



December 14, 2016

Mr. Jeffrey Keirn, District Engineer
IDOT District 8
1102 Eastport Plaza Dr
Collinsville, IL 62234

US50 resurfacing in and east of Lebanon

Dear Mr. Keirn,

Please consider the following input for your 2017-2022 MYP Resurfacing project for US50 from the north IL4/Madison Street junction in Lebanon to 0.3 mile west of Old US 50.

At present, US50 has a fairly high (8850-9300) ADT with speed limits of 30 and then 40mph in town, 55mph outside. Madison to Fritz has three lanes and eastbound on-street parking; Fritz to Cherry has two 19' (estimated) lanes with available but unused on-street parking; west of Cherry has two 11.7' lanes and 3' paved shoulders (estimated). For US50's traffic level and speed, IDOT's pre-2010 paved shoulder width policy (which we favor) recommends 6' for accommodating bikes.

Strava's bicycle heat map (labs.strava.com/heatmap) can help assess relative levels of bicycle travel in and around Lebanon. Of the roads to/from town, only Monroe/Widicus is comfortable for many cyclists. US50 to the west, and IL4 to the north and south, are even less comfortable than US50 to the east. Despite its conditions, US50 east has an appreciable amount of bicycle use from IL4 to Emerald Mound Grange Rd. East of there, usage drops off somewhat, but is still significant to Old US50 – which most remaining cyclists then use.

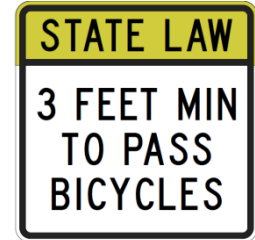
We request the following:

- Widen the paved shoulders east of Cherry to at least 4', preferably 6'.
- Add striping between Fritz and Cherry to provide a higher level of bicyclist comfort, and passive traffic calming to slow motorist speeds through town. Simple striping of parking areas (acting as "urban shoulders" due to low parking occupancy) is one possibility. Another is marked 5' bike lanes – either with 14' travel lanes, or 11-12' lanes and 2-3' buffers. A few years ago, Lebanon's city council designated US50 from Madison to Cherry as a "shared bikeway", intended as part of a network to include Fritz and Cherry, too. This would implement that intention.

Working Statewide for Better Bicycling

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- Between Madison and Fritz, add shared lane markings centered 11' from the eastbound curb and 4' from the westbound curb.
- If it can be included in the project, bicyclist (and motorcyclist) traffic signal demand actuation could be improved on eastbound St. Louis Street at the Madison Street stoplight. On the right perimeter of the detector, the MUTCD's Bicycle Detector Pavement Marking should be added, along with an accompanying R10-22 explanatory sign.
- Separate from this project, but a nearby location needing a bicycle safety spot improvement is the 475' segment of IL4 from Widicus Road to Emerald Mound Road. As seen in Strava's heat map, bicyclists must use this short segment of IL4 (near a hill crest) due to the other two roads not aligning. Recommended are 4-6' paved shoulders. A much lesser backup would be the addition of "State Law – 3 Feet Min to Pass Bicycles" signs in both directions in advance of this segment. This MUTCD-compliant sign was approved by IDOT Traffic Operations for local agency use with the intention of testing of selected state roads. This seems to be a good candidate location.



We would be glad to discuss these and other project design issues. Thank you for your consideration.

Sincerely,

Ed Barsotti, Chief Programs Officer, Ride Illinois

George Fero, Board Member, District 8

Cc: Jon McCormick and Kevin Jemison, IDOT
Mayor Rich Wilken, City of Lebanon