



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

**BARTLETT MUNICIPAL CENTER
228 S. MAIN STREET
October 17, 2024
3:00 PM**

1. Roll Call
2. Approval of June 27, 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 December 26, 2024



**Village of Bartlett
Bike and Run Committee Minutes
June 27, 2024**

CALL TO ORDER

Chairman Adam Hopkins called the regular meeting of the Bike and Run Committee to order at 3:00 p.m.

ROLL CALL

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

Absent: None

ALSO PRESENT: A. Barna, Associate Planner, B. Krause, Associate Planner, N. Talarico, Village Engineer, Ashwin Saravanapandian, Civil Engineer

APPROVAL OF MINUTES

A motion was made to approve the minutes of the April 4, 2024 meeting.

Motioned by: D. Palmer

Seconded by: J. Goetz

ROLL CALL

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

Nays: None

Abstain: None

Motion carried.



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PUBLIC COMMENT:

Chairman A. Hopkins asked if there were any comments from the public. **A. Barna** we did receive a public comment via email from Ana Carabajat, 201 W Country Drive which reads as follows: *"I love the wayfinding signs especially in the high bike traffic areas such as Stearns and S Bartlett Rd. However, there actually is not a safe bike route leading to downtown from the south, so we are leading cyclists to unprotected/unsafe routes. I would love to see bike routes added and/or expanded along S Bartlett Rd and Prospect Rd into the downtown area as are recommended on the current and previous Bartlett Bike Plan. Both S Bartlett Rd and Prospect Rd are high bike traffic routes to and from the Metra and downtown. Both roads, especially Bartlett Rd, have cars at speeds that are dangerous for on road cyclists, especially vulnerable individuals such as children and teens. Both roads are bike routes for students attending Eastview Middle School. Therefore, these routes should be of the highest priority for future projects. The Bartlett Bike Plan has great recommendations for the existing gaps on both these roads. Thank you!"*

PARK DISTRICT UPDATES

No update from the Park District.

BIKE PATH MAINTENANCE UPDATE

N. Talarico stated that the Brewster Creek bike paths should be wrapping up in the next few weeks. That path has been completed up to Stearns Road. If inhouse crews have time towards the end of the season, they are going to continue resurfacing the path on Stearns Road from Newport to the west to Bittersweet where we had previously resurfaced because of the water main project. That is tentatively scheduled for the end of this season. For the bike path under Route 59, we are currently in the process of trying to gain access through private property to get borings under that bridge so that we can continue with the design process. We sent a letter to that property owner on Route 59 where we need access. Metra is currently designing the Naperville Road crossing. The Grasslands paving contractor was paving Naperville Road this week and they did finish that. They will also pave the bike path along Naperville Road to the north. Unfortunately, it will just dead-end there at the creek because they are still working on permitting to get the bridge over the creek there. The path will be paved on both sides, but it will not connect. We have been talking with the developer there to figure out if it is the safest design to take people heading north on Naperville Road and then bringing them to the street at the narrowest part of the road near the guardrail. We do not want to dump the bikers onto the narrow area between the guardrail and the creek. They will take a look at that when they start to pave it. It might just dead-end there at the creek. Later this summer/early fall, we will have our paving preservation project going on. With that project, we spray preservers onto the pavement to prolong the life of the pavement for the bike paths.

We have also looked into the on-street bike lanes that were suggested in the bike plan and there were a few that did not have the width for stripping. On Spaulding, we had a 4-foot bike lane on each side for each direction and we were able to maintain a good lane width there. On some of the other residential streets that were suggested such as Bennington, Lakewood Mill, Westridge Boulevard only have about a width of 25 feet and if we put a dedicated bike line on each side, we would not have room for a full lane of traffic for each direction. Striping on those roads is not going to work. Maybe share the road signage would work. We are going through the list and the ones that are feasible and make sense to do this year with our striping program, we will definitely do those. There a



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couple of other streets that we may want to hold off on until we resurface those. On Fairfax, which think is a great connection might be resurfaced in 2025 and we may want to hold off on that until then. We are going to make sure that we incorporate these on-street bike paths with our striping programs and incorporate those into our resurfacing program. We will do what we can when it makes the most sense financially. **A. Hopkins** will this effect on-street parking in front of houses in the residential neighborhoods? **N. Talarico** in theory, if we striped a designated bike lane, hopefully, people would not park there. A bike lane on residential street, especially with driveways, we would have to put up no parking signs to make sure that lane is clear all the time. On Mayflower and Struckman Boulevard, we striped that street, but did not put up no parking signs because that is a shared street, which has been working. That gives everyone a place to ride and park if they need to. **J. Goetz** asked is the public works maintenance department on schedule with their routine projects? Will some of these bike lanes be striped this year. **N. Talarico** the striping bike lanes is part of our pavement marking project, which we are going to be scheduling in July and August. By then, I will have a good answer as to if we are able to complete those. In the time frame of future maintenance, it does not make sense to stripe something this year if a project is coming up for next year. I want to make the dollars go as far as they can. **J. Goetz** will the resurfacing at Stearns Road west of Bittersweet include grinding and resurfacing because that section is really bad. **N. Talarico** yes, it would be. The final product would similar to what you see on Newport. **J. Goetz** does that cover the whole budget for the year? **N. Talarico** that resurfacing would be an inhouse job. There is a budget of \$40,000 for that, \$10,000 of that is from the Park District for the bigger maintenance projects and pavement preservation. Stearns Road from Bittersweet to Kent Circle was resurfaced with the watermain project in 2018 and we have recently sprayed that with the pavement preserver. The bike paths are in good shape from Bittersweet Drive to Kent Circle. The Park District just did a project on their property. **A. Hopkins** would you recommend that we use MFT funds to get ahead on the bike paths? I know we have a balance in the MFT fund and that is earmarked for roads and not necessarily bike paths, but let us say one year we decide to put \$100,000 towards it, would that make a pretty good dent? **N. Talarico** yes, I do. The South Bartlett Road Bike Path near the library was paid for with MFT dollars. I would also try to incorporate a lot of these bike paths into the MFT project to take that whole amount to focus on one area. I do think that is feasible

WAYFINDING SIGNAGE UPDATE

A. Barna since the April meeting, staff has written a draft for the wayfinding signage plan. The plan includes sign design, estimated costs, intersections with signage as well as sign placement and destinations. The draft proposes the installation of signage in 2 separate phases based on jurisdiction and right-of-way. **B. Krause** stated that when drafting this plan, we had 4 main sources. The first was the map that you all created pinpointing potential locations for signs. Second, we looked at other wayfinding plans in other communities in DuPage and Cook Counties. Third, was our own bike plan, which was a big source and the fourth was a document released by the US Department of Transportation the "Manual on Uniform Traffic Control Devices" which has specific guidelines when it comes to the design of the signs. That is something that we stayed away from, but would be included in the final draft. We focused primarily on the content and locations of the signs in this draft. The plan has 2 different phases and we would like your input. The first 6 signs in the plan show locations that we could build tomorrow. We are able to build on these locations because they are in our jurisdiction and there would be no issues working with other organizations. You may have noticed that there are quite a few locations included on the map that was discussed at the last meeting that are not shown here. There are 2 reasons for that, one is jurisdictional, either in DuPage County's right-of-way or the Park District's right-of-way. The second reason is that we have a lot of signs already installed. One important sign is at the intersection between Stearns Road and the Illinois Prairie Path. There is a sign



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there from DuPage County that points users in the direction of the State Park and a few other places. There are a lot of locations where we do not need to install signs because there are already signs there. Signs 7 and 8 we decided to include despite the fact that they are in other jurisdictions because those would be very beneficial. We wanted to show this committee the 2 versions of what the plan could look like. We could have either gone the route of showing all of the signs that we could do now or have a list of signs that would need an intergovernmental agreement which would be more complicated and take more time, but we can also include those, but these are 8 signs are the most feasible. The big take away from the MUTCD document is that it talks about what the content should be. Destination, directional arrows and mileage would be important content. Mileage is an important measurement rather than travel time because people travel at different speeds on shared use routes. We had talked previously about a Village of Bartlett designation for the signs with branding on the top of the signs. At the next meeting, we will have a final draft. Any problems you see with these locations or additional locations that you would like us to look into would be very helpful and we would appreciate that feedback.

The sign at the corner of W. Bartlett Road east of Route 59 where the Grasslands trail is going to come out is unique from the other signs because it is the only sign that is currently not at a pivotal point where a user would have to make a decision about which direction to go. Right now, the only trail that is there is going east/west along W. Bartlett Road and there is no decision to make, you would either keep going straight or turn around, but this is the only one that is think ahead because that trail theoretically is going to point users east to downtown and to the Metra and to Brewster Creek. The Newport Avenue and Bartlett Trail sign is important because Bartlett Trail is a little bit hidden by the Ruzicka Park parking lot near the baseball diamonds. We wanted to make it clear that you can continue north towards Metra and also that this is a great trail if you go past the parking lot. Farther south at Newport Blvd and Stearns Road going west, users can get to the Community Center, Centennial Elementary School, downtown and Metra. The sign at Stearns Road and S. Bartlett Road is a little tricky because of the jurisdictions. The only segment of right-of-way that is ours is Stearns Road going east and everything else is DuPage County. There are only 2 signs that we can do, 1 facing east so if you are traveling down Stearns Road westbound, you can go north to go downtown, straight to Beaver Pond, or south to DuPage Trail. Another sign we can put along Bartlett Trail, not on S. Bartlett Road or Stearns Road, but along Bartlett Trail itself points users towards those same destinations. At Struckman Blvd. and S. Bartlett Road in front of the fire station, which is a densely populated area, we want to tell users that downtown is not that far away and is only about 2 miles away. Traveling further west on Struckman Blvd., at the intersection with the Bartlett Trail on the other end from Stearns Road and S. Bartlett Road there is a similar set of destinations including the DuPage Trail, the Bartlett Community Center and downtown. Those are the first of the phase 2 signs. Stearns Road at this point is in DuPage County's jurisdiction and we would need an intergovernmental agreement to access the sign, but we thought to include it just to show what a plan could look like if we start getting into the signs that we could include with intergovernmental agreements and that sign would be very helpful because Beaver Pond is a great destination and is not that far from downtown and the community center. The second sign is also much closer to downtown on S. Bartlett Road at the intersection with the South Bartlett Trail just on the other side of the sign that was mentioned earlier on Newport Blvd with a straight line across to the east directing trail users to the downtown to link these all together. We would like to hear feedback from this committee.

D. Palmer I really like the uniformity of this because it is easy to pick up when you are going from town to town. The eye comes right to it. This is a great start. I think we can add more if necessary. **A. Hopkins** I agree. **J. Goetz** you clearly put a lot of thought into this and it is fantastic. Are these signs



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front and back on 1 post? **B. Krause** we did 1 side only for simplicity's sake. It gets to be a spatial exercise trying to rationalize which way you are looking at signs. We decided to split the signs and make sure that each direction is covered regardless of which direction you are looking, but once we get into the actual design of the signs that is something we will definitely be looking at. We did also look at pricing with estimates based on individual signs. It would be about \$50 a square foot per sign and \$100 for the post. The final plan will be much more thorough. **B. Krall** you did a very nice job with this. Will these signs be printed in-house? **B. Krause** yes. That was the other part of the simplicity to make it easier not only for readability but doing the signs in-house is also much more convenient. Asked the committee, what do you think about the 2 different options of doing a plan that is very dedicated towards presenting the signs that we are able to build immediately without any intergovernmental agreement or should we include signs that would require an intergovernmental agreement and would take more time and manpower? **A. Hopkins** I think we should hit the ground running and do what we can now and then phase in the rest and work with the other governments. **D. Palmer** yes, I agree. **J. Goetz** I also agree. **B. Krall** yes, the community would like to see this type of action. **A. Hopkins** asked, what is the timeframe for this plan? **B. Krause** we would like to get more details ironed out and have a final draft ready at the next meeting.

OLD BUSINESS/NEW BUSINESS

D. Palmer a resident sent me a website for La Crosse, Wisconsin that I will be forwarding and would like the chairman to decide if we would like to discuss that at a future meeting. That plan is very involved and we might be able to use bits and pieces of it. It is a well-laid out plan that residents can look at too.

On Spaulding Road, near the railroad tracks at the west end of town on the west side of the Metra tracks, there is a giant puddle there every time it rains where the road is depressed. It is difficult to get around. That will eventually need improvement. **N. Talarico** I can check the jurisdictional map. **D. Palmer** the path near the church by Villa Olivia behind the trees, there peaks are and valleys from tree roots that have made that route unsafe and I believe that is Bartlett. **J. Goetz** will that path connect eventually to new path that is being run from W. Bartlett Road north across the tracks? **N. Talarico** I think that is possible eventually. There is 1 gap there with 1 property left to be developed. From the church the path is continuous and then it gaps at that property and continues just north at Spaulding Road. **A. Hopkins** maybe at the next meeting we can have a map with updates of what the possibilities are. **D. Palmer** I know there is Route 20 reconstruction, but I am not sure if it goes that far east. I do not know where bike paths come in, but I know they are doing everything down Shales Parkway. They are going to do that interchange and make an overpass and cloverleaf. They are going to improve Route 20 along that, but I do not if that includes bike paths. That would be an opportunity to connect. **A. Hopkins** can we include Route 20 in the update? **N. Talarico** there are preliminary engineering plans for that project. They are in phase 1 right now. I can look to for those plans. They would have any plans for the bike paths too and I will bring that for the next meeting.

J. Goetz I have a question about collaboration with Wayne Township. Klein Road is going out for grant approval and I know that the Village of Bartlett has already provided a letter. There was also a potential path along Powis Road that came up recently. I know that it is not in on our plan, but this was presented as, "we are going to build a path, would you support this"? I know it is not on the top 10 of paths, but when someone else is going to fund it and all we have to do is pay 20% that seems like a very good return on investment. I know it does not fill a gap that we are looking for. **A. Hopkins** would it fill a gap of riders? **J. Goetz** yes, it would terminate at Stearns Road on the north end and go from Army Trail, across the railroad tracks to Stearns Road and stop there. The path on Stearns Road



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is still in planning and we do not want to build anything that terminates, but I think we should not discount it because it is going to stop and be a path to nowhere. We have to look long term into the future. The Stearns path is in varying degrees of acceptance and if this happened it would be a such a pretty addition that people do not even know exists right now. **A. Hopkins** is this on staff's radar at all? **N. Talarico** I believe it was Wayne Township that reached out looking for support for the resurfacing project. We wrote them a letter of support for that project because if they are going to be out there and we have about a half mile stretch of Powis Road from the railroad tracks to Stearns Road. We have that on the radar. I do not know anything about the bike path. The railroad tracks are there and we might be on the hook like we are on Naperville Road for the crossing. We would have to get approval from the railroad for the at grade crossing before we commit any money. There are also wetlands in that area and we would have to look at the FEMA maps to make sure we are not going through any floodplains or protected areas. The 20% match would come from the MFT funds. **J. Goetz** I did not realize that was not in the capital budget, but when an opportunity like this presents itself sometimes, we have to change the plan. I think this would be a great opportunity to add a 2-mile stretch of trail at a very minimal cost that crosses a railroad track. I think we should collaborate more with Wayne Township and have a Wayne Township update in these meetings.

J. Goetz I am noticing a lot of ruts from e-bikes on the limestone trails. What are the options for enforcing that? **D. Palmer** that would probably be a good topic for discussion at a future meeting. What if any restrictions can be placed on e-bikes? **A. Barna** that is something we can research and see what other municipalities are doing. **N. Talarico** I am not sure that the Village has any limestone trails. That might be a maintenance questions for the Forest Preserve.

A. Hopkins asked for a motion to adjourn.

Motioned by: A. Hopkins

Seconded by: D. Palmer

Motion passed by unanimous voice vote.

The meeting adjourned at 3:42 p.m.

Memo

To: Bike and Run Committee Chairman and Members
From: Ashwin Saravanapandian, Civil Engineer
Subject: **Bike Path Maintenance Update**
Date: October 17, 2024

Each fiscal year, the Village allocates 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 October 25th.
- Staff is currently paving Stearns Trail between Newport and Bittersweet. Depending on weather, crew hopes to finish by end of season.
- 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 end of October or early November to help preserve the life of the path.
- Engineering looked into road widths, road conditions, and jurisdictional limits to see if it makes sense to stripe any on-street bike lanes next fiscal year. Tentatively we will be striping an on-street bike path on Fairfax between Army Trail and Shick with the 2025 Resurfacing Project.

PLANNING & DEVELOPMENT SERVICES MEMORANDUM
24-84

DATE: October 10, 2024

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

FROM: Brian Krause, Associate Planner *BK*

RE: **Bikeways Wayfinding Signage Plan Review**

Background

A long term, complex goal of the Village of Bartlett Strategic Plan is to improve the bike and pedestrian pathways and routes. Planning and Development Services (PDS) staff began drafting a wayfinding signage policy document in early 2024 to achieve one of the activity measures. At the June 27, 2024 Bike & Run Plan Advisory Committee Meeting, PDS staff presented a preliminary draft of the Bicycle Wayfinding Plan and received feedback and suggestions from Committee members.

Discussion

In collaboration with the Public Works and Administration Departments, PDS staff completed the final draft of the Bartlett Wayfinding Signage Plan.

The Bartlett Wayfinding Signage Plan:

- Reiterates the importance of the Village's Strategic Plan goals
- Provides designs, locations, and text for Bicycle Wayfinding signs and Corridor Wayfinding signs
- Outlines design guidelines and standards
- Establishes a rough cost estimate for the implementation of the plan

Recommendation

PDS staff recommends the Committee review and discuss the attached Wayfinding Signage Plan, and make a formal recommendation for the Village Board to adopt the plan.



↑ DuPage Trl 0.9

← Community Center 1.7

← Downtown / Metra 2.4



← Bartlett Trl 0.9

← Downtown / Metra 2.5



→ Rte 59 Underpass

You Belong in
Bartlett

- Community Center / Library
- Downtown / Metra
- ← State Park

Bartlett Wayfinding Signage Plan

October 2024

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Signage Purpose

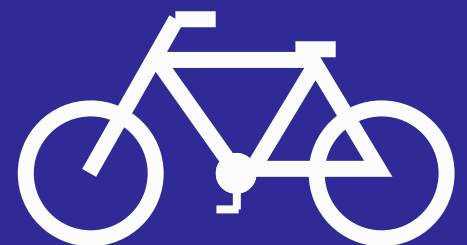
Style and Design

Destinations and Placement

Design Specifics

Cost Estimates

Sign Location Listings



Installing wayfinding signage at key intersections of the Village of Bartlett’s trail and roadway network would greatly improve the Village’s navigability and sense of place. To guide this project, the Bartlett Wayfinding Signage Plan was created, meeting goal number 12 of the Village of Bartlett Strategic Plan 2024-2027: Improve the Village bike and pedestrian pathways and routes.

Part 1 of this document is the Bicycle Wayfinding Plan, a plan supported by the Bartlett Bike & Run Plan Advisory Committee to advertise the accessibility of Bartlett’s points of interest from the bike network. The proposed signs are all located within Bartlett right-of-way, and installation can begin immediately.

Part 2 of this document is the Corridor Wayfinding Plan, which proposes the installation of signs at the major roadway entrances to the community and gives incoming travelers directions to important locations. These signs will require intergovernmental agreements prior to installation.

Finally, the Bartlett Wayfinding Signage Plan includes cost estimates for the construction and installation of each of the proposed signs, as well as a detailed appendix listing the specifics of each sign and their locations.

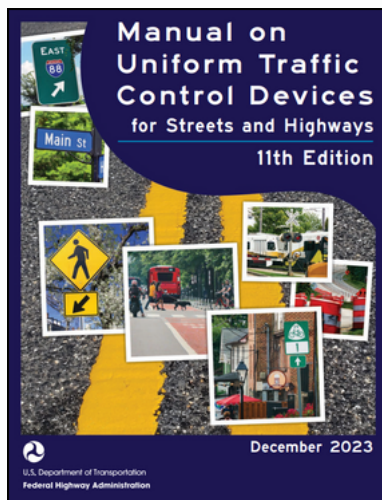


Figure 1: Cover page of the MUTCD

To create the Bartlett Wayfinding Signage Plan, the 11th edition of the Manual of Uniform Traffic Control Devices was heavily consulted. This document from the U.S. Department of Transportation sets standards for the design and placement of wayfinding signage.



Acknowledgements:

Bike & Run Plan Advisory Committee:

Trustee Adam Hopkins, Chairman

Jay Doherty

John Goetz

Barry Krall

Dan Palmer

Village of Bartlett:

Administration Department

Planning & Development Services Department

Public Works Department



Bicycle Wayfinding Plan

Bicycle Wayfinding Plan - The Process

Under the direction of the Bartlett Bike & Run Plan Advisory Committee, Planning and Development Services (PDS) staff compiled a map of potential locations for signage along the community’s shared-use paths. These signs were to be created to point path users in the direction of Bartlett’s many bicycle-friendly locations, including the Bartlett Community Center, the Bartlett Metra Station, and the North Central DuPage Regional Trail.

Then, staff worked with committee members to find suitable locations for signs at intersections of the Bartlett shared-use trail network. This was done by committee members on a digital map (Figure 2), and then again by staff on a paper map (Figure 3).

Figure 2: Wayfinding locations committee proposal

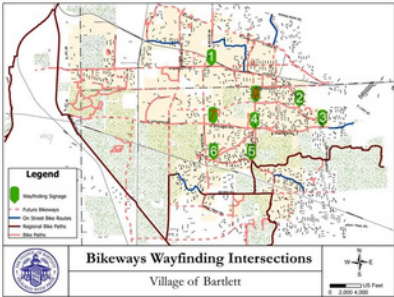
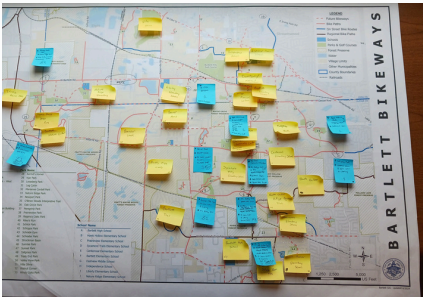


Figure 3: Wayfinding locations proposal in progress



A draft version of the Bartlett Bicycle Wayfinding Plan was then presented to the Bike & Run Plan Advisory Committee on June 27, 2024. At that meeting, staff received useful comments and suggestions on creating this final draft.

Style and Design

Following the standards included in the MUTCD, and in collaboration with the Village of Bartlett’s Planning & Development Services Department, Public Works Department, and Bike & Run Plan Advisory Committee, the design shown below has been chosen.



Figure 4: Completed Bicycle Wayfinding design

Bicycle Wayfinding Plan

The following map presents the key locations along the path network that the proposed bicycle wayfinding signs will point the path users towards. These locations were chosen based on accessibility from the path, high usage, and overall significance to the community.

Key Destinations

Map 1: Key Destinations of Bartlett - Bicycle Plan

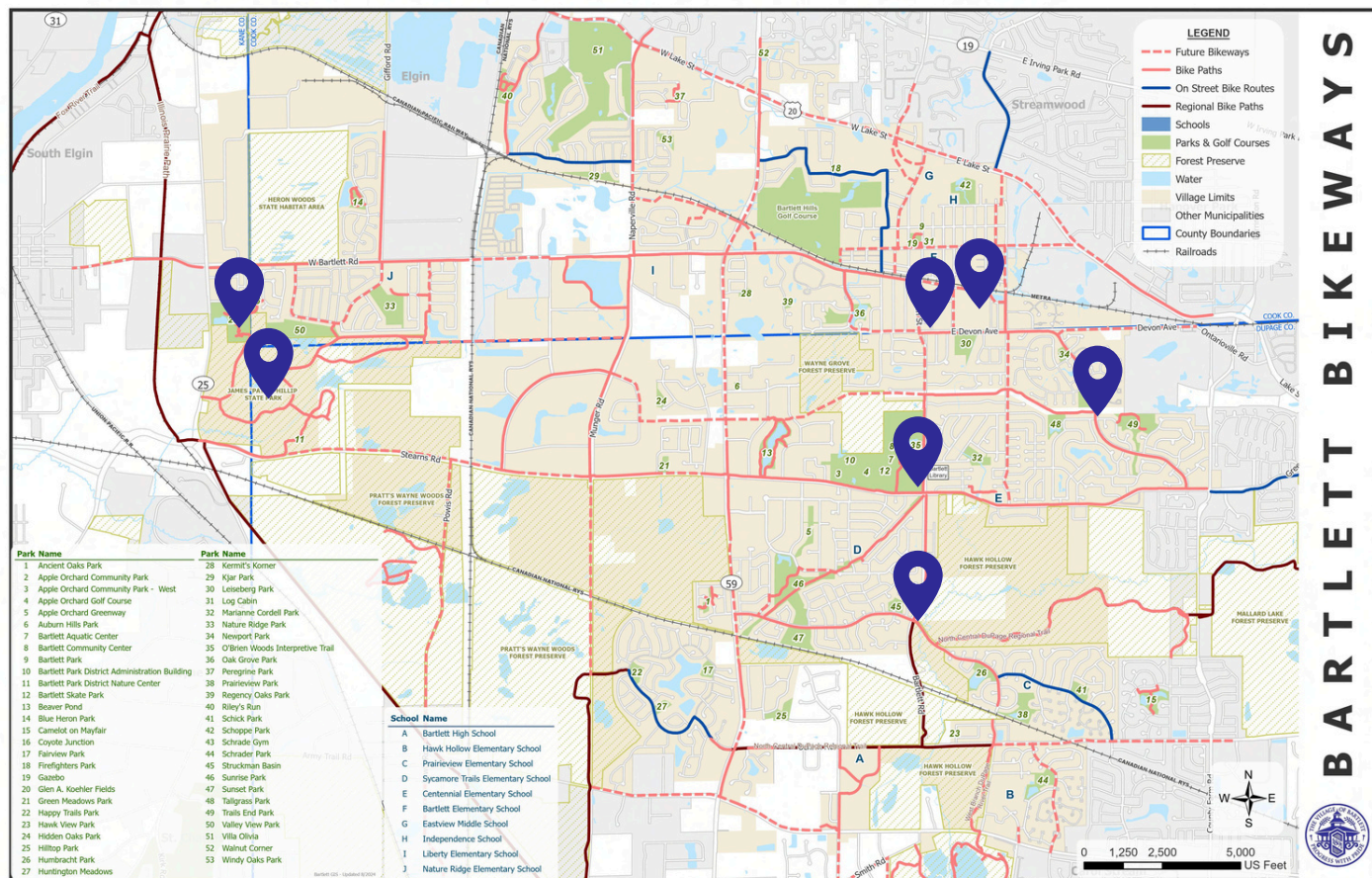


Table 1: Key Destinations of Bartlett - Bicycle Plan

Key Destination	Bartlett Community Center	Bartlett Trail	Downtown Bartlett	Bartlett Metra Station	Glen A. Koehler Fields of Bartlett*	North Central DuPage Trail	James “Pate” Philip State Park*
Abbreviation	Community Center	/	Downtown	Metra	Koehler Fields	/	State Park

*While Koehler Fields and the State Park are not currently accessible to the entire path network, they will be added to signs installed when the missing connections are made.

Bicycle Wayfinding Plan

The following map depicts the proposed locations for each of the initial six signs in the Bicycle Wayfinding Signage Plan. Additional locations will be reviewed by the Bike & Run Advisory Committee when additional bike paths are installed.

Sign Locations

Map 2: Bicycle Wayfinding Sign Locations

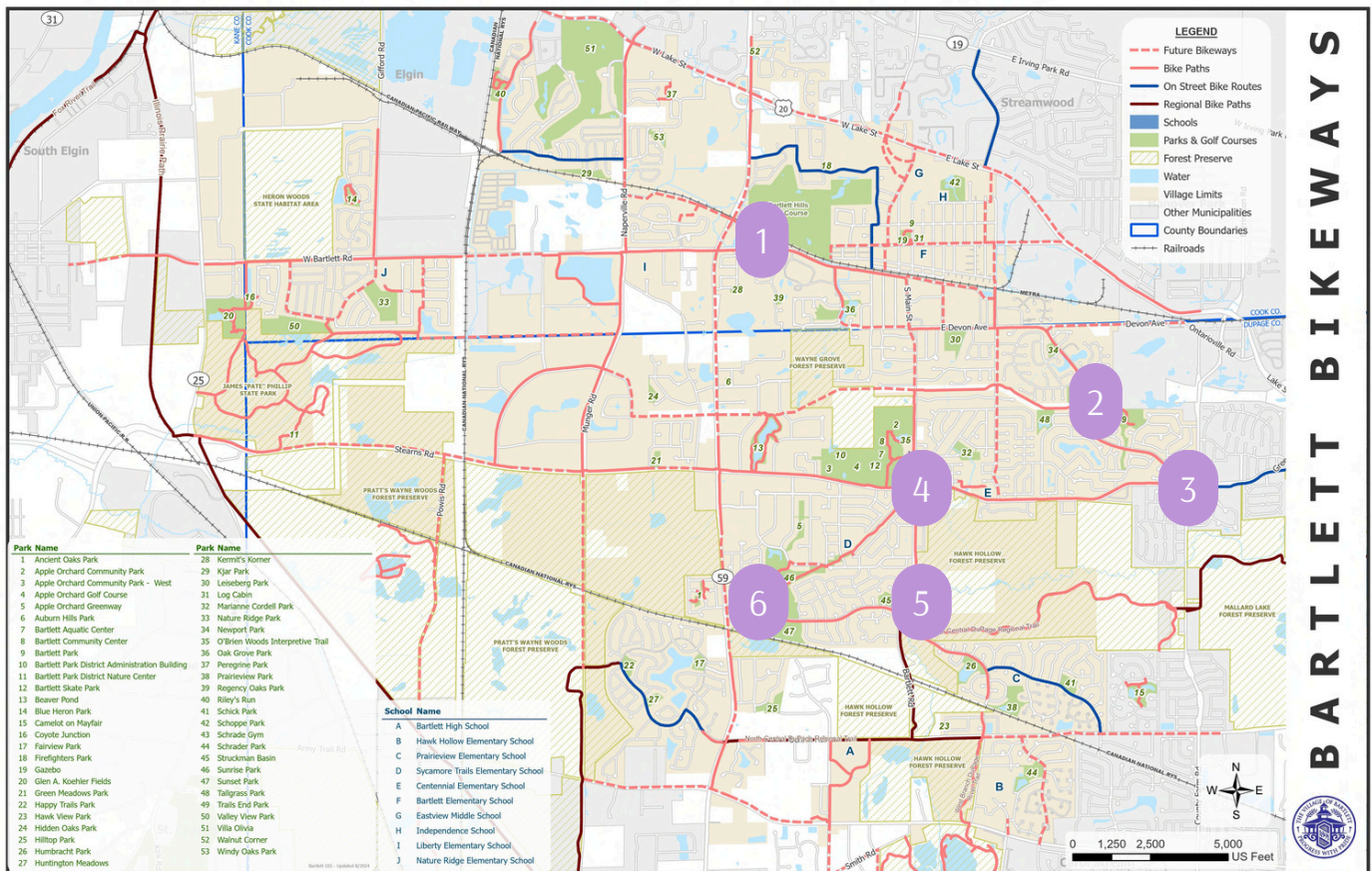


Table 2: Bicycle Wayfinding Sign Locations

#	1	2	3	4	5	6
Cross Streets	W Bartlett Rd, East of Route 59	Newport Blvd, The Bartlett Trail	Newport Blvd, Stearns Rd	S Bartlett Rd, Stearns Rd	S Bartlett Rd, Struckman Blvd	Struckman Blvd, The Bartlett Trail
Number of Signs	1	1	1	2	1	1

Corridor Wayfinding Plan

Corridor Wayfinding Plan - Purpose and Goals

The Bartlett Wayfinding Signage Plan was created in direct response to the Village of Bartlett Strategic Plan 2024 - 2027. Where the Bicycle Wayfinding Plan helps shared-path users to navigate Bartlett's points of interest internally, the signs proposed in the Corridor Wayfinding Plan help residents and visitors entering the community from the outside establish routes to those same points of interest.

Figure 5: Goal 12 from the Village of Bartlett Strategic Plan 2024 - 2027

Long-Term Complex - 3 to 5 Years

12. Improve village bike and pedestrian pathways and routes.

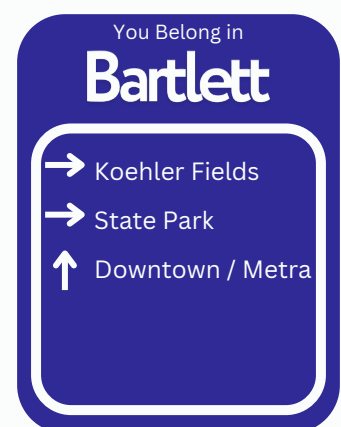
- Evaluate bike/pedestrian connectivity under/over and along Route 59.
- Work with the county on Naperville Road connection, Route 59, Stearns Road, and West Bartlett Road.
- Continue to work with the Park District on bike path maintenance.
- Adopt and implement a wayfinding signage plan.
- Investigate downtown complete streets.

There were several important components staff determined to be essential pieces to include in the corridor signage. First, the signs' placement at the entrances to the Village necessitates the inclusion of easily readable branding material, for both navigation and place demarcation. Second, the list of place names should include popular and significant destinations across Bartlett, so that recreational, industrial, or residential travelers are able to find where they need to go with ease. Finally, directional arrows indicate the shortest route to reach those destinations, cutting travel time and circuitous paths.

Style and Design

The design of the Corridor Wayfinding Signs is intended to be simple and elegant. The final design shown to the right was chosen by staff based on its ability to cleanly present information while also matching the existing signage and branding of the community.

Figure 6: Completed Corridor Wayfinding design



Corridor Wayfinding Plan

The following map presents the key locations that the proposed corridor wayfinding signs will point roadway users towards. These destinations were chosen based on high usage, and overall significance to the community.

Key Destinations

Map 3: Key Destinations of Bartlett - Corridor Plan

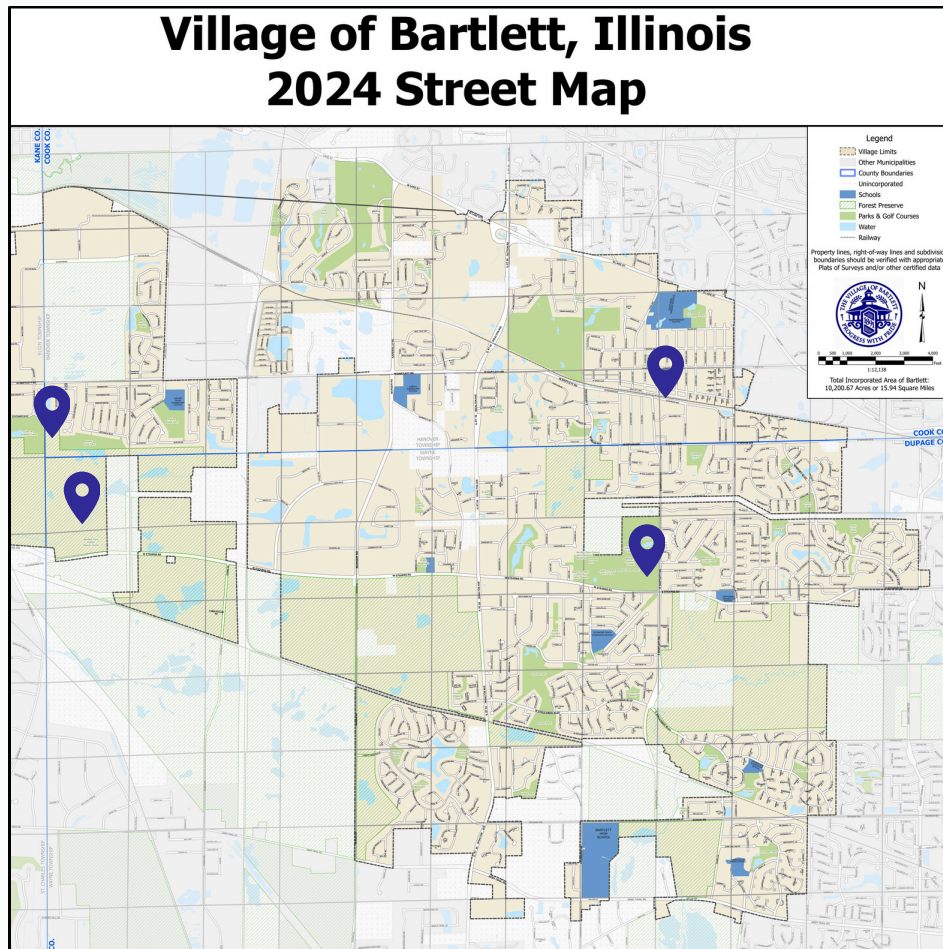


Table 3: Key Destinations of Bartlett - Corridor Plan

Key Destination	Bartlett Community Center / Bartlett Public Library	Downtown Bartlett / Bartlett Metra Station	Glen A. Koehler Fields of Bartlett	James Pate Phillip State Park
Abbreviation	Community Center / Library	Downtown / Metra	Koehler Fields	State Park

Corridor Wayfinding Plan

The following map presents the proposed locations for each of the 9 signs in the Corridor Wayfinding Signage Plan. With the exception of Sign 6, all of these signs are located in the right-of-way not under the jurisdiction of the Village of Bartlett, specifically the counties of Cook, DuPage, and Kane, and the Illinois Department of Transportation (IDOT). Each of these signs will require intergovernmental agreements prior to installation, and will likely need to meet additional design codes and permit fees.

Sign Locations

Map 4: Corridor Wayfinding Sign Locations

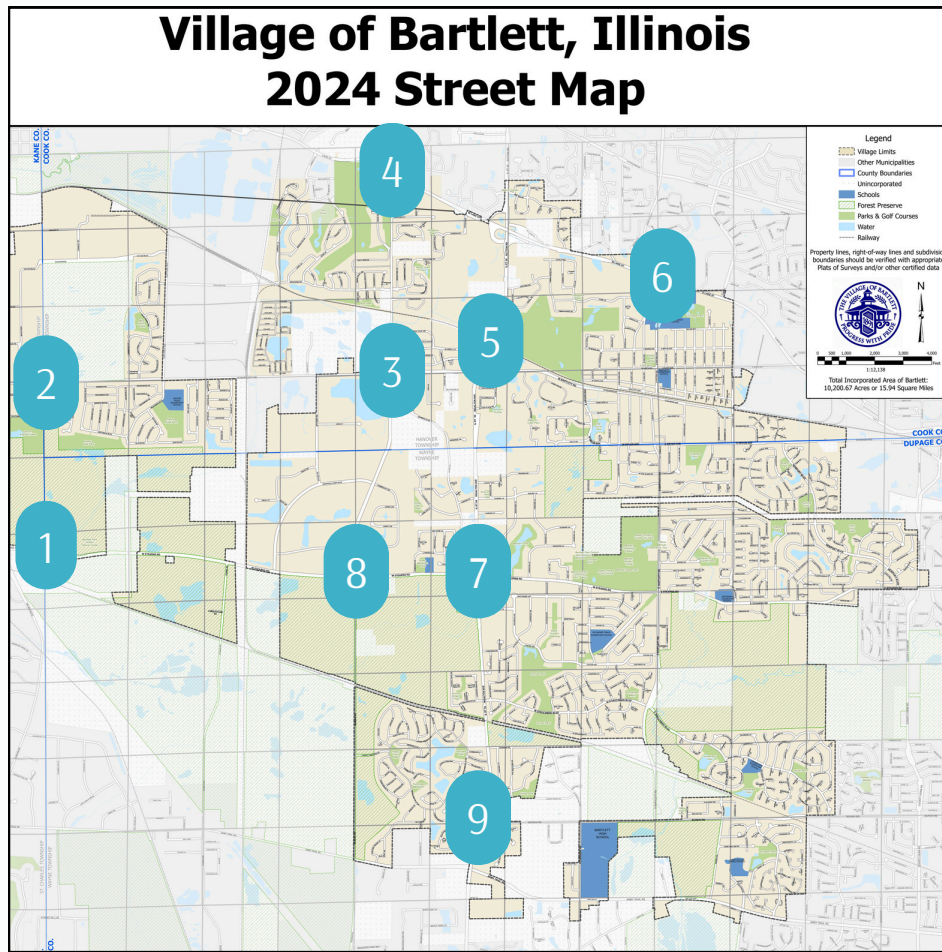


Table 4: Corridor Wayfinding Plan Sign Locations

#	1	2	3	4	5	6	7	8	9
Cross Streets	Stearns Rd, Dunham Rd	W Bartlett Rd, Route 25	W Bartlett Rd, Naperville Rd	W Lake St, Naperville Rd	W Bartlett Rd, Route 59	W Lake St, Oak Ave	W Stearns Rd, Route 59	W Stearns Rd, Munger Rd	Route 59, W Schick Rd
Jurisdiction	Kane County	Kane County	Cook County	IDOT	IDOT	Village of Bartlett	IDOT	DuPage County	IDOT

Design Specifics

The following standards were incorporated into the design and placement of all wayfinding signs:

- Signs should adhere to the standards set in the 11th edition of the Manual on Uniform Traffic Control Devices*
- All signs should be uniform in their style, both in design and placement
- Signs should include the following elements:
 - The name of a key destination within Bartlett**
 - A directional arrow indicating the shortest path
 - The mileage from the sign to each key destination*
- Destinations should be stacked, sorted first by direction of the destination, and then by distance, with the nearest destinations listed first.
- Signs should be placed at or near key intersections and decision points

*Bicycle Wayfinding Plan signs only

**Including only bicycle accessible locations for the Bicycle Wayfinding Signs

Bicycle Wayfinding Plan Signs

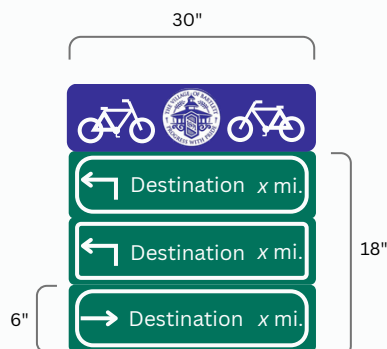


Figure 6: Bicycle Wayfinding design, detailed

Corridor Wayfinding Signs

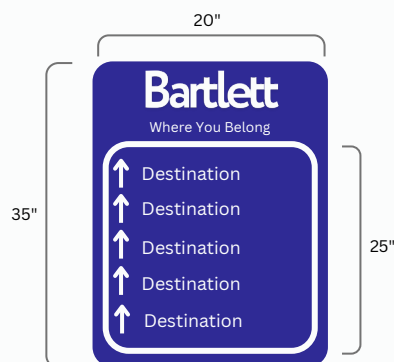


Figure 7: Corridor Wayfinding design, detailed

Cost Estimates

The following page includes estimated costs for both signage plans. Each are based on the following cost assumptions:

Estimated Price Per Square Footage	\$50
Estimated Price Per Post	\$100

Bicycle Wayfinding Plan Signs

Table 5: Cost Estimates - Bicycle Wayfinding Signs

	Square Footage	Cost Per Sign Face	Number of Signs	Total Face Cost
Single Destination (30" X 12")	2.5	\$125.00	2	\$250.00
2 Destinations (30" X 18")	3.75	\$187.50	7	\$1,312.50
3 Destinations (30" X 24")	5	\$250.00	2	\$500.00

Number of Posts	Total Post Cost
7	\$700.00

Total Costs
\$2,762.50

Corridor Wayfinding Signs

Table 6: Cost Estimates - Corridor Wayfinding Signs

	Square Footage	Cost Per Sign with Post	Number of Signs	Total Cost
Corridor Sign (20" X 35")	4.86	\$343.00	9	\$3,087.00

Sign Location Listings

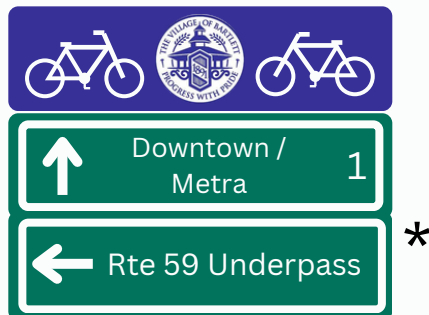
Bicycle Wayfinding Signs

Location 1

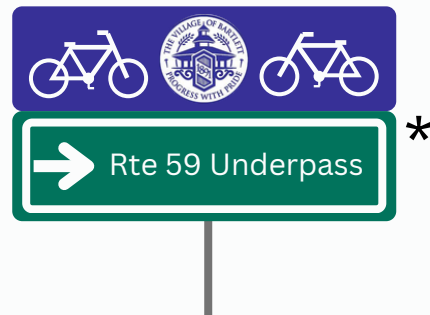
- West Bartlett Rd, east of IL Route 59
- Village of Bartlett right-of-way
- I sign



Sign I, Facing West



Sign I, Facing East



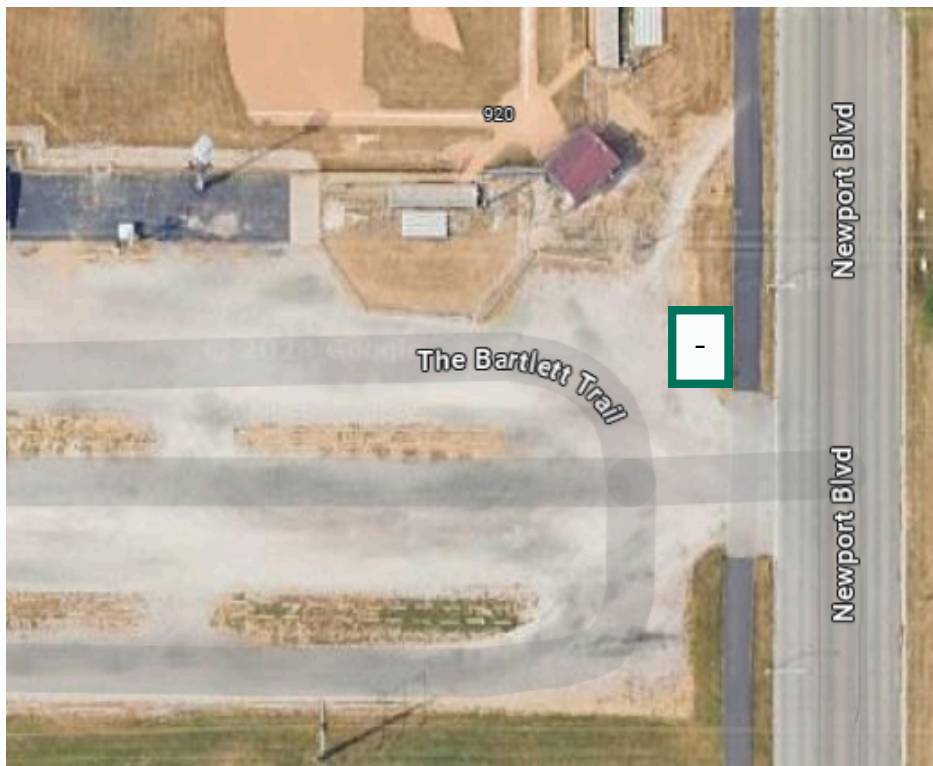
*Added after Underpass is completed

Sign Location Listings

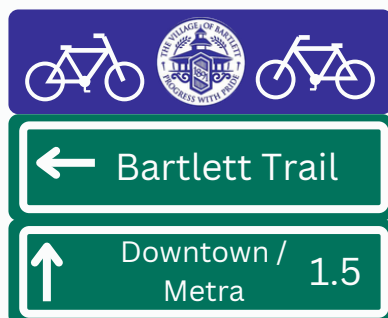
Bicycle Wayfinding Signs

Location 2

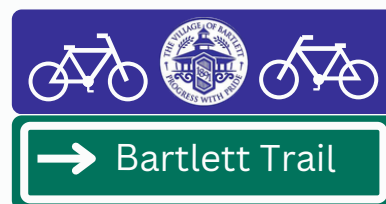
- Newport Blvd and The Bartlett Trail
- Village of Bartlett right-of-way
- I sign



Sign 2, Facing South



Sign 2 - Facing North

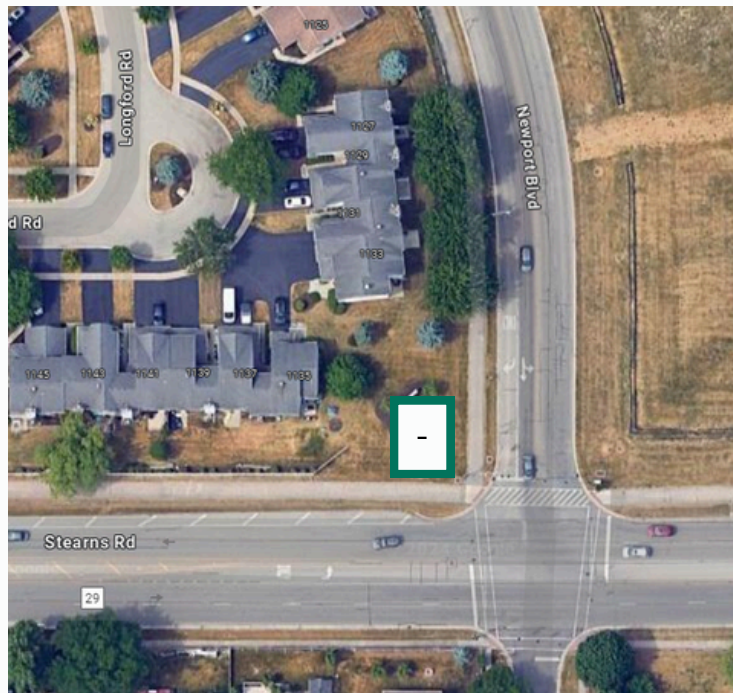


Sign Location Listings

Bicycle Wayfinding Signs

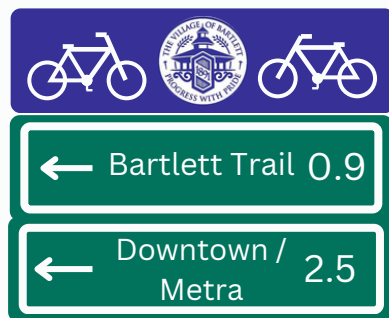
Location 3

- Newport Blvd and Stearns Rd
- Village of Bartlett right-of-way
- I Sign



Sign 3 - Facing West

Sign 3 - Facing East



Sign Location Listings

Bicycle Wayfinding Signs

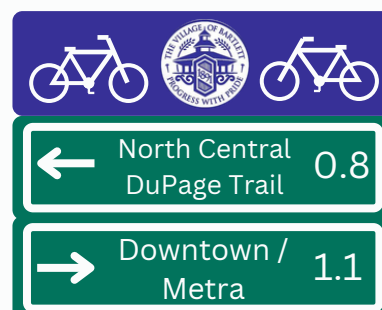
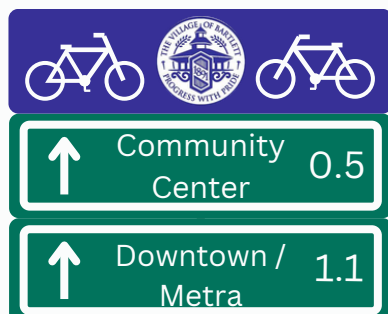
Location 4

- Stearns Rd and South Bartlett Rd
- Village of Bartlett right-of-way
- 2 signs



Sign 4A - Facing South

Sign 4B - Facing East

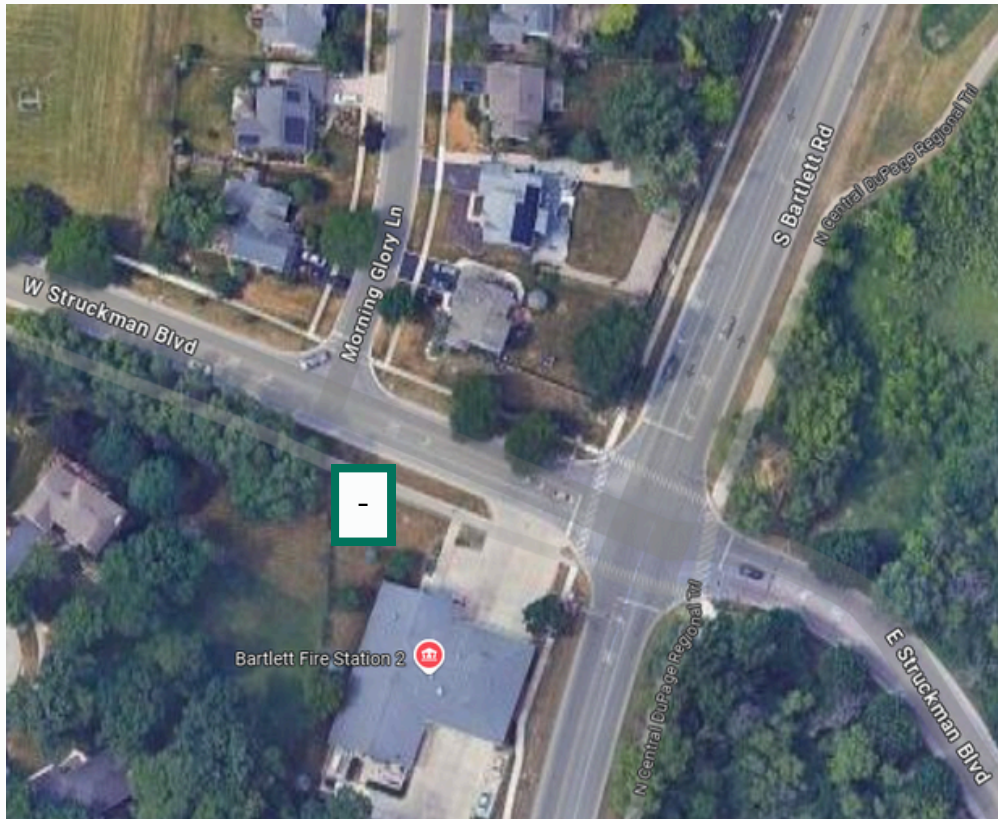


Sign Location Listings

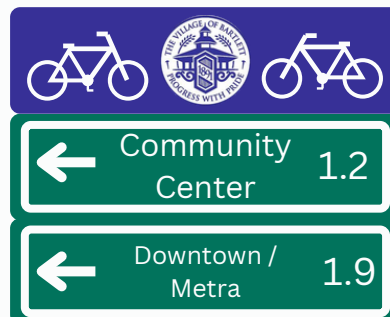
Bicycle Wayfinding Signs

Location 5

- Struckman Blvd and South Bartlett Rd
- Village of Bartlett right-of-way
- I sign



Sign 5, Facing West



Sign Location Listings

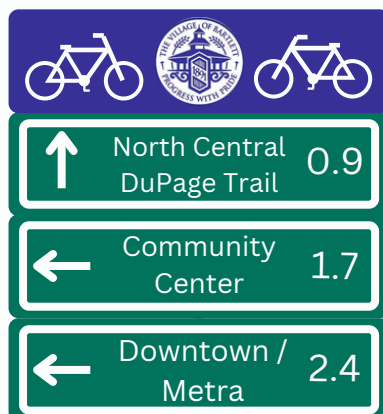
Bicycle Wayfinding Signs

Location 6

- Struckman Blvd and The Bartlett Trail
- Village of Bartlett right-of-way
- I sign



Sign 6, Facing West



Sign 6, Facing East

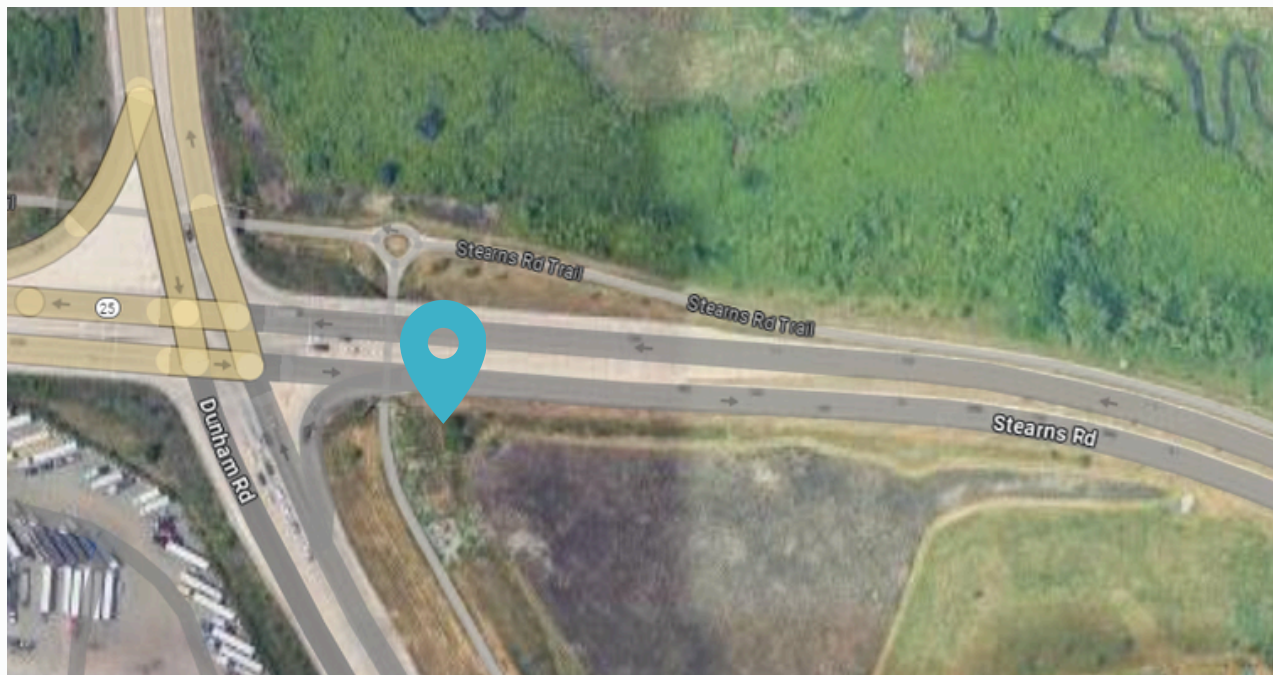


Sign Location Listings

Corridor Wayfinding Signs

Location 1

- Stearns Rd and Dunham Rd
- Kane County DOT right-of-way



Sign 1 - Facing West

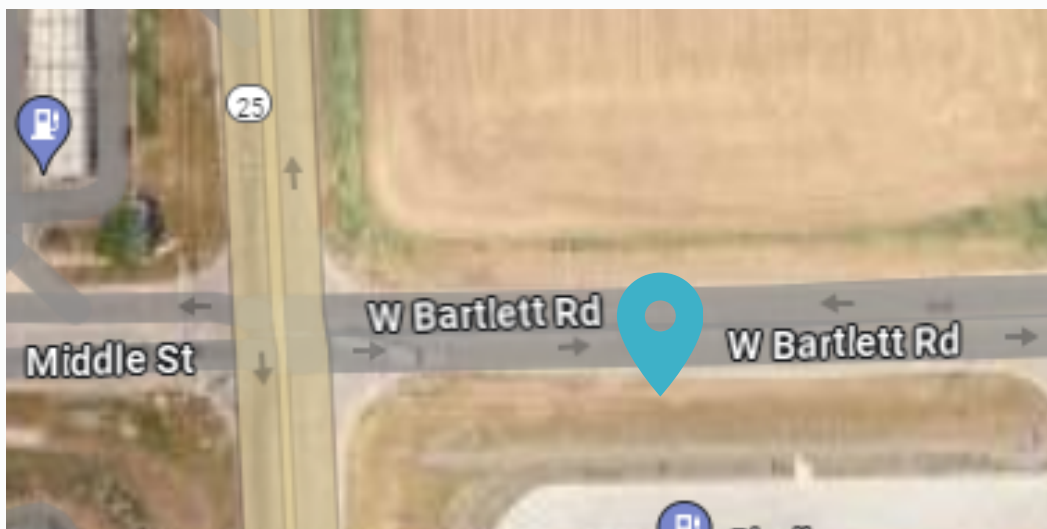


Sign Location Listings

Corridor Wayfinding Signs

Location 2

- West Bartlett Rd and IL Route 25
- Kane County DOT right-of-way



Sign 2 - Facing West

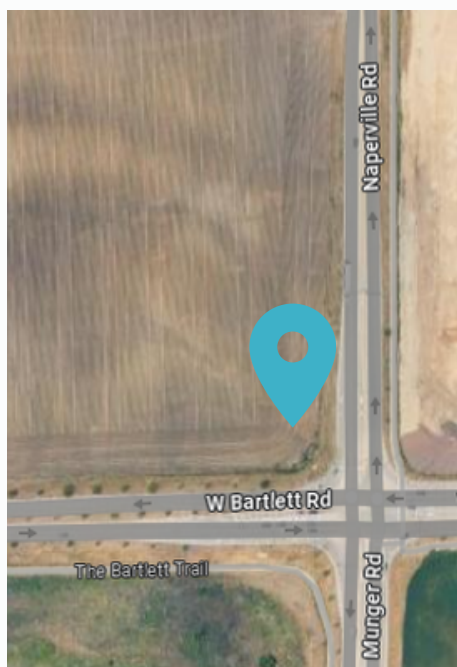


Sign Location Listings

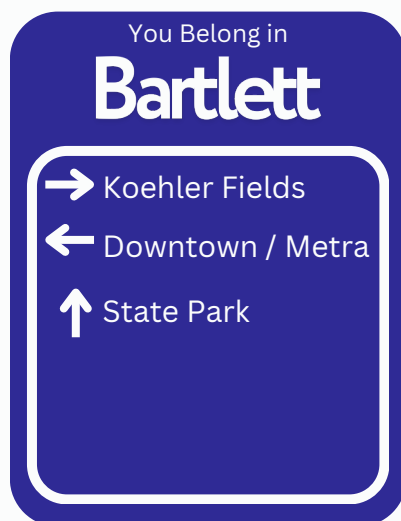
Corridor Wayfinding Signs

Location 3

- W Bartlett Rd and Naperville Rd
- Cook County DOT right-of-way



Sign 3 - Facing North

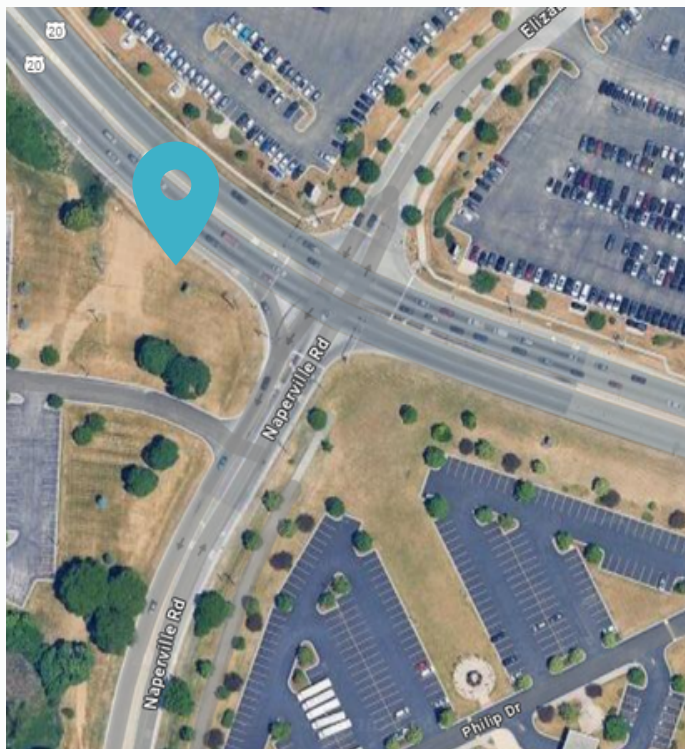


Sign Location Listings

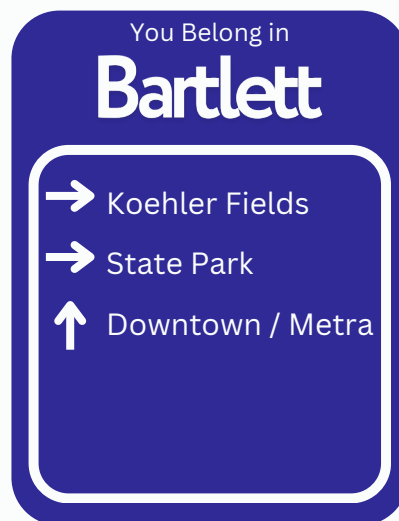
Corridor Wayfinding Signs

Location 4

- West Lake St and Naperville Rd
- IDOT right-of-way



Sign 4 - Facing West

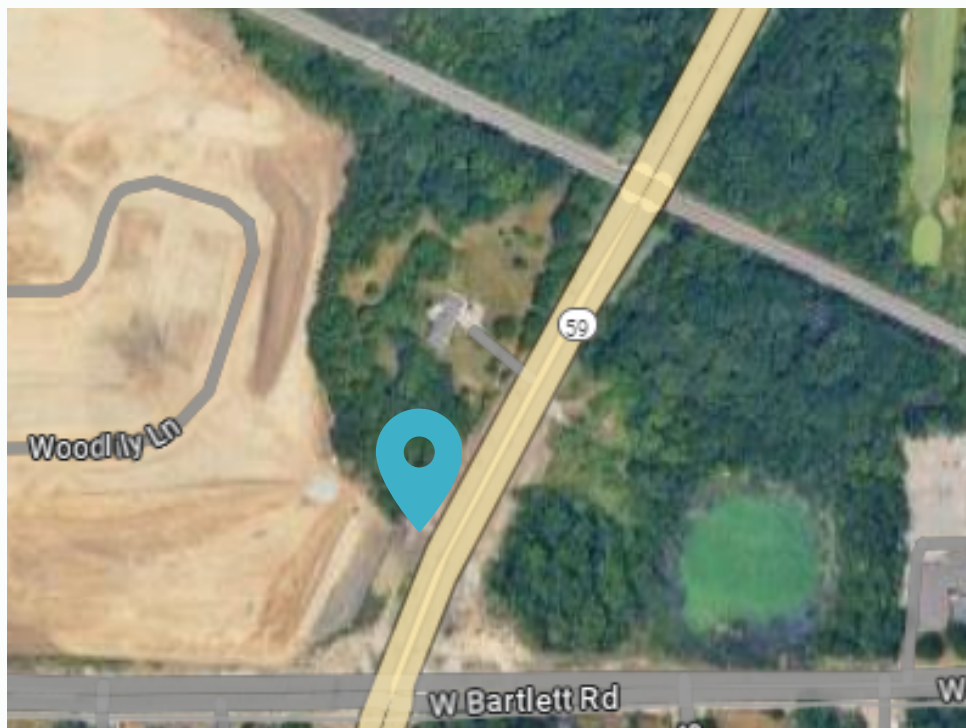


Sign Location Listings

Corridor Wayfinding Signs

Location 5

- West Bartlett Rd and IL Route 59
- IDOT right-of-way



Sign 5 - Facing North



Sign Location Listings

Corridor Wayfinding Signs

Location 6

- West Lake St and North Oak Ave
- Village of Bartlett right-of-way



Sign 6 - Facing North

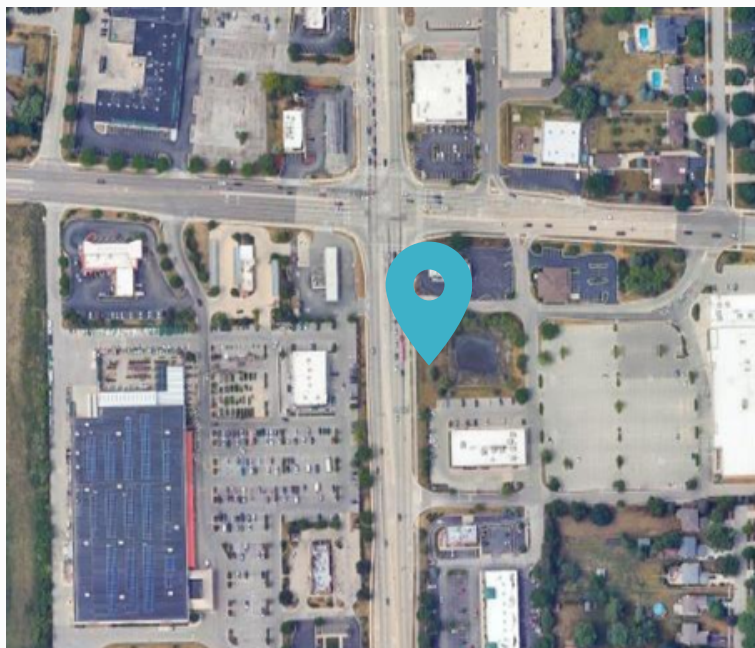


Sign Location Listings

Corridor Wayfinding Signs

Location 7

- W Stearns Rd and Route 59
- IDOT right-of-way



Sign 7 - Facing South

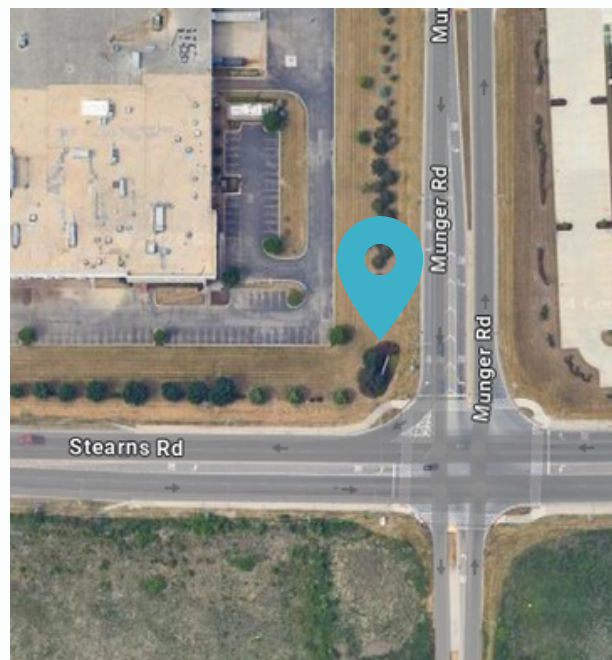


Sign Location Listings

Corridor Wayfinding Signs

Location 8

- W Stearns Rd and Munger Rd
- DuPage DOT right-of-way



Sign 8 - Facing North



Sign Location Listings

Corridor Wayfinding Signs

Location 9

- Schick Rd and IL Route 59
- IDOT right-of-way



Sign 9 - Facing South

