



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

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**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.**