



**VILLAGE OF BARTLETT
BIKE AND RUN PLAN ADVISORY COMMITTEE
AGENDA**

**BARTLETT MUNICIPAL CENTER
228 S. MAIN STREET
June 27, 2024
3:00 PM**

1. Roll Call
2. Approval of April 4, 2024 meeting minutes
3. Public Comment (may be emailed in advance to planningdivision@bartlett.il.gov)
4. Old Business / New Business
 - a. Park District Update
 - b. Bike Path Maintenance Update
 - c. Wayfinding Signage Update
5. Adjournment - Next meeting September 26, 2024



**Village of Bartlett
Bike and Run Committee Minutes
April 4, 2024**

CALL TO ORDER

Chairman Adam Hopkins called the regular meeting of the Bike and Run Committee to order at 6:00 p.m.

ROLL CALL

Present: A. Hopkins, D. Palmer, J. Goetz, J. Doherty, B. Krall

Absent: None

ALSO PRESENT: K. Stone, A. Barna, K. Dasbach

APPROVAL OF MINUTES

A motion was made to approve the minutes of the January 18, 2024 meeting.

Motioned by: D. Palmer

Seconded by: J. Goetz

ROLL CALL

Ayes: A. Hopkins, J. Goetz, D. Palmer, J. Doherty

Nays: None

Abstain: B. Krall

Motion carried.



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PUBLIC COMMENT:

Chairman A. Hopkins asked if there were any comments from the public.

Stephanie Gandsey 416 Tennyson Road, Bartlett stated, I posted about this meeting on Facebook and had a few comments that I felt were worth bringing up to the committee. There were comments about safe crossings at Devon Avenue and Bartlett Road now that the Aldi is there and have people going to the park. There is no cross walk sign there and no one really stops there, they keep going at 35 plus miles an hour. Also, someone mentioned Bartlett Road by the stables, crossing there to get to the pool or the Life Center. I am not sure if there any ideas about that and could you take a look at that please? I know we had applied for an award and received an honorable mention from the Bicycle Friendly Communities. I was hoping to see more promotion from this committee or the Village about that award. How are we looking at the input that award provided us and how to move towards increasing the level of the award that we could receive next time.

Joel Callahan 116 N Western Avenue, Bartlett stated that the flashing lights at the crosswalk closest to my house next to the tracks has a crosswalk sign and in the past, they have put a floppy crosswalk sign in the road. It is cultural, in Illinois, people do not stop for pedestrians. In Wisconsin and Florida, they stop for pedestrians, but in Illinois they do not. The only way to do it is to have the flashing lights like they put in other communities where the pedestrian can hit a button and pretty quickly it is flashing with blinking lights with a crosswalk symbol and even then, I think maybe half would stop, but if someone would stop and block traffic, that would help. They are going really fast. They are not going to stop. You are not going to put a traffic light there, so something like that would help. In the past, when they have used the floppy signs, the cars would just hit them. As far as the trails go, are we talking about expanding or just feedback? I run and bike the trails quite a bit and I am on the north side. I run down to the south side to Deep Quarry Lake and on the path through Hawk Hollow. I think it would be nice if through downtown instead of it being those designer sidewalks with brick pavers, if at least one side those were replaced with a path that would connect all the main paths right through the center of town. I see the center of town developing and if it was integrated with larger walkways that might make a difference. There are 3 major paths near Bartlett and it is my understanding those are connected and once those are connected to the Prairie Path, the Great Western Trail and the Fox River Trail, you could take a bike from Bartlett to Wisconsin, Oswego, Rockford or Dekalb. It is pretty amazing. There are just little segments that are still missing. **D. Palmer** the Village Board does have plans for the downtown sidewalks. **K. Stone** we are going through the streetscapes program and changing some of the sidewalk, part of that is removing the bricks in the center and moving them more towards the outside edges so that there is flat sidewalk like what we have in front of More Brewing. **J. Callahan** a lot of towns have done that where it is not designer as far as a visual element and beautifying downtown, but it matches the rest of the trails and I think people generally like it when it is wide enough for a bike and dog and everything else, and little brick elements look okay, but the usability expands with 8' wide trails.

Terry Witt 471 S Western Avenue, Bartlett stated that last year, Bartlett had the best year in the past 20 years that we have lived here in my opinion. You have really done a great job and I think the League of American Bicyclists recognized that. I am hoping even though we did not get a big turn out and thank you for having an evening meeting, there are a lot of things in the league's message to us and things we can do to keep improving our bicycle friendly status. Hopefully, we can continue to do that. I know the Village Board has a long term and complex goals with bike trails, but it is not all just on the Village Board, the Bike Committee or the staff. It is up to us, the residents to let you know what



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we would like and coming to these meetings is a big deal. The comments are right on the money. Everyone needs to hear those things, but there are other things we can do. We can choose to drive less and bike more and not make the car always the choice. It is a cultural thing so let us make it an easy choice to do in Bartlett to increase our bicycle friendliness. We also have to talk to our elected officials. If you are tired of watching kids run across Route 25 for their lives, call Maura Hirschauer, our State Representative to ask IDOT to put a crosswalk in so the kids do not have run for their lives. If you think running across Devon Avenue is a challenge, try running across Route 25 or Lake Street at Naperville Road. There are no crosswalks there. We have to talk to our elected officials. If you have ever watched kids ride down along Stearns Road, they are going all over. They have a lot of friends that live in Westridge. When they are riding on the shoulder or Stearns Road, they are all over the place. We can talk to DuPage County about getting the path along Stearns Road started. If you have kids that like to go to the Bartlett Library and the Aquatic Center, they have to cross S. Bartlett Road at Stearns Road and that is DuPage County's jurisdiction. We can talk to Greg Schwarze. He is one of our commissioners. He made a nice pedestrian bicycle safety crossing across County Farm Road on the Great Western Trail and he can do the same for us at the stables if we ask him. They are both mid-block crossings. Those are tough ones for kids.

PARK DISTRICT UPDATES

Kim Dasbach stated that there is no update from Park District to report.

DUPAGE FOREST PRESERVE DISTRICT UPDATE

Per **Jessica Ortega** there is no update from the Forest Preserve District.

BIKE PATH MAINTENANCE UPDATE

K. Stone stated that Public Works could not join us today, but they wanted us to let you know that the Brewster Creek bike paths along Munger Road will be completed this year and will go from Stearns Road to W. Bartlett Road. They will also be resurfacing the path along Brewster Creek Boulevard. Staff will continue to work on the path from Newport Boulevard heading west down Stearns Road. Staff received a grant from Cook County to assist with the cost of construction for the path under Route 59 and Metra is currently designing the crossings with the gates on Naperville Road. **A. Hopkins** asked, is that ahead of schedule? **K. Stone** I wish I could say it was. **D. Palmer** if I read it correctly, it will be 30-36 months for engineering.

J. Goetz the work on Stearns Road and Devon Avenue going west to S. Bartlett Road, is there an opportunity to widen that? It makes a couple of really tight jogs and it is only about 4' wide in some sections. Can that be made the standard 8' wide like the rest of the network? **K. Stone** I can ask Public Works about that. I do not know how wide the right-of-way is there. **J. Goetz** some of the trail was built around trees that have since been taken down where there are some really tight kinks and maybe that could be straightened out. People that are moving along on bikes are not going to use the path because it is not convenient and they will be on the street, which obviously defeats the purpose. **K. Stone** are you asking about Devon Avenue? **J. Goetz** no, Stearns Road to S. Bartlett Road, is there an update about a crosswalk at Route 25? **K. Stone** there is not an update at this time. We reach out to them every quarter.



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BICYCLE FRIENDLY COMMUNITY DISCUSSION

K. Stone the Village of Bartlett received an Honorable Mention. This was the first time the League of American Bicyclists has adjusted their application process and the first time that the league has scored these with this rating. I was a little disappointed to see our scoring. I think we need to do a better job of selling ourselves, I think we should have scored higher. They are looking at changing how they weigh certain components so our grades could change. I do like the fact that in the report card, they gave us items that we can improve and focus on so that we can put our efforts in the right places. Next month is Bike Month. We are going to put together a bike safety flyer and distribute that to the elementary schools and asking them to share that to get information out since kids will be out using the bike paths as a refresher for students and parents, and to advertise the bike paths that we have.

A. Hopkins that is a good idea. **J. Goetz** how often can we apply? **K. Stone** I believe it is every 5 years. We can apply more often if we think we have checked a lot of these boxes and I would have no problem applying sooner. There is no fee to apply. **J. Goetz** looking at the feedback, education was one area that we were lacking in. Are there any ideas on how we can improve that? Talking to the elementary schools is the first step. Can we talk to School District U-46 about that? **K. Stone** yes, we can talk to U-46. I would also like to talk to the Police Department to see if there is something we can do to teach safety classes during the block parties, National Night Out or a Bike Rodeo. **A. Hopkins** those are all good ideas. **K. Dasbach** the Park District would be willing to get involved as well.

WAYFINDING SIGNAGE UPDATE

A. Barna since the January 18, 2023 Bike and Run Committee meeting, staff has developed a collaborative map in which committee members can suggest additional sign locations as well as like and add comments to these proposed sign locations on the map. Each additional proposed sign location has been added to the map since the January meeting. The bikeway wayfinding sign map shows suggested locations for 8 wayfinding signs as well as 4 map board signs. I also included a chart that goes with the map. Additionally, looking forward, a complete wayfinding signage plan is needed to implement the suggested map board and wayfinding signs that we have been developing. Staff has begun researching examples of existing wayfinding signage plans in other communities. **K. Stone** this is a starting point. Most of the wayfinding signage plans are 60-90 pages. We want to make sure that we are doing something very in-depth and have a plan going forward, but we would like to get the low hanging fruit and figure out a plan to work towards intergovernmental agreements to get map board locations and incorporate branding to make it all work together. **A. Hopkins** do we need approval from any other jurisdictions for the locations that were already selected? **K. Stone** depending on where we locate the signs at the intersections. **J. Goetz** what is the time frame for this? **K. Stone** I would like to at least have the plan for exactly where they are going so we can budget for that. **B. Krall** asked, can we make those signs in-house? **K. Stone** yes, we can. **J. Goetz** thank you for your efforts with this. The map on the website is great. Are we going to roll that out to anyone else? **K. Stone** I think we are going to start to look at ways to integrate the information that we have on our bike path map and start adding points of interest and distribute maps that way and get QR codes that can be scanned while people are on the bike paths to see where they are and where they can go. **A. Hopkins** do you need any other input from this committee? **K. Stone** do you think we are going in the right direction? **A. Hopkins** yes, I think so. **K. Stone** we will keep you all updated. I would like to have a draft for the next meeting.



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GRANT UPDATE

K. Stone stated that Tyler Isham has been very busy applying for grants for the Village. We have \$150,000 funds for the bike path connection under Route 59 and an application for the Invest in Cook Grant for that underpass as well. We have already received positive feedback from Cook County and think that is very likely to be granted to us. We have \$500,000 of funding from Rep. Hirschauer for the bike path crossing the railroad tracks on Naperville Road.

D. Palmer when we first heard about the Rep. Hirschauer grant, we were told it would take approximately 2 years and now we are looking at 30-36 months for engineering. That is understandable. There are lengths of time and design features for things like that, but can they start construction of access up to the railroad tracks. I cannot cross the railroad tracks to get to W. Bartlett Road or to where the new path is going to be without walking on the road. There is 6" between the guardrail and the pavement and another 12" of pavement before the line on Naperville Road. The developer is building houses there and I think the developer could be persuaded with pressure from the Village to construct the path up to the railroad tracks to allow pedestrians to exit the subdivision on either side of Naperville Road and into town particularly with the path going underneath the railroad tracks. I would like to see some movement on that. I do not know what we can do. It has been my experience that Village's have more influence than the average Joe and I would like to see some kind of push on that. There has to be a way. I see kids on skateboards and on bikes and I see people walking. We could get a lot more people if they had a safe way to do that.

OLD BUSINESS/NEW BUSINESS

D. Palmer also, a resident brought to my attention that the Village abandoned plans to put a road through Devon Avenue to Bartlett Lakes Estates. Is there a right-of-way still along that where you might get a bike path to allow access for hikers and bicyclists. **K. Stone** that property was actually purchased by the Forest Preserve District while the Village was pursuing obtaining the property. The Village does not have any rights-of-way through that. I have reached out to Jessica Ortega at the Forest Preserve District. If the Village Board requests that they put in a bike path, the Forest Preserve might consider putting in a bike path to connect from Holly Drive south to Auburn Drive. That would be the only connection that would be allowed. **D. Palmer** I do not necessarily think it needs to be straight, but it could be an alternate route because there is no way to get to Route 59 from W. Bartlett Road to Stearns Road without going all the way around and if you are on a bike, that is fine and if you have time, but not if you are walking. Instead of 3 miles, it is 5 miles. **K. Stone** the Forest Preserve may grant bike path access south of Auburn Drive. **D. Palmer** would we be able to 6' or 8' of bike path through that? **K. Stone** if we get direction from the Village Board. **D. Palmer** I will lobby a few trustees.

J. Goetz I think the flashing lights are a great idea. The flashing light that is by Bartlett High School uses a button and the light flashes for 30 seconds. Munger Road would be a good opportunity and the horse barn. Anywhere where there is no crosswalk. There are probably more. Do we have an idea of what that would cost and who would have jurisdiction? **K. Stone** We would need a criteria so that we are not getting requests for those at every intersection. We could have Public Works look at what type of criteria they prefer. A midblock crossing would be one point that I think we would want. I can bring that to Public Works and have them list where we have midblock crossings. I know the crossing on Munger Road is not technically a midblock. **J. Goetz** I think these are solar powered. **K. Stone** yes, they are and we can get cost estimates as well.



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A. Hopkins asked for a motion to adjourn.

Motioned by: D. Haper

Seconded by: J. Goetz

Motion passed by unanimous voice vote.

The meeting adjourned at 6:35 p.m.

Memo

To: Bike and Run Committee Chairman and Members
From: Ashwin Saravanapandian, Civil Engineer
Subject: **Bike Path Maintenance Update**
Date: June 27, 2024

Each fiscal year, the Village allocated a grand total of \$40,000 to bike path repairs, maintenance and other projects; \$30,000 from the Village and \$10,000 from the Park District. The current fiscal year (23/24) budget for resurfacing bike paths was increased to accommodate for the resurfacing of the South Bartlett path. Village staff, along with grant funding, are utilized whenever possible to push those dollars as far as possible. Staff utilize past plans and the Bike and Run Committee (BARC) recommendations to plan for the fiscal year.

These paths listed are strictly the off-street paths and do not include striped paths or any of the pavement preservation that is completed annually through the Village's MFT Program. The work in this plan is incorporated into the Capital Improvement Program. Village staff resurfaced approximately 3,700' of path this past paving season. The updated list of planned projects in 2024 are below:

- Brewster Creek paths will be completed by end of June per contractor discussion (weather depending)
- Staff will continue from Newport and head west down Stearns on the path.
- Staff received a grant from Cook County to assist in the construction of the path under Route 59.
Project is still in design phase as soil borings are required.
- Metra is currently designing the trail crossing at the path on Naperville Road in conjunction with the Grasslands development, along with the associated paths within the development.
- Recently paved paths will receive a pavement preservation treatment later this summer/fall to help preserve the life of the path.
- Engineering is currently looking into road widths, road conditions, and jurisdictional limits to see if it makes sense to stripe any on-street bike lanes this fiscal year.

PLANNING & DEVELOPMENT SERVICES MEMORANDUM

24-48

DATE: June 20, 2024

TO: The Chairman and Members of the Bike and Run Plan Advisory Committee

FROM: Brian Krause, Associate Planner

RE: **Bikeways Wayfinding Signage Update** *BK*

At the previous Bike and Run Committee Meeting, a map was presented that depicted several locations across the Village where bicycle wayfinding signs would be most helpful for path users. This map was created by staff and committee members, and it provided the groundwork for staff to further research these locations and begin to put together the much-needed wayfinding signage plan.

Since then, a feasibility analysis of each of these suggested locations was completed by staff. In addition, several elements of a signage plan have been drafted, including:

- A map depicting the sign locations
- A count of the total number of signs
- A list of key destinations for the signs to direct path users towards
- A list of design elements needed to establish consistency across the signs
- Price estimates for the cost of each sign

The location suggestions in this first proposal are split into two separate phases. The first phase includes all of the locations where signs can be constructed without an intergovernmental agreement or are subject to any other concerns about land ownership and right-of-way. The second phase has locations that would require some form of agreement. Please see the draft bike plan attached.

Staff is requesting your feedback and will prepare a final draft for the next meeting.

Bartlett Wayfinding Signage Plan

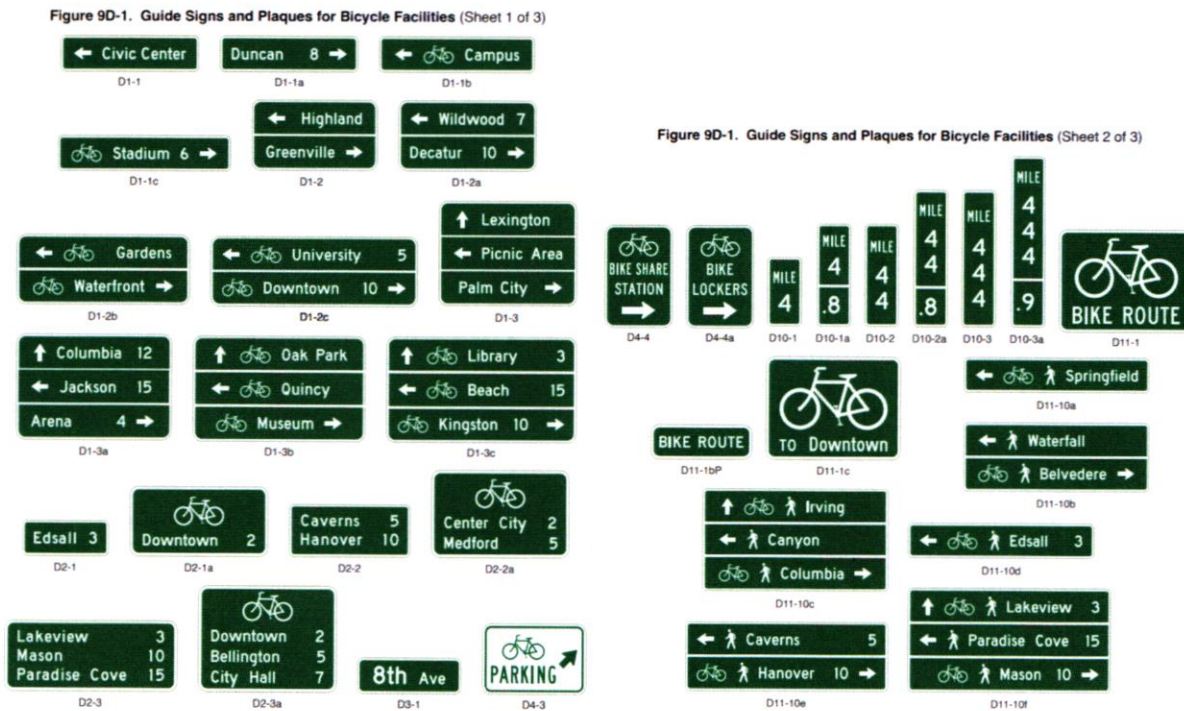
Introduction

Installing wayfinding signage at key intersections of the Village of Bartlett's trail network would improve the Village's bicycling environment. By informing users of the distances and directions to key destinations along the trails, wayfinding signs would help to create a sense of familiarity with the system, improving comfort and safety.

Design Guidelines

The signage proposed in this document has followed the 11th edition of the Manual on Uniform Traffic Control Devices (MUTCD), recently updated in 2021. The standards included in Section 9D.01 of the MUTCD are shown below in Figure 1. The Illinois Department of Transportation (IDOT) have adopted this manual with a compendium, but no additional recommendations have been made in regard to bicycle wayfinding signage.

Figure 1: MUTCD Figure 9D-1. Guide Signs and Plaques for Bicycle Facilities



Design Details

Also included in the MUTCD signage guidelines are the recommended dimensions of bicycle wayfinding signs. The highlighted dimensions correspond with signs that include a location name with the direction and distance to that location. These were used by staff to estimate the cost of each sign.

Figure 2: MUTCD Size Guidelines

Sign or Plaque	Sign Designation	Section	Off Roadway ^{1,5}	Roadway ^{2,5}
Reference Location (3-digits)	D10-3	9D.10	6 x 21	—
Intermediate Reference Location (4-digits)	D10-3a	9D.10	6 x 24	—
Bike Route	D11-1	9D.02	24 x 18	24 x 18
Bike Route (plaque)	D11-1bP	9D.03	18 x 6	18 x 6
Bike Route with Destination	D11-1c	9D.02	24 x 18	24 x 18
Shared-Use Path Destination (1 line)	D11-10a	9D.12	Varies x 6*	—
Shared-Use Path Destination (2 lines)	D11-10b	9D.12	Varies x 12*	—
Shared-Use Path Destination (3 lines)	D11-10c	9D.12	Varies x 18*	—
Shared-Use Path Destination and Distance (1 line)	D11-10d	9D.12	Varies x 6*	—
Shared-Use Path Destination and Distance (2 lines)	D11-10e	9D.12	Varies x 12*	—
Shared-Use Path Destination and Distance (3 lines)	D11-10f	9D.12	Varies x 18*	—

* For use on shared-use paths only.

Notes: 1. Includes shared-use paths and bicycle-only facilities outside of the roadway.

2. If the sign or plaque applies to motorists and bicyclists, then the size shall be as shown for conventional roads in Tables 2B-1, 2C-1, 2D-1, or 8B-1.

3. Larger signs may be used when appropriate.

4. Dimensions are shown in inches and are shown as width x height.

5. Separated bicycle lanes (see definition in Section 1C.02) can be located within the roadway or outside the roadway, and the minimum sign sizes for these facilities are shown in the off roadway and roadway columns respectively.

A sample image has been provided below in Figure 3 not as a final design proposal, but as an example of how an installed sign could improve the navigability and appearance of a bike path. Listed below are additional standards that would provide consistency and cohesiveness to all of the signs installed along the bike network.

- All signs should be uniform, both in design and placement along the bike trails.
- Signs should include:
 - The name of a key destination along route, abbreviated if necessary.
 - A directional arrow indicating the shortest travel path.
 - Mileage from the sign to each key destination.
- All key destinations to be included on the proposed signs are listed below in Figure 4, and in the map in Figure 8.
- Destinations should be stacked, sorted first by direction (i.e. all destinations reachable after a left turn should be together), and then by distance, with the nearest destinations listed first.
- Signs should be placed at key intersections within the Bartlett trail network, as depicted in Figure 5

Figure 3: Sample Design

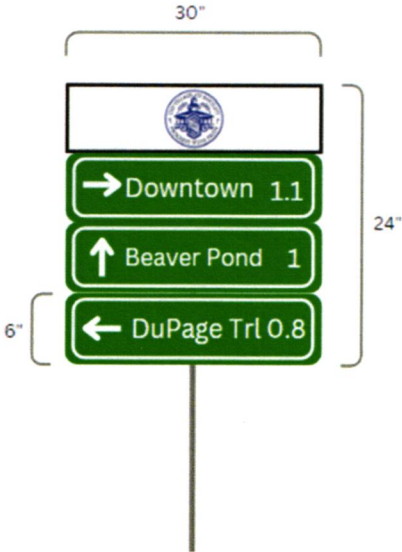


Figure 4: Table of Key Destinations

Key Destinations	Number of Mentions
Bartlett Community Center	6
Bartlett Trail	2
Beaver Pond	1
Brewster Creek Business Park	2
Centennial Elementary	1
Downtown Bartlett / Metra Station	7
North Central DuPage Trail	2

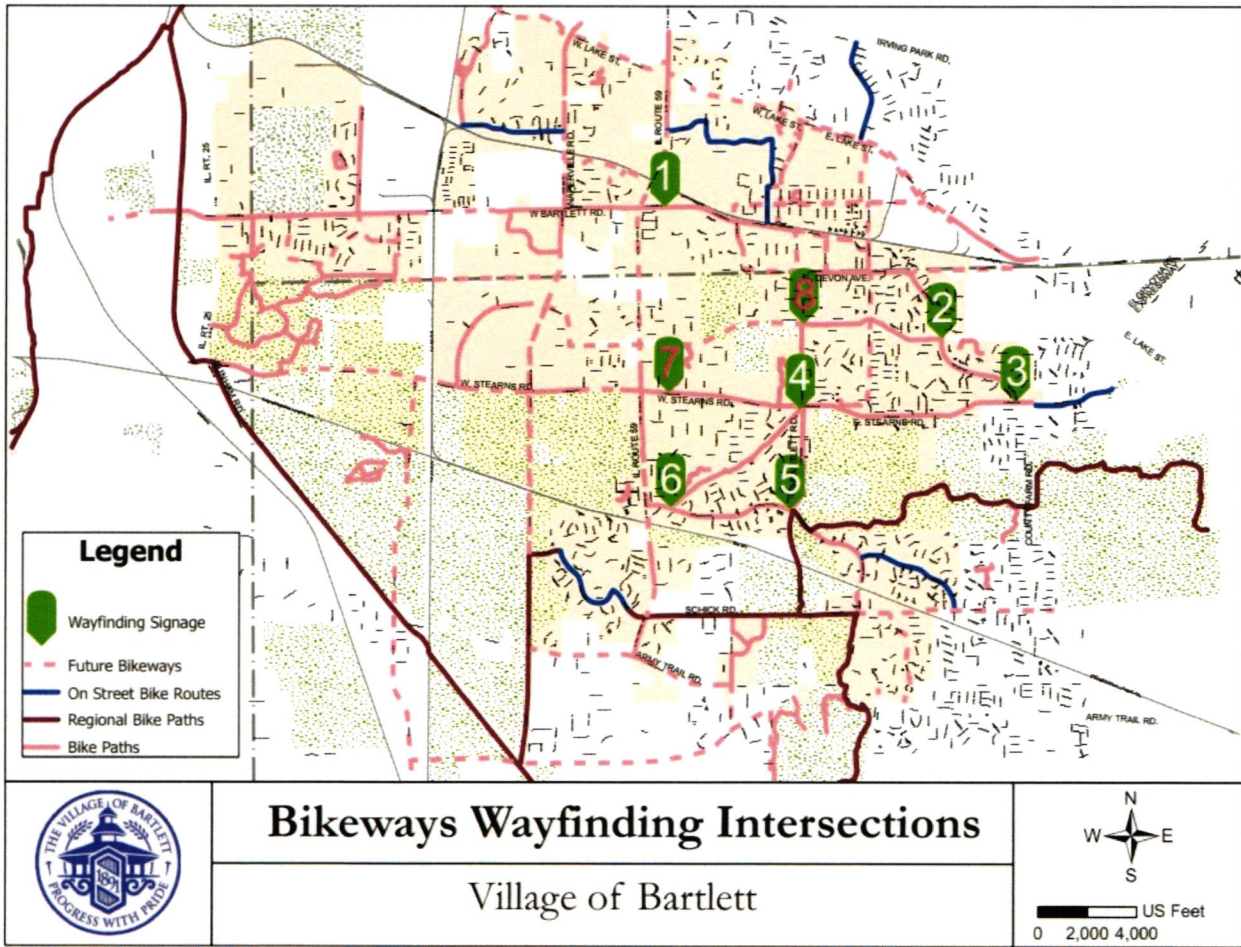
Figure 5: Table of Proposed Phase 1 Signs, with Listed Destinations

#	Sign Location	Eastbound	Westbound	Northbound	Southbound	Number of Signs
1	West Bartlett, East of Rte 59	Downtown, Metra	Brewster Creek BP			1
2	Newport and Bartlett Trail		Bartlett Trail	Downtown, Metra		2
3	Newport and Stearns		Comm. Center, Centennial Elementary	Downtown, Metra, Bartlett Trail		3
4	Stearns and South Bartlett		Beaver Pond	Comm. Center, Downtown	DuPage Trail	2
5	Struckman and South Bartlett			Comm. Center, Downtown		1
6	Struckman and Bartlett Trail	DuPage Trail		Comm. Center, Downtown		3

Figure 6: Table of Proposed Phase 2 Signs, with Listed Destinations

#	Sign Location	Eastbound	Westbound	Northbound	Southbound	Number of Signs
7	Stearns and Beaver Pond	Comm. Center,	Brewster Creek BP			2
8	South Bartlett and Bartlett Trail			Downtown, Metra	Comm. Center	1

Figure 7: Wayfinding Locations Map



Cost Estimate

Estimated Price Per Square Footage	\$50
Price Per Post	\$100
Estimated Dimensions Per Destination Sign	30" Wide X 6" Tall
Estimated Dimensions of VOB branding	30" Wide X 6" Tall

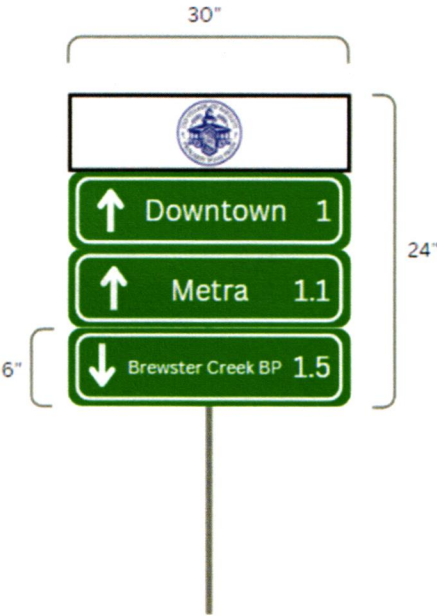
	Square Footage	Cost Per Sign with Post	Number of Signs	Total Costs
Single Destination (30" X 12")	2.5	\$225.00	3	\$675.00
2 Destinations (30" X 18")	3.75	\$287.50	2	\$575.00
3 Destinations (30" X 24")	5	\$350.00	10	\$3500.00
				\$4,750.00

Proposed Signs – 7 Locations, 15 Signs in total

Sign Location 1 – West Bartlett, East of Route 59



Sign Sample 1A – Facing West

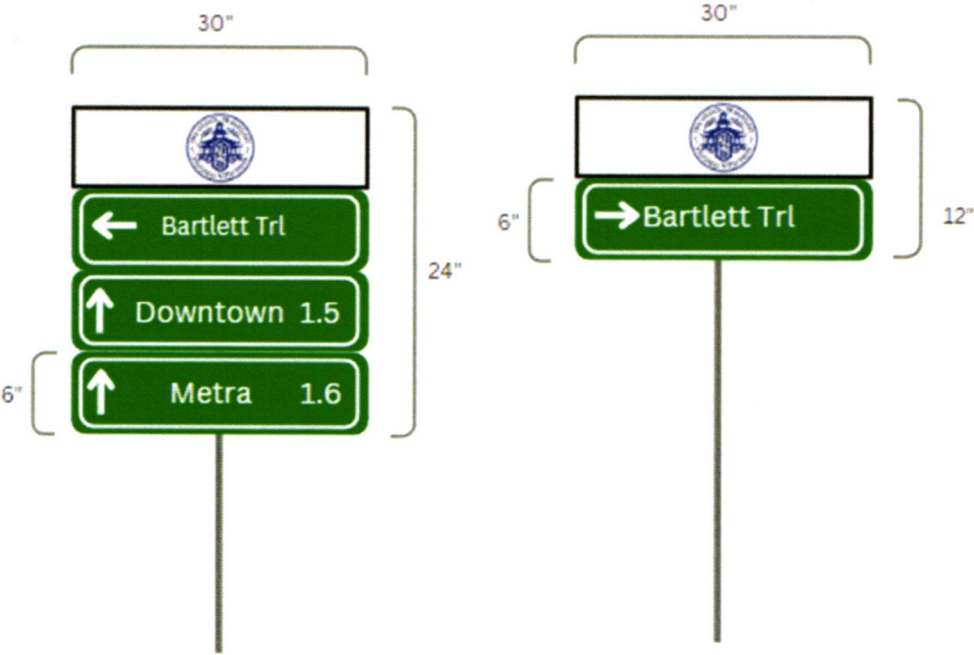


Sign Location 2 - Newport and Bartlett Trail

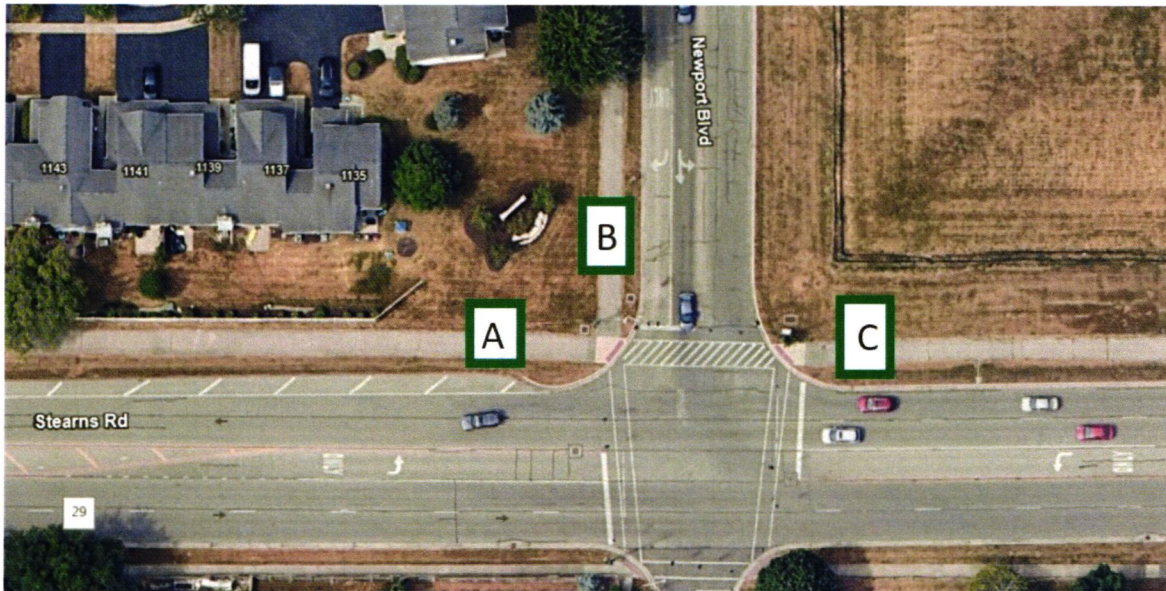


Sign Sample 2A – Facing South

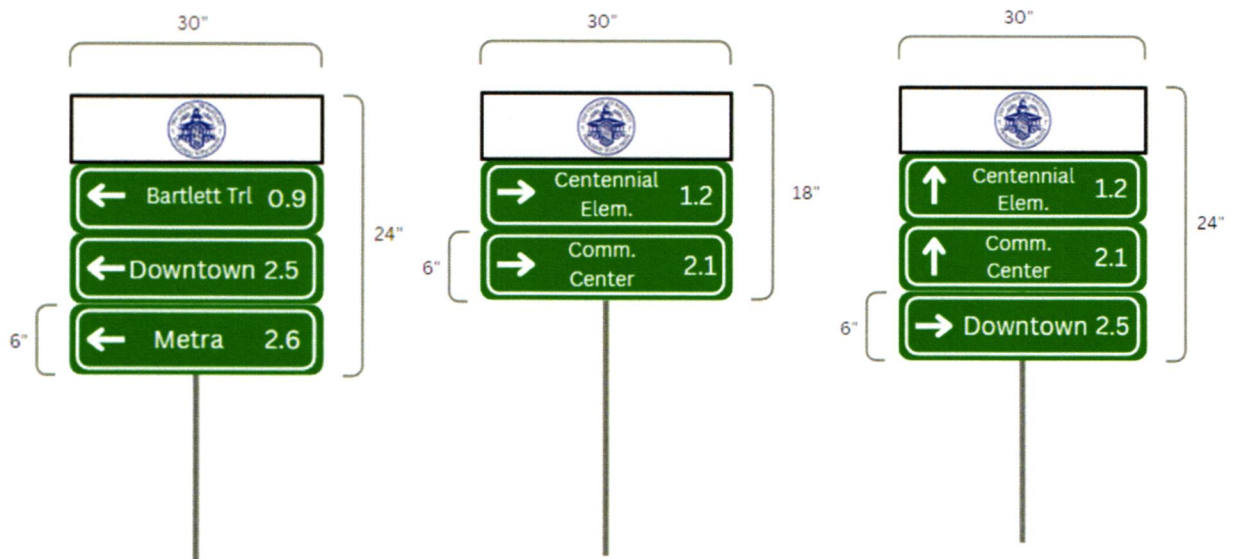
Sign Sample 2B – Facing North



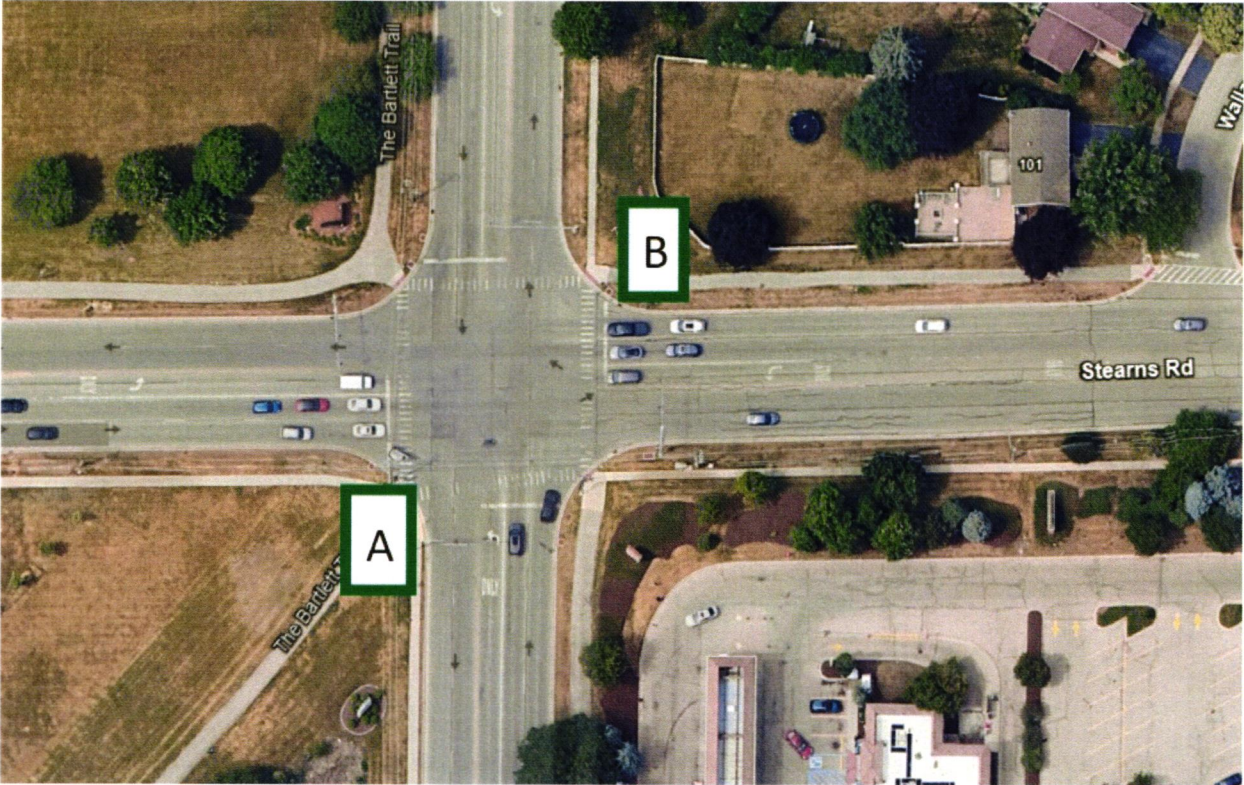
Sign Location 3 - Newport and Stearns



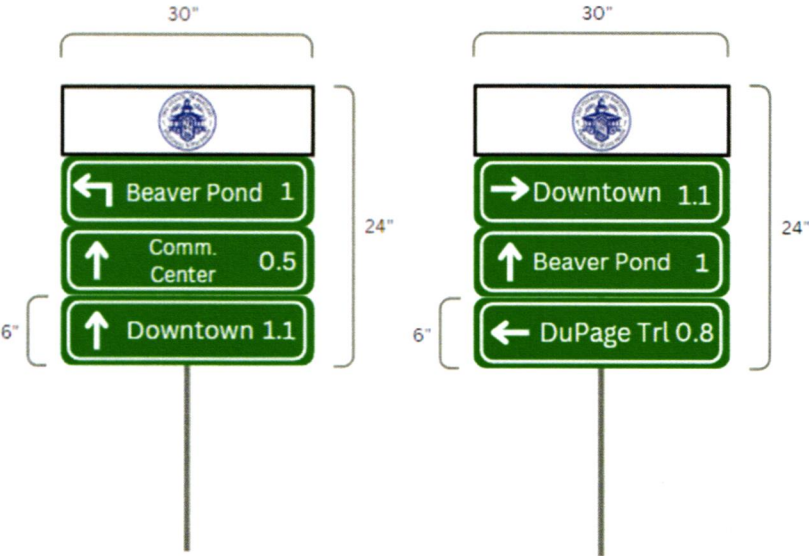
Sign Sample 3A – Facing West Sign Sample 3B – Facing North Sign Sample 3C – Facing East



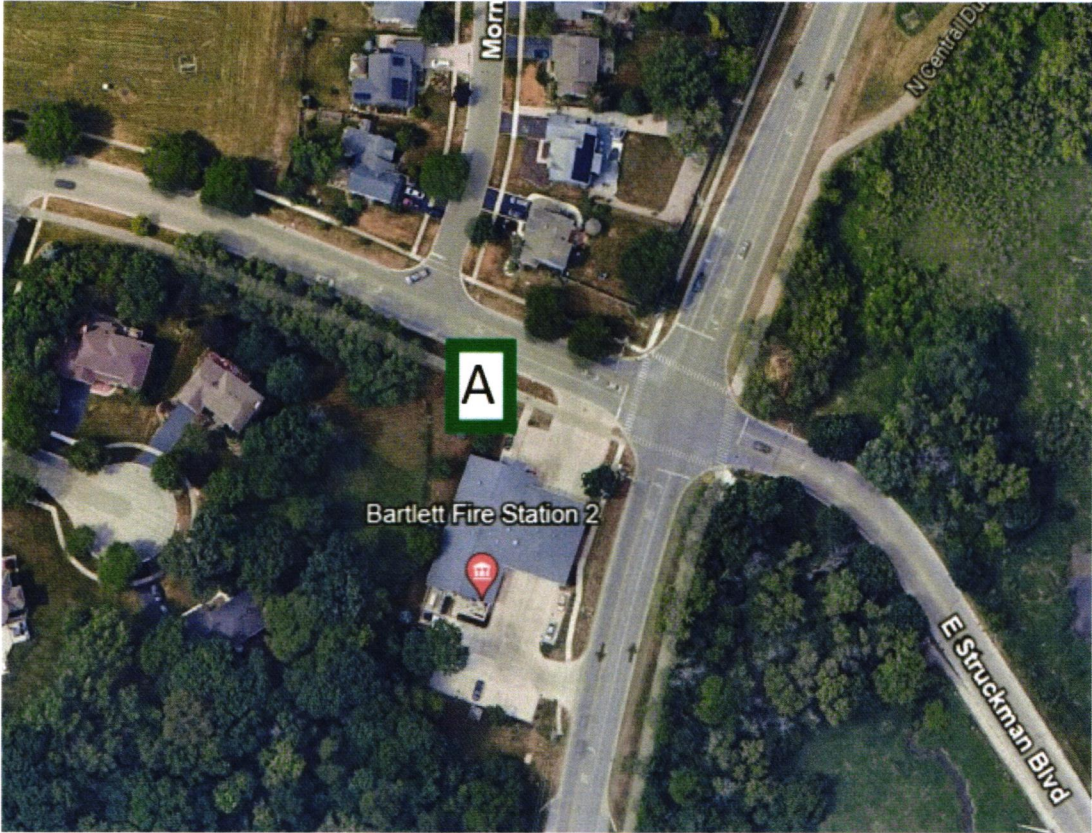
Sign Location 4 - Stearns and South Bartlett



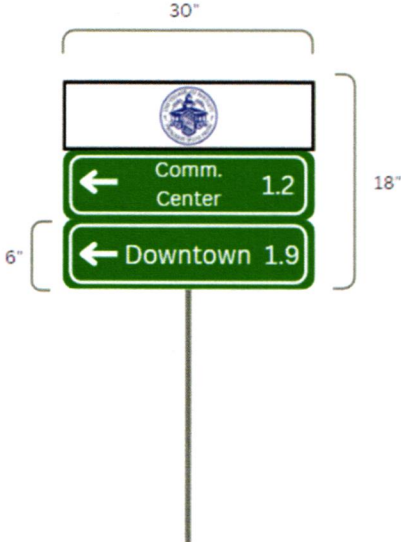
Sign Sample 4A – Facing South Sign Sample 4B – Facing East



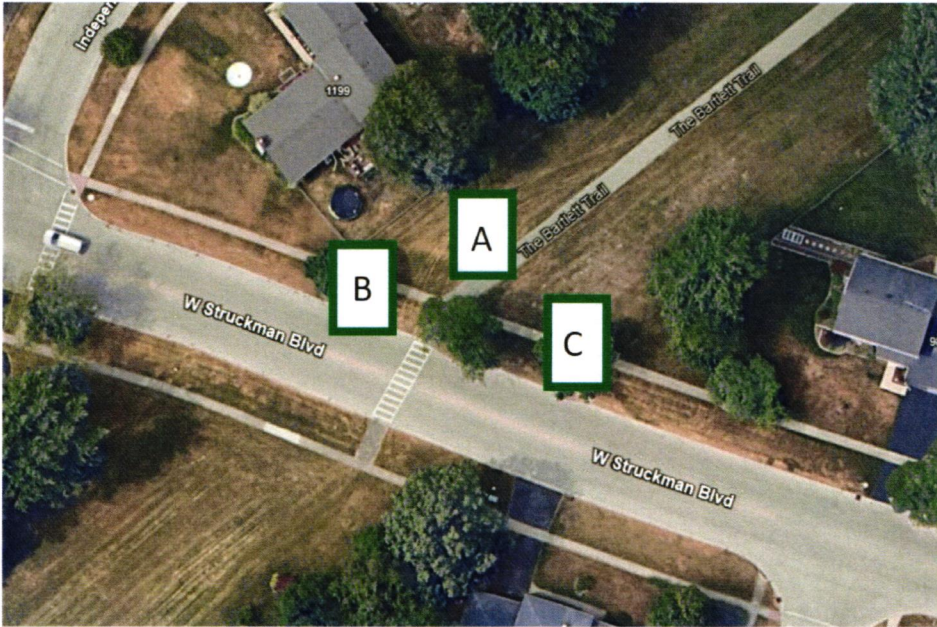
Sign Location 5 – Struckman and South Bartlett



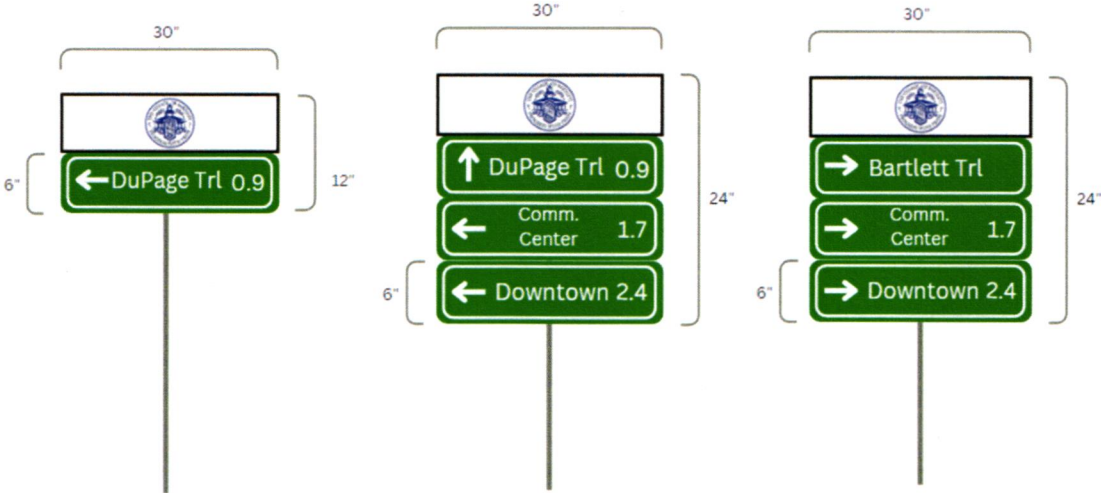
Sign Sample 4A – Facing West



Sign Location 6 – Struckman and Bartlett Trail



Sign Sample 6A – Facing NE Sign Sample 6B – Facing West Sign Sample 3C – Facing East

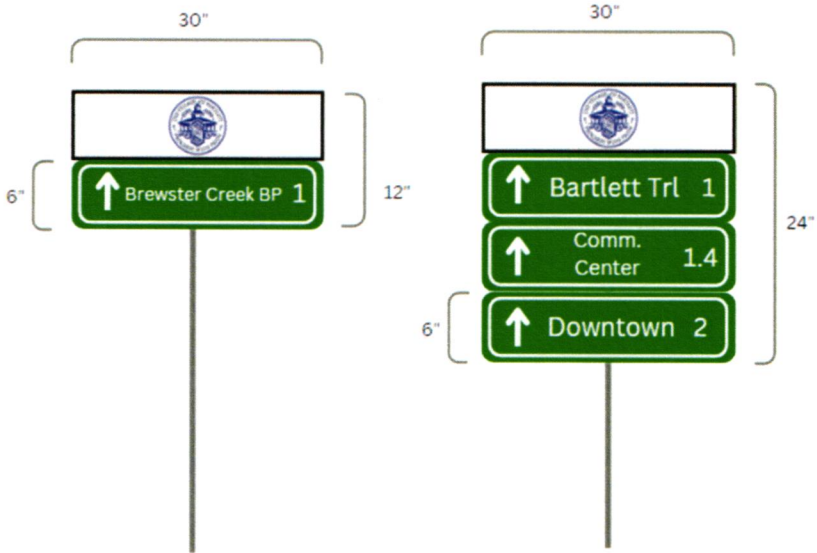


Sign Location 7 (Phase 2) – Stearns and Beaver Pond

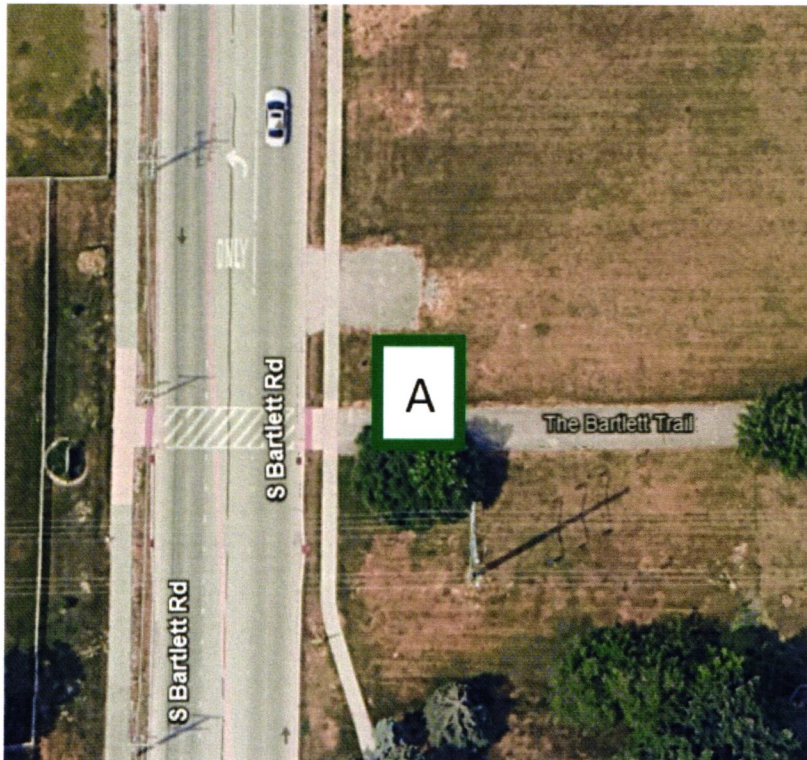


Sign Sample 7A – Facing East

Sign Sample 7B – Facing West



Sign Location 8 (Phase 2) - South Bartlett and Bartlett Trail



Sign Sample 8A – Facing East

