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My name is Patti Fahey
I live at 71 Windrush Lane, Barrington Hills
I have lived in Barrington Hills for over 11 years
I own two horses and house them on my own property
I do not board horses for friends or on a commercial basis
I have served this village on The Heritage + Environs Committee ^{for 3 years}
and currently serve as an Equestrian Commissioner ^{for the village}

Why do we live in Barrington Hills? Any of us?

Some would say because it's the most beautiful open place
you can live and still get downtown on The Metra in 45 minutes

Some would say because there's plenty of space to enjoy privacy
given we have a minimum 5 acre property requirement

Others would say "because of how I feel when I leave
the surrounding suburbs of high density and come "home"
to wide open green space with acres upon acres of
wide open pastures, stretching vistas, and the
beauty that only comes from a horse out on the
horizon at sunset." ^{okay that was me's}

^{everyone in the hallway}

Those three answers more than likely apply to EVERYONE
in this room, EVERYONE -- IMAGINE THAT

whether you have horses or you do not
whether your candidates won in the last election or not
whether you are actively working and raising a family
or are retired and living on a property you have
owned for years.

We all appreciate and value ACCESSIBILITY, PRIVACY, and BEAUTY => That's why we're willing to work hard, pay taxes for the property we enjoy, and step up when our village needs us to come out to a meeting, serve on a committee, clean up a roadside, or learn what's going on around an issue that needs tending to.

~~If you can~~ imagine for a moment those scenes at sunset of large open lands of pasture, ~~rolling farms,~~ ~~and~~ ~~mares~~ and foals on the horizon, and working farms that have been here for decades in our village
= There is one common element

These large open spaces that we see ARE ^{most often} attached to commercial boarding barns. ~~It is to say that again~~
~~These large open spaces that every resident sees daily are attached to large commercial boarding barns.~~

The existence of these barns not only serves a multitude of functions for equestrians

But in reality, it serves all of us in that their very existence keeps large open spaces and vistas part of our daily life.

Whether you have horses or not, whether you favor one political side or another, ALL OF US enjoy the benefit of keeping those wide open spaces as they are in our daily lives - without them our village would quickly become like everywhere else - CUT UP, DENSE,

3

CROWDED IN WITH NO STRETCHES OF VIEW

- In short, like our neighboring villages throughout
The metropolitan area of Chicago

So I came tonight to ask ^{you,} our village trustees, our
~~ALL OF THEM~~ president - ALL OF YOU - to direct
our Village Zoning Board to focus their attention on
tying up any loose ends in our village code or
amendments, which might leave our boarding
facilities, both large and small, at risk.
I ask this on behalf of any and all of our
facilities, not any particular one. I ask this not
solely for the needs of equestrians but for all our
village residents.

The residents are relying on ^{each} ~~the~~ ^{at this table} of you to
work together to preserve what we all cherish,
to preserve our history, to safeguard what we
see and enjoy every day.

Please use the input you receive tonight as a
call to action. ^{PLEASE} Deal with this issue quickly,
efficiently and without a political bias on
behalf of ALL the residents of our village,

Thank you.

*Tedd Gagen
8 Roundstone Lane
Barrington Hills, IL 60010
847-381-7393 home / 847-691-7170 cell
tedd@infostaff.com*

May 28, 2014

Comment to the Village Board regarding the discussion item of Horse Boarding:

Members of the Board, thank you for your service to the Village. I am Tedd Gagen. I reside at 8 Roundstone Lane. I would like to comment on the topic of Horse Boarding within the Village.

Recent events have created, or re-ignited, a substantial amount of confusion, misinformation and contention amongst the residents of Barrington Hills, the members of the Riding Club of Barrington Hills, participants within the Fox River Valley Pony Club, the Fox River Valley Hunt Club, the Barrington Hills Polo Club, the Barrington Area Conservation Trust, non-residents that board and train at horse facilities within the Village, competitive equestrian participants in an eight state area and possibly many others regarding the issue of horse boarding in the Village of Barrington Hills.

One devastating result of recent events is the announcement that Oakwood Farms will be honoring the Cease and Desist Order issued by the Village effective June 30, 2014. It is devastating for a multitude of reasons – the heart and soul of this Village lives and breathes through its respect of horses, the land they need and deserve to exist in service to their humans. While there are many, many horse farms throughout the Village, I personally am not aware of any other than Oakwood that has extended themselves, demonstrated flexibility and adaptation and has been of unparalleled service, devotion and commitment to the equestrian tradition of Barrington Hills. In that realm, Oakwood Farms has no competition.

In the fifteen years that I have boarded a horse in Barrington Hills, lived in Barrington Hills, boarded other people's horses in Barrington Hills, rescued horses in Barrington Hills, and rehabilitated horse properties in Barrington Hills – no other horse farm has come close to contributing to the equestrian community in the same measure as Oakwood Farms.

Oakwood Farms has supported the Fox River Valley Pony Club through allowing overflow stabling for the Mini-Event and Horse Trials, they have extended their pastures for parking when the Cook County Forest Preserve put up the fence and restricted parking on the grass for their events. They have year in and year out hosted the Kalaway Kup Polo Event on their private Polo Field – housing the Riding Club of Barrington Hills Landowners Recognition Luncheon – wherein each and every year the announcers thank and thank and thank again the Landowners for their contribution to the Equestrian Community and their support of the Riding Club and the Riding Trails. I could burn all three of my allotted minutes itemizing the generosity and contributions Oakwood Farms has made to this Village – I would prefer to use the balance of my few minutes to implore upon this Village Board to make decisions and take actions to protect and preserve the equestrian element this Village was founded upon.

*Tedd Gagen
8 Roundstone Lane
Barrington Hills, IL 60010
847-381-7393 home / 847-691-7170 cell
tedd@infostaff.com*

There has been much discussion of “competing interests” – the battle between horse people and non-horse people – I put forth to this Board – there is no battle. We can co-exist. I can assure you, there is not a horse person in this Village or a non-resident horse person enjoying the equestrian environment of this Village that has not, in their own hurry, yielded their truck and trailer to a painfully slow barely moving at all pace behind a runner, a couple of walkers, a cyclist or even a group of cyclists on the beautiful, albeit narrow, roadways in the Village. This whole issue should not be an us against them scenario – the Village and its Five Acre Zoning cannot afford continuous contention amongst neighbors – the Village needs to behave as a Village, and the Village leadership needs to assert leadership by reminding all of its residents how this paradise came to be and that the horses are an integral part of keeping it that way.

This Village was founded upon an Equestrian Land Use Principle – not an exclusively Equestrian Village, but one that is respectful of the needs of horses and the property owners willing to support them. Horse boarding, surprisingly enough, is an activity and effort of passion – it is not – contrary to popular belief, a high margin, profitable business like insurance, medicine or legal services . . .

It has been stated repeatedly – there is a simple solution. “All that needs to be done is for the Village Board to direct the Zoning Board of Appeals to add simple language to the Village Code allowing for the care-taking and custody of horses to be permitted under Agricultural use of private property within an R-1 zoned community.”

Formalizing the legacy of the Village – the caring for horses, in its Code should not be such an onerous task for so many highly intelligent, devoted and committed residents and leaders of such an outstanding community. Simplifying this issue by specifically including the caring of horses as a permitted use of property within the Village code would resolve so much of the negativity burdening this community.

The Village Leadership needs to create Village Code - Allowing property owners to legally care for horses, their own and those that belong to others and thereby demonstrating acknowledgement of the “intent” of the creators of this Village. There is not a horse farm in this Village that deserves anything less.

Thank you,
Tedd Gagen

Linda Cools

However, the above finding suggests serious financial concerns for the Village.

Under the Complete Streets Legislation, it states, that “provisions for bicycle and pedestrian ways MAY be included in the pavement resurfacing projects depending ON LOCAL SUPPORT AND THE SCOPE OF THE ORIGINAL ROADWORK.

As owners, taxpayers, and true shareholders we have a supreme stake in the projects that our Village accepts and undertakes. We have made an investment in Barrington Hills through the purchase our homes that OUR tax dollars support every YEAR.

Our village needs to define whether the out of the area cyclists using our roads are “intended or permitted” users of the roadway, once that distinction is determined and clarified, then the manner of roadway improvements or additions that will be prescribed will be set. The Illinois Supreme Court ruled in ~~case from~~ ^{the} 1998, they were defined as “permitted users with limited use and privileges.

In the 2013 Resident Satisfaction, ^{from the observer,} respondents were asked in the 2009 if bike ordinances have had an impact on the cycling situation, 56% said they had not had an impact. This implies that the legal enforcement should be supplemented or improved. ^{lower cost} ~~solutions for taxpayer burden should be found.~~ ^{Residents expressed desire.}

Many communities are exploring the feasibility of bike lanes/paths, one such community, discovered that there is “liability disincentive for having on-road bikeways. When towns designate that a particular route is “intended for use by bikes, they raise their liability for cyclist injury due to road condition from zero to a negligence standard of care. Thus this has discouraged many communities from adding on-road bikeways.

Our Village has no monies to pave the roads. Does it have equal size funds to pay for the lawsuits brought forth?

Any legal enforcement will obviously fall to the jurisdiction of the police department. It would be important to hear the

Pres. McLaughlin, Trustees, guests & fellow residents,
I come before you this night to speak on the issue of adding
~~of~~ bike paths and lanes on our local roads in order to seek
compliance with the ~~CMAP~~ funding requirement to pave
Haeger's Bend road. *(McHenry Co. Council of Mayors) MOAG*

In the case of Boub v. town of Wayne, it is necessary to look
at pavement markings, signs, and other physical
manifestations of the intended use of the property. Traffic
laws apply to persons riding bicycles. ~~In fact, the state of
Illinois has a Rules of the road manual for cyclists.~~ In the
cited court case, it supported the conclusion that cyclists are
permitted, but not necessarily intended users of the road.

The principle effect of the majority decision was to
discourage municipalities from taking any measures to make
roads safer and more hospitable to bicyclists. In order to
minimize exposure to liability, municipalities might remove
from its roads any evidence that bicyclists are intended
users, such as bike lanes, or special signs. The only safe
bicycle in Illinois is a stationary exercise bike.

Additionally, many road conditions that do not pose
hazards to motorized vehicles may represent special
dangers to bicycles, and imposition of liability would open
liability for a broad range of pavement conditions, such as
potholes, speed bumps, expansion joints, sewer grates,
rocks, and gravel, to name a few.

It is appropriate and necessary then to consider the
potentially enormous costs and risk tolerance both of
imposing liability for road defects that might injure riders
and of upgrading the road conditions to meet the special
requirements of cyclists.

We understand that the Village did not undertake or impose
this plan on the residents. We accept, that the Illinois
vehicular traffic code requirement as well as "safe
accommodation" policy is legitimate and that those policies
shall be given full consideration in the desire of state and
county agencies to consider how we can safely address
standards of the public way.

thoughts officers have on the bike lanes/paths to determine the most active areas in Village and narrow down the scope of the areas where the majority of ticket infractions are presently written.

There is one sobering caveat to the funding issue, that is that not only is Barrington Hills seeking an 80% funding grant for the paving cost, but other councils in other counties and jurisdictions throughout the state are also submitting proposals and plans for their infrastructure improvements simultaneously.

That means that it is not a certainty that our village's proposal for funding will be accepted nor is it a guarantee what percentage will ultimately be agreed upon. This is something to think about as we continue to weigh all the options. It might be only 40%. Who then will pay the additional 60%? *(Trustee Selman offer an explanation as to why we are in a deficit situation at this time.*
My fervent wish is that the resident's welfare and that of our children is the principal consideration by this board and other commissions.

Thank you for your time and attention.

Linda H. Cools
May 28, 2014



Collectors – to accommodate relatively high volumes of local and non-local traffic over short to medium distances at slower speeds; examples:

- *Barrington Road*
- *Ela Road*
- *Illinois Route 68 (Dundee Road)*
- *New Hart Road*
- *Palatine Road*

Local/Service Roads – to accommodate local traffic between minor access roads and area service roads; examples:

- | | |
|-----------------------------|----------------------------|
| ● <i>Bartlett Road</i> | ● <i>Merri-Oaks Road</i> |
| ● <i>Bateman Road</i> | ● <i>Old Sutton Road</i> |
| ● <i>Braeburn Road</i> | ● <i>Otis Road</i> |
| ● <i>Brinker Road</i> | ● <i>Penny Road</i> |
| ● <i>Donlea Road</i> | ● <i>Plum Tree Road</i> |
| ● <i>Dundee Lane</i> | ● <i>Ridge Road</i> |
| ● <i>Haeger's Bend Road</i> | ● <i>River Road</i> |
| ● <i>Healy Road</i> | ● <i>Spring Creek Road</i> |
| ● <i>Meadow Hill Road</i> | ● <i>Sutton Road</i> |

Continued transportation planning and traffic engineering is essential. To the extent feasible, it will be effective for the Village of Barrington Hills to carry out such activities in coordination with BACOG and the appropriate State, County, and Township Highway Departments.

It should also be noted that Barrington Hills has a road program that, among other things, identifies road construction and maintenance issues. The Village is currently reviewing the proposed 10-year road program for 2006 through 2015.

Scenic Roadways and Heritage Corridors

In Barrington Hills, the environmental character of public roadways is as critical as their traffic-carrying capability. In certain areas, the scenic roadside character may be of first priority. Barrington Hills owes much of its beauty to what lies within 100 feet of the roadway pavement. It is essential, therefore, that care and attention be given to these assets.

In 1971, as background for the BACOG Comprehensive Plan, a detailed inventory of roadway visual characteristics was conducted. Each segment of roadway was classified in accordance

Bonnie Duresa: **Bikeways in our Village May 28, 2014**

I just had a conversation this morning with Chief Murphy about repercussions that might result from bike riders on our roads. I am only discontent with the law breakers who don't obey our laws.

I am very concerned about mis-leading information our village administrator has been circulating, regarding Haegers Bend Road. This road is a Village **Local-Service Road** not a Collector Road. Mr. Kosin repeatedly referred to it as a Collector Road at the May 12, Plan Commission meeting. He also called Ridge Road a Collector Road. Both are NOT they are local service roads. How can anyone be employed in our village for over 32 years not know the classification of Village Roadways. I might add, it took 2 residents to educate Mr. Kosin of that fact on May 12th.

Haegers Bend Road is a Village **Local-Service Road** a minor road, not a Collector Road. Our Comprehensive Plan defines a Local-Service Road : (pg. 47-48) "to accommodate local traffic between minor access roads and area service roads:

(18) Bartlett, Bateman, Braeburn, Brinker, Dundee, **Haegers Bend**, Healy, Meadow Hill, Merri Oaks, Old Sutton, Otis, Penny, Plum Tree, Ridge, River, Spring Creek & Sutton Roads.

There are 5 Collector Roads: Barrington Road., Ela Road, ILL Route 68, New Hart Road and Palatine Rd. As per our Comprehensive Plan: ^{TRAFFIC} "to accommodate relatively high volumes of local and non-local over short to medium distances at slower speeds."

I am opposed to all Regional bikeway planning with CMAP and to their construction or markings on or alongside our rural roadways including related any signage. Most of our roads are prescriptive and any expansion will result in a land owners loss of the property. **We are a unique rural equestrian community, NOT a cookie cutter urbanized suburb of Chicago.**

1. When the Long Meadow Pky is finally finished. We would see increased number of cars trying to avoid the Toll. They will be here driving to quickly, rushing to or from work, or errands. The number of cars on Haeger's Bend will increase exponentially. Spring Creek Road will also be negatively effected.
2. Currently the island at Haeger's Bend and Spring Creek prevents most cars from entering the Spring Creek directly. But even now, daily, someone turns and drives against the traffic directly onto Spring Creek.
3. If the island were to be removed. Spring Creek would turn literally into a Highway.
4. On the Internet, there are already in existence web pages soliciting business exclusively from injured bicyclist. If Village has no funds to pave the roads, so Village has also no monies to pay for future judgments.
 1. Bike lanes would require constant maintenance into perpetuity.
 2. Painting, sweeping, paving, and monitoring by the Police.
 3. A twig could be a reason for a lawsuit. It would constitute neglect by the Village.
5. City of Chicago implemented dozens, if not a hundred of miles of bike lanes. Rarely publicized reports mention the following:
 1. Road rage committed by bicyclist, and also drivers.
 2. Brawls among bikers and drivers.
 3. Banging on cars which are stopped at the intersections.
 4. Banging on cars which are stopped in a traffic, even if the cars are within the traffic lanes. Bicyclists simply want to move between the stopped cars, and see it as 'their right.'
 5. Frustrated drivers in cars forced to use only one lane, because the second lanes on both sides of the roads are taken by BikeLanes, plus the additional safety margin added, taking another space from cars.

So in conclusion, the Village should make the roads hospitable for INTENDED users – cars and rural machinery - since our roads are too narrow to accommodate any additional traffic.

As prudent planners we need to avoid mistakes made by other municipalities. In order to keep our village residents safe, from unnecessary encounters with excessive number of cyclist.

There is no free money. The so called free money would cost us many times more. **Therefore, we need to perform patching and resurfacing of Haeger's Bend Road with no bike lane and leaving the traffic island at it's present place. As is.**

The road work should be done by a contractor with a bond high enough to guarantee the performed work for at least ten years. Not ten days as a cold patches usually are.

Richard Fraubiewicz

STATEMENT OF WILLIAM T GOTFRYD
BARRINGTON BICYCLE CLUB
TO THE BARRINGTON HILLS VILLAGE BOARD

MAY 28, 2014

Good evening and thank you for the courtesy of allowing me to address you.

My name is Bill Gotfryd and it is my privilege to serve as manager of the Barrington Bike Club, an organization of roughly 200 residents of the area, including Barrington Hills. We represent a wide range of road bike riders, with the equally diverse background common to our region: including professionals, business executives, and entrepreneurs and their families.

We are all united by our love of the area, with its open spaces, and we recognize that changing demographics in our area finds increasing multiple uses of the area roads by joggers, dog walkers, casual walkers, landscapers, and a range of bicyclists, who are all my and your neighbors.

Quoting from your own 2030 Comprehensive Plan:

Nonmotorized transportation continues to be an integral part of the character of Barrington Hills. Bicycling, hiking, horseback riding, and cross-country skiing are enjoyed by many residents over the course of the year, taking advantage of the scenic qualities and the open space throughout the community.

Recognizing and agreeing with your Comprehensive Plan, in our club Mission Statement we state:

Recognizing that we ride in a special region, the members strive to practice good stewardship of the roads that we share with other forms of transportation.

The Barrington Bicycle Club encourages education in safe cycling and motoring practices on shared roads, appropriate etiquette at all times, and continuing public advocacy for the development and improvement of bicycle routes and facilities.

To fulfil those voluntary obligations, we worked with Cuba Township officials to adopt a portion of Cuba Road for semiannual cleanup and have fulfilled that obligation for almost a decade.

We also sought out the Barrington Area Conservation Trust and the views of members of the Barrington Hills Riding Club to help produce a set of Rules for Safe and Courteous Road Riding that incorporate special considerations for riding in the area of horses and horse trailers. These Rules are published on our website and have been copied by other road riding organizations around the country.

The BBC also organizes rides around these principles, scheduling them for days, times and routes that we deem most safe for our riders based on traffic and road conditions. Barrington Hills is **not** the destination for these rides, but given its central placement, traversing Barrington Hills in some fashion is inevitable for most area residents.

For me personally, and what I constantly tell our members, it is my personal wish at the start of each season that every member on every ride finishes **on** his or her bike and comes back to do it again.

We are not perfect in our execution, and I would not pretend otherwise. However, I think that we make a major effort to be safe and courteous, even when we are being shouted at out of car windows, edged off the road, have things thrown at us, or are passed unsafely.

No moral and thinking person condones such behavior or actively wishes another human a serious injury. That is why I am here tonight: as a voluntary resource, so that at a minimum we reduce the chances of a tragedy at your doorstep and probably involving one of your neighbors.

More to the point, that person who is distracted to the point of danger will not likely be an experienced rider, but a casual rider – likely your neighbor.

For that reason alone, I think that it is important for **everybody** here to make it known throughout Barrington Hills that intimidating anybody on a bicycle is dangerous and wrong.

The BBC does not control every action of every rider of every cycling group or of every casual riding neighbor of yours. However, I would say that I and a good number of other BBC members know more about why, how, and where things happen on a bicycle in the area than anybody else present. We would like to contribute our knowledge to you. I also have the ability to reach out to other cycling organizations and resources to add to the pool of information at your disposal.

The future will continue to show change to our area, including future Barrington Hills residents who will want to incorporate its roads into their outdoor recreation plans. None of us within these walls can stop that future. We can either plan for it or be swallowed by it.

We of the BBC know that many do not welcome cyclists, whether we obey the law or not. We accept that, even if we are placed in grave danger by such people. However, we are committed to both our sport and enjoying our communities. That dual commitment will not change.

Accordingly, if – and as – Barrington Hills acts on its Comprehensive Plan that acknowledges that cyclists will not go away, the BBC is available and anxious to help make the roads safer for all.

Thank you for your time.

April 30, 2014 Board Meeting.

Amended corrections & additions with petition attachments.

Submitted by Bonnie Duresa, & Mary Naumann

PUBLIC COMMENTS: Public Comments were given by the following:

David Stieper, 10304 Braeburn Road

Dan Greco

* Bonnie Duresa, 1001 Plum Tree Road

Mary Naumann, 11241 Haeger's Bend Road

James O'Donnell, Ridgecroft

Pauline Boyle, 315 Ridge Road

Michael Hannigan, 803 Dormy Lane

Dede Wamberg, 52 Brinker Road

Jean Maddrell, 10 Ashbury Lane

LETTER & IMAGES PRESENTED APR 30
NOT INCLUDED IN MINUTES

Audio on these comments can be located at the Village Web Site – www.vbhil.gov. Any written comments handed to the Village Clerk will be posted as an attachment to the Agenda.

APPROVAL OF MINUTES

Trustee Selman motioned to table the Minutes of the Meeting of February 24, 2014 for further resolution. Trustee Gohl seconded.

Motion Approved

Trustee Selman motioned to approve the Minutes of the Meeting of March 24, 2014. Trustee Gohl seconded. All present said Aye. Trustees Messer, Harrington and President McLaughlin abstained.

Motion Approved

Trustee Gohl motioned to approve the Executive Minutes of the Meeting of March 24, 2014 meeting. Trustee Meroni seconded. All present said Aye. Trustees Messer, Harrington and President McLaughlin abstained.

Motion Approved

FINANCE – Karen S. Selman

Treasurer's Report - Trustee Selman motioned to accept the Treasurer's Report for February, 2014. Trustee Harrington seconded. All present said Aye.

Motion Approved

Police Pension Board Report - Trustee Selman motioned to accept the Police Pension Board Report for March, 2014. Trustee Meroni seconded. All present said Aye.

Motion Approved

April 14, 2014
Barrington Hills Plan Commission
Bonnie Duresa
1001 Plum Tree Rd. B.H.

Letter of Opposition for Bike Paths in Barrington Hills

I am adamantly opposed to any bike path construction and or markings on any roads in Barrington Hills. These bike paths or lanes would bring additional swarms of non-resident bicycle riders into our Village, adding more risks to resident's safety and privacy. Bike paths will forever alter our “ **unique rural equestrian community ... an oasis of another time**” as per our Comprehensive Plan.

This past Saturday April 12, my safety was threatened by bike riders on Plum Tree Rd.

1. A speeding bike rider heading east on Plum Tree blew through his stop sign at the intersection of Ridge Rd., narrowly missing my car as I was turning left onto Plum Tree.
2. Just as I turned onto Plum Tree Rd. two packs of bike riders, a total of 12 were taking up my entire lane as they headed west. Most riding 2 & 3 abreast, despite signs posted “Bicycles Single File Only”. I immediately called the police and continued talking to the dispatcher as the bike pack headed west on Plum Tree. My conversation continued though out my entire ordeal, even as the pack of 12 blew through their stop sign at the end of the Plum Tree at an all stop intersection. I had hoped for a police officer to come and enforce our 2009 biking laws, but I was told no one was available. The bike pack continued west on Algonquin Rd. onto River Rd. (see image attached)
I filed a report about the incident. (see attached submitted police report #14262)

What happened to me Saturday would be a common occurrence if bike paths are implemented on our roads. It would open the flood gates for more out of town disrespectful bike riders, such as those I encountered. In addition, these paths would increase the village's financial burden for maintaining them and create a need for more police officers to enforce these bike laws to protect the safety of our residents.

I am asking this commission to vote NO to any bike path plan.

Please, preserve our unique rural equestrian community

Thank you

April 12, 2014
Bonnie Duresa
1001 Plum Tree Rd.
Barrington Hills
Submitted Police Report # 14262 Officer Kaan

At approximately 10 am on Saturday April 12, 2014, I was in my auto heading north on Ridge Rd. in Barrington Hills, I stopped at the stop sign on Ridge and Plum Tree and preceded to make a left (west) turn on to Plum Tree, heading home to 1001 Plum Tree Rd . As I was making my left turn after stopping, I encountered a speeding cyclist who blew through his stop sign narrowly missing my auto.

As I heading west on Plum Tree Rd. near Surrey Lane, I encountered 2 packs of about 5-6 cyclists each heading west . Both packs were riding 2-3 abreast and would not yield to my auto.

NOTE: There are several signs posted on Plum Tree Road that show all cyclist must be single file as per our Village ordinance I believe put in place in 2009.

These packs continued to head west as I called 911 to get a police officer here to enforce our "Single File Only Law" the cyclists were just passing Surrey Ln. and Tracy at BH Police Dept answered my call and I asked her to have a police officer out to enforce the law and I wanted to file a complaint. At this point, I was still following the pack of cyclists going past my house on Plum Tree Rd as they continued west. I was still on the line with Tracy and was reporting the bike packs location as I went along. Tracy asked several times about location of the cyclists as they headed west on Plum Tree. At this time, Wendy told me they were out of Barrington Hills and there was nothing that could be done. My reply was that the cyclists were probably headed for Haegers Bend which is in Barrington Hills. I was nearing the stop sign at the end of Plum Tree and Foxmoor sub-division, as I was waiting for a reply from Tracy regarding my 2nd request for an a police officer to enforce our laws, the entire cycle group of 10-12 blew through the (west end) stop sign on Plum Tree Rd. The cyclists had disrupted the entire intersection as they ignored this stop sign. **NOTE:** This is an all stop intersection at Plum Tree, Algonquin-River, Old Hunt & Algonquin Rds.

At this point, I stopped at the stop sign and continued to follow the cyclists, for there was no room to pass due to on coming traffic. The cyclists continued riding 2-3 abreast. There also was a group of autos behind me that were unable to pass as well. I was still in contact with Tracy at our police dept waiting for her reply. The group continued west toward Haegers Bend Rd. past a BH sub-division on the south side and St. John Cemetery all part of BH,. I was still in contact with Tracy, who had me on hold as the group passed Haegers Bend Rd. apparently heading down River Rd. At this point I was told by Tracy no one is available to go and check the situation that police officers had been warning cyclist all day to abide by our laws. I did mention there were sections of BH on River Rd. Tracy also took my home phone number so an officer could call me.

I followed the group a short distance on River Road and gave up any hope of identifying the cyclists who were breaking our Village laws.





or confirmed movement of the bridge. Otherwise, with no prior listing of a problem and earlier close monitoring by the village, no further action is anticipated.

Oak Lake Drainage Project - Dan Strahan met again with residents to try and confirm an acceptable easement location for drainage to Oak Lake – and is still awaiting a response. As the deadline for permit submittal is rapidly approaching Trustee Meroni reached out to Nick Sauer, our Lake County Board Member, for assistance in getting an agreement to avoid having the Village lose the Lake County Grant. Project bidding and approval have to be completed in June in order to meet the August construction timetable and the Lake County grant requirements of completion and payment by November.

Seasonal Road Posting - This year's road posting will be lifted on May 5, 2014.

Illinois Route 62/Algonquin Road - Following the Public Hearing at Countryside School on March 12, for both Longmeadow Parkway and Route 62/Algonquin Road, the Board will discuss the draft letter to IDOT requesting a planning review of Route 62 based on current traffic levels as well as the anticipated 8700 additional cars expected to travel Route 62 on a daily basis as a result of the Longmeadow Parkway completion. (See the March Roads and Bridges Report).

Haeger's Bend Road - Following the April 14 Plan Commission meeting, where public comments revealed a number of residents' concerns over both planned improvements and rumors of widening Haeger's Bend to a four lane road, it was decided after much discussion to proceed with plans to apply for funding through the 2013 McHenry Council of Mayor's Call for Projects.

In response to the concerns voiced, these options are being considered:

- 1) Reconstruction and resurfacing including a bike lane;
- 2) Resurfacing without the traffic island at Haeger's Bend and Spring Creek Road;
- 3) Patching and resurfacing of Haeger's Bend Road with no bike lane and leaving the traffic island as is.

A public hearing will be announced for late May or early June for public comment on this project.

Robert Hamilton Appreciation - The Village has been advised that Robert Hamilton is retiring from the practice of civil engineering. This benchmark in his professional does not leave the Village without a Villager Engineer as those service since 1993 have been provide by the firm of Gewalt Hamilton and Associates.

Pursuant to the provisions of the Village Code persons from time to time under the supervision of Robert Hamilton acted in the capacity of Village Engineer. This has been in matters of MFT, storm water projects and development reviews. Most recently and since 2003 the principal person has been Dan Strahan.

Village Engineer - Given the future professional absence of Robert Hamilton, for the

①

April 30, amended minutes:

By Bonnie Duresa

Pg. 4 Haegers Bend Road

I attended the plan commission meeting on April 12 and listened to the audio and I wish to amend the following :

Line 3 "Haegers Bend Road" there was no mention of any rumors of widening the road to 4 lanes. Please delete this item.

No resident speaker ever mentioned the island at Haegers Bend Road & Spring Creek Please delete comment about the "island.

Please include: All in attendance were opposed, except Trustee Hannigan.

Paragraph 2: Option # 2 the "island" was never mentioned by Plan Commissioners or public.

Please include petitions from residents were presented at this meeting
And are attached.

Please make mention that President McLaughlin was in attendance,
But did not comment.

Please included all

Thank you

Certification Letter of Original Petition presented to the Village of Barrington Hills Plan Commission on April 14, 2014.

I MARY Naumann do hereby certify that I reside at 1124 Haegers BendRD in the Village of Barrington Hills, Illinois. That attached copies, were presented to the Village of Barrington Hills Plan Commission on April 14, 2014.

I do hereby certify that the signatures were from residents on Haegers Bend Road, signed in my presence and that to the best of my knowledge and belief the persons so signing were opposed to any bike path construction on Haegers Bend Road, Barrington Hills, Illinois 60010.

Mary Naumann
(Circulator's Signature)

Signed and sworn to (or affirmed) by MARY NAUMANN before me, on 5/3/14.



(SEAL)

Susan M Krcik
(Notary Public's Signature)

We the undersigned are
Against adding designated bike paths

1-2 Loren + ~~Boender~~ Boender 11890 Haegers Bend Rd.
+ Val Benner

3-4 Kevin & Shawn Dahm 10209 Haegers Bend Rd.

5. Mary Naumann 11241 Haegers Bend Rd.

6. Jim Naumann " "

7. Gisela Baltensperger 11311 Haegers

8 Robert Baltensperger Bend Rd.

9. Nancy Laterza
10609 Haegers Bend Rd
Barr. Hills, IL

X Nancy Laterza, Executor for
Estate of Jennie D. Busch
10605 Haegers Bend Rd 60010
Barr. Hills, IL 60010

10 DAVE & BLASKI
10591 HAEGERS BEND
BARRINGTON HILLS IL 60010

11 SCOTT BLASKI
10591 HAEGERS BEND
BARRINGTON HILLS IL 60010

Judy Bondell 10561
William Gunn Haegers Bend Rd
Dorothy Mayewski 10317 Haegers Bend Rd
J. Christopher Kane 2 Auburn Lane, Briston Hills, IL 600
Gene Mahler 3205 Spring Creek Rd BH 60
Mary Melinski 3205 Spring Creek Rd BH 60
Ann F. Mayank 10481 Haegers Bend Rd Barr Hill
Eileen S. Walter 10109 Haegers Bend Rd.
Eileen S. Walter 10018 Haegers Bend, Barrington Hi
Eileen S. Walter 10018 Haegers Bend, Barrington, IL

Certification Letter

I, Bonnie Duresa residing at 1001 Plum Tree Road, Barrington Hills, Illinois, do hereby swear that the attached is a copy of the original Petition submitted to the Barrington Hills Plan Commission on April 14, 2014.

I do hereby certify that all the signatures were from residents of Barrington Hills, all signed in my presence and that to the best of my knowledge and belief are the persons so signing are opposed to bike path or lane construction on any Village roads.



Signed and sworn (or affirmed on May 20, 2017 before me







PETITION

We the undersigned hereby petition and notify the Barrington Hills Village President, Trustees and Members of the Plan Commission; that we the undersigned are adamantly opposed to any bike path construction and or marking of any roads in the Village of Barrington Hills to accommodate bicycles. Bike paths or lanes means more cyclists entering our Village along their intrusion of our privacy and added risks of our security and safety. Bike paths will forever alter the rural equestrian community and our oasis of another time.

SIGNATURE	PRINTED NAME	ADDRESS	
<i>Donna Hannay</i>	Donna Hannay	591 Plumtree Rd, ^{Barrington Hills} Chicago	BH
<i>Christi Tilles</i>	Christine Tilles	806 Plumtree Rd.	B-14
<i>Sharon Meroni</i>	Sharon Meroni	#1 Surrey Lane McHenry Co	10010
<i>Laura Pesiari</i>	LAURA PESIARI	10350 Braeburn Rd.	BH
<i>Valerie Marlow</i>	VALORIE MARLOW	10553 Braeburn Rd.	BH
<i>Rob Freese</i>	ROB FREESE	10614 Braeburn	BH
<i>Anna Zasada</i>	ANNA ZASADA	74 MEADOW HILL RD	BH
<i>Robert J. Dureza</i>	ROBERT J. DUREZA	1001 Plum Tree Rd	BH
<i>Laurie Abbond</i>	Laurie Abbond	20 Surrey Ln	PYJ
<i>Joseph Abbond</i>	JOSEPH ABBOND	20 Surrey Lane	BH

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President McLaughlin stated that procedurally, this should start with the ZBA and not here, this is why he does not want this to go forward from here.

Attorney Bond cautioned and urged the Board not to take collective action and make a consensus. He thinks if any one of the Board members want to make contact with a member of the ZBA and say initiate this process, or members of the public in the audience want to initiate that, provided they are eligible to, that is how the process should go.

Trustee Messer again stated that he is making a motion that we ask the ZBA to consider whether to conduct public hearings, to conduct public workshops, to consider whether to make a change to the ordinance pertaining to boarding of horses in Barrington Hills.

President McLaughlin strongly urged the Board to consider the necessity of that as it still relates to getting to the same point without potentially jeopardizing the Village.

Trustee Selman asked Attorney Bond if it is his recommendation that there is the potential in this case, that either the two parties involved, will meet and somehow come to an agreement and some kind of resolution, or there is a possibility that Mr. LeCompte will appeal this to the Court. Is it your opinion that we should let all of these options play out before we do anything about our Code or recommendation to the ZBA or even action by the ZBA. Attorney Bond replied that his concern, that the Board as a body, acting collectively, to send, while there is active litigation, that all those possibilities you mentioned could happen. That doesn't clear up the call for future interpretation.

Trustee Gohl stated that Trustee Messer has a motion on the floor and he will second it.

Trustee Selman asked President McLaughlin how are you proposing that we proceed. President McLaughlin responded that he proposes that our Board does not proceed in the consensus fashion at all as it relates to a personal issue that the Village is not a party. However, our Code allows us as individuals, as Board members, to go to the ZBA, as an applicant.

Trustee Messer stated that at this point, he will withdraw his motion.

At this time the Board recessed at 9:24 and opened again at 9:32 p.m.

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PLANNING – Colleen Konicek

Monthly Report – The Plan Commission met on May 12, 2014 to discuss the

Bicycle Planning CMAP Report – Trustee Konicek reported the Board had a spirited meeting on the bike path planning, in particular, in support of resurfacing Haeger's Bend Road and obtaining funding from McHenry County Counsel of Mayors. As discussed, the Village can get up to 1.5 million and 80% of the road surface. They did not consider the Village last time, because we did not have a Bike plan in place. It was a give and take with the residents in that area, particularly in opposition of a bike path going in on Haeger's Bend. What the Plan Commission is looking is linking Cook County Busse

2

Woods to Fox River Trail going down Penny Road. The residents are against what they are calling Pelotons, which are outsiders that come to the Village to train, as opposed to residents who want to ride from their home to the Fox River Trail on a dedicated path that would be safer than Village roads.

CMAP has actually taken over the planning of the LTA Grant that we had previously applied for and they have decided that this is an important enough project for them and they will be calling the other stake holders in this project. They have specifically requested that we have a liaison on the Commission and Trustee Konicek was offered that position.

McHenry County UDO Report – Trustee Konicek reported that the McHenry County Zoning Board of Appeals began on April 23rd, public consideration of the comments received during the hearings on the Unified Development Ordinance. A transcript of all comments was provided to the members of the ZBA as well as the written submissions including those from local governments like the Village of Barrington Hills which Mr. Kosin provided. The Village President, the Zoning Chair and Plan Commission Chair, sent a letter to the ZBA of McHenry County and advised them of specific concerns that we have, as a Village, with respect to the UDO

FPDCC Spring Creek Trail Report – The Cook County Forest Preserve has met with the Barrington Park District regarding its' interest to have crushed limestone surface trail in Spring Creek and a shelter in the area of State rt. 72 and Wichman Road. The Barrington Hills Park District sent a response letter to the Cook County Forest Preserve with their position on the trails and shelters.

Trustee Selman stated it was not just the Park District involved in writing that letter, it was the Conservation Group and the Spring creek Stewards. Trustee Konicek replied that the letter came on Park District letterhead and those people were signatories with cc's on it.

INSURANCE – Michael Harrington

Monthly Report – Nothing new to report.

HEALTH, ENVIRONMENT, BUILDINGS & GROUNDS – Michael Harrington

Monthly Report

Village Hall generator: During the April monthly exercise operation, exercise time was adjusted for daylight savings time.

Village Hall parking lot: DuPage Lighting Service conducted the first quarterly maintenance of the parking lot lights March 21st and replaced one lamp. They have also been contacted to replace an additional lamp that has gone out since the monthly service.

April 30, amended minutes:

Pg 8 & 9

Colleen Konicek Report May 12, 2014 correct date to **April 14**

This is an April 30th Trustee Meeting Report....

Pg 9, 2nd line: Residents never named the bike riders Pelotons, it was Ms Hannigan who referred to them by that name“

Please correct including “Ms. Hannigan called them Pelotons”

MsHannigan never included copies of petitions presented by residents on

April 14, 2014 *of PLAN COMMISSION MEETING*

Copies are included in Pg 4 corrections

Please include all

Thank you