

VILLAGE OF BARTLETT

COMMITTEE AGENDA

SEPTEMBER 4, 2018

BUILDING & ZONING, CHAIRMAN HOPKINS

Proposed Revisions to Title 4, Chapter 3, Section 4-3-2 of the Bartlett Municipal Code
Entitled "Plants, Weeds, Grass, Vegetation and Native Plantings"

COMMUNITY & ECONOMIC DEV, CHAIRMAN GABRENYA

TOD Implementation Strategy – 25 MPH on Key Downtown Roadways

FINANCE & GOLF, CHAIRMAN DEYNE

Water Rate Discussion



Agenda Item Executive Summary

Item Name Proposed Amendment to the Municipal Code - Title 4, Chapter 3, Nuisances: Section 4-3-2: Plants, Weeds, Grass, Vegetation and Native Plantings Committee or Board Committee

BUDGET IMPACT

Amount: N/A Budgeted N/A
List what fund N/A

EXECUTIVE SUMMARY

In response to a large number of weed complaints this year due to a very wet spring/early summer and the emergence of resident concerns regarding lots that are landscaped with native plantings (i.e. indigenous grasses and wild flowers); the Health Officer and Community Development Staff have proposed an amendment to the existing Municipal Code under Title 4, Chapter 3, Nuisances; specifically, Plants, Weeds, Grass, Vegetation and Native Plantings.

The proposed Ordinance would strengthen the Village's existing weed and grass regulations for all lots, whether occupied or vacant, **shorten the time frame for compliance from ten (10) days to seven (7) days** and also includes clear "Notice of Abatement" procedures along with a "Nuisance Abatement Fee" (\$75) to cover the costs incurred by the Village for the investigation, inspections and administrative costs associated with the abatement of the nuisance. A Billing Notice and the newly adopted IDROP format have also been added for a more formal collection of fees.

This Ordinance also includes language that would continue to allow native plantings on lots within the Village, however a formal process would be established that includes the issuance of a permit from the Community Development Department as well as a plan review, inspections and a fee. Property owners issued a permit for a "Native Planting Lot" would be limited to plantings that are native to Illinois, as well as those that would naturally occur in a Midwest prairie environment.

ATTACHMENTS (PLEASE LIST)

CD Memo, proposed Ordinance

ACTION REQUESTED

- For Discussion Only - to review and forward to the Village Board for a final vote
- Resolution
- Ordinance
- Motion

Staff: Jim Plonczynski, Com Dev Director

Date: 8/24/2018

COMMUNITY DEVELOPMENT MEMORANDUM

18-59

DATE: August 24, 2018

TO: Paula Schumacher, Village Administrator

FROM: Jim Plonczynski, CD Director

RE: **Proposed Amendment to the Municipal Code Title 4, Chapter 3, Nuisances: Section 4-3-2: Plants, Weeds, Grass, Vegetation and Native Plantings**

DISCUSSION

In response to a large number of weed complaints this year due to a very wet spring/early summer and the emergence of resident concerns regarding lots that are landscaped with native plantings (i.e. indigenous grasses and wild flowers); the Health Officer and Community Development Staff have proposed an amendment to the existing Municipal Code under Title 4, Chapter 3, Nuisances; specifically, Plants, Weeds, Grass, Vegetation and Native Plantings.

The proposed Ordinance would strengthen the Village's existing weed and grass regulations for all lots, whether occupied or vacant, **shorten the time frame for compliance from ten (10) days to seven (7) days** and also includes clear "Notice of Abatement" procedures along with a "Nuisance Abatement Fee" (\$75) to cover the costs incurred by the Village for the investigation, inspections and administrative costs associated with the abatement of the nuisance. A Billing Notice and the newly adopted IDROP format have also been added for a more formal collection of fees.

This Ordinance also includes language that would continue to allow native plantings on lots within the Village, however a formal process would be established that includes the issuance of a permit from the Community Development Department as well as a plan review, inspections and a fee. Property owners issued a permit for a "Native Planting Lot" would be limited to plantings that are native to Illinois, as well as those that would naturally occur in a Midwest prairie environment.

RECOMMENDATION:

To review the proposed amendments to the Nuisance Ordinance that addresses the community concerns associated with both weeds and native plantings and to forward the proposed Ordinance to the Village Board for a final vote on the amendments.

ORDINANCE 2018 - _____

**AN ORDINANCE AMENDING TITLE 4, CHAPTER 3, SECTION 4-3-2 OF THE
BARTLETT MUNICIPAL CODE ENTITLED "PLANTS, WEEDS,
GRASS, VEGETATION AND NATIVE PLANTINGS"**

BE IT ORDAINED by the President and Board of Trustees of the Village of Bartlett, Cook, DuPage and Kane Counties, Illinois, as follows;

SECTION ONE: That Title 4, Chapter 3, Section 4-3-2: PLANTS AND WEEDS: of the Bartlett Municipal Code is hereby repealed.

SECTION TWO: That Title 4, Chapter 3, of the Bartlett Municipal Code is hereby amended to add the following new Section 4-3-2 entitled: PLANTS, WEEDS, GRASS, VEGETATION AND NATIVE PLANTINGS: in place of the former Section 4-3-2: repealed in Section One of this Ordinance:

4-3-2: PLANTS, WEEDS, GRASS, VEGETATION AND NATIVE PLANTINGS:

A. Nuisance Declared:

1. Any such weeds as jimson, burdock, ragweed, thistle, cocklebur, or other noxious weed as defined in the Illinois Noxious Weed Law¹ found growing in any lot or tract of land in the village are hereby declared to be a nuisance, and it shall be unlawful to permit any such weeds to grow or remain in any such place.
2. It shall be unlawful for anyone to permit plants, weeds, grass, or other vegetation other than trees, bushes, flowers or other ornamental plants, to grow to a height exceeding eight inches (8") anywhere in the village, except native plantings on native planting lots as described in subsection H of this section for which a current native planting lot permit as provided in paragraph 3 of subsection H of this section has been issued, or in a natural or buffer area as provided under 525 Illinois Compiled Statutes 30/1, *et seq.* Any such weeds, grass, plants, or other vegetation exceeding such height are hereby declared to be a nuisance.

B. Vacant Lots: All vacant lots or open land shall be maintained free of brush, rocks, garbage, rubbish, debris, dirt piles, or spoils so that the same may be mowed by the village, or a contractor hired by the village, at the direction of the health officer or code enforcement officer in the event of a violation of this section and the failure of the property owner to abate any such nuisance after notice as provided in subsection C and/or subsection D of this section.

C. Removal; Notice to Abate: It shall be the duty of the health officer or code enforcement officer to serve or cause to be served a notice upon the owner of any such premises

¹ 505 ILCS 100/2(s)

on which weeds, grass, plants and/or other vegetation or plants have grown in violation of the provisions of this section, and to demand the abatement of the nuisance within seven (7) days, or if a violation reoccurs within the same calendar year, demand the abatement of the nuisance within five (5) days. Where the property owner cannot be found or otherwise served with notice by mail, then alternatively notice to abate a violation of this section may be given by posting a sign in a conspicuous place near the main entrance of a structure on the property, if there is a structure on the property, otherwise, at a conspicuous place on the property. In either event, the text of the notice shall contain a reference to the provision of this code violated and may contain such other information respecting the nature of the violation as the health officer and/or code enforcement officer deemed advisable. It shall be unlawful for any person to deface, tamper with, or remove the "Notice to Abate" sign from the property where it is posted unless authorized by the health officer or code enforcement officer.

- D. Abatement: If the person so served does not abate the nuisance within seven (7) days after such notice, or if a violation reoccurs within the same calendar year, if the person so served does not abate the nuisance within five (5) days, the Village may enter upon the premises, or hire a contractor and authorize it to enter upon the premises, to abate such nuisance, by cutting or removing the overgrown weeds, grass, plants or other vegetation or native plantings, keeping an account of the expense of the abatement and such expense shall be charged to the owner and paid by such owner or the occupant of the property. In addition, a fee to cover the costs incurred by the Village for investigation, inspection and administrative costs associated with the abatement of the nuisance (to be known as a "nuisance abatement fee") in the amount of \$75.00 shall also be charged to the owner of said property.
- E. Nuisance Abatement Billing Notice: In the event the owner or occupant fails to abate the nuisance within the time prescribed in subsection D, once a nuisance has been abated by the Village on a property, the health officer and/or code enforcement officer shall notify the property owner thereof in writing of the costs incurred by the Village to abate the nuisance, and of any other fees associated with the abatement, including the nuisance abatement fee, in a nuisance abatement billing notice. Such fees shall be paid by the owner or occupant of the property to the Village within said 30 days from the date stated on the nuisance abatement billing notice. If the fees are not paid within 30 days, the health officer or code enforcement officer shall prepare a notice of claim for lien for the Village Clerk's signature, together with (1) a copy of the statute granting authority to the Village to lien the property (65 ILCS 5/11-20-7), (2) a copy of the ordinance implementing the statute referenced in (1), or as codified in this section of the Code, and (3) the location of the overgrown weeds, grass, plants, or other vegetation, or native plantings in violation of subsection H, which have been cut or removed. Notice of such claim for lien shall be mailed to the person or entity to whom the tax bill for the general real estate taxes on the property for the taxable year immediately preceding the cutting or removal activities was mailed, and to the owner of the premises if the owner is a different person or entity, and his address is known, sent by certified mail, or delivered by personal service; provided, however, that failure of the village clerk or her designee to mail such notice, or the failure of the owner to

receive such notice, shall not affect the validity of the debt owed to the Village. If on any one parcel the Village engaged in removal or cutting activity on more than one occasion during the course of one (1) year, then the Village may combine any or all of the abatement costs and fees for each of those abatement activities and the applicable nuisance abatement fees into a single notice of lien.

F. Lien: The expense of the abatement and the nuisance abatement fee shall be a lien upon the premises. Whenever a bill for abatement charges remains unpaid for thirty (30) days after it has been sent, the village clerk or her/his designee shall file within sixty (60) days of the date on which the Village or its authorized contractor cut or removed the overgrown weeds, grass, plants or other vegetation, or native plantings in violation of subsection H, a sworn statement of lien claim with the recorder of deeds, or registrar of titles of the county in which such premises are located. This sworn statement shall be signed by the village clerk and shall contain the legal description of the premises, the permanent index number(s), street address or other description sufficient for identification of the premises, the amount of money representing the expense and costs incurred or payable for the abatement services, the date the overgrown weeds or overgrown grass, plants or other vegetation, or native plantings were cut or removed, and the date or dates when such cost and expense was incurred by the Village, or payable for the service. The failure of the Village Clerk or her designee to timely record such sworn statement of lien claim shall not affect the validity of the debt owed the Village.

G. Foreclosure Of Lien: Property subject to a lien for unpaid abatement charges, including weed cutting and/or removal charges and/or nuisance abatement fees, may be sold for nonpayment of the same and the proceeds of such sale shall be applied to pay the charges and fees after deducting costs, as is the case with the foreclosure of statutory liens. Such foreclosure shall be in equity in the name of the Village.

The village prosecutor is hereby authorized to institute such foreclosure proceedings in the name of the village, in any court having jurisdiction over such matters, against any property for which such notice as provided in this section have been properly sent and the lien has been timely recorded, and in his/her opinion has been perfected.

H. Native Planting Lot(s):

1. "Native Planting Lot" shall mean a privately owned lot which is landscaped, or is proposed to be landscaped, so as to exhibit the deliberate and conscious decision to plant, cultivate, and maintain "native plantings" defined as those native or naturally occurring plant species identified as wildflower and prairie grasses in commonly accepted publications including "Plants Of The Chicago Region", by Floyd Swink and Gerold Wilhelm (1974), "Wildflowers Of The Tallgrass Prairie, The Upper Midwest", by Sylvan T. Runkel and Dean M. Roosa (1989), "Field Guide To North American Wildflowers, Eastern Region", by the Audubon Society (1979), and "Native Illinois Herbs And Forbs", by the Illinois Department of Conservation. A copy of each aforesaid publication shall be on file and available for review in the Community Development Department.

2. Restrictions: Native plantings shall not:
 - a. Be permitted within the public parkway, unless approved and installed by the Village;
 - b. Obstruct a public sidewalk/path or the intended flow of any drainage easement or swale;
 - c. Interfere with the "native planting vision clearance triangle" defined as the triangular area determined by a diagonal line connecting two (2) points measured five (5) feet equidistant from each lot corner of the two (2) intersecting property lot lines of the subject property (see Exhibit A);
 - d. Be permitted without the issuance of a permit therefor as provided in paragraph 3 of this subsection H.
3. Permit: No person shall own or maintain a native planting lot without first securing a permit for a native planting lot from the Community Development Department. A permit application must be submitted or renewed each year with the Community Development Department prior to May 1st and shall be valid for one (1) year; from May 1st to the following April 30th. Applications for a permit shall include the following:
 - a. Landscape plan drawn to scale with the location of existing/proposed native plant materials clearly labeled and identified;
 - b. List of all native plant materials by common name;
 - c. Common address and permanent index number (PIN) of the subject property;
 - d. Location of any/all easements;
 - e. Property lines clearly identified;
 - f. All existing structures, including accessory structures, fences, etc.;
 - g. Paved/impervious areas; and
 - h. North arrow.
4. Fee(s): A fee of \$250.00 shall be required for an initial native planting lot permit application submittal. If the initial inspection fails and/or is not in compliance with the approved permit and/or landscape plan, a \$25.00 re-inspection fee will be charged to the owner of the subject property for each subsequent inspection. Each year thereafter, a native planting lot permit application shall be required to be renewed and shall include an annual re-inspection fee of \$150.00. If determined by the Community Development Director or his/her designee(s) that a consultant

necessary to review the permit application and/or conduct an inspection on the subject property, the applicant shall reimburse the Village for all consultant fees and expenses charged to the Village.

5. Required Inspection(s): Once an application is approved by the Community Development Department, a permit shall be issued for the installation of the native plantings per the approved permit for the native planting lot. The owner of the subject property shall contact the Community Development Department for an inspection once the native plantings have been installed. The inspection shall be conducted by the health officer and/or code enforcement officer for compliance with the approved permit and the plans and information submitted in support of a native planting lot. If the subject property is not in compliance with the approved permit and/ or fails the inspection, a re-inspection will be required until compliance is met. Thereafter, only an annual inspection shall be conducted on the subject property for continued compliance with the approved permit on file with the Community Development Department.
 6. Compliance with Permit: Compliance with the terms of this section shall be a condition of the issuance of any native planting lot permit. The terms and conditions of native planting lot permits shall be enforced in accordance with Title 3, Chapter 1, of the Bartlett Municipal Code. If three or more violations of this section occur on any property issued a native planting lot permit, said permit may be revoked by the Village President in accordance with the provisions of Title 3, Chapter 1, of this code. Permits may be amended with the express written approval of the Community Development Director and/or his/her designee.
 7. Annual Cutting: Native plantings on native planting lots shall be fully mowed or cut to a height of eighteen inches (18") or less at least once prior to May 1st of each calendar year. The health officer and/or the code enforcement officer shall conduct an inspection of the subject property to verify the native plantings have been mowed or cut.
- I. Penalty: Any person violating any provision of this section shall be fined not more than five hundred dollars (\$500.00) for each offense; and a separate offense shall be deemed committed on each day during or on which violation occurs or continues. Any such fine imposed shall be in addition to any abatement costs and nuisance abatement fees due the Village under this section, which in addition to any fine imposed by an administrative hearing officer or court of competent jurisdiction, shall be a debt owed the Village.
- J. Collection of Unpaid Fees and Expenses:
1. If an owner has unpaid fines for a violation of this section and/or outstanding costs and/or fees associated with the abatement of a nuisance on any property in the Village for a violation of this section, and no lien has been recorded against said property, the Village Administrator or his/her designee, may utilize the Illinois Comptroller's Local Debt Recovery Program (IDROP) as referenced in the

Intergovernmental Agreement between the Illinois Office of the Comptroller and the Village of Bartlett to collect such unpaid fines, costs and fees.

2. Properties subject to unpaid fines and/or abatement charges, including nuisance abatement fees imposed under this section, shall not be eligible for a property transfer stamp from the Village of Bartlett until said outstanding fines and/or fees have been paid in full.

SECTION FOUR: SEVERABILITY. The various provisions of this Ordinance are to be considered as severable, and if any part or portion of this Ordinance shall be held invalid by any Court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this Ordinance.

SECTION FIVE: REPEAL OF PRIOR ORDINANCES. All prior Ordinances and Resolutions in conflict or inconsistent herewith are hereby expressly repealed only to the extent of such conflict or inconsistency.

SECTION SIX: EFFECTIVE DATE. This Ordinance shall become effective ten days after its passage, execution by the Village President and publication in pamphlet form as required by law.

ROLL CALL VOTE:

AYES:

NAYS:

ABSENT:

PASSED:

APPROVED:

Kevin Wallace, Village President

ATTEST:

Lorna Gilles, Village Clerk

CERTIFICATION

I, the undersigned, do hereby certify that I am the village clerk of the Village of Bartlett, Cook, DuPage and Kane Counties, Illinois, and that the foregoing is a true, complete and exact copy of Ordinance 2018-_____, enacted on _____, 2018, and approved on _____, 2018, and published in pamphlet form on _____, 2018, as the same appears from the official records of the Village of Bartlett.

Lorna Gilles

EXHIBIT A

MAIN STREET

ROW/PARKWAY

SIDEWALK

PROPERTY LINE

DRIVEWAY

PROPERTY LINE

DRIVEWAY

ADJACENT
LOT

NATIVE
PLANTING
LOT

ADJACENT
LOT

5'

5'

5'

5'

1



Agenda Item Executive Summary

Item Name	TOD Implementation Strategy-25 mph on Key Downtown Roadways	Committee or Board	Committee
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BUDGET IMPACT

Amount:	N/A	Budgeted	N/A
List what fund	N/A		

EXECUTIVE SUMMARY

The 25 mph TOD Implementation Strategy was last discussed at the Committee of the Whole meeting on December 5, 2017 whereby the Board directed Staff to conduct an additional speed study on North Avenue regarding traffic in front of the Bartlett Elementary School and along W. Devon Avenue. The Bartlett Police Department conducted a speed study at both of these locations at the end of April and then again at the end of July (to verify the numbers). In general, the reports found that along North Avenue (immediately west of Prospect) where the posted speed limit is 35 mph, 41% exceeded this speed. On North Avenue, east of Elroy, the posted speed limit is 30 mph and 64% exceeded the posted speed limit (primarily when school was not in session). Along W. Devon Avenue the posted speed limit is 25 mph and when averaged together, 93% of the vehicles were exceeding the speed limit. (The Summary Reports are attached for your review.)

Staff is not recommending to lower the speed limit because motorists are speeding, but reducing the speed limit from 30 mph to 25 mph on Main Street, Oak, Railroad and North Avenues would:

- Create a **consistent Downtown Speed Limit Zone**
- Enable pedestrians to "feel" more comfortable crossing streets and moving about Downtown
- Make Downtown more walkable, pedestrian friendly
- Increase awareness of economic activities taking place
- Allow drivers to be more aware of pedestrians in and around the roadways (especially during the evening hours)
- Reduce the "risk" of crashes between pedestrians and vehicles (three incidents in five years)

Staff is recommending reducing the speed limit along key roadways (Main Street, Railroad Avenue and Oak Avenue) and along North Avenue (west of Crest Avenue) in Downtown from 30 mph to 25 mph as recommended in the TOD Plan. If the Board directs Staff to move forward with the speed limit reduction, Staff will prepare the Ordinance for the Board's review. In addition, the Police Department will increase the enforcement of the 25 mph speed limit along W. Devon Avenue with both speed trailers and patrol officers.

ATTACHMENTS (PLEASE LIST)

CD Memo, Updated Downtown Speed/Traffic Analysis Chart, Traffic Analyzer Study Summary Reports, Downtown Speed Limit Map for Key Roadways and Downtown Speed Limits for all Roadways in the Study Area.

ACTION REQUESTED

- For Discussion Only - To review the proposed speed limit reduction on key roadways in Downtown as recommended in the TOD Plan
- Resolution
- Ordinance
- Motion

Staff: Jim Plonczynski, Com Dev Director Date: August 24, 2018

COMMUNITY DEVELOPMENT MEMORANDUM

18-156

DATE: August 24, 2018

TO: Paula Schumacher, Village Administrator

FROM: Jim Plonczynski, Community Development Director

RE: TOD Implementation Strategy – 25 mph on Key Downtown Roadways

UPDATE

The 25 mph TOD Implementation Strategy was last discussed at the Committee of the Whole meeting on December 5, 2017 whereby the Board directed Staff to conduct an additional speed study on North Avenue regarding traffic in front of the Bartlett Elementary School and along W. Devon Avenue. The Bartlett Police Department conducted a speed study at both of these locations at the end of April and then again at the end of July (to verify the numbers). In general, the reports found that along North Avenue (immediately west of Prospect) where the posted speed limit is 35 mph, 41% exceeded this speed. On North Avenue, east of Elroy, the posted speed limit is 30 mph and 64% exceeded the posted speed limit (primarily when school was not in session). Along W. Devon Avenue the posted speed limit is 25 mph and when averaged together, 93% of the vehicles were exceeding the speed limit. (The Summary Reports are attached for your review.)

Staff is not recommending to lower the speed limit because motorists are speeding, but reducing the speed limit from 30 mph to 25 mph on Main St., Oak, Railroad and North Avenues would:

- Create a **consistent Downtown Speed Limit Zone**
- Enable **pedestrians** to “feel” more **comfortable crossing streets** and moving about Downtown
- Make Downtown more **walkable, pedestrian friendly**
- Increase **awareness of economic activities** taking place
- Allow **drivers to be more aware of pedestrians** in and around the roadways (especially during the evening hours)
- **Reduce the “risk” of crashes between pedestrians and vehicles (three incidents in five years)**

BACKGROUND

Since the adoption of the TOD Plan in 2016, the Staff has begun working on several strategies recommended for implementation in the Downtown area. Some strategies have already been implemented, such as the adoption of the **Complete Streets Policy**, the **Invest in Cook Grant** the Village recently received for improving drainage along with a bike path that serves as a vital pedestrian link to Downtown businesses and the Metra Station and a grant received for a **bike shelter** near the train station.

TOD TRANSPORTATION RECOMMENDATIONS

The five "Transportation Recommendations for Downtown" as outlined in the TOD Plan are as follows:

- 1) **Adopt a Complete Streets Policy** (Completed);
- 2) **Improve Pedestrian Safety** (Received Invest in Cook Grant, researching additional grants to improve crosswalks in Downtown);
- 3) **Expand Bike Parking throughout Downtown** (Received grant for a bike shelter at the Metra Station; reviewing areas for additional bike racks);
- 4) **Establish 25 mph Speed Limits on all Roadways in Downtown;**
- 5) **Improve Design of Street Crossings** (Researching grant applications for crosswalk improvements).

As stated in the TOD Plan:

"Key Downtown roadways including Oak Avenue, Main Street and Bartlett Road (W. Railroad Avenue) all have **speed limits of 30 mph** (see attached map). The National Association of City Transportation Officials (NACTO) produced a Cone of Vision Simulation, showing how much small increases in speed can decrease what a driver sees. This is an important consideration for Downtown Bartlett with the high volume of Downtown commuters. Further, a consistent 25 mph posted speed limit functions as a gateway, introducing arrival into the Downtown zone, reinforcing the multi-modal environment.

Implementing slower traffic speeds would also serve to **Improve Pedestrian Safety** (second Transportation Recommendation) and is specifically listed in the TOD as a "design tool to enhance the safety, accessibility, mobility and comfort of pedestrians."

SPEED STUDY (2017)

The Police Department conducted a speed study that started on 9/14/2017 at 6:00 a.m. and ended on 9/16/2017 at 8:00 p.m. (see attached results) which found on average half the motorists abided by the 30 mph. The proposed speed limit reduction to 25 mph, would help to further slow motorists, allowing pedestrians crossing either at busy intersections or mid-block to feel comfortable entering the crosswalk areas while creating a pedestrian friendly and safer walkable environment. In addition, providing consistent speed limits in Downtown would reduce confusion as to where the speed limit changes occur in the area and would alert drivers they are entering the Downtown.

National and international studies have shown that "to reduce the number of pedestrians seriously injured and killed in crashes with motor vehicles, it is necessary to **reduce the risk** of crashes occurring." And, "in places such as residential streets and **urban areas designed to allow pedestrians and vehicles to be in close proximity to one another**, examples of measures to reduce vehicle speeds include traffic calming techniques such as speed bumps, lane

narrowing, changes in roadway curvature, as well as increased enforcement or **reduction of speed limits.**"¹ (AAA Foundation for Traffic Safety)

SPEED LIMITS IN OTHER DOWNTOWNS

Staff conducted a survey of current speed limits in other Downtowns. The findings are as follows:

St. Charles: 25 mph	Glenview: 25 mph
Geneva: 25 mph	Palatine: 25 mph
Batavia: 25 mph	Northfield: 30 mph
Elgin: Combination 25/30 mph	Park Ridge: 25 mph
South Elgin: 25 mph	Skokie: Combination 25/30 mph
(30 mph on Rt. 31)	Des Plaines: Combination 25/30 mph

RECOMMENDATION

Staff is recommending reducing the speed limit along key roadways (Main Street, Railroad Avenue and Oak Avenue) and along North Avenue (west of Crest Avenue) in Downtown from 30 mph to 25 mph as recommended in the TOD Plan. If the Board directs Staff to move forward with the speed limit reduction, Staff will prepare the Ordinance for the Board's review. In addition, the Police Department will increase the enforcement of the 25 mph speed limit along W. Devon Avenue with both speed trailers and patrol officers.

DOWNTOWN SPEED/TRAFFIC ANALYSIS

Street	Direction (E/B, W/B, N/B or S/B)	Posted Speed Limit	Total Number of Cars	Mode Speed	Average Speed	Percentage Speeding
Date of Study: 4/26/18 - 4/28/18						
Devon Ave North of Giles Ct	S/B	25 MPH	4,606	30 MPH	31 MPH	89.48%
Devon Ave North of Giles Ct	N/B	25 MPH	5,247	30 MPH	30 MPH	87.93%
Devon Ave West of Oak Ave	E/B	25 MPH	6,049	35 MPH	37 MPH	98.00%
Devon Ave West of Oak Ave	W/B	25 MPH	6,692	30 MPH	32 MPH	95.28%
North Ave East of Elroy Ave	E/B	30 MPH	7,357	30 MPH	30 MPH	47.61%
North Ave East of Elroy Ave	W/B	30 MPH	7,396	30 MPH	32 MPH	71.27%
North Ave West of Prospect Ave	E/B	35 MPH	8,643	35 MPH	34 MPH	47.76%
North Ave West of Prospect Ave	W/B	35 MPH	8,220	30 MPH	34 MPH	42.76%
Date of Study: 7/19/18 - 7/21/18						
Devon Ave N of Giles Ct	S/B	25 MPH	4,067	30 MPH	31 MPH	90.71%
Devon Ave N of Giles Ct	N/B	25 MPH	4,423	30 MPH	33 MPH	94.47%
Devon Ave W of Oak Ave	E/B	25 MPH	5,827	35 MPH	37 MPH	98.36%
Devon Ave W of Oak Ave	W/B	25 MPH	5,784	30 MPH	32 MPH	94.28%
North Ave E of Elroy Ave	E/B	30 MPH	6,637	30 MPH	31 MPH	61.42%
North Ave E of Elroy Ave	W/B	30 MPH	6,505	30 MPH	34 MPH	79.28%
North Ave W of Prospect Ave	E/B	35 MPH	7,803	30 MPH	33 MPH	36.07%
North Ave W of Prospect Ave	W/B	35 MPH	7,333	30 MPH	33 MPH	39.65%

Same as April

Increase

Decrease

DOWNTOWN SPEED/TRAFFIC ANALYSIS

Street	Direction (E/B, W/B, N/B or S/B)	Posted Speed Limit	Total Number of Cars	Mode Speed	Average Speed	Percentage Speeding
2017 Downtown Study Area Values						
Railroad Ave Near Berteau	E/B	25 MPH	2,160	30 MPH	31 MPH	88.80%
Railroad Ave Near Berteau	W/B	25 MPH	1,853	25 MPH	29 MPH	81.19%
Oak Ave Near Oneida Ave	S/B	30 MPH	10,218	25 MPH	26 MPH	23.23%
Oak Ave Near Oneida Ave	N/B	30 MPH	9,118	25 MPH	27 MPH	26.51%
Railroad Ave Near Hickory	E/B	30 MPH	6,452	30 MPH	32 MPH	64.69%
Railroad Ave Near Hickory	W/B	30 MPH	5,768	30 MPH	32 MPH	65.96%
Main St	S/B	30 MPH	10,677	25 MPH	27 MPH	23.74%
Main St	N/B	30 MPH	10,829	25 MPH	29 MPH	41.32%

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RECEIVED
COMMUNITY DEVELOPMENT

MAY 02 2018

VILLAGE OF
BARTLETT

MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: BARTLETT
 Street: Devon Ave
 Location: north of Giles Ct

A study of vehicle traffic was conducted with the device having serial number 303799. The study was done in the S/B lane at Devon Ave in BARTLETT, IL in Cook county. The study began on 04/26/2018 at 06:00 AM and concluded on 04/28/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4,606 vehicles passed through the location with a peak volume of 56 on 04/26/2018 at [05:30 PM-05:45 PM] and a minimum volume of 0 on 04/27/2018 at [12:30 AM-12:45 AM]. The AADT count for this study was 1,783.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 31 MPH with 89.48% vehicles exceeding the posted speed of 25 MPH. 1.33% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 34.72 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
10	18	106	323	1584	1742	388	68	35	13	12	10	12	5	19

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2927 which represents 68 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1169 which represents 27 percent of the total classified vehicles. The number of Busses & Trucks in the study was 149 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 90 which represents 2 percent of the total classified vehicles.

<	18	21	24	28	32	38	44							
to	to	to	to	to	to	to	to							
17	20	23	27	31	37	43	>							
2927	913	256	87	34	47	46	35							

CHART 2

HEADWAY

During the peak traffic period, on 04/26/2018 at [05:30 PM-05:45 PM] the average headway between vehicles was 15.789 seconds. During the slowest traffic period, on 04/27/2018 at [12:30 AM-12:45 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 43.00 and 97.00 degrees F.

MAY 02 2018

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report

City: BARTLETT

Street: Devon Ave

Location: NORTH OF GULES

VILLAGE OF
BARTLETT

A study of vehicle traffic was conducted with the device having serial number 007305. The study was done in the N/B lane at Devon Ave in BARTLETT, IL in Cook county. The study began on 04/26/2018 at 06:00 AM and concluded on 04/28/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5,247 vehicles passed through the location with a peak volume of 53 on 04/26/2018 at [05:45 PM-06:00 PM] and a minimum volume of 0 on 04/27/2018 at [01:30 AM-01:45 AM]. The AADT count for this study was 2,031.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 30 MPH with 87.93% vehicles exceeding the posted speed of 25 MPH. 0.34% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 34.74 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	36	114	448	1839	1872	528	77	16	8	7	3	3	3	1

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4611 which represents 93 percent of the total classified vehicles. The number of Vans & Pickups in the study was 258 which represents 5 percent of the total classified vehicles. The number of Busses & Trucks in the study was 42 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 44 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
4611	176	82	22	20	25	12	7							

CHART 2

HEADWAY

During the peak traffic period, on 04/26/2018 at [05:45 PM-06:00 PM] the average headway between vehicles was 16.667 seconds. During the slowest traffic period, on 04/27/2018 at [01:30 AM-01:45 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 48.00 and 97.00 degrees F. The roadway surface was Dry 100.00% of the time.

MAY 02 2018

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: BARTLETT
Street: Devon Ave
Location: west of Oak

VILLAGE OF
BARTLETT

A study of vehicle traffic was conducted with the device having serial number 402566. The study was done in the E/B lane at Devon Ave in BARTLETT, IL in Cook county. The study began on 04/26/2018 at 06:00 AM and concluded on 04/28/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 6,049 vehicles passed through the location with a peak volume of 69 on 04/26/2018 at [07:00 AM-07:15 AM] and a minimum volume of 0 on 04/27/2018 at [12:30 AM-12:45 AM]. The AADT count for this study was 2,342.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 98.00% vehicles exceeding the posted speed of 25 MPH. 1.52% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 43.08 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
4	24	28	64	331	1664	2273	1146	293	76	24	17	16	12	22

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 2405 which represents 40 percent of the total classified vehicles. The number of Vans & Pickups in the study was 3303 which represents 55 percent of the total classified vehicles. The number of Busses & Trucks in the study was 173 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 113 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
2405	2849	454	55	81	51	34	65							

CHART 2

HEADWAY

During the peak traffic period, on 04/26/2018 at [07:00 AM-07:15 AM] the average headway between vehicles was 12.857 seconds. During the slowest traffic period, on 04/27/2018 at [12:30 AM-12:45 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 43.00 and 90.00 degrees F.

**MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: BARTLETT
 Street: Devon Ave
 Location: west of Oak**

A study of vehicle traffic was conducted with the device having serial number 402565. The study was done in the W/B lane at Devon Ave in BARTLETT, IL in Cook county. The study began on 04/26/2018 at 06:00 AM and concluded on 04/28/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 6,692 vehicles passed through the location with a peak volume of 87 on 04/26/2018 at [05:45 PM-06:00 PM] and a minimum volume of 0 on 04/27/2018 at [01:45 AM-02:00 AM]. The AADT count for this study was 2,590.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 32 MPH with 95.28% vehicles exceeding the posted speed of 25 MPH. 0.75% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 36.12 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
6	22	47	239	1885	3245	934	158	45	21	15	12	5	2	16

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4723 which represents 71 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1735 which represents 26 percent of the total classified vehicles. The number of Busses & Trucks in the study was 107 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 86 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
4723	1617	118	34	36	61	37	26							

CHART 2

HEADWAY

During the peak traffic period, on 04/26/2018 at [05:45 PM-06:00 PM] the average headway between vehicles was 10.227 seconds. During the slowest traffic period, on 04/27/2018 at [01:45 AM-02:00 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 45.00 and 100.00 degrees F.

MAY 02 2018

VILLAGE OF
BARTLETT

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: BARTLETT
Street: North Ave
Location: east of Elroy

A study of vehicle traffic was conducted with the device having serial number 300345. The study was done in the E/B lane at North Ave in BARTLETT, IL in Cook county. The study began on 04/26/2018 at 06:00 AM and concluded on 04/28/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7,357 vehicles passed through the location with a peak volume of 82 on 04/27/2018 at [04:45 PM-05:00 PM] and a minimum volume of 0 on 04/28/2018 at [03:00 AM-03:15 AM]. The AADT count for this study was 2,848.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 30 MPH with 47.61% vehicles exceeding the posted speed of 30 MPH. 0.37% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 34.27 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
18	59	264	662	2644	2646	565	54	15	8	5	4	4	3	10

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 5849 which represents 84 percent of the total classified vehicles. The number of Vans & Pickups in the study was 893 which represents 13 percent of the total classified vehicles. The number of Busses & Trucks in the study was 127 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 83 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
5849	736	157	53	32	60	34	40							

CHART 2

HEADWAY

During the peak traffic period, on 04/27/2018 at [04:45 PM-05:00 PM] the average headway between vehicles was 10.843 seconds. During the slowest traffic period, on 04/28/2018 at [03:00 AM-03:15 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 43.00 and 90.00 degrees F.

MAY 02 2018

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: BARTLETT
Street: North Ave
Location: east of Elroy

VILLAGE OF
BARTLETT

A study of vehicle traffic was conducted with the device having serial number 300346. The study was done in the W/B lane at North Ave in BARTLETT, IL in Cook county. The study began on 04/26/2018 at 06:00 AM and concluded on 04/28/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7,396 vehicles passed through the location with a peak volume of 83 on 04/26/2018 at [05:30 PM-05:45 PM] and a minimum volume of 1 on 04/27/2018 at [03:30 AM-03:45 AM]. The AADT count for this study was 2,863.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 32 MPH with 71.27% vehicles exceeding the posted speed of 30 MPH. 0.26% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 37.91 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
7	42	253	383	1437	3188	1661	336	39	20	4	4	3	2	6

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 5113 which represents 69 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2028 which represents 27 percent of the total classified vehicles. The number of Busses & Trucks in the study was 171 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 72 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
5113	1653	375	107	33	48	34	22							

CHART 2

HEADWAY

During the peak traffic period, on 04/26/2018 at [05:30 PM-05:45 PM] the average headway between vehicles was 10.714 seconds. During the slowest traffic period, on 04/27/2018 at [03:30 AM-03:45 AM] the average headway between vehicles was 450 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

MAY 02 2018

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report

City: BARTLETT

Street: North

Location: WEST OF PROSPECT

VILLAGE OF
BARTLETT

A study of vehicle traffic was conducted with the device having serial number 007271. The study was done in the E/B lane at North in BARTLETT, IL in Cook county. The study began on 04/26/2018 at 06:00 AM and concluded on 04/28/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,643 vehicles passed through the location with a peak volume of 115 on 04/27/2018 at [07:45 AM-08:00 AM] and a minimum volume of 0 on 04/27/2018 at [01:30 AM-01:45 AM]. The AADT count for this study was 3,346.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 47.76% vehicles exceeding the posted speed of 35 MPH. 0.46% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 41.34 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	28	104	774	1582	1915	2433	1226	275	53	18	8	6	5	2

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7520 which represents 89 percent of the total classified vehicles. The number of Vans & Pickups in the study was 726 which represents 9 percent of the total classified vehicles. The number of Busses & Trucks in the study was 93 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 90 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
7520	586	140	60	33	45	32	13							

CHART 2

HEADWAY

During the peak traffic period, on 04/27/2018 at [07:45 AM-08:00 AM] the average headway between vehicles was 7.759 seconds. During the slowest traffic period, on 04/27/2018 at [01:30 AM-01:45 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 43.00 and 90.00 degrees F. The roadway surface was Dry 100.00% of the time.

MAY 02 2018

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report

VILLAGE OF
BARTLETT

City: BARTLETT

Street: North

Location: WEST OF PROSPECT

A study of vehicle traffic was conducted with the device having serial number 007283. The study was done in the W/B lane at North in BARTLETT, IL in Cook county. The study began on 04/26/2018 at 06:00 AM and concluded on 04/28/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,220 vehicles passed through the location with a peak volume of 100 on 04/26/2018 at [05:30 PM-05:45 PM] and a minimum volume of 0 on 04/27/2018 at [03:45 AM-04:00 AM]. The AADT count for this study was 3,182.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 42.76% vehicles exceeding the posted speed of 35 MPH. 0.36% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.89 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	20	84	573	1622	2278	2268	875	193	54	11	9	5	4	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7401 which represents 93 percent of the total classified vehicles. The number of Vans & Pickups in the study was 450 which represents 6 percent of the total classified vehicles. The number of Busses & Trucks in the study was 88 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 57 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >						
7401	344	106	52	36	31	15	11						

CHART 2

HEADWAY

During the peak traffic period, on 04/26/2018 at [05:30 PM-05:45 PM] the average headway between vehicles was 8.911 seconds. During the slowest traffic period, on 04/27/2018 at [03:45 AM-04:00 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 46.00 and 95.00 degrees F. The roadway surface was Dry 100.00% of the time.

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: BARTLETT
Street: Devon Ave.
Location: north of Giles Ct.**

A study of vehicle traffic was conducted with the device having serial number 303799. The study was done in the S/B lane at Devon Ave. in BARTLETT, IL in Cook county. The study began on 07/19/2018 at 06:00 AM and concluded on 07/21/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4,067 vehicles passed through the location with a peak volume of 39 on 07/20/2018 at [04:45 PM-05:00 PM] and a minimum volume of 0 on 07/20/2018 at [12:45 AM-01:00 AM]. The AADT count for this study was 1,574.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 31 MPH with 90.71% vehicles exceeding the posted speed of 25 MPH. 1.34% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 34.63 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
10	25	72	246	1414	1568	303	69	24	19	14	5	5	5	22

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2594 which represents 68 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1025 which represents 27 percent of the total classified vehicles. The number of Busses & Trucks in the study was 102 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 68 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
2594	824	201	64	27	23	29	39							

CHART 2

HEADWAY

During the peak traffic period, on 07/20/2018 at [04:45 PM-05:00 PM] the average headway between vehicles was 22.5 seconds. During the slowest traffic period, on 07/20/2018 at [12:45 AM-01:00 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 72.00 and 115.00 degrees F.

**RECEIVED
COMMUNITY DEVELOPMENT**

AUG 22 2018

**VILLAGE OF
BARTLETT**

**MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: BARTLETT
 Street: Devon Ave.
 Location: north of Giles Ct.**

A study of vehicle traffic was conducted with the device having serial number 303801. The study was done in the N/B lane at Devon Ave. in BARTLETT, IL in Cook county. The study began on 07/19/2018 at 06:00 AM and concluded on 07/21/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4,423 vehicles passed through the location with a peak volume of 52 on 07/20/2018 at [08:45 AM-09:00 AM] and a minimum volume of 0 on 07/20/2018 at [01:00 AM-01:15 AM]. The AADT count for this study was 1,712.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 33 MPH with 94.47% vehicles exceeding the posted speed of 25 MPH. 1.28% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 38.77 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
7	10	71	146	831	1729	1059	237	66	23	16	11	9	1	17

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 1715 which represents 41 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2204 which represents 52 percent of the total classified vehicles. The number of Busses & Trucks in the study was 229 which represents 5 percent of the total classified vehicles. The number of Tractor Trailers in the study was 80 which represents 2 percent of the total classified vehicles.

<	18	21	24	28	32	38	44							
to	to	to	to	to	to	to	to							
17	20	23	27	31	37	43	>							
1715	1607	597	170	36	40	28	40							

CHART 2

HEADWAY

During the peak traffic period, on 07/20/2018 at [08:45 AM-09:00 AM] the average headway between vehicles was 16.981 seconds. During the slowest traffic period, on 07/20/2018 at [01:00 AM-01:15 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 72.00 and 115.00 degrees F.

RECEIVED
 COMMUNITY DEVELOPMENT

AUG 22 2018

VILLAGE OF
 BARTLETT

**MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: BARTLETT
 Street: Devon Ave.
 Location: West of Oak Ave.**

A study of vehicle traffic was conducted with the device having serial number 402566. The study was done in the E/B lane at Devon Ave. in BARTLETT, IL in Cook county. The study began on 07/19/2018 at 06:00 AM and concluded on 07/21/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5,827 vehicles passed through the location with a peak volume of 78 on 07/20/2018 at [12:15 PM-12:30 PM] and a minimum volume of 0 on 07/20/2018 at [01:30 AM-01:45 AM]. The AADT count for this study was 2,256.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 98.36% vehicles exceeding the posted speed of 25 MPH. 1.26% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 42.87 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
4	14	19	58	301	1609	2260	1131	259	57	22	13	10	9	19

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 2336 which represents 40 percent of the total classified vehicles. The number of Vans & Pickups in the study was 3241 which represents 56 percent of the total classified vehicles. The number of Busses & Trucks in the study was 127 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 79 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
2336	2813	428	42	57	44	18	47							

CHART 2

HEADWAY

During the peak traffic period, on 07/20/2018 at [12:15 PM-12:30 PM] the average headway between vehicles was 11.392 seconds. During the slowest traffic period, on 07/20/2018 at [01:30 AM-01:45 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 70.00 and 99.00 degrees F.

AUG 22 2018

**VILLAGE OF
 BARTLETT**

**MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: BARTLETT
 Street: Devon Ave.
 Location: West of Oak Ave.**

A study of vehicle traffic was conducted with the device having serial number 402565. The study was done in the W/B lane at Devon Ave. in BARTLETT, IL in Cook county. The study began on 07/19/2018 at 06:00 AM and concluded on 07/21/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5,784 vehicles passed through the location with a peak volume of 67 on 07/19/2018 at [06:15 PM-06:30 PM] and a minimum volume of 0 on 07/20/2018 at [12:45 AM-01:00 AM]. The AADT count for this study was 2,239.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 32 MPH with 94.28% vehicles exceeding the posted speed of 25 MPH. 0.97% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 35.25 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
5	31	91	202	1783	2743	651	130	35	24	23	12	7	2	12

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4117 which represents 72 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1472 which represents 26 percent of the total classified vehicles. The number of Busses & Trucks in the study was 100 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 62 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
4117	1362	110	24	46	42	33	17							

CHART 2

HEADWAY

During the peak traffic period, on 07/19/2018 at [06:15 PM-06:30 PM] the average headway between vehicles was 13.235 seconds. During the slowest traffic period, on 07/20/2018 at [12:45 AM-01:00 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 73.00 and 118.00 degrees F.

**RECEIVED
 COMMUNITY DEVELOPMENT**

AUG 22 2018

**VILLAGE OF
 BARTLETT**

**MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: BARTLETT
 Street: North Ave.
 Location: east of Elroy Ave.**

A study of vehicle traffic was conducted with the device having serial number 300345. The study was done in the E/B lane at North Ave. in BARTLETT, IL in Cook county. The study began on 07/19/2018 at 06:00 AM and concluded on 07/21/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 6,637 vehicles passed through the location with a peak volume of 65 on 07/19/2018 at [04:30 PM-04:45 PM] and a minimum volume of 0 on 07/21/2018 at [01:45 AM-02:00 AM]. The AADT count for this study was 2,569.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 31 MPH with 61.42% vehicles exceeding the posted speed of 30 MPH. 0.41% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 34.91 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
2	13	124	316	1998	2998	760	97	18	7	7	4	4	2	9

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 5497 which represents 87 percent of the total classified vehicles. The number of Vans & Pickups in the study was 739 which represents 12 percent of the total classified vehicles. The number of Busses & Trucks in the study was 73 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 39 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
5497	627	112	29	24	28	22	20							

CHART 2

HEADWAY

During the peak traffic period, on 07/19/2018 at [04:30 PM-04:45 PM] the average headway between vehicles was 13.636 seconds. During the slowest traffic period, on 07/21/2018 at [01:45 AM-02:00 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 72.00 and 115.00 degrees F.

RECEIVED
 COMMUNITY DEVELOPMENT

AUG 22 2018

VILLAGE OF
 BARTLETT

**MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: BARTLETT
 Street: North Ave.
 Location: east of Elroy Ave.**

A study of vehicle traffic was conducted with the device having serial number 300346. The study was done in the W/B lane at North Ave. in BARTLETT, IL in Cook county. The study began on 07/19/2018 at 06:00 AM and concluded on 07/21/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 6,505 vehicles passed through the location with a peak volume of 76 on 07/19/2018 at [05:30 PM-05:45 PM] and a minimum volume of 0 on 07/20/2018 at [02:30 AM-02:45 AM]. The AADT count for this study was 2,518.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 34 MPH with 79.28% vehicles exceeding the posted speed of 30 MPH. 1.93% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.70 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
16	19	61	290	947	2538	1688	571	121	57	27	15	8	49	25

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4458 which represents 69 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1658 which represents 26 percent of the total classified vehicles. The number of Busses & Trucks in the study was 222 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 83 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
4458	1338	320	128	56	51	30	51							

CHART 2

HEADWAY

During the peak traffic period, on 07/19/2018 at [05:30 PM-05:45 PM] the average headway between vehicles was 11.688 seconds. During the slowest traffic period, on 07/20/2018 at [02:30 AM-02:45 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report**

City: BARTLETT

Street: North Ave.

Location: WEST OF PROSPECT

A study of vehicle traffic was conducted with the device having serial number 007944. The study was done in the E/B lane at North Ave. in BARTLETT, IL in Cook county. The study began on 07/19/2018 at 06:00 AM and concluded on 07/21/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7,803 vehicles passed through the location with a peak volume of 69 on 07/19/2018 at [07:45 AM-08:00 AM] and a minimum volume of 1 on 07/21/2018 at [01:45 AM-02:00 AM]. The AADT count for this study was 3,021.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 33 MPH with 36.07% vehicles exceeding the posted speed of 35 MPH. 0.20% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.00 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	10	103	685	1708	2304	1979	583	112	25	8	4	2	1	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7099 which represents 94 percent of the total classified vehicles. The number of Vans & Pickups in the study was 326 which represents 4 percent of the total classified vehicles. The number of Busses & Trucks in the study was 61 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 38 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
7099	252	74	41	20	24	9	5							

CHART 2

HEADWAY

During the peak traffic period, on 07/19/2018 at [07:45 AM-08:00 AM] the average headway between vehicles was 12.857 seconds. During the slowest traffic period, on 07/21/2018 at [01:45 AM-02:00 AM] the average headway between vehicles was 450 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 72.00 and 108.00 degrees F. The roadway surface was Dry 100.00% of the time.

RECEIVED
COMMUNITY DEVELOPMENT

AUG 22 2018

VILLAGE OF
BARTLETT

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report**

City: BARTLETT

Street: North Ave.

Location: WEST OF PROSPECT

A study of vehicle traffic was conducted with the device having serial number 007273. The study was done in the W/B lane at North Ave. in BARTLETT, IL in Cook county. The study began on 07/19/2018 at 06:00 AM and concluded on 07/21/2018 at 08:00 PM, lasting a total of 62.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7,333 vehicles passed through the location with a peak volume of 90 on 07/19/2018 at [05:15 PM-05:30 PM] and a minimum volume of 0 on 07/20/2018 at [02:30 AM-02:45 AM]. The AADT count for this study was 2,839.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 33 MPH with 39.65% vehicles exceeding the posted speed of 35 MPH. 0.39% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.70 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
0	37	111	500	1355	2195	1823	696	175	37	11	7	4	3	2

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 6401 which represents 92 percent of the total classified vehicles. The number of Vans & Pickups in the study was 436 which represents 6 percent of the total classified vehicles. The number of Busses & Trucks in the study was 64 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 55 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
6401	331	105	39	25	28	13	14							

CHART 2

HEADWAY

During the peak traffic period, on 07/19/2018 at [05:15 PM-05:30 PM] the average headway between vehicles was 9.89 seconds. During the slowest traffic period, on 07/20/2018 at [02:30 AM-02:45 AM] the average headway between vehicles was 900 seconds.

WEATHER

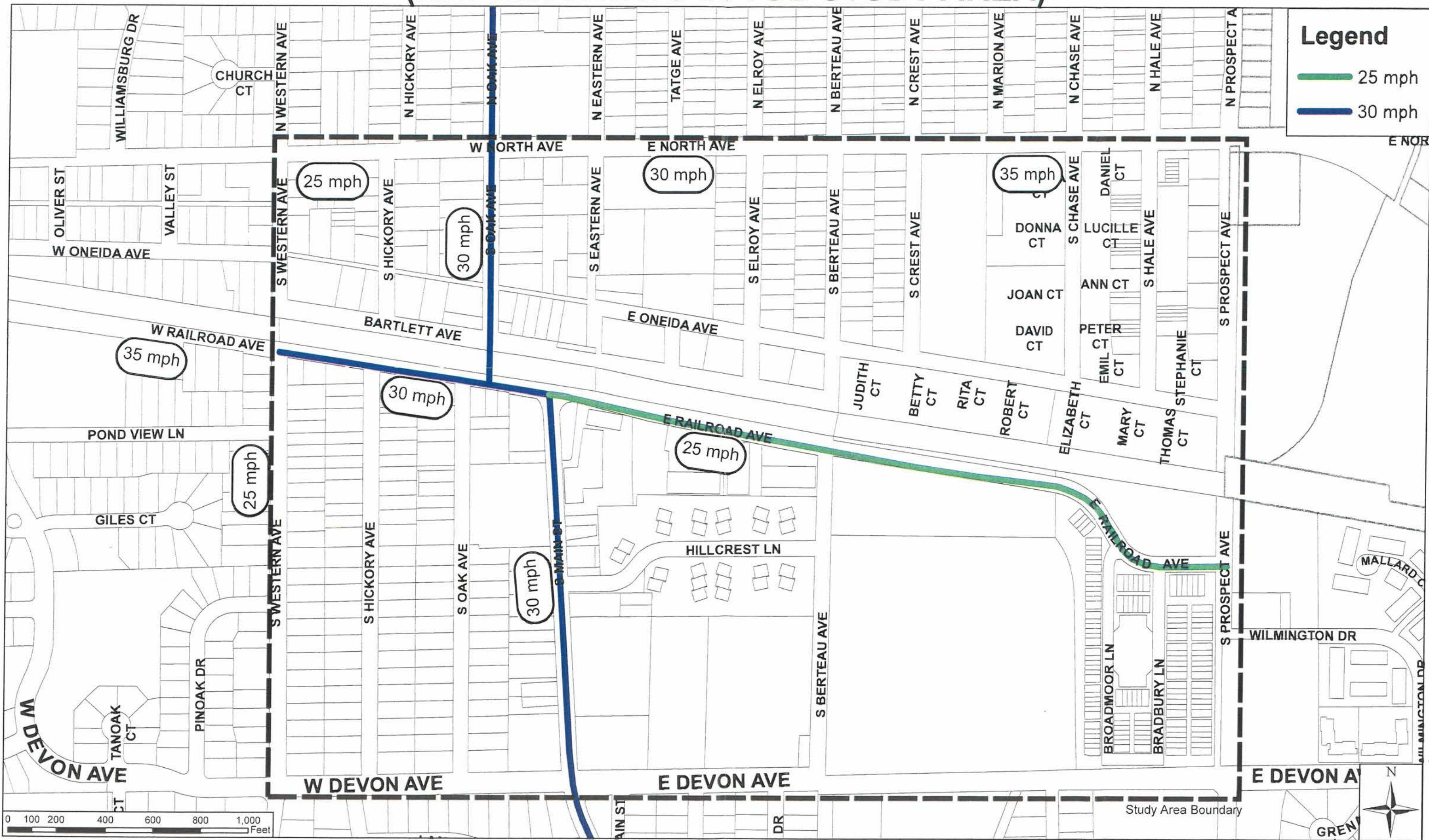
The roadway surface temperature over the period of the study varied between 73.00 and 102.00 degrees F. The roadway surface was Dry 100.00% of the time.

RECEIVED
COMMUNITY DEVELOPMENT

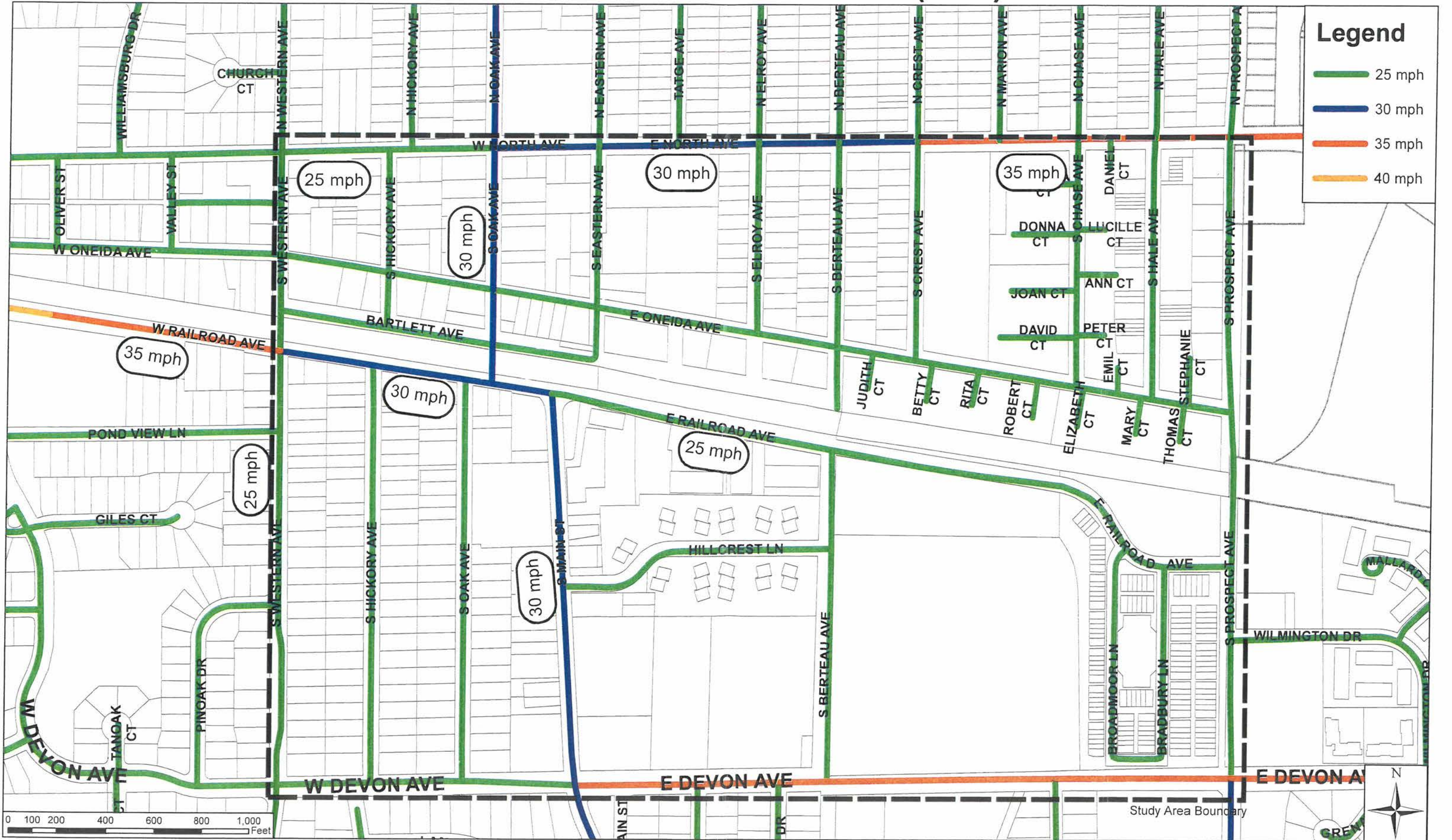
AUG 22 2018

VILLAGE OF
BARTLETT

DOWNTOWN SPEED LIMITS (KEY ROADWAYS IN TOD STUDY AREA)



DOWNTOWN SPEED LIMITS (ALL)





Agenda Item Executive Summary

Item Name Water Rate Increase May 1, 2019

Committee
or Board Committee

BUDGET IMPACT

Amount: N/A

Budgeted

N/A

List what
fund

Water Fund

EXECUTIVE SUMMARY

The water rate was reviewed during this year's budget process and increased by 27% starting with the May 1, 2018 bills. The rate increase was mainly for capital improvements related to the Lake Michigan water transition. At that time it was noted the water rate will need to be raised again the following year as construction associated with the Lake Michigan water transition is completed and loan payments begin. The reason the May 1, 2019 rate increase is being reviewed now is that a condition to receiving IEPA loan funds is that the rate to fund the loan repayment must be approved before the first disbursement of the loan to the Village. The IEPA loan of \$7.8 million was approved for the construction of the receiving station and storage tanks to be located at the Bittersweet public works facility. This construction is scheduled to start in September of 2018. Sewer rates are also planned to increase with the May 1, 2019 bills and will be reviewed when the Devon Avenue lift station project are determined. The current year's 27% increase in the water rate is estimated to generate an additional \$2,100,000 in revenue. The May 1, 2019 increase would be just over 21% to generate an additional \$2,100,000 during the 19/20 fiscal year.

ATTACHMENTS (PLEASE LIST)

Memo, Balance projections, Water Source Alternative Projections

ACTION REQUESTED

- For Discussion Only
- Resolution
- Ordinance
- Motion:

Staff: Todd Dowden, Finance Director

Date: 08/27/18

Village of Bartlett
Finance Department Memo
18-24

DATE: August 27, 2018
TO: Paula Schumacher, Village Administrator
FROM: Todd Dowden, Finance Director
SUBJECT: May 1, 2019 Water Rate Increase

The water rate was reviewed during this year's budget process and increased by 27% starting with the May 1, 2018 bills. The rate increase was mainly for capital improvements related to the Lake Michigan water transition. At that time it was noted the water rate will need to be raised again the following year as construction associated with the Lake Michigan water transition is completed and loan payments begin. The reason the May 1, 2019 rate increase is being reviewed now is that a condition to receiving IEPA loan funds is that the rate to fund the loan repayment must be approved before the first disbursement of the loan to the Village. The IEPA loan of \$7.8 million was approved for the construction of the receiving station and storage tanks to be located at the Bittersweet public works facility. This construction is scheduled to start in September of 2018. Sewer rates are also planned to increase with the May 1, 2019 bills and will be reviewed when the Devon Avenue lift station project are determined.

Water Charges

The current year's 27% increase in the water rate is estimated to generate an additional \$2,100,000 in revenue. The May 1, 2019 increase would be just over 21% to generate an additional \$2,100,000 during the 19/20 fiscal year. Costs related to the Lake Michigan water transition are budgeted to be \$29,050,000 during the 18/19 year. Payments on loans estimated to total \$34 million from the DuPage Water Commission will begin the summer of 2019. Payments for the IEPA loan for an estimated \$7.8 million are also expected to begin the year the project is completed. Annual debt service is estimated to be \$2.5 million for all loans combined. The water main replacement program, with an annual budgeted cost of \$1,275,000, and tower painting projects will also continue.

The fund's cash balance at 4/30/19 is estimated to be \$1,877,538, which is below the minimum policy balance by \$126,749. The balance at 4/30/20 is estimated to be \$2,195,467. This would be \$359,177 below the minimum balance when including 25% of the annual debt service. On the next page is a chart that shows the impact of a 21.2% increase on the water user charge per 1,000 gallons. The total increase from the rate prior to the May 1, 2017 increase of \$6.36 to the proposed rate of \$11.76 per 1,000 gallons to be effective May 1, 2019 would be \$5.40 or 85%. The rate of \$11.76 per 1,000 gallons is \$1.44 below the low end of the range from the last potable water study update.

Effective Bill Date	Rate Per 1,000 gal	Percent Change
Water Charge Jan 1, 2012	\$6.36	
Water Charge May 1, 2017	\$7.64	20%
Water Charge May 1, 2018	\$9.70	27%
Water Charge May 1, 2019 (Proposed)	\$11.76	21%
Total increase	\$5.40	85%

The Village had held off on its routine, biennial reviews of water rates from January 1, 2012 to 2017 as the water source study was taking place. The impact of the proposed change on the water portion of a monthly bill for 6,000 gallons of water would be an increase of \$12.36. The total water charge would increase from the current amount of \$58.20 to \$70.56. The water rate will continue to be reviewed on an annual basis as the transition to Lake Michigan water is completed and infrastructure improvements continue. Residents that currently use water softeners should realize a savings from the water not needing the treatment requirements of well water with the target date of May 2019.

Attached are the updated Water fund balance projections and the projected rates from the last potable water study update.

**VILLAGE OF BARTLETT
WATER FUND BALANCE PROJECTIONS**

Fund Balance Projections		Fund Balance Policy	
04/30/18 Cash Balance	2,369,185		
2018-19 Budget with 27% Increase			
Charges for Services	9,990,000	Minimum Balance	25% of Operating Expenditures
Connection Fees	90,000	Equipment Reserve	Equipment Reserve
Interest Income	15,000	Tank Painting Reserve	Tank Painting Reserve
Miscellaneous	1,000	Radium Removal Reserve	Radium Removal Reserve
Total Revenue	10,096,000	Minimum Balance	Maximum Balance
Operating	7,537,147	Water Rate	7.64
Water main replace	850,000	Increase	27.00%
Water tower paint	536,000	New Rate	9.70
Leak Survey	64,500		Cost for 6,000 gallons
Villa Olivia TR Main	800,000		\$2,100,000 revenue added
Lake St Pump Station	800,000		Cost for 6,000 gallons
Total Expenditures	10,587,647		Increase
Excess (Deficiency)	(491,647)		\$29,836,200 in Capital Projects paid with loans
04/30/19 Estimated Balance	1,877,538	Over (Under) Minimum	(126,749)
2019-20 Projected with 21% Increase			
Charges for Services	12,090,000	Minimum Balance	25% of Operating Expenditures
Connection Fees	80,000	Equipment Reserve	Equipment Reserve
Interest Income	15,000	Radium Removal Reserve	Radium Removal Reserve
Miscellaneous	1,000	25% of Annual Loan Payments	25% of Annual Loan Payments
Transfer In	0	Minimum Balance	Maximum Balance
Total Revenue	12,186,000		Maximum Balance
Operating	7,537,147		35% of Operating Expenditures
Water main replace	1,275,000		Equipment Reserve
Water tower paint	819,500		Radium Removal Reserve
Leak Survey	35,000		25% of Annual Loan Payments
DWC Buy-In	434,354		Maximum Balance
DWC Loan (\$21M)	1,527,070		Cost for 6,000 gallons
IEPA Loan (\$7.8M)	240,000		\$2,100,000 revenue added
Total Expenditures	11,868,071		Cost for 6,000 gallons
Excess (Deficiency)	317,929		Increase
04/30/20 Projected Balance	2,195,467	Over (Under) Minimum	(359,177)
2020-21 Projected with 11% Increase			
Charges for Services	13,428,000	Minimum Balance	25% of Operating Expenditures
Connection Fees	80,000	Equipment Reserve	Equipment Reserve
Interest Income	15,000	Radium Removal Reserve	Radium Removal Reserve
Miscellaneous	1,000	25% of Annual Loan Payments	25% of Annual Loan Payments
Transfer In	0	Minimum Balance	Maximum Balance
Total Revenue	13,524,000		Maximum Balance
Operating	7,537,147		35% of Operating Expenditures
Water main replace	1,275,000		Equipment Reserve
Water tower paint	819,500		Radium Removal Reserve
Leak Survey	35,000		25% of Annual Loan Payments
DWC Buy-In	434,354		Maximum Balance
DWC Loan (\$21M)	1,527,070		Cost for 6,000 gallons
IEPA Loan (\$7.8M)	240,000		\$2,100,000 revenue added
Total Expenditures	11,868,071		Cost for 6,000 gallons
Excess (Deficiency)	1,655,929		Increase
04/30/21 Projected Balance	3,851,396	Over (Under) Minimum	(1,112,891)

**VILLAGE OF BARTLETT
WATER FUND BALANCE PROJECTIONS**

Fund Balance Projections		Fund Balance Policy	
2020-21 Projected with no increase	Minimum Balance	Maximum Balance	
Charges for Services	12,090,000	25% of Operating Expenditures	35% of Operating Expenditures
Connection Fees	80,000	Equipment Reserve	Equipment Reserve
Interest Income	15,000	Radium Removal Reserve	Radium Removal Reserve
Miscellaneous	1,000	25% of Annual Loan Payments	25% of Annual Loan Payments
Transfer In	0	Minimum Balance	Maximum Balance
Total Revenue	12,186,000	1,940,816	2,717,142
Operating	7,763,262	0	0
Water main replace	1,275,000	120,000	120,000
Water tower paint	432,500	610,356	610,356
Leak Survey	35,000	2,671,172	3,447,498
DWC Buy-In	434,354		
DWC Loan (\$21M)	1,527,070		
IEPA Loan (\$7.8M)	480,000		
Total Expenditures	11,947,186		
Excess (Deficiency)	238,814		
04/30/21 Projected Balance	2,434,280	(236,892)	(1,013,218)
		Over (Under) Minimum	Over (Under) Maximum

ALTERNATIVES SHORT LIST

	PROJECTED 2019 BARTLETT RATE (SEE NOTES)	
	AT 3.2 MGD ADF	AT 3.9 MGD ADF
100% ELGIN [2 ND CONNECTION BUILT UP FRONT]	\$11.70 - \$12.30	\$10.60 - \$11.20
100% NSMJAWA ¹	\$13.10 - \$13.80	\$11.90 - \$12.50
100% DUPAGE WATER COMMISSION	\$13.20 - \$13.80	\$12.00 - \$12.50
50-50 ELGIN- NSMJAWA ¹	\$11.60 - \$12.30	\$10.70 - \$11.30

¹ Updated Oct. 27, 2016 for NSMJAWA's proposed Bartlett rate of \$5.40 per 1,000 gallons

