



AGENDA
REGULAR VILLAGE BOARD MEETING
JANUARY 25, 2022
7:00 PM

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

INVOCATION (PASTOR BARBARA GORSKI, ELK GROVE PRESBYTERIAN CHURCH)

3. APPROVAL OF MINUTES OF JANUARY 11, 2022

4. MAYOR & BOARD OF TRUSTEES' REPORT

5. ACCOUNTS PAYABLE WARRANT: JANUARY 25, 2022 \$523,541.37

6. CONSENT AGENDA

- a. Consideration of a request from the Prairie Lake School, located at 404-408 E. Devon Avenue, to waive 2022 alarm license fees in the amount of \$50.

(The Prairie Lake School is seeking a waiver of 2022 alarm license fees.

(It has been past practice of the Village Board to grant fee waivers for governmental and non-profit organizations.

(The Director of Finance has recommended approval.)

- b. Consideration of a request from Elk Grove Park District to waive 2022 Alarm License Fees in the amount of \$175.

(It has been past practice of the Village Board to grant fee waivers for governmental and non-profit organizations.

(The Director of Finance recommends approval.)

- c. Consideration to award a purchase contract through the Suburban Purchasing Cooperative (SPC) to Currie Motors of Frankfort, IL for the purchase of one (1) Ford Escape in the amount of \$23,893 from the Business Leaders Forum Fund.

(The Ford Escape is available for purchase through the Suburban Purchasing Cooperative (SPC) contract from Currie Motors of Frankfort, IL in the amount of \$23,893.
(Sufficient funds are available in the Business Leaders Forum Fund.
(The Director of Public Works recommends approval.)

- d. Consideration to award a purchase contract to CivicPlus of Manhattan, KS for the service installation and software purchase of SeeClickFix Pro in the amount not to exceed \$35,150 from the Public Work General and Water & Sewer Funds.

(The Village's current service request system does not have the ability to integrate with the Cartegraph, the operations management system utilized by the Village's Public Works Department.

(SeeClickFix is a more advanced service request system that is fully compatible with Cartegraph and will allow the Village to improve the coordination of Public Works operations.

(Additionally, SeeClickFix offers an easy-to-use and modern interface and advanced features that will enhance the Village's ability to connect with the public.

(As part of the transition, Village staff are preparing a robust communications effort to inform residents who currently use the Village's request system of the need to create new accounts.

(Implementation of the SeeClickFix software is anticipated to be completed this spring.

(Funds have been budgeted in the Public Works General Fund (50%) and Water & Sewer Fund (50%).

(The Director of Public Works recommends approval.)

- e. Consideration to award a professional services contract to Peters & Associates of Oakbrook Terrace, IL for advanced technical support of the Village's network and database environments during the remainder of the 2022 Fiscal Year in an amount not to exceed \$50,000.

(The Information Technology Division needs to supplement its skill set to reflect the recent retirement of our Systems Analyst.

(Peters & Associates has provided the Village high-quality network implementation and support services to the Village for many years.

(While our current support need differs from the services we required previously, Peters also employs consultants who can satisfy our existing database requirement.

(Based on the current hourly cost of support the requested amount would provide sufficient funding to cover the expected expense we'll incur during the remainder of fiscal 2022.

(As in the past, the requested support will only be used and billed on an as-needed basis.

(The Director of Information Technology recommends approval.)

- f. Consideration to award a professional services contract to Tyler Technologies of Yarmouth, ME for annual support and maintenance of Village business software applications in the amount of \$76,806.85.

(The Village originally purchased the Munis ERP software suite from Tyler Technologies in February 2015.

(The first ten years of our software support and maintenance costs are defined in the agreement negotiated with Tyler at the time of our original purchase.

(This request will provide funding to cover these services for the period from February 13, 2022 to February 12, 2023, and represents a 5% price increase over the current-year cost. (The requested pricing includes our annual maintenance cost (\$11,354.66) for the Executime time and attendance software, which was previously billed separately. (Funds are available in the General Fund account to cover this expense. (The Director of Information Technology recommends approval.)

- g. Consideration to award a professional service contract to the lowest responsive and responsible bidder Douglas Floor Covering, of North Aurora, IL for the Carpet Replacement - Village Hall & Public Safety Building Project in the amount of \$192,526.19 from the Capital Projects Fund.

(On Tuesday, January 11, 2022 the Village opened sealed bids for the Carpet Replacement - Village Hall & Public Safety Building project.

(The project consists of the removal and installation of approximately 18,800 square feet of carpet at Village Hall and the Public Safety Building and all incidental and collateral work necessary to complete the project.

(A total of six (6) contractors obtained contract documents, with three (3) submitting bids. (The lowest responsive and responsible bid was received from Douglas Floor Covering of North Aurora, IL in the amount of \$192,526.19.

(Adequate funds are available in the Capital Projects Fund
(The Director of Public Works recommends approval.)

- h. Consideration to increase the professional service contract with Baxter & Woodman, Inc. of Crystal Lake, IL, for the Clearmont Pedestrian Bridge Over Salt Creek for Phase II Engineering in the amount of \$89,795 for a total contract amount of \$208,223 from the Capital Projects Fund.

(On July 20, 2021, the Village awarded a professional service contract to Baxter & Woodman, Inc. of Crystal Lake, IL for the Clearmont Pedestrian Bridge Over Salt Creek project in the amount of \$118,428.

(The contract was awarded after the Village was notified in June of 2021 that the Clearmont Pedestrian Bridge Over Salt Creek was selected for 2020 Illinois Transportation Enhancement Program (ITEP) funding.

(A review of the original design of the new bridge determined that the original bridge design was outdated and a redesign of the superstructure would improve the pedestrians' experience of the structure.

(Baxter & Woodman, Inc. submitted a supplemental contract proposal to revise the superstructure and related documents for the amount of \$89,795.

(Adequate funds are available in the Capital Projects Fund.
(The Director of Public Works recommends approval.)

- i. Consideration to award a professional design-build service contract to Baxter & Woodman Natural Resources, LLC of Crystal Lake, IL for the Business Park Ditch Maintenance Program in the amount of \$250,000 from the Business Leader Forum Fund.

(A proposal for professional design-build services was solicited from Baxter & Woodman Natural Resources, LLC of Crystal Lake, IL for analysis, vegetation management, engineering, permitting, and construction to manage the Village's Business Park ditch system.

(Baxter & Woodman Natural Resources has successfully assisted several other Municipalities in the Chicagoland area with similar projects.

(Adequate funds are available in the Business Leader Forum Fund.

(The Director of Public Works recommends approval.)

- j. Consideration to award a professional services contract to Engineering Enterprises, Inc. of Sugar Grove, IL for Professional Engineering Services for the design and bid of a new monopole, demolition of the Village's east side elevated water tank, and construction of the new elevated water storage tank located at Busse Road and Oakton Street in the amount of \$585,002 from the Busse-Elmhurst Redevelopment Fund.

(A proposal for professional engineering services was solicited from Engineering Enterprises, Inc. of Sugar Grove, IL for the design and bid of a new monopole, demolition of the Village's east side elevated water tank, and construction of the new elevated water storage tank located at Busse Road and Oakton Street.

(Engineering Enterprises, Inc. has successfully analyzed and designed several elevated water storage tanks and monopoles for other municipalities in the Chicagoland area.

(Engineering Enterprises has successfully completed engineering and construction supervision for various Village projects, including our water model improvements, water well rehabilitation, and street reconstruction projects.

(Adequate funds are available in the Busse-Elmhurst Redevelopment Fund.

(The Director of Public Works recommends approval.)

- k. Consideration to approve the second quarter financial report ending October 31, 2021.

(As part of the new financial software system, staff has created quarterly financial reports comparing year to date numbers to the prior year.

(The Director of Finance recommends approval.)

- l. Consideration to adopt Ordinance No. 3739 granting a variation of Section 3-7:D(3) of the Zoning Ordinance to permit the construction of a four (4') foot high fence extending approximately ten (10') feet beyond the nearest front corner of the principal structure on the adjacent single-family residential lot for the property located at 655 New Mexico Trail, Elk Grove Village.

(This item was discussed at the January 11, 2022 Village Board Meeting and currently appears under Unfinished Business)

- m. Consideration to adopt Resolution No.4-22 authorizing the Mayor and Village Clerk to execute a License Agreement between the Village of Elk Grove Village and the Elk Grove Village Concert Band.

(The License agreement provides for the Elk Grove Village Concert band to utilize specified areas of Village Hall for equipment storage and rehearsal for the period of February 1, 2022 to January 31, 2023.

(This agreement has been reviewed by the Village Attorney.)

- n. Consideration to approve Resolution No. 5-22 adopting the Elk Grove Village Bicycle Plan Route Update.

(The Elk Grove Village Bicycle Plan Task Force was reconvened in 2020 to consider updates to existing and proposed routes in the Elk Grove Village Bicycle Plan.

(This Route Update will amend the route map in the Village's Bicycle Plan to better reflect existing, planned, and future projects for the Elk Grove Community.

(The Village provided public input options through an interactive online map and an open house at Village Hall on August 11, 2021.

(Based on this input, two additional proposed routes were added to the Route Update.

(All public input has been organized and included as an addendum to the Route Update for reference when the Village begins planning the implementation of proposed routes.

(The Bike Plan Task Force recommends adopting the 2022 Bicycle Plan Route Update.)

7. REGULAR AGENDA

- a. Consideration to adopt Ordinance No. 3740 for the vacation of parts of the public right-of-way commonly known as Biesner Road, between Bristol Lane and Wellington Avenue.

(This ordinance provides for the vacation of a portion of the public right-of-way commonly known as Beisner Road, between Wellington Avenue and Bristol Lane.

(This unimproved portion of the Beisner Road Right-of-Way is no longer useful to the Village.

(The right-of-way will be vacated to the owners of the adjacent properties to the east.

(The Village Attorney recommends approval.)

8. PLAN COMMISSION - Village Manager Rummel

- a. Consideration of a petition submitted for a Special Use Permit to operate a religious institution at 1021-1041 Bonaventure Drive.
(A Public Hearing date is yet to be established.)
- b. Consideration of a petition submitted by 776 Oak Lawn Ave., LLC for a Special Use Permit to operate an automobile repair garage at 85 Kelly Street.
(A Public Hearing date is yet to be established.)
- c. Consideration of a petition submitted by Riverpoint Property Trust, LLC for Rezoning from I-2 to I-1 for property located at 751 Pratt Blvd.
(A Public Hearing date is yet to be established.)

9. ZONING BOARD OF APPEALS - Village Manager Rummel

- a. ZBA Docket 22-1 - Consideration of a petition submitted by Kaleb Jordan from Corgan, for a variation from the Elk Grove Village Zoning Ordinance as it pertains to permitted locations and heights of fences in industrial zoning districts for property located at 1925 Busse Road. (PH 2-10-2022)
- b. ZBA Docket 22-2 - Consideration of a petition submitted by Taras Napora for a variation from the Elk Grove Village Zoning Ordinance as it pertains to permitted shed heights in residential areas for property located at 164 Willow Lane. (PH 2-10-2022)
- c. ZBA Docket 22-3 - Consideration of a petition submitted by Rafal Zalewski for a variation from the Elk Grove Village Zoning Ordinance as it pertains to permitted shed size in residential zoning districts for property located at 945 Wilshire. (PH 2-10-2022)

10. RECYCLING & WASTE COMMITTEE - Trustee Feichter

11. JUDICIARY, PLANNING AND ZONING COMMITTEE - Trustee Prochno

12. CAPITAL IMPROVEMENTS COMMITTEE - Trustee Schmidt

- a. The Capital Improvements Committee meeting was held on January 24, 2022 to discuss the 2022 Roadway Rehabilitation Plan and the upcoming Capital Improvements Project.

13. CABLE TELEVISION COMMITTEE - Trustee Lissner

14. YOUTH COMMITTEE - Trustee Franke

15. INFORMATION COMMITTEE - Trustee Miller

16. BUSINESS LEADERS FORUMS - Trustee Schmidt

17. HEALTH & COMMUNITY SERVICES - Trustee Prochno

18. PERSONNEL COMMITTEE - Trustee Franke

- a. Personnel Committee meeting was held on January 25, 2022 to discuss Personnel Manual Update.

19. AIRPORT UPDATE – Mayor Johnson

20. PARADE COMMITTEE - Mayor Johnson

21. MID-SUMMER CLASSICS CONCERT SERIES UPDATE - Mayor Johnson

22. SPECIAL EVENTS COMMITTEE - Mayor Johnson

23. LIQUOR COMMISSION - Mayor Johnson

24. REPORT FROM VILLAGE MANAGER

25. REPORT FROM VILLAGE CLERK

26. UNFINISHED BUSINESS

- a. Final adoption of an Ordinance approving the Midway Court Tax Increment Financing Redevelopment Plan and Project. (First Reading at the June 30, 2021 Village Board Meeting)
- b. Final adoption of an Ordinance designating the Village of Elk Grove Village Midway Court TIF Redevelopment Project Area, in connection with the approval of the Midway Court Plan and Project. (First Reading at the June 30, 2021 Village Board Meeting)
- c. Final adoption of an Ordinance adopting Tax Increment Financing for the Village of Elk Grove Village, Cook County, Illinois, in connection with the Designation of the Midway Court Redevelopment Project Area and Adoption of the Midway Court Redevelopment

Plan and Project. (First Reading at the June 30, 2021 Village Board Meeting)

- d. Village Attorney - Direct the Village Attorney to prepare the necessary documents granting a variation as it pertains to permitted locations of fences for property located at 655 New Mexico Trail.

27. NEW BUSINESS

28. PUBLIC COMMENT

29. ADJOURNMENT

In compliance with the Americans with Disabilities Act and other applicable Federal and State laws, the meeting will be accessible to individuals with disabilities. Persons requiring auxiliary aids and/or services should contact the Village Clerk, preferably no later than five days before the meeting.

ORDINANCE NO. ____

AN ORDINANCE GRANTING A VARIATION OF SECTION 3-7:D(3) OF THE ZONING ORDINANCE TO PERMIT THE CONSTRUCTION OF A FOUR (4') FOOT HIGH FENCE EXTENDING APPROXIMATELY TEN (10') FEET BEYOND THE NEAREST FRONT CORNER OF THE PRINCIPAL STRUCTURE ON THE ADJACENT SINGLE-FAMILY RESIDENTIAL LOT TO THE NORTHEAST AT 1531 MONTANA WAY FOR PROPERTY LOCATED AT 655 NEW MEXICO TRAIL, ELK GROVE VILLAGE

WHEREAS, the Zoning Board of Appeals of the Village of Elk Grove Village, at a public hearing duly called and held according to law, considered the question of granting a variation of Section 3-7:D(3) of the Zoning Ordinance to permit the construction of a four (4') foot high fence which will extend approximately ten (10') feet beyond the nearest front corner of the principal structure on the adjacent single-family residential lot to the northeast at 1531 Montana Way for property located at 655 New Mexico Trail, Elk Grove Village; and

WHEREAS, the Mayor and Board of Trustees of the Village of Elk Grove Village, after having considered the recommendation and finding of said Zoning Board of Appeals, find and believe that sufficient hardship exists so as to justify the granting of said variation.

NOW, THEREFORE, BE IT ORDAINED, by the Mayor and Board of Trustees of the Village of Elk Grove Village, Counties of Cook and DuPage, Illinois as follows:

Section 1: That there be granted a variation of Section 3-7:D(3) of the Zoning Ordinance to permit the installation of a four (4') foot high fence extending approximately ten (10') feet beyond the nearest front corner of the principal structure on the adjacent single-family residential lot to the northeast at 1531 Montana Way for property located at 655 New Mexico Trail, Elk Grove Village.

Section 2: That this Ordinance shall be in full force and effect from and after its passage and approval according to law.

VOTE: AYES: _____ NAYS: _____ ABSENT: _____

PASSED this _____ day of _____ 2022.

APPROVED this _____ day of _____ 2022.

APPROVED:

Mayor Craig B. Johnson
Village of Elk Grove Village

ATTEST:

Loretta M. Murphy, Village Clerk

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE MAYOR AND VILLAGE CLERK TO EXECUTE A LICENSE AGREEMENT BETWEEN THE VILLAGE OF ELK GROVE VILLAGE AND THE ELK GROVE VILLAGE CONCERT BAND

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Elk Grove Village, Counties of Cook and DuPage, State of Illinois as follows:

Section 1: That the Mayor be and is hereby authorized to sign the attached document marked:

ELK GROVE VILLAGE CONCERT BAND LICENSE AGREEMENT

a copy of which is attached hereto and made a part hereof as if fully set forth and the Village Clerk is authorized to attest said documents upon the signature of the Mayor.

Section 2: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

VOTE: AYES: _____ NAYS: _____ ABSENT: _____

PASSED this _____ day of _____ 2022.

APPROVED this _____ day of _____ 2022.

APPROVED:

Mayor Craig B. Johnson
Village of Elk Grove Village

ATTEST:

Loretta M. Murphy, Village Clerk

CONCERT BAND LICENSE AGREEMENT

This Agreement is made as of this ____ day of January, 2022 by and between the Village of Elk Grove Village, an Illinois Municipal Corporation (the “Village”), and the Elk Grove Village Concert Band (the “Licensee”).

- A. The Village is the Owner of the Charles J. Zettek Municipal Complex located at 901 Wellington Avenue, Elk Grove Village, IL. Room E and Room F within the Municipal Complex shall hereinafter jointly referred to as “the premises”.
- B. The Village has agreed to license the premises for a trial period upon the terms and conditions provided herein.
- C. This document constitutes a license and is not an easement or lease. Nothing in this License Agreement or the subsequent dealings between the Village and Licensee shall constitute or be interpreted as a grant of any property interest from the Village to the Licensee in the premises.

NOW, THEREFORE, in consideration of the foregoing recitals, this License is made upon the following express covenants and agreements, each of which is made a condition hereof:

- 1. License Premises – The Village hereby grants a revocable license to use the premises. The premises shall be used solely by the Licensee for the purposes of storing band equipment and conducting band practice in strict conformance with the terms and conditions of this License Agreement.
- 2. Term – The term of this License Agreement shall commence on **February 1, 2022** and shall expire on **January 31, 2023**.
- 3. Use of the Licensed Premises – Licensee may use Room F solely for the storage of band equipment. The Village shall provide Licensee access to Room F. When accessing Room F and transporting equipment, Licensee shall not disrupt ongoing meetings or events.

Licensee may use Room E solely for the purpose of band practice, and must schedule any and all practices in advance with the Village Manager’s Office.
- 4. Reservations Required – Pre-existing meetings and Village-sponsored programs shall have priority over Licensee’s requests for use of Room E. Reservations will be made when rooms are available. Licensee must reserve space with the Village Manager’s Office as far in advance as possible. Reservations cannot be made more than one year in advance and may be subject to cancellation due to various operational needs.
- 5. Signage - Licensee shall not post signs in or around the Municipal Complex without approval from the Village Manager.
- 6. Permitted Access - When scheduling is approved, Licensee shall have access to Room E, Room F, the entrance and restrooms. Licensee shall not be permitted in the general or private office areas, including the lunch room.
- 7. No Smoking - Smoking is not permitted anywhere in the municipal complex at any time. In addition, no member of licensee will be permitted to smoke on the grounds surrounding the municipal complex.

8. No Porter Service - The Village shall not provide porter service to carry supplies to and from or within the licensed premises, and custodial help is not available for anything other than normal maintenance of the rooms. The Village shall not have personnel to assist with practices or retrieval of equipment from storage.
9. Licensee Property - The Village assumes no responsibility for property brought in or left behind after Licensee's use of the premises.
10. Equipment - Licensee must provide their own equipment, including easels, music stands, projectors, VCR's, televisions. Licensee may use the chairs available in Room E.
11. Right to Rescind License - The Village reserves the right to rescind Licensee's use of the premises if the terms and conditions of this agreement are not met, as determined by the Village in its sole discretion, or for any reason with 30 days' notice to Licensee. If the Village rescinds the Licensee's use of the premises, Licensee must remove all equipment and other property stored on the premises within fifteen (15) days.
12. Designated Point of Contact - Licensee must appoint a designated Point of Contact "POC" who shall be responsible for scheduling use of the premises and making all other necessary decisions and determinations in cooperation with the Village. Licensee must provide contact information, including a cell phone number and email address for the designated POC. The POC shall be in attendance at all times during set up, operation, and use of premises. If POC appoints a designee to temporarily fulfill these responsibilities, the POC must provide notice to the Village Manager's Office at least one business day prior.
13. Parking - The Village shall have no obligation to secure private parking for the Licensee.
14. Promotion and Marketing - The Village will assist Licensee with promoting concerts held in the community through the Village's communications channels, including the newsletter, electronic sign and Village website, when practical. Licensee must provide materials to the Village Manager's Office as far in advance as possible. The Village reserves the right to edit all messages, and shall work to coordinate on any necessary changes with the Licensee POC.
15. No alterations and Additions - The Licensee shall make no alteration, addition, improvement or change in or to the premises. Licensee must leave the premises in the same condition as they were found.
16. Compliance with Laws and Ordinances - The Licensee shall comply with all laws, ordinances and requirements of the State and Village.
17. Waiver Risk of Laws - To the greatest extent permitted under Illinois law, neither the Village nor any of its officers, appointees, agents, employees, member's affiliated entities shall be liable for any accident, injury or death, loss or damage resulting in any person or properties sustained by the Licensee or the Licensee's agents, employees/invitees, or anyone claiming by or through the Licensee on the licensed premises without limitation, for the criminal acts of third parties. The Village shall have no obligation to provide security services, traffic direction, or other Police services beyond the typical police service provided to every resident and business in the Village. All property of the Licensee or Licensee agents, employees and/or invitees, anyone claiming by or through the Licensee or any user of the licensed premises shall be at the risk of the Licensee or such other person, and the Village shall not be liable for any damages thereto, including without limitation theft or vandalism of any vehicle or property at the licensed premises unless the property damages are the result of the sole

negligence of the Village and not subject to an existing privilege or immunity. Nothing in this License Agreement shall be interpreted to waive any immunities or privileges provided to the Village as an Illinois Municipal Corporation under Illinois law, such privileges and immunities being specifically reserved by the Village in all circumstances.

- 18. Hold Harmless and Insurance – The Licensee shall carry insurance during the entire term hereof insuring Licensee, and insuring, as additional named insurance, the Village and its officers, appointees, agents, employees and affiliated entities as their interests may appear, with comprehensive liability insurance during the entire term hereof, with terms and companies satisfactory to the Village, with limits not less than \$1,000,000 combined single limit per occurrence for personal injury, not less than \$300,000 limit for property damage, with a general aggregate of not less than \$2,000,000. The insurance shall cover all of the Licensee’s use of the premises as authorized by this agreement.

Licensee, to the greatest extent permitted under Illinois Law, shall defend, hold harmless and indemnify the Village, its officers, appointees, agents, employees and affiliated entities for any and all claims, actions, causes of action, demands, injuries, damages, costs including reasonable attorney’s fees resulting from the Licensee’s operations and possession of the licensed premises only up to the maximum level of insurance provided under the terms of the insurance policy for the benefit of the Licensee and the Village.

Licensee shall, prior to the commencement of the Agreement term, furnish to the Village certificates of evidence of such coverage, which certificate shall state that such insurance coverage may not be changed or cancelled without thirty (30) days written notice to the Village.

- 19. Support Contribution –The Village shall have no responsibility for any costs associated with Licensee operations or relocation. However, in recognition of the costs associated with relocating and rebranding, the Village will make a one-time monetary donation of \$2,500 to Licensee, payable upon execution of this agreement.
- 20. Logo Approval – Licensee shall provide a draft image of their new Elk Grove Village Concert Band Logo for the Village’s review and approval.

VILLAGE OF ELK GROVE VILLAGE

ELK GROVE VILLAGE CONCERT BAND

By: _____
Mayor Craig B. Johnson

By: _____
XXXXXX, President

ATTEST:

Loretta M. Murphy, Village Clerk

RESOLUTION NO. _____

A RESOLUTION AMENDING RESOLUTION NO. 10-15 BY ADOPTING THE ELK GROVE VILLAGE 2022 BICYCLE PLAN ROUTE UPDATE

WHEREAS, an Elk Grove Village Bicycle Plan Task Force was created in 2014 with the directive to create a Bicycle Plan for the future of cycling in Elk Grove Village; and

WHEREAS, since adopting the Elk Grove Village Bicycle Plan on March 24, 2015, the Village has completed numerous bicycle improvements based on the routes proposed therein; and

WHEREAS, the Elk Grove Village Bicycle Plan Task Force was reconvened in 2020 to consider updates to existing and proposed bicycle routes in the Village resulting in the proposed Elk Grove Village 2022 Bicycle Plan Route Update; and

WHEREAS, the Elk Grove Village 2022 Bicycle Plan Route Update would amend the route map in the Village’s 2015 Bike Plan to better reflect existing, planned and future projects for the Elk Grove Community; and

WHEREAS, public input for said Bicycle Plan Route Update was provided through an interactive map posted on the Village website and at an open house held at Village Hall on August 11, 2021; and

WHEREAS, the Elk Grove Village Bicycle Plan Task Force has recommended adopting the 2022 Bike Plan Route Update.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Board of Trustees of the Village of Elk Grove Village, Counties of Cook and DuPage, State of Illinois as follows:

Section 1: That the attached Elk Grove Village 2022 Bicycle Plan Route Update is hereby adopted.

Section 2: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

VOTE: AYES: _____ NAYS: _____ ABSENT: _____

PASSED this _____ day of _____ 2022.

APPROVED this _____ day of _____ 2022.

APPROVED:

Mayor Craig B. Johnson
Village of Elk Grove Village

ATTEST:

Loretta M. Murphy, Village Clerk

ELK GROVE VILLAGE BICYCLE PLAN ROUTE UPDATE

January 25, 2022



Village of Elk Grove Village
Elk Grove Park District
Friends of Cycling in Elk Grove

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Purpose

In 2014, the Elk Grove Village Bicycle Plan Task Force created a bicycle plan for the Village that focused on recreational cycling and providing safe and convenient routes for casual cyclists and commuters to reach common destinations in and near Elk Grove Village. The task force included representatives from the Village, the Park District, and Friends of Cycling in Elk Grove. The Village Board adopted the Elk Grove Village Bicycle Plan in March of 2015, which formalized the Village's commitment to improve the existing Village bicycle network and create a safe environment for cyclists.

Since the adopting the Village's Bicycle Plan in 2015, the Village has completed several infrastructure projects with the help of grant funding, including new access points for Busse Woods and a new multi-use path along Biesterfield Road to provide safer bicycle crossing at Meacham Road. Along with these improvements, ongoing infrastructure projects and new developments within the Village have created new and different opportunities for future bike routes.

To continue qualifying for grant funding opportunities that support improvements to the Village's bicycle network, the routes shown in the Village Bicycle Plan must be kept up to date. The Bicycle Plan Task Force reconvened in 2020 to consider updates to existing and proposed routes. The Task Force also discussed how best to solicit public input on the proposed Route Update.

The proposed Route Update better reflects our community's existing routes and future projects. These changes will help the Village qualify for future grant funding to support bicycle network improvements. Additionally, the implementation of newly proposed routes will help ensure that residents and visitors of the Village have access to safe and convenient bicycle routes to travel to local and regional destinations.

Public Input Process

Based on feedback from the Bicycle Plan Task Force, Village staff developed an outreach plan to solicit feedback with both online and in-person options. Public outreach opportunities were promoted through various communication platforms, including:

- Village Newsletter (printed and mailed to all households and businesses)
- Village E-Newsletter
- Village Website
- Electronic Sign
- EGTV Channel 6
- Social Media Platforms (Facebook, Twitter, Nextdoor)

Interactive Online Map

Village staff worked with a vendor, Community Remarks, to create an interactive online map for residents to provide feedback. The map provided icons and commenting options that enabled residents to show support for routes, identify gaps within the plan, and comment on existing and proposed routes. The online map was open for 30 days and received over 50 comments.

Route Update Open House

The Village hosted an in-person open house on August 11, 2021. At the open house, residents had the opportunity to learn about the benefits and challenges of implementing each of the proposed bicycle routes and talk to Village staff about their questions and concerns. Over 20 residents attended the in-person open house to learn more about the update to the bike plan and provide feedback.

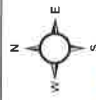
After reviewing public input received online and in-person, Village staff added two additional proposed routes to the 2021 Village Bicycle Plan Route Update. Additionally, Village staff organized feedback from the online and in-person public input (see Appendix 4), which will be referenced as planning begins for implementing future bike routes.



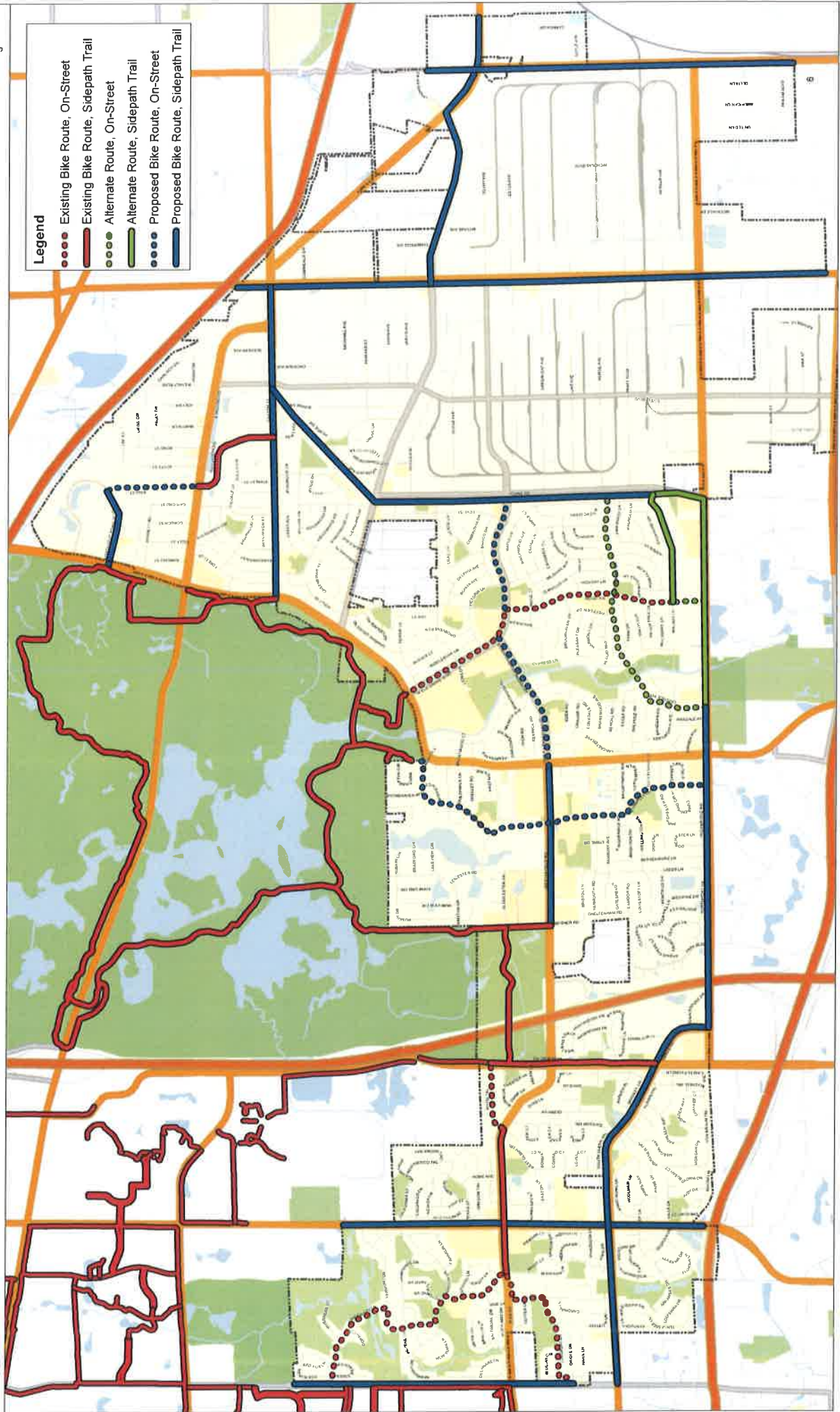
Appendix 1
Elk Grove Village Bicycle Plan Route Map



Elk Grove Village Bike Routes



- Legend**
- Existing Bike Route, On-Street
 - Existing Bike Route, Sidepath Trail
 - Alternate Route, On-Street
 - Alternate Route, Sidepath Trail
 - Proposed Bike Route, On-Street
 - Proposed Bike Route, Sidepath Trail



Appendix 2

Elk Grove Bicycle Plan Task Force 2020-2021

Elk Grove Village

Pat Feichter, Village Trustee

Maggie Jablonski, Assistant Village Manager

Brian Lovering, Chief Infrastructure Engineer

Randy Schumacher, Police Commander

William Callaghan, Police Traffic Sergeant

Karleen Gernady, Administrative Intern

Friends of Cycling in Elk Grove

Dave Simmons, President

Mike Cavallini, Vice President

Elk Grove Park District

Ben Curcio, Executive Director

Appendix 3

2022 Proposed Village Bike Routes			
Segment	Route Type	Route Value	Challenges
<p>Nerge Road (Plum Grove Rd to Devon Ave)</p>	<p>Sidepath</p>	<p>Major East-West Bike Corridor</p> <ul style="list-style-type: none"> • There is only one existing east-west bike corridors in the Village's residential area. This route would help create a second east-west residential route • Serves as a connection to future side path on Devon Ave, providing a second connection over Route 53, between east and west sides of the Village 	<p>Limited Right-of-Way (ROW) Width</p> <ul style="list-style-type: none"> • It may not be possible to fit an 8 foot wide side path along the entire corridor due to potential conflicts with existing utilities and trees • Conflicts with existing utilities and trees • ROW from Rohlwing Rd to Devon Ave is very narrow which may require the Sidepath to be narrowed to a 4-6 foot sidewalk in this area
<p>Wellington Ave & Somersset Ln (Biesterfield Rd to Somersset Ln, Wellington Ave to Ave)</p>	<p>On-street</p>	<p>North-South Connection</p> <ul style="list-style-type: none"> • Provides connection between proposed routes on Biesterfield Rd and Devon Ave • Provides connection to library, town center, park district pavilion, and major shopping centers. 	<p>Contingent on Construction of New Multi-Use Paths</p> <ul style="list-style-type: none"> • Until proposed routes on both Biesterfield Rd and Devon Ave are implemented, this route does not provide a connection between bicycle facilities
<p>Biesterfield Rd & JFK Blvd & Rev Morrison Blvd (Beisner Rd to Elk Grove Blvd)</p>	<p>Sidepath (Biesterfield); On-street (JFK & Rev Morrison)</p>	<p>Major East-West Corridor</p> <ul style="list-style-type: none"> • This is a main thoroughfare through the center of the Village • Part of the Fox River- Busse Woods Bikeway, a regional east-west corridor in the NWMC Multimodal Transportation Plan • Provides connection to numerous destinations including Busse Woods, park district amenities, schools, and major shopping centers 	<p>The transition from Side-Path to On-Street Route</p> <ul style="list-style-type: none"> • East of Arlington Heights rd., this route transitions from a side path to an on-street route. In addition to multiple driveway conflicts, the width of the JFK bridge is not sufficient to install a full Sidepath and is limited to the existing 5 ft. width sidewalk <p>Intersection Challenges</p> <ul style="list-style-type: none"> • Potential conflicts exist between vehicles and bicyclists due to line of sight at Cypress Ln and Elk Grove Blvd.

Segment	Route Type	Route Value	Challenges
<p>Northwest Point Blvd & King Street (Arlington Heights Rd-King St, Northwest Point Blvd- Higgins Rd)</p>	<p>Sidewalk (NW Point); On-street (King St)</p>	<p><u>Completes North-South Route</u></p> <ul style="list-style-type: none"> Connects to proposed north/ south route on Tonne rd./ ComEd Row via Innovation Drive and Oakton <p><u>Connectivity for North End of Village</u></p> <ul style="list-style-type: none"> Provides connection to Busse Woods trail entrance and bicycle amenities in Elk Grove Technology Park for business users and recreational cyclists 	<p><u>On-Street Route</u></p> <ul style="list-style-type: none"> Need to consider how vehicle and bicycle traffic interact with sharing the road, including heavy truck movement during the work week <p><u>No Existing Sidewalk</u></p> <ul style="list-style-type: none"> There is no existing sidewalk on this portion of Northwest Point Blvd and the Village's right-of-way ends at back of curb. Constructing a Sidewalk in this area would require a partnership with private property
<p>Landmeier-Higgins- Touhy (Busse- Higgins, Landmeier-Elmhurst, West Corporate Limits)</p>	<p>Sidewalk</p>	<p><u>Provides East-West Route in Business Park</u></p> <ul style="list-style-type: none"> Serves as the only east-west corridor in the Business Park which connects proposed routes on Busse rd. and Elmhurst rd <p><u>Lower Traffic Option</u></p> <ul style="list-style-type: none"> Higgins rd., west of Busse rd., becomes a very high traffic congested area. This route meets similar connection needs, along roads with lower traffic count 	<p><u>Limited Existing Sidewalk Connectivity</u></p> <ul style="list-style-type: none"> Sidewalks existing along some segments of road, but do not fully connect along the entire proposed route Planned Cook County Project will install side path on Higgins Rd, from Landmeier Rd to east Village limits
<p>Busse Road (I-90 to South Corporate Limits)</p>	<p>Sidewalk</p>	<p><u>Major North-South Corridor</u></p> <ul style="list-style-type: none"> Provides access to proposed route that crosses I-90 and connects to Mount Prospect Provides north-south route through Business Park 	<p><u>ROW Conflicts</u></p> <ul style="list-style-type: none"> The construction of a Sidewalk may result in conflict with existing utilities Sidewalk Gaps/ Limited Culvert Width Some areas of Busse Road do not have existing sidewalk due to limited width of culverts under Busse Rd. Adding a side path would require reconstruction/ widening of box culverts

Segment	Route Type	Route Value	Challenges
<p>Oakton Street (Arlington Heights Rd- Busse Rd)</p>	<p>Sidepath</p>	<p><u>Major East- West Corridor</u></p> <ul style="list-style-type: none"> • Will provide an east-west route on east side of Village • Part of Elk Grove- Evanston Bikeway, a regional corridor in the NWMC Multimodal Transportation Plan <p><u>Improves Regional Connectivity</u></p> <ul style="list-style-type: none"> • Connects to proposed route on Busse Rd, which crosses I-90 into Mount Prospect • Connects to proposed route along ComEd ROW/ Tonne Rd 	<p><u>Sidepath Conflicts</u></p> <ul style="list-style-type: none"> • Numerous residential driveways provide potential conflict points for proposed side path • Connection under I-90 • A Sidepath on Busse rd., north of Oakton St, is being installed as part of an ongoing IDOT project, but it stops south of the I-90 underpass. Further collaboration with IDOT and the Village of Mount Prospect will be needed to complete this connection <p><u>Things to consider:</u></p> <ul style="list-style-type: none"> • How to address Bike crossings at intersection of Wildwood/ Oakton--residents report bikes do not stop.
<p>Devon Ave (Nerge Rd- Carlisle Rd)</p>	<p>Sidepath</p>	<p><u>Major East- West Corridor</u></p> <ul style="list-style-type: none"> • Provides connection between east and west sides of Village across I-290 • Connection to recreational facilities • Provides access to proposed bridge to access Community Athletic Fields 	<p><u>Limited Existing Facilities</u></p> <ul style="list-style-type: none"> • The existing sidewalk is directly adjacent to the street. A multi-use path may cause potential conflicts with existing utilities and trees <p><u>Grade Changes</u></p> <ul style="list-style-type: none"> • Grade changes between road and adjacent ROW/ Properties presents engineering challenges <p><u>Limited Bridge Width</u></p> <ul style="list-style-type: none"> • Adding a side path would require reconstruction/ widening of the Devon Ave Bridge over Salt Creek

Segment	Route Type	Route Value	Challenges
Plum Grove Road (Oriole Rd to Devon Ave)	Sidepath	<u>Improves Regional Connectivity</u> <ul style="list-style-type: none"> • Provides link between bike route in Roselle and a bike route in Schaumburg • Part of Palatine Trail, a regional north-south corridor in the NWMC Multimodal Transportation Plan 	<u>Multiple Jurisdictions</u> <ul style="list-style-type: none"> • A portion of this route is located in Schaumburg • The existing bike route to the south is standard sidewalk width (four feet) <u>Things to Consider</u> <ul style="list-style-type: none"> • When implementing, consider access to Schaumburg bike facilities • Consider how residents from neighborhood east of Julie Dr access bike routes • Coordinating with surrounding communities for cyclists to access Metra station in Roselle
Tonne Road/ ComEd Right Of Way (Walnut Ln to Landmeier Rd; Landmeier Rd to Oakton Ave)	Sidepath	<u>Provides North- South route connection</u> <ul style="list-style-type: none"> • Connects proposed routes on Oakton St and Devon Ave, which provide access to both Wood Dale and Mount Prospect • Existing green space underneath ComEd power lines offers attractive space for bicycle facilities 	<u>ComEd Approval</u> <ul style="list-style-type: none"> • Constructing paths on ComEd ROW throughout this route requires the cooperation of ComEd. • This has been achieved in other communities <u>Intersection Challenges</u> <ul style="list-style-type: none"> • Ensuring visibility of route crossings at intersections along Tonne Rd is essential • There is no existing crosswalk at Landmeier Rd and Tonne Rd
Elk Grove Blvd (Ridge Ave to Tonne Rd)	On-street	Provides connectivity to planned route along Tonne Rd.	<u>Contingent on Construction of New Multi-Use Path</u> <ul style="list-style-type: none"> • Until proposed routes on Tonne Rd is implemented, this route does not provide a connection between bicycle facilities

Segment	Route Type	Route Value	Challenges
Elmhurst Road (I-90 to South Corporate Limits)	Sidepath <u>Major North-South Corridor</u> <ul style="list-style-type: none"> • Provides access to existing bicycle/ pedestrian facilities through Elmhurst/ I-90 interchange • Connects to Mount Prospect & Des Plaines • Provides north-south route in Business Park 	<u>ROW Conflicts</u> <ul style="list-style-type: none"> • The construction of a side path may result in conflict with existing utilities <u>Limited Culvert Width</u> <ul style="list-style-type: none"> • Adding a side path would require the reconstruction/ widening of box culverts under Elmhurst rd. <u>Union Pacific Rail Crossing</u> <ul style="list-style-type: none"> • Side path crosses a rail spur which creates potential conflict for bicyclists <u>Things to Consider:</u> <ul style="list-style-type: none"> • When constructing Elmhurst, consider Residents who live on East side of route and how they access bike route 	
Meacham Road (North Corporate to South Corporate Limits)	Sidepath <u>Improves Neighborhood Connectivity</u> <ul style="list-style-type: none"> • This route would provide residents in the southwest portion of the Village a way to access nearby bicycle facilities • Provides connection through existing bike lane on Medina Road to a planned regional priority corridor in Elgin O'Hare Bicycle and Pedestrian plan 	<u>Limited Right-of-Way (ROW) Width</u> <ul style="list-style-type: none"> • It may not be possible to fit an 8 foot wide side path along the entire corridor due to potential conflicts with existing utilities and trees <u>Grade Changes</u> <ul style="list-style-type: none"> • Grade changes between the road and adjacent ROW/ properties presents engineering challenges <u>Things to Consider</u> <ul style="list-style-type: none"> • Coordinating with surrounding communities for cyclists to access Metra station in Medinah 	
Cosman Rd & Chelmsford Lane & Wellington Ave (Northampton Cir to Biesterfield Rd)	On-street Provides more direct connection from trailhead to center of Village, and overall Village bicycle route network	Contingent on Construction of New Multi-Use Path/Route <ul style="list-style-type: none"> • Until proposed routes on Biesterfield Rd and Wellington/Somerset are implemented, this route does not provide a connection between bicycle facilities 	

Segment	Route Type	Route Value	Challenges
Alternatives: Devon Ave/ Ridge Rd/ ComEd ROW	Sidepath (Devon, ComEd Row); On-Street (Ridge)	Provides connection between the existing route on Ridge rd. and proposed routes on Tonne Rd and Devon Ave	<ul style="list-style-type: none"> Constructing a side path over Salt Creek requires reconstruction of Devon Ave Bridge Approval needed from ComEd for path in ROW
Alternatives: Devon Ave/ Tonne Rd	Sidepath	<ul style="list-style-type: none"> Provides connection between the existing route on Ridge rd. and proposed routes on Tonne Rd and Devon Ave 	<ul style="list-style-type: none"> Constructing a side path over Salt Creek requires reconstruction of Devon Ave Bridge Limited ROW width on Tonne rd. just north of Devon Ave to create Sidepath
Alternatives: Carlisle Ave/ Clearmont Dr	On-street	Provides connection between the existing route on Ridge rd. and proposed routes on Tonne Rd and Devon Ave	<ul style="list-style-type: none"> Limits access to Muir Park and shopping centers along Devon Ave

Appendix 4

Public Comment Summary

Village Bike Route	Location	Resident Comment	Staff Input
PROPOSED - Nerge Road (Plum Grove Rd to Devon Ave)	Nerge Road, between Parker Pl and Mitchell Trail	Sidewalks are narrow and in bad shape	Public Works will inspect and perform maintenance on sidewalks as needed over this winter and upcoming spring.
	n/a	Include bike detection at signal intersections at bike routes during the design process	Bike detection signals allow bicyclists to activate signal changes for on-street routes. This proposed route is a side path, and bicyclists would cross intersections using crosswalks rather than an on-street bike detection signal.
	n/a	I support the idea of a path along the main thoroughfares.	
PROPOSED - Cosman Rd & Chelmsford Lane & Wellington Ave (Northampton Cir to Biesterfield Rd)	Chelmsford Ln (Wellington Ave/ Biesterfield rd/ Chelmsford ln)	Could you provide an alternate kid-friendly route from Northampton Circle entrance to Busse Woods along Chelmsford Lane to the Village Center, past Chelmsford Park? There is less traffic than along Arlington Hts and connections to parks makes for great resting or destinations for young riders.	The Village has added a proposed on-street route to the Bike Plan Route Update based on this suggestion.
PROPOSED - Biesterfield Rd & JFK Blvd & Rev Morrison Blvd (Beisner Rd to Elk Grove Blvd)	Beisterfield Rd, between Beisner and Arlington Heights Rd	Good to put a wider path on this section of Biesterfield but please please please do a better job than the path west of Rohlwing. That path gets a A for width and ease of use but a D- for smoothness. It is terrible. The old 'wide' section that been there for years is much smoother	This comment is in support of a side path on this section of Biesterfield Road, but also notes concern about the smoothness of the recent side path constructed on Biesterfield near Meacham, due to the tool joints within the concrete sidewalk.
PROPOSED - Elk Grove Blvd (Ridge/ Tonne)	Elk Grove Blvd (Ridge/ Tonne)	Extend existing bike route - multi use trail on Elk Grove Boulevard eastward all the way to Tonne. A road bike lane from the Busse trail exit on Arlington Heights road to Tonne in each direction	Based on this suggestion, the Village has added a proposed on street route to the Bike Plan update.

Village Bike Route	Location	Resident Comment	Staff Input
<p>EXISTING - Ridge Rd, Devon to Elk Grove Blvd</p>	<p>Ridge Rd/ Walnut Ln</p>	<p>Signage missing going northbound.</p>	<p>PW General Operations Division inspected this route and confirmed that all signage is in place.</p>
<p>PROPOSED - Devon Ave (Nerge Rd- Carlisle Rd) PROPOSED - Devon Ave (Nerge Rd- Carlisle Rd)</p>	<p>Devon Ave, east of Arlington Heights Rd Devon Ave and Park Blvd Devon Ave and Park Blvd</p>	<p>Love the idea that residents can reach CAF from all directions on foot or bike with this plan.</p> <p>Crossing Devon on Park between Talbots Mill and Hamilton Lakes is very unsafe, with no traffic light assistance for foot or bicycle traffic. This may be a good spot to think about connecting to bike paths in Wood Dale, going through the Hamilton Lakes property (bicycles on streets, of course; foot traffic on paths). Right now, to walk the Hamilton Lakes paths, I usually drive from my Talbots Mill home rather than trying to cross Devon without light assistance. Elk Grove residents in my area would benefit greatly from better pedestrian access to Hamilton Lakes.</p> <p>Agreed, I also like a running/bike route crossing Devon at Talbot Mill. Much harder to cross Devon at Talbot Mill than the other part of my route since no non-motorized accommodations with the bridge over I-290 just west blocking views of oncoming traffic. Push buttons and corner landing pad so we're not standing in the right turn lane while waiting would be appreciated.</p>	<p>Itasca will be installing a crossing along the east leg of the intersection as part of a Park Boulevard and Devon Avenue intersection improvement project in 2023.</p> <p>Itasca will be installing a crossing along the east leg of the intersection as part of a Park Boulevard and Devon Avenue intersection improvement project in 2023.</p>
<p>PROPOSED - Meacham Rd (North Corporate to South Corporate Limits)</p>	<p>n/a</p>	<p>Love the idea of a path along the main thoroughfares.</p>	

Village Bike Route	Location	Resident Comment	Staff Input
<p>PROPOSED - Meacham Rd (North Corporate to South Corporate Limits)</p>	<p>Meacham Rd and Nerge Rd</p>	<p>A bridge for bikes/pedestrians would be ideal around here. Traffic and the speed of it has increased drastically since the 390 expansion.</p> <p>Will a crosswalk and Crossing light be added to the east side of this intersection?</p> <p>Coordinate with Itasca and DuPage to provide connection to Medina Metra station</p> <p>Can we encourage Medinah to build a bike path to the Medinah Metra train station? The 390 and Meacham intersection is dangerous to cross on the road</p>	<p>This comment is requesting a pedestrian bridge over the intersection of Meacham and Nerge. A bridge is not feasible at this location. In 2020, the Village installed pedestrian push buttons, count down timers, ADA ramps, and striped crosswalks for all legs of this intersection.</p> <p>In 2020, the Village installed pedestrian push buttons, countdown timers, ADA ramps, and striped crosswalks for all legs of this intersection.</p> <p>This comment relates to a location outside the Village. Staff will consider this comment and will reach out to the Villages of Itasca and Medinah about possible coordination when planning for implementation of the southern is proposed route segment.</p>
<p>PROPOSED - Plum Grove Road (Oriole Rd to Devon Ave)</p>	<p>Plum Grove Rd and Julie Dr</p>	<p>Love this along the full length of Plum Grove, especially if it could connect to the parking lot of Schaumburg's Nature Center. Would love if it were possible to cross Plum Grove here.</p> <p>It would be nice to have the curb cut down and up ramp installed to connect to the bike path on the Schaumburg side of Plum Grove Road across from Julie Drive. Many people come out of the Mead neighborhood to get onto the bike path on the other side of the street to continue on the bike path. Currently, the curb is so high, people have to walk or get stuck trying to get their bike up off the road.</p>	<p>Julie Drive dead-ends into Meacham Rd at an unsignalized intersection. There is no depressed curb on the west side of Meacham, because this is not a crosswalk, and pedestrians/cyclists would be crossing five lanes of traffic. Residents in this neighborhood do face a challenges traveling west, as they would have to travel ~1/2 mile north/ south for a signalized crossing. One possibility may be adding a bike/ped crossing near the entrance to Fox Run. The Village will consider how this area can be provided better connectivity during planning/implementation of the proposed Plum Grove side path.</p>

Village Bike Route	Location	Resident Comment	Staff Input
<p>PROPOSED - Plum Grove Road (Oriole Rd to Devon Ave)</p>	<p>Plum Grove Rd and Julie Dr</p>	<p>I would love easier crossing of plum Grove here too. Also connecting to Fox Run's new clubhouse once completed. This will make it a lot easier for kids that attend Conant High School to ride their bikes to school or activities</p>	
	<p>Plum Grove, north of Oriole Dr and south of wise Rd</p>	<p>There are no sidewalks on either side for a short distance which is dangerous. The proposed route will also connect Roselle and Schaumburg paths. Yes, it is really difficult to navigate Plum Grove Rd in this area, would be great to carry it from Nerge north to Conant</p>	<p>This gap is existing due to the need for the reconstruction of the box culvert under Plum Grove Road. The culvert is north of Elk Grove Village limits and requires coordination with Cook County and Schaumburg. The Village will work with Schaumburg on addressing this connectivity gap during planning/implementation of the proposed Plum Grove side path.</p>
<p>PROPOSED - Tonne Road/ComEd Right Of Way (Walnut Ln to Landmeier Rd; Landmeier Rd to Oakton Ave)</p>	<p>Plum Grove</p>	<p>Coordinate with Roselle to provide connections via plum grove rd to Roselle Metra station</p>	<p>The Village will reach out to Roselle about opportunities for collaboration during planning/implementation of the proposed Plum Grove side path.</p>
	<p>n/a</p>	<p>I really like this</p>	
	<p>n/a</p>	<p>Why not put a bike path down the middle of the islands that run the full length of Tonne Rd. Not on a very buzzy street where more accident could happen.</p>	<p>The Village is planning the bike route to go down the ComEd right-of-way in the center of Tonne road.</p>

Village Bike Route	Location	Resident Comment	Staff Input
<p>PROPOSED - Tonne Road/ComEd Right Of Way (Walnut Ln to Landmeier Rd; Landmeier Rd to Oakton Ave)</p>	<p>n/a</p>	<p>coordinate with surrounding communities to provide connections</p> <p>Cyclists rarely stop at the stop signs at Wildwood and Oakton which makes it a danger for those of us that drive and walk in the neighborhood. Also Oakton now has multiple dump trucks and semis driving west down Oakton to Arlington Heights Road. Officers sit on Wildwood and ignore them illegally driving on Oakton. The drivers make no effort to slowdown for cyclists, pedestrians or vehicles. Please do not make Oakton a bike route.</p>	<p>As part of regional bicycle planning efforts, the Village continues to advocate for connecting this proposed path to the existing path along the ComEd right-of-way to the north.</p> <p>Addressing bike traffic crossing at Wildwood/Oakton is something the Village will look at during planning/implementation of Oakton side path. PD will ensure officers are working to address semi's driving illegally on Oakton.</p>
<p>PROPOSED - Oakton Street (Arlington Heights Rd- Busse Rd)</p>	<p>Oakton St and Wildwood Rd</p>	<p>I really appreciate the new bike path (paved sidewalk?) on the south side of Oakton. It feels a lot safer than biking on the side of the road, and it is quicker too because it goes around an intersection with stop lights. Only downside is it doesn't connect to anything on the other end yet.</p>	<p>The Village is working to implement the proposed Oakton side path in phases. This area was completed as part of an IDOT project, and another segment was completed as part of the development of the Elk Grove Technology Park. The Village envisions the Oakton side path will eventually run from Busse Woods to Busse Road.</p>
<p>PROPOSED - Elmhurst Road (I-90 to South Corporate Limits)</p>	<p>Oakton St</p> <p>Elmhurst Rd, south of I-90</p>	<p>I use this road to get to and from work each day. There's sidewalks in a few spots so if you're biking you need to do it on the road. There's lots of traffic (cars, semis) so it's pretty dangerous. A dedicated bike path would be great.</p> <p>(outside EGV) I wouldn't count these sidewalks as a bike route. If you're headed North and staying on the right side of the road, the sidewalk does not begin until halfway up the hill, right where cars are trying to get enter on the highway. Taking the sidewalks, it's four intersections instead of the two cars have to cross. It takes 5 minutes longer to this short stretch on the sidewalks than it does staying on the side of the road.</p>	<p>This comment is about a section of road that is outside EGV, but refers to a connectivity issue for the northern portion of the mobile home park on the east side of Elmhurst road, which does not have sidewalk connectivity to the bike/ped facilities in the Elmhurst interchange. The southern entrance to the mobile home park is near a crosswalk at Landmeier Road to crossing I-90 along Busse Rd.</p>

Village Bike Route	Location	Resident Comment	Staff Input
<p>EXISTING - Bike/Ped Bridge over I-290, north of Biesterfield Rd</p>	<p>I-290 Overpass</p>	<p>Fenced in bridge over the express way is in good shape and well maintained branches that are out of the way on both sides of the bridge</p>	<p>PW General Operations Division inspected this path and removed any vegetation encroaching on the path.</p>
<p>EXISTING Biesterfield Rd, Meacham to White Trail</p>		<p>Great on width but terrible on smoothness. The old existing wide section between Meacham and White Trail is much smoother.</p>	<p>Biesterfield Road is constructed with concrete that include "tool joints" typically every five five feet. The use of concrete for side paths is an intentional, aesthetic choice. Concrete does weather over time, which may be the reason why the older path appears to be smoother, but otherwise, both sections were constructed of concrete and have tooled joints.</p>
		<p>This surface desperately needs to be ground flat or replaced as the concrete was improperly finished and it is almost painful to ride on it. All trails need to be this width 8-10' wide as I have personally experienced near collisions several times with pedestrians on the narrow sections which were recently constructed. People walk side by side and will no leave space for bicycles even with a sounded warning until the bicycle has already taken to the grass to get around the pedestrians and then the pedestrian will then move off of the trail into the grass causing the near collision. This Biesterfield trail needs to travel along Biesterfield all of the way to Grove Jr High to link the community together, allow easy access to retail and to provide a more direct path for commuting.</p>	<p>Biesterfield Road is constructed with pavement that has "tool joints" or "groves". This is consistent with Village routes. The sidewalk is widened to the limit for pedestrians and cyclists.</p>
<p>All/General</p>		<p>Village needs more bike route signage for proposed and existing routes</p>	

Village Bike Route	Location	Resident Comment	Staff Input
None.	Touhy Ave (Landmeier, Higgins, Touhy)	Coordinate with desplaines and CC Department of transportation to have plans to improve touhy	As part of larger Cook County/ Tollway project, a multi-user path will be constructed at this intersection. This project is anticipated to begin in 2022 with completion in late 2023. The project limits are Landmeier Rd to the west, 1000' north of Touhy Ave/ Higgins Rd and Elmhurst Rd intersection, Mount Prospect Rd to the east, and Greenleaf Ave to the south.
None.	Martingale Rd, north of Village limits	Yes need a bike path along this route as no sidewalks and street is to buzzy to ride in.	This comment relates to a location outside the Village.
None.	Park Blvd and Martha St	Park and Martha do not connect. It is chained off, with no good foot or bicycle path. Please provide a through-way here for foot and bicycle traffic. Then, create a way to get that foot and bicycle traffic safely to the light at Beisner and Biesterfield to gain Busse Woods access (I'll post another comment there).	The Village will work with the Township this winter to extend the existing sidewalk to provide pedestrian and cyclist access to Martha.
None.	I-290, between Biesterfield and Devon	A bicycle trail and bridge is needed in this area to connect Talbots Mill/Martha/Park Boulevard to Huntington Chase over I-290 near the west water tower. This would link the community together and provide a safe route and more opportunity for the apartment dwellers west of I-290 as well as Talbots Mill residents significantly more opportunities to connect to other regional bicycle trails. Please apply for federal and state funding now while as there will shortly be billions of dollars in grants available for bicycle bridges from the Federal Government.	This comment is requesting a bicycle/pedestrian bridge over I-290 halfway between Biesterfield and Devon. This would be cost prohibitive, and the Village is working to improve general pedestrian connectivity over I-290 at both Biesterfield and Devon.

Village Bike Route	Location	Resident Comment	Staff Input
None.	ROW behind homes on west side of Cheltenham	A new bicycle trail running south from Alexian on the public right of way that parallels Cheltenham (on the west) would be awesome and then connect to Devon and the Hamilton Lakes trail system in Itasca. This would also solve others complaints that parking lots are unacceptable for bicycle trails and could also connect to Talbots Mill west side via Martha/Lincoln to Park Boulevard.	This comment is requesting a path be constructed on the existing right-of-way behind the Cheltenham homes. The Village is currently in the process of vacating this ROW, which runs right behind residential homes. Cyclists and pedestrians can connect to Beisner by going up Lincoln St to Martha St to existing sidewalk on the south side of Biesterfeld.
None.	Area north of 1021 Lincoln St	Bicycle and foot traffic must cut through parking lots and over grassy areas to get to the light at Beisner and Biesterfeld for Busse Woods access. Please create a safe through way for foot and bicycle traffic in this area, connecting Martha/Lincoln to Beisner.	This comment is requesting a path connecting Martha/ Lincoln to Beisner. The grassy area described is private property. Additionally, there is a Township right-of-way just north of 1021 Lincoln St which serves as a detention basin. Cyclists and pedestrians can connect to Beisner by going up Lincoln St to Martha St to existing sidewalk on the south side of Biesterfeld.
None.	Plum Grove Rd (Plum Grove/ Wise rd)	I would like to see a path along Wise all the way to the Plum Grove intersection.	The ROW width on Wise Rd near Plum Grove is entirely used by roadway--there is no space to put in any sidewalk or side path facilities in this area.
None.	Landmeier Rd	Considering comments opposing proposed bike path on Oakton, would Landmeier Road be a viable alternative?	The proposed east-west side path on Oakton was determined as preferable a route along Landmeier because Oakton has fewer conflicts with residential driveways, and also provides a more direct connection to the proposed underpass at Busse and I-90.

Village Bike Route	Location	Resident Comment	Staff Input
None.	Clearmont Drive and Salt Creek	<p>This trail and new bicycle bridge over the Salt Creek need to intersect to a new North/South trail directly adjacent to Salt Creek which would be the true "Salt Creek Greenway Trail". This trail would be a major asset to the community allowing a true scenic and purposeful bicycle ride both for our neighborhood riders as well as regional riders that will want to ride to and from the Busse Woods trail system to the DuPage County forest preserve part of the Salt Creek Greenway trail which would then extend south of Devon along the Salt Creek. Please work with Itasca and the Cook County Forest Preserve and the Elk Grove Park District and CC 211 to secure the right of way and make this happen. The current street trail system designed to make this connection is unacceptable when we have this asset of the Salt Creek to be utilized along with the current public land along the entire area of the Salt Creek Greenway (directly adjacent to Salt Creek) route.</p>	<p>The segment of the Salt Creek Greenway Trail in EGV is an on-street route which starts at Devon Ave and runs along Ridge and Elk Grove Boulevard to connect to Busse Woods. This comment is advocating for changing the route by constructing a multi-use trail along Salt Creek.</p>
None.	Elk Grove Blvd/ Arlington Heights Rd	<p>Six homes north of Elk Grove Blvd. on Arl. Hts. Rd. There is a green corridor that runs from AH road all the way to RT. 83.. Propose a gravel multi-use trail to run entire length. This space is open due to natural gas and water lines underneath. Gravel would not be an issue for the pipeline as excavators can go through gravel as easily as turf if needed.</p>	<p>This natural gas easement is located in the backyard of numerous single-family homes. Additionally, with a proposed east-west route along Oakton and Elk Grove Boulevard, we do not believe this area would provide much additional connectivity for residents.</p>
None.	David ln/ Cass ln/ Parker pl	<p>A new neighborhood bicycle trail circling inside Johnson Park connecting the 3 different subdivisions which have no direct street access currently. This trail is desperately needed as the narrow sidewalk is now acting as a dual use trail and is super dangerous. The trail would connect Cass Lane, Mitchel Trail/Court, Parker Place, and Nerge/Grissom. Then the new trail would then head south across Nerge(at Grissom) to Mather Park and go through this park and exit Armstrong lane.</p>	<p>This comment is primarily advocating for a wider trail within Johnson Park, which is Park District property. Village staff has shared this comment with the Elk Grove Park District. Village staff does not support the proposed mid-block crossing at the curve of Nerge Rd at Grissom Trail</p>

Village Bike Route	Location	Resident Comment	Staff Input
None.	Arlington Heights Rd	Coordinate with the Village of Arlington Heights and Cook County Department of Transportation to provide safe crossing from EGV to Arlington Heights.	The Village will reach out to the Village of Arlington Heights to explore opportunities to coordinate when planning for future bike routes.
None.	Arlington Heights Rd/ Clearmont Dr	It would be nice to have a safe way to cross Arlington heights road to Clearmont. I frequently cross this with my kids on bikes/ with strollers on our way to the creek bridge. It can be nerve-wracking. A simple pedestrian crossing would be very helpful. However, from my experience, cars don't often stop for pedestrians in crosswalks:(As part of the Arlington Heights Road Improvement Project, the Village will be installing a marked and signed pedestrian crossing with a center refuge island. This crossing will be between Parkchester Rd and Clearmont Ave. Construction is anticipated to begin in the spring of 2022
None.	Biesterfield Rd, White Tr to Beisner	Is there any particular reason Biesterfield Road between White Trail and Beisner Road is not earmarked as a designated bike path? Bicyclists are already using this route. bike route/ infrastructure connecting beisner to white trail along biesterfield without relying on forest preserve crossing over 53 and 290	The Village is working on improvements to the Biesterfield Rd bridge over I-290 that will include a protected sidewalk on the north side of the bridge. Bicyclists will be able to use the sidewalk, however, due to limitations on the width of the bridge deck, it will not be possible to designate this as a bike route.
None.	Meacham Rd/ California st	Signed bike route crosses Meacham here. This is an unprotected intersection. Suggest Pedestrian/Cyclist activated crossing lights	This is no longer a Village bike route, and route signs have been adjusted to direct cyclists to use the new side path with signalized crossing at Biesterfield and Meacham.

Village Bike Route	Location	Resident Comment	Staff Input
None.	Elmhurst Rd, south of I-90	(outside EGV) I wouldn't count these sidewalks as a bike route. If you're headed North and staying on the right side of the road, the sidewalk does not begin until halfway up the hill, right where cars are trying to enter on the highway. Taking the sidewalks, it's four intersections instead of the two cars have to cross. It takes 5 minutes longer to this short stretch on the sidewalks than it does staying on the side of the road.	This comment is about a section of road that is outside EGV, but refers to a connectivity issue for the northern portion of the mobile home park on the east side of Elmhurst road, which does not have sidewalk connectivity to the bike/ped facilities in the Elmhurst interchange. The southern entrance to the mobile home park is near a crosswalk at Landmeier Road to crossing I-90 along Busse Rd.
None.		It would be great to see the red trail loop around to reconnect with the purple trail	
None.		Grooming would work for winter	
None.	Busse Woods	Since Busse woods is closed at night, the only legal route to the other route is 72 which is basically an unlit highway. Cyclists should be allowed to use paths on Busse Woods 24/7	These comments are related to Forest Preserve trails.
None.		It would be helpful to patch those horrible cracks in the Busse pass south from Arlington Heights Rd (Bridge). Cracks are so bad that you can damage your wheel across them	
None.		Stress cracks in the path are very bad, they should be filled	This comment is related to Forest Preserve trails. Village staff has passed this maintenance concern on to the FPDCC.

ORDINANCE NO. _____

AN ORDINANCE PROVIDING FOR THE VACATION OF PARTS OF THE PUBLIC RIGHT-OF-WAY COMMONLY KNOWN AS BEISNER ROAD BETWEEN BRISTOL LANE AND WELLINGTON AVENUE

WHEREAS, the Village of Elk Grove Village (the "Village") is a home-rule unit of local government under Article VII, Section 6 of the 1970 Illinois Constitution and, except as limited by such Section, it may exercise any power and perform any function pertaining to its government and affairs; and

WHEREAS, the Village Board has determined that the part of the Unimproved Beisner Road Right-of-Way, as more particularly described on the attached Exhibit "A" the "Subject Area", is not, nor is anticipated, to be utilized by the general public as an open and improved right-of-way, and is no longer to be useful to the Village, nor is it in the best interests of the Village to retain exclusive ownership thereof; and

WHEREAS, the Mayor and Board of Trustees, in accordance with Section 65 ILCS 5/11-91-1 of the Illinois Municipal Code, find that it is expedient for the public good and that no public interest will be subserved by the vacation of a portion of the public right-of-way commonly known as Beisner Road, lying between Wellington Avenue and Bristol Lane, as legally described in Exhibit "A" attached hereto pursuant to the terms described herein.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Board of Trustees of the Village of Elk Grove Village, counties of Cook and DuPage, Illinois, in the exercise of its home rule powers, as follows:

Section 1: The foregoing recitals shall be and are hereby incorporated as findings of fact as if said recitals were fully set forth herein.

Section 2: That the portion of the public right-of-way legally described in Exhibit "A" is hereby vacated to those owners of parcels lying immediately east of the vacated public right-of-way and identified by the Property Identification Numbers listed on Exhibit "B" attached hereto.

Section 3: The Village of Elk Grove Village reserves easements over, under and through the vacated property for future uses as described on Exhibit "A" attached hereto. The vacation of said parcel is subject to the rights of all public utilities in said parcel, rights-of-way and easements necessary or desirable for installing or continuing public service in said right-of-way, and the person or parties requesting such vacation shall be responsible to said public utilities for any vacating, rearrangement or relocating costs, in the event the same are necessary, without any costs to the Village of Elk Grove Village, its successor and/or assigns. The utility easements shall be to the benefit of the Village of Elk Grove Village and assignable by the Village of Elk Grove Village to other providers of utilities, for the installation of new or maintenance of currently existing utilities, either above or below grade.

Section 4: By means of this conveyance of the Subject Area, the Village of Elk Grove Village forever relinquishes any and all responsibility or liability for said property and any improvements to said property.

Section 5: The corporate authorities of the Village find that the Plat of Vacation and Reservation of Easement Rights ("Plat"), identified as Exhibit "A" attached hereto and made a part hereof, is in acceptable form and is hereby approved.

Section 6: The Mayor and Village Clerk of the Village of Elk Grove Village are hereby authorized and directed to sign said Plat, in substantially the form attached hereto, on behalf of the Village, to affix the seal of the Village, and to file the same of record in the Office of County Clerk of Cook County, Illinois.

Section 7: The Village Clerk shall be and is hereby directed to certify a copy of this ordinance and forward a copy thereof to the Village's Director of Public Works.

Section 8: All ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed insofar as they conflict herewith.

Section 9: If any section, paragraph, clause, or provision of this Ordinance is found to be invalid, the invalidity thereof shall not affect any of the other provisions of this Ordinance.

Section 10: That the Village Clerk is hereby authorized to publish this Ordinance in pamphlet form.

Section 11: That this ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

VOTE: AYES: _____ NAYS: _____ ABSENT: _____

PASSED this _____ day of _____ 2022.

APPROVED this _____ day of _____ 2022.

APPROVED:

Mayor Craig B. Johnson
Village of Elk Grove Village

ATTEST:

Loretta M. Murphy, Village Clerk

PUBLISHED in pamphlet form this _____ day of January 2022.

STATE OF ILLINOIS)
)
COUNTY OF COOK) ss

CERTIFICATE

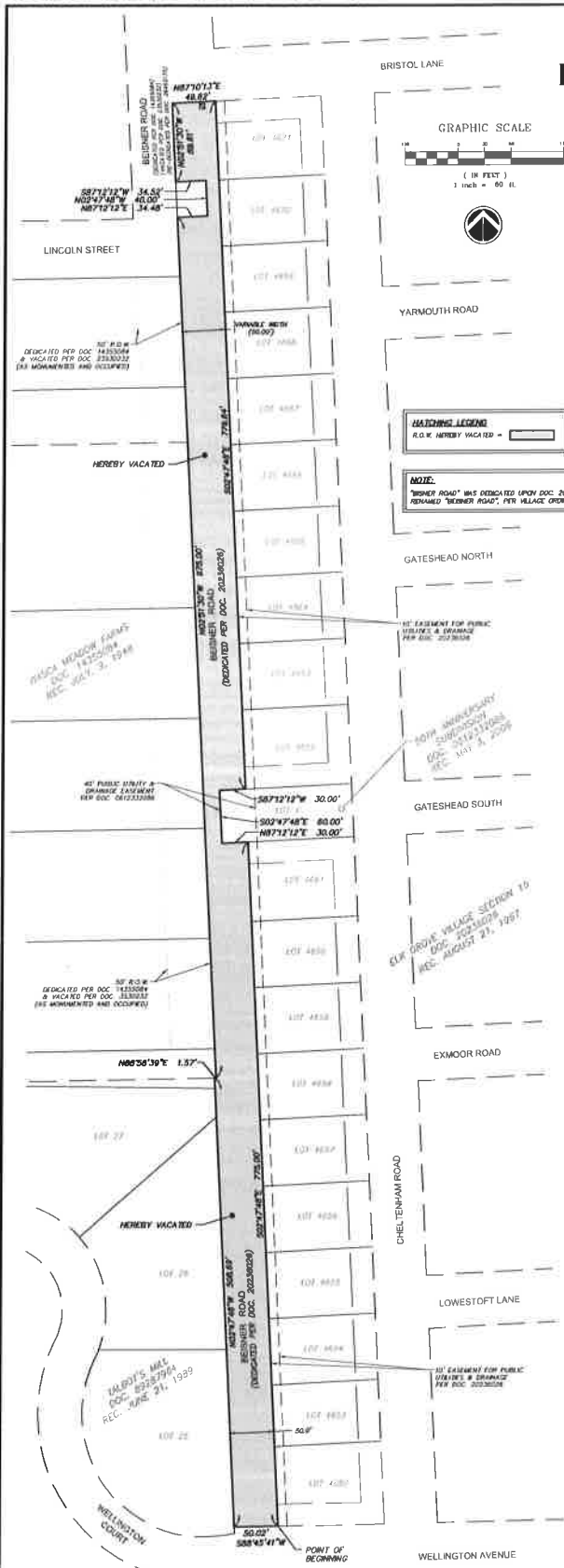
I, _____, Village Clerk of the Village of Elk Grove Village, County of Cook and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Ordinance No. ___ "AN ORDINANCE PROVIDING FOR THE VACATION OF PARTS OF THE PUBLIC RIGHT-OF-WAY COMMONLY KNOWN AS BEISNER ROAD BETWEEN BRISTOL LANE AND WELLINGTON AVENUE" which was adopted by the President and Board of Trustees of the Village of Elk Grove Village on _____, 2022.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Elk Grove Village this _____, 2022.

VILLAGE CLERK

EXHIBIT "A"
PLAT OF VACATION AND RESERVATION OF EASEMENT RIGHTS:

PLAT OF VACATION AND RESERVATION OF EASEMENT RIGHTS OF PART OF SECTION 32, T. 41 N, R. 11, E. OF THE 3RD P.M.



LEGAL DESCRIPTION OF PUBLIC RIGHT-OF-WAY TO BE VACATED:

THAT PART OF THE 50 FOOT RIGHT-OF-WAY KNOWN AS BESNER ROAD, AS DEDICATED FOR PUBLIC STREET ON "ELK GROVE VILLAGE SECTION 15", BEING A SUBDIVISION IN SECTION 32, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED ON AUGUST 21, 1987, AS DOCUMENT 20226026, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 4852 IN SAID ELK GROVE VILLAGE SECTION 15, THENCE SOUTH 88 DEGREES 45 MINUTES 41 SECONDS WEST, ALONG THE WESTERN EXTENSION OF SAID LOT 4852, 32.00 FEET TO A POINT ON THE WEST LINE OF SAID ELK GROVE VILLAGE SECTION 15, SAID POINT ALSO BEING ON THE EAST LINE OF LOT 25 IN "BALDWIN'S MALL", BEING A SUBDIVISION OF PART OF THE SOUTH 1/2 OF SECTION 31 AND THE SOUTHWEST 1/4 OF SECTION 32, ALL IN TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED ON JUNE 21, 1989, AS DOCUMENT 20226026; THENCE NORTH 02 DEGREES 47 MINUTES 48 SECONDS WEST, ALONG SAID WEST LINE, 200.69 FEET TO THE SOUTHERLY LINE OF JASCA MEADOW FARMS, BEING A SUBDIVISION OF PART OF SECTION 31, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED JULY 8, 1948 AS DOCUMENT 14355004; THENCE NORTH 89 DEGREES 58 MINUTES 39 SECONDS EAST, 1.57 FEET TO THE SOUTHWEST CORNER OF SAID JASCA MEADOW FARMS, AS MONUMENTED AND OCCUPIED; THENCE NORTH 02 DEGREES 51 MINUTES 30 SECONDS WEST, ALONG THE EASTERN LINE OF SAID JASCA MEADOW FARMS AND THE EASTERN LINE OF THE VACATED RIGHT-OF-WAY OF BESNER ROAD, PER DOCUMENT 23032032, AS MONUMENTED AND OCCUPIED, 100.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 4852, 32.00 FEET TO THE WESTERN EXTENSION OF THE NORTH LINE OF LOT 4070 IN SAID ELK GROVE VILLAGE SECTION 15; THENCE NORTH 87 DEGREES 12 MINUTES 12 SECONDS EAST, ALONG SAID PARALLEL LINE, 34.40 FEET; THENCE NORTH 02 DEGREES 47 MINUTES 48 SECONDS WEST, ALONG SAID WEST LINE, 200.69 FEET TO THE WESTERN EXTENSION OF THE NORTH LINE OF SAID LOT 4852; THENCE SOUTH 02 DEGREES 12 MINUTES 12 SECONDS WEST, ALONG SAID WESTERN EXTENSION, 34.32 FEET TO SAID EASTERN LINE; THENCE NORTH 02 DEGREES 51 MINUTES 30 SECONDS WEST, ALONG SAID WESTERN EXTENSION, 40.00 FEET TO THE WESTERN EXTENSION OF THE NORTH LINE OF LOT 4851 IN SAID ELK GROVE VILLAGE SECTION 15, 779.84 FEET TO THE NORTH LINE OF LOT 1 IN "50TH ANNIVERSARY SUBDIVISION", BEING A SUBDIVISION IN SAID SECTION 32, ACCORDING TO THE PLAT THEREOF RECORDED ON MAY 8, 2006 AS DOCUMENT 061233006; THENCE SOUTH 87 DEGREES 12 MINUTES 12 SECONDS WEST, ALONG SAID NORTH LINE, 30.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE SOUTH 02 DEGREES 47 MINUTES 48 SECONDS EAST, ALONG THE WEST LINE OF SAID LOT 1, 60.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1; THENCE NORTH 87 DEGREES 12 MINUTES 12 SECONDS EAST, ALONG THE SOUTH LINE OF SAID LOT 1, 30.00 FEET TO THE NORTHWEST CORNER OF LOT 4851 IN SAID ELK GROVE VILLAGE SECTION 15; THENCE SOUTH 02 DEGREES 47 MINUTES 48 SECONDS EAST, ALONG THE WEST LINE OF LOTS 4861 THROUGH 4852, INCLUSIVE, IN SAID ELK GROVE VILLAGE SECTION 15, 779.00 FEET TO THE POINT OF BEGINNING, CONTAINING 1.755 ACRES, MORE OR LESS.

WARNING LEGEND
 A.D. HEREBY VACATED = [Symbol]

NOTE:
 "BESNER ROAD" WAS DEDICATED UPON DOC. 20226026 AND HAS REMAINED "BESNER ROAD", PER VILLAGE ORDINANCE NO. 1314.

VILLAGE BOARD CERTIFICATION

STATE OF ILLINOIS)
) S.S.
 COUNTIES OF COOK & DUPAGE)

Approved and accepted by the Mayor and Board of Trustees of Village of Elk Grove Village, Illinois

This _____ day of _____, 2019.

Craig R. Johnson
 Mayor - Elk Grove Village

Attest: _____
 Village Clerk

VILLAGE CLERK CERTIFICATION

STATE OF ILLINOIS)
) S.S.
 COUNTY OF COOK & DUPAGE)

I, _____ Village Clerk of the Village of Elk Grove Village, Illinois, hereby certify that the annexed plat was presented to and by resolution duly approved by the City Council of said City at its meeting held on _____, 2019, that all dedications to the Village of Elk Grove Village, Illinois depicted thereon were accepted by the Village Board on said date.

In witness whereof, I have hereunto set my hand and seal of the Village of Elk Grove Village, Illinois, this _____ day of _____, 2019.

_____ Village Clerk - Elk Grove Village

VILLAGE ENGINEER CERTIFICATION

STATE OF ILLINOIS)
) S.S.
 COUNTY OF COOK & DUPAGE)

I, _____ Village Engineer of the Village of Elk Grove Village, Illinois, hereby certify that the land improvements described in the annexed plat, and the plans and specifications, if any, meet the minimum requirements of said City.

Dated at _____ County, Illinois, this _____ day of _____, 2019.

_____ Village Engineer - Elk Grove Village

COUNTY CLERK CERTIFICATION

STATE OF ILLINOIS)
) S.S.
 COUNTY OF COOK)

I, _____ County Clerk of Cook County, Illinois, do hereby certify that there are no delinquent general taxes, no unpaid current taxes, no unpaid special taxes, and no redemptions due against any of the land included in the annexed plat. I further certify that I have received all statutory fees in connection with the annexed plat.

Given under my name and seal of the County Clerk of _____ Illinois, this _____ day of _____, A.D. 2019.

_____ County Clerk - Cook County

COUNTY RECORDER CERTIFICATION

STATE OF ILLINOIS)
) S.S.
 COUNTY OF COOK)

This instrument No. _____ was filed for record in the Recorder's Office of Cook County, Illinois on the _____ day of _____, A.D. 2019, at _____ o'clock _____ m.

_____ Cook County Recorder

SURVEYOR'S CERTIFICATION

STATE OF ILLINOIS)
) S.S.
 COUNTY OF KANE)

I, RICHARD B. McCOMBS, ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 5847, DO HEREBY CERTIFY THAT THE PLAT OF VACATION AND RESERVATION OF EASEMENT RIGHTS, DRAWN AND DESCRIBED HEREON, WAS PREPARED USING PREVIOUS SURVEY INFORMATION AND MADE, PLATS AND OTHER INSTRUMENTS OF RECORD FOR THE USES AND PURPOSES SET FORTH, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

DATED AT AURORA, KANE COUNTY, ILLINOIS _____, A.D. 2019.

RICHARD B. McCOMBS (rmmcmbs@prgreen.com)
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 5847
 LICENSE EXPIRATION DATE: 11/30/2020

NOTES:

- This map was created for use as PLAT OF VACATION AND RESERVATION OF EASEMENT RIGHTS.
- This map is not to be used for any construction or staking purposes without consent from a proper agent of HR Green, Inc.
- This is NOT a Final of Survey. No assumptions or omissions as to ownership, use, or possession can be covered from this document.
- No underground improvements have been located unless shown and noted.
- No distances should be assumed by scaling.
- This map is void without original embossed or red colored seal and signature of field.

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PRELIMINARY FOR YOUR REVIEW

EXHIBIT "B"
PARCELS TO RECEIVE TITLE TO VACATED RIGHT-OF-WAY

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08-32-105-002-0000
08-32-105-003-0000
08-32-105-004-0000
08-32-105-005-0000
08-32-105-006-0000
08-32-315-001-0000
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