



**VILLAGE OF BARTLETT  
BIKE AND RUN PLAN ADVISORY COMMITTEE  
AGENDA  
BARTLETT MUNICIPAL CENTER  
COUNCIL CHAMBERS  
228 MAIN STREET  
June 28, 2018**

**3:00 P.M.**

1. Roll Call
2. Approval of March 29, 2018 meeting minutes
3. Old Business / New Business
  - a. Bike Month Proclamation
  - b. Bike Path Maintenance Update
  - c. DuPage Forest Preserve District Updates
  - d. Park District Updates
  - e. Grant Updates:
    - Invest in Cook Grant (Preliminary Plan update)
    - IDNR Grants
    - Train Station Bike Shelter
  - f. Discussion of adding on-street bike routes to the Bike Path Map
4. Adjournment- Next meeting September 27, 2018



Village of Bartlett  
Bike and Run Committee Minutes  
March 29, 2018

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**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, J. Goetz, D. Palmer, J. Stacy

**ABSENT:** B. Hendricks

**ALSO PRESENT:** J. Plonczynski, K. Stone, T. Isham, K. O'Brien and J. Ortega

**APPROVAL OF MINUTES**

A motion was made to approve the minutes of the December 28, 2017 meeting.

Motioned by: J. Goetz

Seconded by: J. Stacy

Roll call

Ayes: Chairman Camerer, J. Goetz and J. Stacy

Nays: None

Abstain: D. Palmer

Motion carried.



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**PUBLIC COMMENT**

**M. Camerer** asked if anyone from the audience had any questions or comments. **Jacqueline Blodgett** of 1224 Dunamon Drive stated she has attended prior meetings regarding traffic issues with the Kickstand Classic. She thanked the Police and Public Works for putting the signs at County Farm and Dunamon which helped with traffic. She suggested closing Dunamon Drive completely and including the residents on Dunamon Drive in the mailings. **M. Camerer** thanked **J. Blodgett** for her comments.

**OLD BUSINESS/NEW BUSINESS**

**BIKE PATH MAINTENANCE BUDGET UPDATE**

**T. Isham** stated the Bike Path maintenance budget was increased to \$40,000. If this passes the Village Board, Public Works will be doing most of the work. This is the only update he had regarding the Bike Path maintenance. **M. Camerer** asked if anyone from the Committee had any questions or comments. **J. Goetz** asked what the first project would be if the budget is passed. **T. Isham** stated since Public Works can lay down asphalt, the funds will be used for materials instead of contractors. **J. Goetz** asked what paths are on the list. **J. Plonczynski** stated a priority list was handed out at earlier meetings and they will start at the top. **D. Palmer** asked how far the money would go. **T. Isham** stated the cost of materials is going up, so as far as possible. **J. Plonczynski** stated the original amount requested was \$50,000 but was cut to \$40,000.

**D. Palmer** asked if there is enough information available regarding the Federal Spending Plan to know if this will help with any of the road projects over the next few years. **J. Plonczynski** stated there are a few with federal monies that we will not be as competitive since it focuses on freight improvements. We have already taken advantage of the anticipated CMAQ funding with Rt. 59 and West Bartlett Road. We went to IDOT, pulled the project back from doing minor changes, and convinced them that it needs more major changes. IDOT believes they may be able to plug that same project into a larger scope of service. Similar to the Stearns and Rt. 59 project, double lanes, double turn lanes and medians with the CMAQ funding. **D. Palmer** stated he was inquiring about funds for road building projects that would require less funds matching by the Village. Maybe some of the trustees could be lobbied to do more of that. **J. Plonczynski** stated the matches do not change, they will still be 80/20. He sits on the DuPage County Transportation Committee, where they had a big discussion about the Federal money. The government wants us to use the money on what they call "shovel ready" projects. If we want to bump a project up (DuPage County only), and it's ready to go, we may be able to move a project from year two to year one. There will be more pressure on the local planning agencies to spend the money. If the Village has a project ready, we will do it. The motor fuel tax money can be used for road patching but not for paths. (Fortunately, the Board followed your recommendation to increase the amount.) **D. Palmer** stated his concern is that the list is so long, that the items on the maintenance list will now become problematic. **J. Plonczynski** stated this is also the case with the roads and the sewer treatment. The list is very large. Things need to be prioritized to do the best we can. **J. Stacy** stated a year ago we didn't know what needs we had, now with additional funds we will be seeing a noticeable difference.

**M. Camerer** asked if anyone had any questions or comments regarding the Bike Path Maintenance. No one came forward.



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### PARK DISTRICT UPDATES

**Kelly O'Brien** stated the Park District has allocated \$10,000 towards bike path improvements. Due to budget constraints this amount will not be increased. **J. Stacy** asked if the \$10,000 is just granted over to the Village and it's added to the \$40,000. Also, if the Public Works is completing the work will the Park District have anyone helping as well? **J. Plonczynski** stated what will likely happen is the Village will use up the \$40,000 and then ask the Park District for their portion. **J. Stacy** asked if there were any paths that are adjacent to Park District property that are on the priority list. **T. Isham** stated he believes there are a few, with some being very close to the pipeline. **Kelly O'Brien** stated the Park District is very limited with Staff and to have someone allocated for bike path maintenance would not be possible at this time, maybe just minor patching. **J. Goetz** referenced a copy of the maintenance plan from a past meeting and asked if the cost estimate for the pipeline path is \$66,000. He questioned since this will be done in house, will the cost be reduced? **T. Isham** stated this is for doing most of the project in house but some may have to be contracted out so this may increase the number. **J. Goetz** asked if it would be possible to try and do some of the lower costing projects such as the ones for \$4,500 or \$6,000. **J. Plonczynski** stated it can be discussed with Public Works Director, but the paths that we will focus on will be the ones that are most heavily used and high on the priority list. **T. Isham** stated the paths that are in bad shape will be priority and if the budget allows, perhaps some of the paths that only need cracks filled.

### KICKSTAND CLASSIC UPDATE

**J. Plonczynski** stated although we were ready to host the event for a third year by budgeting \$18,000, the Kickstand Classic will not happen this year. Active Transportation uses the race for a fundraiser and they were not meeting the goals they set for themselves. They will focus on their big projects in Chicago. Perhaps in the future they will bring it back. Bartlett looked at it as a fun event and not a fundraiser. The money will now be reallocated for business incentive programs throughout the Village. **J. Goetz** asked if the money can be used for adding bike racks to the businesses. **J. Plonczynski** stated bike racks will be included in the Downtown TOD Plan. Bike racks will be part of site plan approvals when businesses upgrade. The program has not been completely laid out, however they are proposing code related improvements such as signs, awnings, façade and bike racks.

**M. Camerer** asked if anyone had any questions or comments regarding the Kickstand Classic. **M. Camerer** stated he was disappointed to hear it wasn't coming back since there were accommodations made to help out the residents any way possible. **J. Goetz** asked if there were discussions of doing this without the help of Active Trans perhaps with another partner. **J. Plonczynski** stated Active Trans paid more than half the cost of the race. He was not aware of another group that would take on such an event. The Village did look into doing this event ourselves and it would have been in the \$50,000 range to put on the event. **J. Goetz** asked about the Davis Finney Group. **J. Plonczynski** stated Active Trans was relying on that group to get closer to their fund raising goals, however that group dropped out. He was not aware of another agency out there that puts on such an event of this size.

### DUPAGE FOREST PRESERVE DISTRICT UPDATE

**J. Ortega** with the DuPage County Forest Preserve District stated she had an update on the North Central DuPage Regional Trail Project on the Woodland Hills neighborhood along Forest Preserve Drive, and the west side of Munger Road down to the Prairie Path. IDOT has changed the rules midstream of the project. Since this is federally funded all of IDOT processes must be followed. Now an engineer needs to be selected for every phase of each project. At the moment they are going through the qualification base selection process. This shouldn't delay the project and are still looking at the 2019-2020 construction window. **J. Ortega** stated she has been working with Bartlett staff to add a sidewalk connection on the



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south side of Forest Preserve Drive to connect to the new path. This should take care of the pedestrian access to the path. There should be enough money in the grant to cover this cost. The alignment should be reflected in the map. **J. Ortega** asked if anyone had any questions or comments. No one came forward.

### GRANT UPDATES

- INVEST IN COOK COUNTY

**T. Isham** stated the Invest in Cook County Grant was awarded for the first phase of design engineering for the path on West Bartlett Road/Devon Avenue in front of the Village Church which always had flooding and ponding. Today he received an email from ERA stating they are finished with the design and they are starting the drafts for the Village and Cook County to review. **T. Isham** continued by stating two weeks ago he applied for the second round of Invest in Cook County grant that requires a local match for the construction phase. No promises, but things are looking positive. If we do get it, we should hear sometime in August. **J. Goetz** asked when was this construction scheduled to be finished? **T. Isham** stated if we get the award, we should get the letter in August. The intergovernmental agreement will need to be drafted and then go through the Village Board for approval. Once we get the notice to proceed, the start of construction would possibly be March of 2019 weather permitting.

- IDNR GRANTS

**K. Stone** stated the IDNR Grants are still on hold pending the Governors freeze on funds, which have been approved for since 2014. The quarterly updates are still sent in. This Grant will connect the two paths by Koehler Fields to the existing limestone path as well as the Lakewood Mill path along their detention pond connecting to the limestone path.

- TRAIN STATION BIKE SHELTER/BIKE RACK

**J. Plonczynski** stated the Village did receive this grant. He has had contact with Howard Killian, our grant coordinator from Elmhurst who will be looking into where in the process this grant is at. Once we receive the grant this will be something Public Works will install. The grant is about \$35,000 along with our share, the Village will get 1 shelter and 10 bike racks.

### DISCUSSION OF UPDATE TO THE BIKE PATH MAP

**K. Stone** stated the maps that were passed out, show other agencies proposed plans. One of the big changes proposed by IDOT is putting some bike paths on Lake Street but there isn't a timeframe. Also, as part of the current construction on Rt. 59 & 20, they are putting in a bike path on the east side of Rt. 59 that will run from Baytree north to the existing sidewalk in Streamwood near Target. **K. Stone** stated this should be added to the map now. She also added some paths that Elgin has proposed as part of their bike plan go along Spaulding Road and continues to Gifford. South Elgin is also proposing a bike path in the LONG TERM future for a connection from Rt. 25 west to East Street. The blue dashed lines on the maps are the on road paths that were included in the Wayne Township bike plan. She thought that's what needed to be looked at to see if we agree with the suggestions. When the plan was made we didn't give a lot of input as far as locations. The map shows the realignment for the North Central Regional Trail along the west side of Munger Road with the Forest Preserve District. **K. Stone** stated currently there aren't any on street facilities other than in Woodland Hills. This was never part of the plan to have on-street routes, only off street side paths. If anyone has suggestions or ideas that meet the criteria for on road routes, lane markings or assigned routes, Staff will meet with Public Works to see if it's possible. **J. Plonczynski** stated this was done





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in Woodland Hills to facilitate the North Central Trail. The connection of Forest Preserve Drive will be off street with potential for others. **K. Stone** stated the map only shows the bike path layer not the on-street layers. **M. Camerer** stated he always thought the bike path across Rt. 59 then to Munger Road was great path that brought the community together. **K. Stone** stated our plans have always been just lines on a map as to where we want a path, we have never had any plans that say how we are going to approach the intersections. This is something that we need to look at. **J. Plonczynski** stated the one example is when we worked with the township and designated the North Central Trail, they brought it up to the Far Hills subdivision and then up to Rt. 59 to put in the pedestrian crossing. **J. Goetz** asked what was going to happen with the West Bartlett corridor plan, will this replace it. **J. Plonczynski** stated this is still something that we use and still follow not just for bike paths and streetscapes this also incorporates land uses. **J. Goetz** stated in his opinion, finishing Naperville and West Bartlett Roads are the most important and also wanted to add things to the map. **K. Stone** stated to let her know what you want added and she will draw things in. This map can be added to and changed online. **J. Goetz** stated to have a bike path along Rt. 59 connecting two prime retail locations would possibly get more people to travel in that area. Perhaps we could work with the State since it's a State road. **J. Stacy** the State looks at the Complete Streets policy whenever there are renovations or lane expansion projects, the State incorporates a bike/pedestrian component. **K. Stone** stated this is what you will see along Lake Street and Rt. 59 & Lake Street, part of it CMAP reviews. If it's on our maps, they know it's something Bartlett wants. **J. Goetz** stated he has heard talk of redoing the area of Army Trail & Rt. 59 in the very near future and maybe if we put it on the map they could put in a bike path when they redo the intersection. **J. Plonczynski** stated the Village just signed the local agency agreement to pay for our portion of the intersection adding turn lanes and Opticom system. Not as extensive as Rt. 59 & Stearns.

**J. Stacy** wanted to say thank you to the Forest Preserve for the bridge crossing over County Farm Road. It made a huge difference in safety and it's fun to see people using it. He would love to see something like that over Rt. 59 at Bartlett Road, like the one at Silver Glenn Road & Randall Road. **J. Plonczynski** stated this area would include IDOT and they basically say the Village would need to pay for it or get some kind of funding. **J. Stacy** wanted to know if there was another crossing point at RT. 59 that would not have an issue with IDOT. **J. Plonczynski** stated the potential trail was on West Bartlett we would need a grant. **T. Isham** stated a grant with Invest in Cook would be difficult to get funding for something like this. There are others that are more difficult to find and are more competitive to receive. They usually require the project to be shovel ready and a higher match, but he will definitely keep looking. **J. Stacy** asked **K. Stone** since the original bike paths plans were not on road, just side paths, is that something that can be modified? **K. Stone** stated this is something that can be talked about, and more economical and what criteria we want. It's definitely something we would be open to discussing, along with Public Works, Police and a vote for a new compressive bike plan with the Village Board. **K. Stone** stated this can be put on the working map such as on street signage on Munger. **J. Stacy** stated yes north on Munger. The Forest Preserve takes care of the path south of Forest Preserve to connect with North Central DuPage Trail. **K. Stone** asked if **J. Stacy** was talking about going from Stearns all the way over the railroad crossing. **J. Stacy** stated yes.

**M. Camerer** asked if anyone had any other comments or discussions.

**J. Stacy** stated the North Central DuPage Regional Trail, throughout Roselle and Bloomingdale, there is great signage to direct you through the trail. Could Bartlett have similar signage? Or is this something that Roselle/Bloomingdale did or the Forest Preserve. It would be nice to have consistent signage for North Central DuPage Regional Trail. **J. Plonczynski** stated Bartlett can coordinate this with Public Works.

**M. Camerer** stated he received an email from **Bruce Hendricks** to get the bike store owner more involved by maybe putting the current bike path map inside of his shop.



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**ADJOURNMENT – NEXT MEETING JUNE 28, 2018**

A motion was made to adjourn.

Motioned by: J. Stacy  
Seconded by: D. Palmer

All in favor.

Motion carried.

The meeting adjourned at 4:02

**VILLAGE OF BARTLETT PROCLAMATION  
RECOGNIZING MAY 2018 AS BIKE MONTH**

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**WHEREAS**, for more than a century, the bicycle has been an important part of the lives of most Americans; and

**WHEREAS**, today, millions of Americans engage in bicycling because it is a viable and environmentally sound form of transportation, an excellent form of fitness and provides quality family recreation; and

**WHEREAS**, the Village of Bartlett's Bike and Run Advisory Committee promotes safe bike and pedestrian activities on the Village's bike path system; and

**WHEREAS**, Ride Illinois is educating cyclists and motorists as to the proper and safe operation of bicycles at [www.bikesafetyquiz.com](http://www.bikesafetyquiz.com); and

**WHEREAS**, The Village of Bartlett, the Bartlett Park District and the DuPage County Forest Preserve and independent cyclists throughout our Village are promoting greater public awareness of bicycle operations and safety education in an effort to reduce accidents, injuries and fatalities for all.

**NOW, THEREFORE**, I, Kevin Wallace, Village President of the Village of Bartlett, Cook, DuPage and Kane Counties, Illinois, do hereby proudly proclaim the month of May, 2018 as Bike Month in Bartlett.

Dated this 1<sup>st</sup> day of May, 2018



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Kevin Wallace, Village President



**COMMUNITY DEVELOPMENT MEMORANDUM**  
**18-106**

DATE: June 22, 2018  
TO: Chairman and Members of the Bike and Run Committee  
FROM: Tyler Isham, CD & PW Management Analyst **TI**  
**RE: Invest in Cook Grant Updates**

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The Village was awarded the Invest in Cook Grant in August, 2017 for the design engineering of the West Bartlett Rd/Devon Ave. Drainage Swale and Bike Path Replacement Project. The Village hired Engineering Resource Associates (ERA) to perform the design engineering and obtain any permits necessary before construction. ERA has completed the preliminary design plans for the area, and Staff has met with them to go over the details. The next steps are creating more detailed plans, cost estimates and begin the permitting process. The engineering is currently on schedule and should be completed by the end of September.

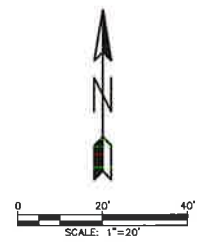
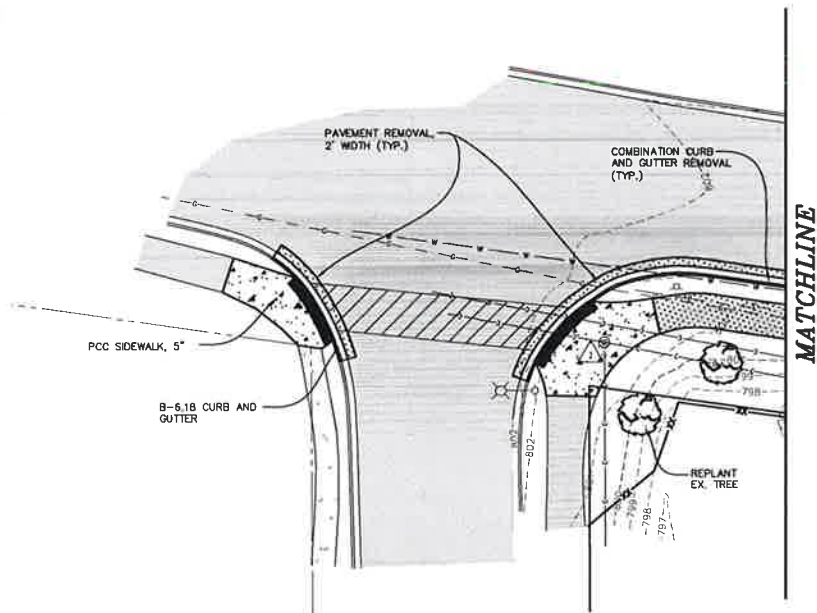
Invest in Cook had a second grant submittal for 2018/19 with grant applications due March 16, 2018. The Village applied for the grant to help in the construction of this project. Award notification for the 2018/19 grant will be in August, 2018. Staff had a phone interview with Cook County Department of Transportation and Highways regarding the project in April. If awarded, the Village will begin construction in 2019.

The Preliminary Design Plan is attached for your review.

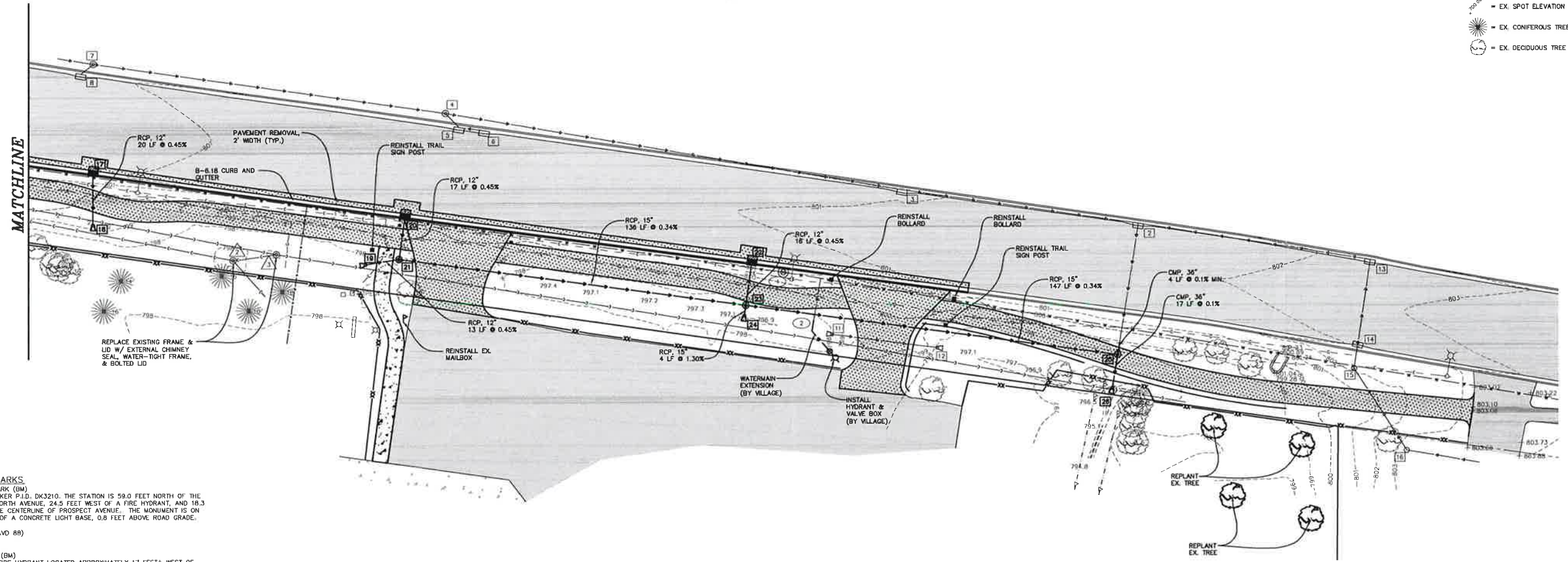
- STORM STRUCTURES**
- 1 FES, 36" CMP  
INV: 794.19
  - 2 INLET  
RIM: 801.43  
INV: 794.63 W 24" RCP  
INV. OFFSET S 36" CMP  
INV. E (NOT VISIBLE)
  - 3 INLET  
RIM: 800.67  
INV: 795.32 E 15" RCP  
INV. OFFSET W 15" RCP
  - 4 STORM MANHOLE  
RIM: 800.55  
INV: 795.55 E 15" RCP  
INV: 795.65 W 15" RCP  
INV. OFFSET SE 12" RCP
  - 5 INLET  
RIM: 800.10  
T/WATER: 795.75
  - 6 INLET  
RIM: 800.18  
INV: 797.18 W 12" RCP
  - 7 STORM MANHOLE  
RIM: 801.44  
INV: 796.29 E 15" RCP  
INV: 796.44 W 15" RCP  
INV. OFFSET SW 12" RCP
  - 8 INLET  
RIM: 801.10  
INV: 798.10 NE 12" RCP
  - 9 FES, 15" RCP  
INV: 797.63
  - 10 FES, 15" RCP  
INV: 797.33
  - 11 FES, 15" RCP  
INV: 797.32
  - 12 FES, 15" RCP  
INV: 797.07
  - 13 INLET  
RIM: 802.19  
INV: 799.44 S 12" RCP
  - 14 INLET  
RIM: 801.97  
INV: 799.82 S 12" RCP  
INV. FULL OF DEBRIS N
  - 15 CATCH BASIN  
RIM: 802.18  
INV: 799.63 N 12" RCP  
INV: 799.68 E 12" RCP
  - 16 CATCH BASIN  
RIM: 803.67  
INV: 800.20 NW 12" RCP  
INV: 800.25 E 12" RCP
  - 17 PR. INLET  
RIM: 801.15  
INV: 797.60 S 12" RCP
  - 18 PR. FES  
INV: 797.50 N 12" RCP
  - 19 PR. FES  
INV: 796.80 E 12" RCP
  - 20 PR. INLET  
RIM: 800.20  
INV: 796.80 S 12" RCP
  - 21 PR. MANHOLE  
RIM: 798.30  
INV: 798.88 N, W 12" RCP  
INV: 798.85 S 12" RCP
  - 22 PR. INLET  
RIM: 800.85  
INV: 796.55 S 12" RCP
  - 23 PR. MANHOLE  
RIM: 798.80  
INV: 798.50 N 12" RCP  
INV: 798.75 S 12" RCP  
INV: 798.00 E, W 15" RCP
  - 24 PR. FES  
INV: 796.80 N 12" RCP
  - 25 PR. MANHOLE  
RIM: 798.80  
INV: 795.50 W 15" RCP  
INV: 795.25 N, S 36" CMP
  - 26 PR. FES  
INV: 794.19 N 36" CMP

- WATER STRUCTURES**
- 1 VALVE VAULT  
RIM: 801.10  
T/P: FULL OF WATER
  - 2 VALVE BOX  
RIM: 798.24

- SANITARY STRUCTURES**
- 1 SAN. MANHOLE  
RIM: 801.77  
INV: 792.82 W 8" VCP  
INV: 791.25 E 8" RCP  
INV: 791.25 S 8" RCP
  - 2 SAN. MANHOLE  
RIM: 798.69  
INV: 792.44 ENC. 8" VCP  
INV: 792.44 W 8" VCP
  - 3 SAN. MANHOLE  
RIM: 798.31  
INV: FULL OF WATER



- ABBREVIATIONS**
- A ARC LENGTH
  - CH CHORD
  - CONC. CONCRETE
  - E EAST
  - FIP FOUND IRON PIPE
  - FIR FOUND IRON ROD
  - N NORTH
  - R RADIUS
  - R.O.W. RIGHT OF WAY
  - S SOUTH
  - WEST WEST
  - B.S.L. BUILDING SETBACK LINE
  - DOC. DOCUMENT
  - (XXX.XX) RECORD INFORMATION
  - XXX.XX MEASURED INFORMATION
- LEGEND**
- EX. PROPERTY LINE
  - EX. LOT LINE
  - EX. EASEMENT LINE
  - EX. SANITARY LINE
  - EX. WOOD FENCE
  - EX. WATER LINE
  - EX. OVERHEAD WIRE
  - EX. WOOD FENCE
  - EX. CONCRETE CURB & GUTTER
  - EX. TREE/BRUSH LINE
  - - - EX. 1 FOOT CONTOURS
  - FOUND IRON PIPE OR ROD
  - EX. ELECTRICAL METER
  - EX. ELECTRIC PEDESTAL
  - EX. AIR CONDITIONING UNIT
  - EX. FIRE HYDRANT/AUX. VALVE
  - EX. VALVE BOX
  - EX. MAILBOX
  - EX. SPOT ELEVATION
  - EX. CONIFEROUS TREE
  - EX. DECIDUOUS TREE



**SITE BENCHMARKS**  
 SOLICP BENCHMARK (BM)  
 NGS SURVEY MARKER P.I.D., DK3210. THE STATION IS 59.0 FEET NORTH OF THE CENTERLINE OF NORTH AVENUE, 24.5 FEET WEST OF A FIRE HYDRANT, AND 18.3 FEET EAST OF THE CENTERLINE OF PROSPECT AVENUE. THE MONUMENT IS ON THE SOUTH SIDE OF A CONCRETE LIGHT BASE, 0.8 FEET ABOVE ROAD GRADE.  
 ELEV: 792.72 (NAVD 88)

SITE BENCHMARK (BM)  
 TAG BOLT ON A FIRE HYDRANT LOCATED APPROXIMATELY 17 FEET± WEST OF THE EAST PAVED ENTRANCE OF THE VILLAGE CHURCH OF BARTLETT.  
 ELEV: 799.66 (NAVD 88)

PROFESSIONAL DESIGN FIRM NUMBER: 184.001186

REVISIONS:	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DRAWN BY: CNB  
 CHECKED BY: TBM  
 APPROVED BY: ERP



35701 WEST AVENUE, SUITE 150  
 WARRENVILLE, ILLINOIS 60555  
 PHONE (630) 393-3060  
 FAX (630) 393-2152

10 S. RIVERSIDE PLAZA, SUITE 875  
 CHICAGO, ILLINOIS 60606  
 PHONE (312) 474-7841  
 FAX (312) 474-6939

2418 GALEN DRIVE  
 CHAMPAIGN, ILLINOIS 61821  
 PHONE (217) 351-6268  
 FAX (217) 355-1902

VILLAGE OF BARTLETT  
 228 S. MAIN STREET  
 BARTLETT, ILLINOIS 60103

TITLE:  
**GEOMETRY & UTILITIES PLAN  
 W BARTLETT RD DRAINAGE IMPROVEMENTS  
 BARTLETT, ILLINOIS**

SCALE: 1"=20'  
 DATE: 02-05-18  
 JOB NO: 171226  
 SHEET 3 OF 7

**COMMUNITY DEVELOPMENT MEMORANDUM**

**18-119**

DATE: June 22, 2018

TO: Chairman and Members of the Bike and Run Committee

FROM: Kristy Stone, GIS Specialist *KS*

**RE: On-street Bike Routes**

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The Village has a Bike Plan Map that was originally adopted in 1990, the most recent updates to the planned bike network was part of the "Future Links Map" in the West Bartlett Road Corridor Plan in 2007. The Village's Bike Plan currently only shows recommended locations of off-street side paths. Recently adopted Bicycle Plans by other municipalities typically also include recommendations for on-street bike facilities to improve the connectivity of bicycle networks at a lower cost than off-street paths.

The 2015 Bicycle Plan for Wayne Township recommended that the Village designate a number of on-street bicycle routes. See attached chart and map from the Wayne Township Bicycle Plan. The Wayne Township Plan only makes recommendations for the roadways within the DuPage County portion of the Village. The recommendations in the Plan were made with minimal Village of Bartlett Staff input.

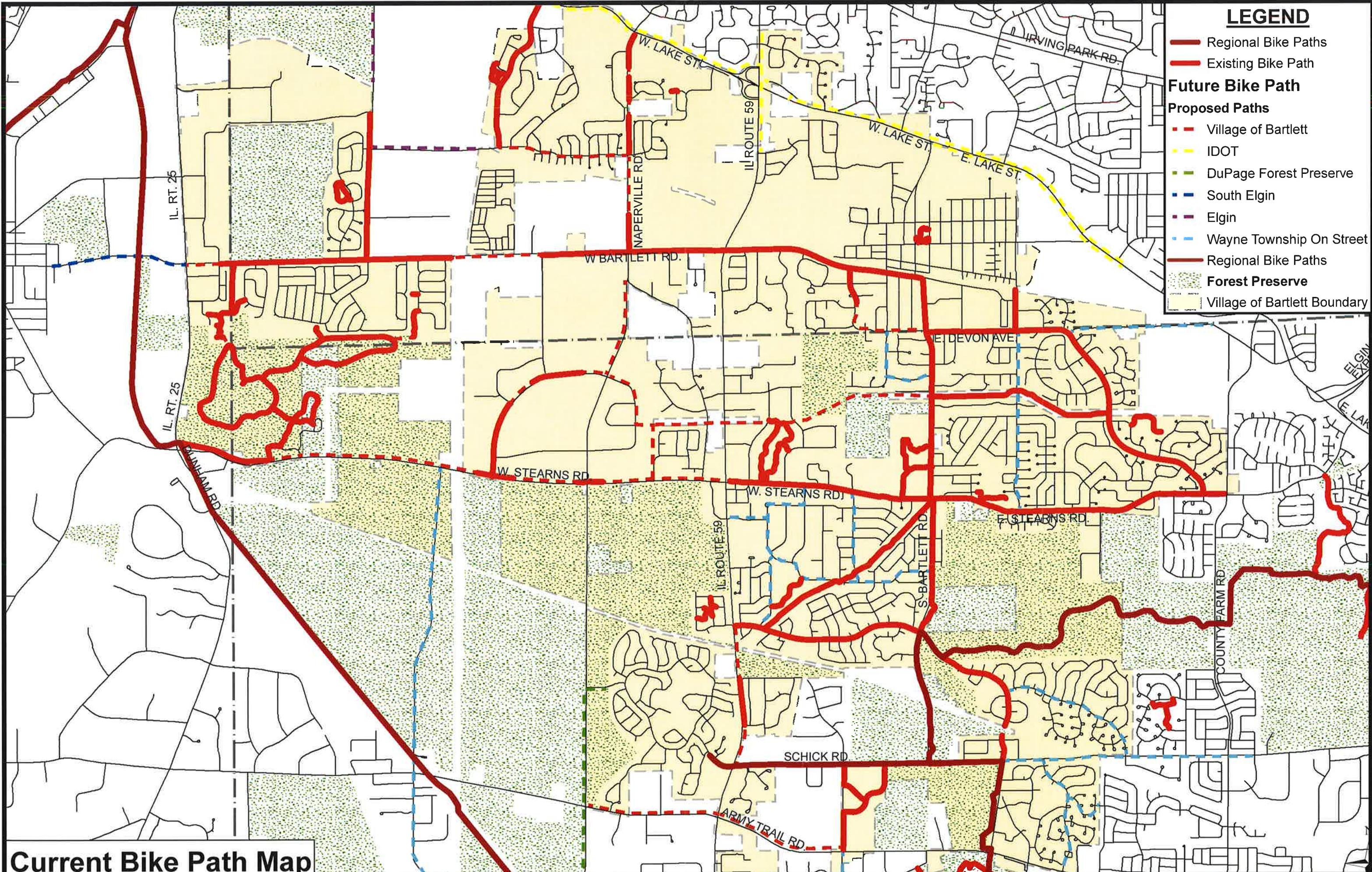
The Village of Bartlett currently has one signed bike route along the portion of Woodland Hills Drive which is part of the North Central DuPage Regional Trail. Staff believes that by increasing the number of on-street bike routes, the Village will improve the bicycle network, encourage bicycling as a mode of transportation and further the goal to have more "Complete Streets".

Staff is requesting that the Bike and Run Committee review the current Bike Path Map and the recommendations in the Bicycle Plan for Wayne Township and make recommendations on which streets throughout the Village would be appropriate for signed on-street bike routes.



# LEGEND

- Regional Bike Paths
- Existing Bike Path
- Future Bike Path
- Proposed Paths
  - Village of Bartlett
  - IDOT
  - DuPage Forest Preserve
  - South Elgin
  - Elgin
  - Wayne Township On Street
- Regional Bike Paths
- Forest Preserve
- Village of Bartlett Boundary



Current Bike Path Map



The Corridor Development Plan also includes recommendations for the expansion of the bike path system. The existing components of the path along the south side of West Bartlett Road should be connected into a single continuous path connecting downtown Bartlett to the east with the Prairie Path to the west. Other proposed east-west and north-south bike paths would create opportunities for connectivity among neighborhoods, parks, schools, commercial areas, transit areas, employment centers and the downtown area. In addition, the Village should explore the Bartlett Park District's suggested pedestrian/bike path overpass over IL. Rt. 59. The establishment of a diffuse network of bike paths would enable local residents to utilize their bicycles as a viable, efficient and safe mode of transportation around the Village. See *Future Links Map* below.





# Wayne Township Recommended On-Street Bicycle Routes

Produced by Active Transportation Alliance: 3/24/2015  
 Data Sources: Active Transportation Alliance, NAVTEQ, CMAP, IDOT, Forest Preserve District of DuPage County

### Bicycle Facilities

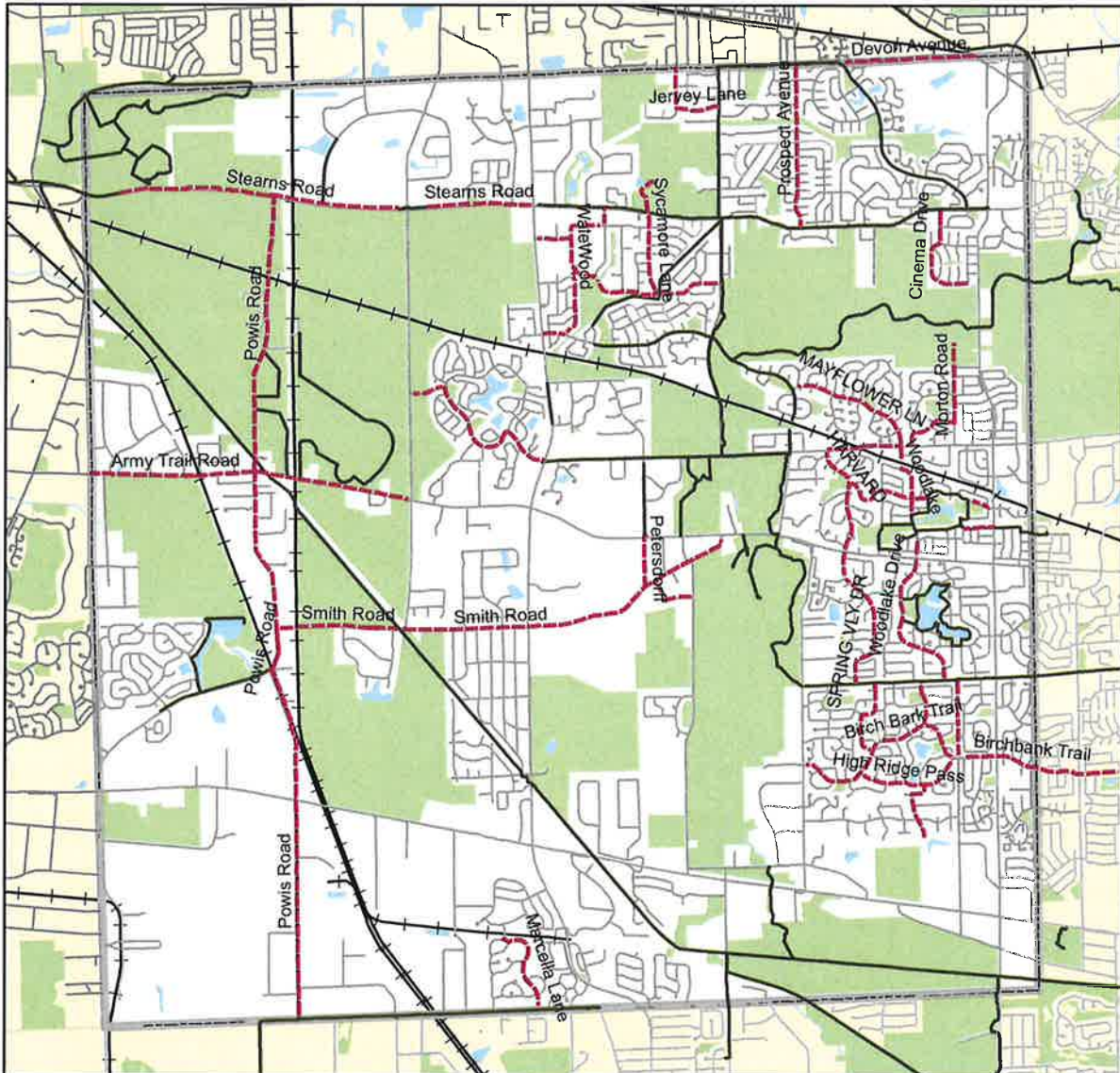
- On-Street Bike Route, Proposed
- Trail, Existing

### Transportation Infrastructure

- Roads
- + Railroads

### Township Boundary

- Neighboring Township
- Wayne Township



**TABLE 2A RECOMMENDED ON-STREET BICYCLE ROUTES**

Existing Conditions and Facility Recommendation						
	From	To	Adjacent Community	Existing Condition	Jurisdiction	Bikeway Recommendation
S Prospect Avenue	Devon Avenue	Stearns Road	Bartlett	Sidewalk on east and west sides, signals at Devon and Stearns. 2 lanes plus left turn lanes. connects to Bartlett Bike Path	Bartlett	Signed Route
Jervey Lane	Bartlett Road	Western Avenue	Bartlett	2 lane residential street	Bartlett	Signed Route
Western Avenue	Jervey Lane	Devon Avenue	Bartlett	2 lane residential street	Bartlett	Signed Route
Sycamore Lane	Foster Avenue	Apple Orchard Golf Course	Bartlett	Signal on Stearns. 2 lane residential street. connects to Bartlett Bike Path	Bartlett	Signed Route
Cuyahoga Drive	Stearns Road	Bryn Mawr Avenue	Bartlett	Stop sign on Stearns. 2 lane residential street	Bartlett	Signed Route
Bryn Mawr Avenue	Valewood Drive	Cuyahoga Drive	Bartlett	2 lane residential street	Bartlett	Signed Route
Valewood Drive	Bryn Mawr Avenue	Foster Avenue	Bartlett	2 lane residential street	Bartlett	Signed Route
Foster Avenue	Valewood Drive	The Bartlett Trail	Bartlett	2 lane residential street	Bartlett	Signed Route
Independence Drive	Congress Drive	The Bartlett Trail	Bartlett	2 lane residential street	Bartlett	Signed Route
Woodland Hills Drive	Schick Road	Forest Preserve Drive	Bartlett	2 lane residential street	Bartlett	Signed Route
Schick Road	Woodland Hills Drive	Route 59	Bartlett	2 lane. residential street	Bartlett	Signed Route
Fairfax Lane	Army Trail Road	Schick Road	Bartlett	2 lane residential street	Bartlett	Signed Route
Harvard Lane	Waterfall Lane	Fairfax Lane	Bartlett	2 lane residential street	Bartlett	Signed Route
Mayflower Lane	Schick Road	Struckman Boulevard	Bartlett	2 lane residential street	Bartlett	Signed Route
Forest Preserve Drive	Woodland Hills Drive	Munger Road	Bartlett	Residential street	Bartlett	Signed Route
Birch Bark Trail	Fair Oaks Road	Kuhn Road	Carol Stream	2 lane street, 30 mph	Carol Stream	Signed Route
Evergreen Drive	Birch Bark Trail	Birch Bark Trail	Carol Stream	2 lane residential street	Carol Stream	Signed Route
Lance Lane	Birchbark Trail	New Britton Road	Carol Stream	2 lane residential street	Carol Stream	Signed Route
New Britton Road	Lance Lane	Rose Avenue	Carol Stream	2 lane residential street	Carol Stream	Signed Route
Rose Avenue	Lance Lane	Lies Road	Carol Stream	2 lane residential street	Carol Stream	Signed Route
Spring Valley Drive	Lies Road	Army Trail Road	Carol Stream	2 lane residential street	Carol Stream	Signed Route
Woodlake Drive	Lies Road	Bayside Drive	Carol Stream	2 lane residential street	Carol Stream	Signed Route



**TABLE 2A RECOMMENDED ON-STREET BICYCLE ROUTES, CONTINUED**

	Existing Conditions and Facility Recommendation					
	From	To	Adjacent Community	Existing Condition	Jurisdiction	Bikeway Recommendation
→ Stearns Road	Route 59	Dunham Road	Forest Preserve District, Bartlett	4 lanes, wide paved shoulders frequently used by cyclists.	DuPage County	Signed Route
Army Trail Road	Munger Road	Dunham Road	Wayne Township, Bartlett, Forest Preserve District	2 lane street, varying speeds Traffic volumes on the street are increasing. May be suitable for a sidepath in the long-term.	DuPage County & Wayne	Signed Route
Cinema Drive	Lemon Lane	Redford Lane	Hanover Park	2 lane residential street	Hanover Park	Signed Route
Redford Lane	Cinema Drive	Stearns Road	Hanover Park	2 lane residential street	Hanover Park	Signed Route
Woodlake Drive	Army Trail Road	Waterfall lane	Hanover Park	2 lane residential street	Hanover Park	Signed Route
Wildwood Lane	Waterfall Lane	County Farm Road	Hanover Park	2 lane residential street	Hanover Park	Signed Route
Morton Road	Schick Road	Lawrence Avenue	Hanover Park	2 lane residential street	Hanover Park	Signed Route
Edinburgh Lane	Camden Lane	Schick Road	Hanover Park	Residential street	Hanover Park	Signed Route
Camden Lane	Edinburgh Lane	Morton Road	Hanover Park	Residential street	Hanover Park	Signed Route
Waterfall Lane	Wildwood Lane	Harvard Lane	Hanover Park and Bartlett	2 lane residential street	Hanover Park & Bartlett	Signed Route
→ Devon Avenue	Liberty Street	Church Road	Hanover Park	No sidewalk, 2 lane road, 30 MPH speed limit	Hanover Park, Bartlett, & DuPage County	Signed Route
Petersdorff Road	Smith Road	Schick Road	Wayne Township	Residential street	Wayne Township	Signed Route
Cambridge/Canterbury Drive	Smith Road	Klein Road	Wayne Township	Residential Street	Wayne Township	Signed Route
Smith Road	Army Trail Road	Powis	Wayne Township & Bartlett	2 lane residential street, no sidewalks	Wayne Township & IDOT	Signed Route
Powis Road	Stearns Road	Hawthorne Lane	Wayne, Wayne Township, Forest Preserve District, DuPage County	2 lane street, 30 mph	Wayne Township, Wayne, West Chicago	Signed Route
Willow Creek Drive	Hawthorne Lane	Marcella Lane	West Chicago	2 lane residential street with sidewalks	West Chicago	Signed Route
Marcella Lane	Willow Creek Drive	Thomas Drive	West Chicago	2 lane residential street with sidewalks	West Chicago	Signed Route
Thomas Drive	Marcella Lane	Sassafras Drive	West Chicago	2 lane residential street with sidewalks	West Chicago	Signed Route
Sassafras Drive	Thomas Drive	Hemlock Lane	West Chicago	2 lane residential street with sidewalks	West Chicago	Signed Route
Hemlock Lane	Sassafrass Drive	Snowberry Lane	West Chicago	2 lane residential street with sidewalks	West Chicago	Signed Route