streets Policies.

T. Witt stated he thought this was excellent work but would add "NACTO Urban Bikeway Design Guide" as a reference tool.

K. Stone stated some of things may not apply because it is more urban, however there are some recommendations that would work in a suburban setting, which can be included as well.

M. Camerer stated when he read through the policy there was a sentence structural issue. All agreed the sentence under HEALTH be reworded and take out the word 'are'.

T. Witt asked if the Committee was at a point that there be a motion to approve. **M. Camerer** thought there may be more discussion, comments or concerns with the committee. **J. Stacy** asked if the Board adopts this policy, who will review this, to ensure it is compliant. **K. Stone** stated since the policy is for new construction projects this will be reviewed by Public Works; the Police Department's Traffic Division will also look at things at that point. Planning Staff will make sure that it incorporates all of the planned bike routes and paths that are in the Village. At first this will be at a Staff level, if this committee goes forward and adopts a new bike plan with more specific recommendations with possibly more on-street bike routes that would help create a framework with this policy. **J. Plonczynski** stated this typically would be thru Public Works and would be included in the Capital Improvements program. Staff would certainly make this committee aware of the draft capital improvement program so you can see where the Complete Streets policy will be implemented. **M. Camerer** asked the committee if everyone is in agreement to move forward for approval with the Village Board. **D. Palmer** stated since this is a new item, will this be incorporated in cross training with the Engineers, Public Works and Police so things are not missed. **K. Stone** stated **B. Allen** from Public Works has gone to some Complete Streets and Bikeway meetings so he is very aware of what is expected. **J. Plonczynski** stated both he and **B. Allen** sit on the DuPage County Transportation Committee and the DuPage County Highway Department has adopted a Complete Streets Policy. **D. Palmer** asked what the time frame was for depressed curbs to be completed throughout the Village. **K. Stone** stated an inventory was done throughout the Village. As construction projects are being planned and constructed Public Works is making sure curbs are depressed. **K. Stone** stated we are learning it's much easier if it's all in GIS so we have actual numbers, and not just guessing, this is something **D. Dinges**, Public Works Director is working towards. **J. Plonczynski** stated you will see all the IDOT projects will include the ramps and truncated bumps. **T. Witt** stated some are in good shape and some need to be replaced. **D. Palmer** was more concerned with the bike lanes, which will be the first tangible thing that you will be able to see by adopting Complete Streets, you see a separated bike lane or designated striped bike lanes. **J. Stacy** stated when there is a plan it needs to be specific and should be measurable. The number of new miles of on-street bicycles and pedestrian paths defines what you want to do but is not measurable because there are no goals. **J. Stacy** asked what the goals and timeframe are. **K. Stone** stated this is part of the future Bike Path plan updates, when we look at what streets we want to put routes on, where do we have the separated lanes. Once we have all that information then we can say what our goals are and the deadlines that we want. **J. Stacy** stated, at our last meeting, we now know who controls what paths, how will we know if we are progressing, we set goals. **M. Camerer**

asked J. Stacy if he thinks there needs be more things under this evaluation. This evaluation shows the number of new miles of on street bicycle routes, number of new miles of bicycle/pedestrian side paths and sidewalks, this defines somewhat of a measure. J. Stacy stated this defines what you want to measure but it's not saying where you are and where you want to go. J. Stacy continued stating perhaps Complete Streets is not the place to do this. If it's not, we need assess where we are at, and where we want to go. T. Witt stated he was thinking the same thing, we just need to fill in the blanks. J. Stacy stated he likes this because it defines how this will be assessed and evaluate where we are at, and this is what we talked about when we looked at the paths throughout. M. Camerer asked J. Stacy if there was something specific he was looking for. J Stacy stated no, just wanted make it noted what we ultimately want to do. M. Camerer stated this is why he slowed things down and didn't push it through until everyone had a chance to say what they needed to say.

M. Camerer asked if there was any other discussion. No one replied.

M. Camerer stated he would recommend a motion to move this on to the Village.

Motioned by: D. Palmer

Seconded by: T. Witt

T. Witt asked if this moves on to the Village Board to adopt an Ordinance.

J. Plonczynski stated it will be a policy, but usually we adopt policies as a resolution rather than an official ordinance.

T. Witt questioned if it would have more effect as an ordinance.

J. Plonczynski stated it comes down to legal appropriateness. If you adopt this into an Ordinance, there may have to be dollars and cents allocated. This policy may not be intended to guide the development of the projects, yet. That would be included more in the Capital Improvements. He thinks it may be done by a Resolution. That is his belief. A. Zubko stated as far as she knows they have the same weight. It's just one is a policy and one is an ordinance. J. Plonczynski stated this would not be enforcing anything in the sense of a Zoning Ordinance, more a guide line.

M. Camerer stated we have a motion made by **D. Palmer** and seconded by **T. Witt** that we will move this on to the Village Board.

Roll Call:

M. Camerer, T. Witt, J. Stacy and D. Palmer

All in favor.

Motion carried.

OLD BUSINESS/NEW BUSINESS

Invest in Cook Grant

A. Zubko stated **T. Isham** was unable to make it today, and he put together a memo as to what the Invest in Cook grant is about. The Cook County Department of Highway and Traffic was given \$8.5 million to assist municipalities with this grant process. The purpose of this grant is to assist in the funding of projects that promote livability, transportation and economic development. Grant applications were due by March 17, 2017 with grant awarding will be in August of 2017. We have applied for a grant to assist in the design engineer for the Drainage Swale and Bike Path Replacement Project on West Bartlett Road/Devon Ave, southeast corner. The project is currently in the 5-Year Capital Improvement Program. If the Village is awarded the funds they will be used for the design engineering and apply again next year for assistance in the construction of the new drainage swale. **T. Witt** stated that it was right in front of the church, on the path from Clare Oaks across Devon, it's one of the trails that's in bad shape, so let's hope we get that grant. **A. Zubko** stated if we don't, this is still in our 5 year plan, we are just hoping to get assistance quicker. **D. Palmer** asked if this is a Cook County outright grant or money from the state that may or may not show up in Cook County's ability to distribute it. **A. Zubko** stated it's county money. **K. Stone** stated its money that has been taken away from the transportation division for years and finally it has been decided to keep transportation money in the transportation budget. **J. Plonczynski** stated this is the first time they have done this, and there was a workshop as how to apply for this grant. **M. Camerer** asked how much did we apply for? **A. Zubko** stated she believes the amount was \$75,000. **J. Plonczynski** stated there is a lot of people applying. **A. Zubko** stated she thinks we were application 83 and the number of applicants were in the triple digits. **M. Camerer** asked if there is a projected cost of what it will take to fix that area of the bike path. **A. Zubko** stated the design isn't done yet so we have no idea of the dollar amount. **J. Plonczynski** stated it seems simple but it's not, you have to take into account the major drainage way coming from the north end of town under West Bartlett to the little creek that is east of the church. You also have open swales draining there and they aren't properly graded for one so the water ponds there. Then you have the further complication of the path. **J. Plonczynski** continued, in his design expertise, he would just fill it in and put in a pipe, but it's just not that simple. They also need to look at the volume of the upstream flow and make sure it has the capacity to accommodate it. This may involve a culvert, which may be a bigger project than we thought. **J. Stacy** stated that south of there is Pondview, and Giles Court it's full and flowing through into the detention pond. **J. Plonczynski** stated that is a sensitive drainage area, and we need to be very careful as to how we address it. **J. Stacy** stated from Bartlett Road to Pondview they need to figure out how to get there and then fix the path. **T. Witt** stated he had a similar issue on Munger and Army Trail. When you are on Devon Ave. and you are coming up to stop you cannot see the cross traffic. Cars very rarely stop at the white line. All the vines are overgrown on the west corner, and with no leaves on them this would be the perfect time for trimming. Once this is done people will be able to see traffic coming from both sides. **A. Zubko** stated **D. Dinges** is looking at this intersection to see if there is something that can be done since there are a lot of car and bike accidents that happen in that area because of the curve. **J. Plonczynski** stated the Welcome to Bartlett sign was moved because it was hit a few times.

M. Camerer stated even though there was no written information on the Zagster Bike share, was there was anything new to share. **J. Plonczynski** stated this didn't make it into this year's budget. We asked for \$20,000 and asked the Park District to go in half but they cut it from their budget. We will try again next year. Itasca is implementing this program this year so we will have a test case to get some ideas and input. **J. Plonczynski** stated he believes it would work, and if we can get the Park District to go in on it, that would help. **K. Stone** stated some municipalities in Kane County have started talks about maybe becoming a group and having a program along the Fox River. Maybe if groups like this become more popular this may help us. **J. Plonczynski** stated he thinks it's a great idea, especially for people who don't have a great bike and still want to ride the paths then they could leave the bikes at the end. The cost of bike rentals are not that high. The Village was hoping for about 10 bikes with racks, they are not cheap. We would put them in several locations throughout the Village. **M. Camerer** stated that would total \$20,000. **J. Plonczynski** stated this program is different from the DIVY program. The DIVY is more for commuters, this is more for recreational riding. Itasca is implementing their program so we will see how that goes. D. Palmer asked if Itasca was doing it this summer. **J. Plonczynski** stated he assumes once the weather breaks they should be able to start.

M. Camerer asked if anyone else had any comments regarding Zagster or to the staff. No comments or questions.

M. Camerer stated the last item on the agenda would be the Kickstand Classic which is coming up on Sunday, October 1, 2017.

K. Stone state there was a web-conference meeting a few weeks ago, with Active Trans. The Village is hoping to increase registrations from last year. Last year there were 600 participants and we are hoping to get closer to 1000. They are talking about opening the race up to younger kids. The last round of Sunday Fun Day, kids 10 and up would be able to do one lap with a parent. This is a way we can get more families involved. The age last year was 18 and over, this year they have decided to lower it to 15 and over. **T. Witt** stated this was a good idea. The party afterwards was an older group and it would have been nice to have a younger crowd to liven things up and a give a much better experience. **K. Stone** stated one of the comments was to have younger riders, open it to more teens, children to be involved at some point, but make sure it's safe for everyone. The Village is looking at reconfiguring some of the festival areas that was downtown to make it more of a festive atmosphere as opposed to the vendors being separated from everything else. **T. Witt** stated the road was in great condition except for one area that needs attention. At Devon and Newport there a several cracks that need patching in the middle lanes where a bicycle tire can get caught in. **J. Plonczynski** stated there has been sealing and filling of cracks that have recently been done, so Staff will make sure that this is taken care of. **K. Stone** stated a few weeks before the race, Staff went to check on the condition of the roads and this will be done again this year before the race. **M. Camerer** stated the Board did want to see the race expanded from 600 to 1000 participants. It was a great event for the Village. **T. Witt** stated there is another thing that should be mentioned. The first race is for the speed racers and maybe it should be more competitive. **M. Camerer** said this is something that would be a decision that would be made by Active Trans. **T. Witt** stated he went around to the area bike shops to promote last year's race and was told several already had races the same weekend. **J. Plonczynski** stated scheduling the race is always

a factor. **K. Stone** stated this year's race is pushed back a week and may be promoted as an end of summer, one last ride, hoping to get more participants.

M. Camerer asked if there were any other comments by the Committee concerning the Kick Stand Classic. No other comments were made. Next on the agenda is New Business and was opened up for comments.

J. Goetz stated he rode in the Kickstand Classic last year and thought it was a great event. Everything that has brought up today was in the right direction but wanted to see if the timing of things can be addressed. **J. Goetz** stated he was in the first group, and was done with the race by 7:15 AM and stayed around for a short time and then went home. He suggested that perhaps the middle group go first, then the fast group to draw some interest or spectators along the course. After the race, add the Sunday Fun Day activities, just his suggestion. **J. Plonczynski** stated the ideas will be presented to Active Trans, but it all depends on who signs up, the Village doesn't run the race we just prepare the course etc. **J. Goetz** stated if they can't change the order maybe they can start the race a little later. **J. Plonczynski** stated this cannot be changed this year since we are running up against different events that are already scheduled for the same day, as well as church schedules. **A. Zubko** stated the other issue with starting the event too early is the festival is downtown and we have to consider the residents who live in the area. **J. Goetz** stated the fast group went out at 6:30 and 15 minutes later it was over. **J. Plonczynski** stated the first beer was not served until 8:00. **A. Zubko** stated this being our first race now we know how long each race will take, how many interested riders in each group. Originally we thought the middle and Sunday Fun Day groups would have to do several waves but each group evened out as far as numbers. **J. Stacy** stated his group which are the runners, were amazed as to how this was all put together by closing streets and pulled it off. **J. Plonczynski** stated thanks go out to his Staff, Police and Public Works, a lot of planning for this event, routes, getting people out of their homes if they needed to. A coordinated team effort. **J. Plonczynski** stated there were 15 towns that put together a proposal, and our town and another were selected, and Bartlett won. **M. Camerer** asked if there were any concerns on other streets that they was aware of. **J. Plonczynski** stated yes there were calls regarding the route. **D.C. Pretekliis, Patrolman Eric Roger, Public Works, himself** and **Staff** tried to address the concerns before the race. There were some angry people. But working with them and staging as to where they can park helped a great deal. **K. Stone** stated she believes their concerns were addressed prior to the event. **D. Palmer** asked if there is an indication that Active Trans wants an ongoing relationship with the Village. **J. Plonczynski** stated they would like this to be a regular event that they host like they do the Bike to Drive event. **T. Witt** stated he would like to see this event expand to like the 5K & 10K races that are in almost every town. As other towns see how good this is, they will want to do the same.

M. Camerer asked if any other discussion or new business. **T Witt** stated since May is Bike Month and have asked the Mayor for several years to give us a Bike Proclamation for May. **M. Camerer** stated this will be passed down to Staff and get it down to the Mayor. **T Witt** went on to give a promotional announcement for a bike ride. The Ride of Silence, a memorial ride for bicyclist that have been killed or injured in crashes. This has been done in Bartlett for the past seven years and are doing it again on the third Wednesday in May at 6:45 PM for 10 miles, no talking, at an easy pace. This is held around the world on all seven continents. This is on the Community calendar, May 17, 2017.

T. Witt stated he attended a West Chicago meeting and they are putting in a trail extension under Rt. 59. While there, **T. Witt** spoke with someone from transportation and told him he wanted it where people can go ride their bike from Bartlett Community Center to the state park. No one has bought into the idea **T. Witt** had for a side path on the south side of Stearns. **T. Witt** was told maybe a protected bike lane, to which **T. Witt** was thrilled with the idea. A protected bike lane has barriers between the car traffic and bike traffic. A great place to put it would be where the shoulder starts on Stearns west of Rt. 59. **J. Plonczynski** stated he isn't sure DuPage would go along with this idea. **M. Camerer** stated the whole point of the shoulder is for cars to pull over. **T. Witt** stated he knows, the cars have to have the whole road and the shoulder too. **T. Witt** continued he was trying to get a side path on the south side of the street because you can ride on the north side. Families that want to ride their bike to the state park have a hard time. **J. Plonczynski** stated we can talk to the County but he wasn't sure there are any plan for that. You would also have to consider the railroad crossing too. This would be a ½ million dollar project. The Village budgeted for one and had one put in for going down Naperville Road across the Metra tracks. **D. Palmer** stated you can engineer anything but you need to pay for it. **J. Plonczynski** stated it's not out the realm of possibilities it just expensive. **K. Stone** stated DuPage County's long range plan has always shown they wanted something along Stearns Road, but what it is, is at their discretion. **D. Palmer** stated he is more concerned with drivers that are texting. He has watched drunk drivers over the years and he sees the same behavior in the middle of the afternoon and morning. To him this is a problem, so he has started walking more than bicycling. **T. Witt** stated pedestrian deaths have gone up by 6000 in the last year that is attributed to smart phones, not just the drivers with the phones but the walkers with phones as well. **D. Palmer** asked **J. Plonczynski** when he mentioned the Naperville Road crossing, will there ever be a connection with all the pieces along Naperville Road. **J. Plonczynski** stated that large farm and piece north of the tracks were going to be developed and in the proposal they were going to have bike paths connections. There was an easement dedicated by the previous land owner to the Village to put in a path from West Bartlett to Amber Grove, its development driven. **J. Plonczynski** stated this was a prominent area but then the recession hit. The Village had a bike path grant to put in some of that segment and got the money to do the railroad crossing, we had to relinquish the grant since the development failed.

M. Camerer asked if any other new business. **T. Witt** stated yes, since we only have 4 formal meetings a year, maybe it would be a good idea to have an evening meeting in July. He added we could have maps laid out on tables and ask residents to talk about where they see walking/running paths and biking routes. What makes sense to the residents? **J. Stacy** stated this was done a year ago with part of the TOD plan. **J. Plonczynski** stated Staff can bring all the maps you want but no one wants to go to another night meeting. Once the bike path planning starts, then this would be more appropriate. **T. Witt** questioned, at this current rate when will the bike planning phase start. **J. Plonczynski** stated just like any other planned project there needs to be funding and the Board needs to give us some direction, this is something that Staff wants to do. **T. Witt** stated there is so much that can be done with just ourselves, the answers are in the residents but everyone works this time of day. **J. Plonczynski** agreed for public input sessions they would need to be done in the evening. Once we start formulating the basis for preparing a bike path plan we can do this, but setting up a committee is done by ordinance. **T. Witt** stated the ordinance states it only take 2 people to call a meeting. **K. Stone** stated from a Staff standpoint and planning standpoint we would rather have the direction from the Board that they want us to start

working on the Bike Plan. Staff would hate to have a meeting and have residents come to give us input and not be able to do anything with it for a few years. Eventually when these meetings do happen they will be in the evening, along with something that will be online with maps of current bike paths and input suggestions. **M. Camerer** stated once we get a plan then we can get into the goals, incorporating the priority paths into the capital improvement program to get funding. **J Stacy** stated in the last nine months we have made a lot of progress getting the maps and assessing who is in control, street plan and move from there.

M. Camerer stated things don't happen overnight, wheels turn slowly but they do turn. Eventually we can get the things we want but we need the money that is not in the budget at the moment.

M. Camerer asked **T. Witt** if he had any other comments. **T. Witt** stated by our next meeting we should have a Complete Streets Policy and then talk about sending a resolution to the Village Board to ask them to create a Village Bike Plan. **M. Camerer** stated eventually we would like to put in new trails but some of the existing ones need repair first.

J. Stacy asked about repairing some of the paths with the new asphalt machine. Is there a plan to asphalt Ruzicka Park? **J Plonczynski** stated that is still in discussion but Public Works can do small patching and hopefully start on the paths. **J. Stacy** requested an update at the next meeting if it's available. **K. Stone** stated Public Works crew are starting to get out with their iPads that show what paths need attention first.

M. Camerer asked **T. Witt** if he had any other comments and wanted to be fair if he had any other comments. **T. Witt** stated no he was good. **M. Camerer** asked if anyone from the Committee had any comments. No other comments or questions.

ADJOURNMENT

A motion was made to adjourn.

Motioned by: J. Stacy

Seconded by: D. Palmer

All in favor.

Motion carried.

The meeting adjourned at 4:15 p.m.