



February 5, 2017

Mr. Jeff South, District Engineer
IDOT District 6
126 E. Ash Street
Springfield, IL 62704

US24 & US67 repaving, Rushville

Dear Mr. South,

Please consider the following input for your 2017-2022 MYP resurfacing project in Rushville for US Route 24 from 0.6 mile east of Old US24 to 0.1 mile west of Cedar St and for US Route 67 from Lafayette Rd to Rushville's southern city limit.

At present, US24 west of US67 has 4450 ADT traffic count and a 45mph speed limit. East of US67, the ADT is 4950 and the speed limit eventually drops to 30mph. Paved shoulders are relatively narrow (estimated 3') most of the length, wider for the rest. A narrow sidewalk runs east from Parkview Rd, widening somewhat east of US67.

As seen on labs.strava.com/heatmap, which shows relative importance of various roads to users of the Strava route-tracking app, there is some local bicyclist preference to using Lafayette St, Sullivan Dr, and US24 to access Rushville's Scripps Park and points beyond.

In 2013, the following email exchange took place on the project area (**bold** emphasis added):

[Tim Ward, 4/5/2013]

Mr. Mlacnik,

My name is Tim Ward and I'm the Foundation Director for Culbertson hospital in Rushville and a avid cyclist, we have been working with Ed Barsotti of the league of Illinois Bicyclists on developing routes within the city limits of Rushville. We have achieved that with Ed's help and direction and have a situation we would like your help with. We have seen an influx of new cyclists, young and old alike, in the Rushville community and have a growing concern about cyclist trying across IL Highway 67 to get to Scripps Park. The cities ball diamonds, swimming pool, and golf course is at this location. This is never an easy chore and at times difficult and dangerous on a Bike.

We would like to meet with you or someone from IDOT and look at this situation and hopefully install (yellow-green) W11-15 and perhaps W11-15 P cross warning signs at US 67 in advance of the Lafayette

Working Statewide for Better Bicycling

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intersection. Similarly, we would like to discuss adding these on US 24 in advance of Sullivan (for eastbound) and Park View (for westbound) traffic. **We would also like to discuss the possibility of paving an additional 4', for a total of 8' either before or during the next resurfacing of that stretch of road.** Any advice or help in this matter for safety would be greatly appreciated.

[Sal Maldonia, IDOT District 6, 4/25/2013]

Dear Mr. Ward:

Thank you for your interest in maintaining safety for cyclists and pedestrians in Rushville. The Illinois Department of Transportation (IDOT) is concerned with the safety of all road users. The District 6 Safety Committee has reviewed your request and offers the following:

US 67 at Lafayette

IDOT is concerned about encouraging inexperienced cyclists to cross US 67 at Lafayette Street. Pedestrians should not be encouraged to cross at this location, as it is not signalized nor stop controlled, there is no marked pedestrian crosswalk, and the intersection is within a 45 mph speed zone on US 67. A crosswalk is not appropriate at this location because vulnerable users (pedestrians and bicyclists) may not be able to judge an appropriate gap in traffic to complete a safe crossing. Because of our concerns with US 67 and Lafayette Street, a W11-15 Bicycle and Pedestrian warning sign is not appropriate. Experienced cyclists may utilize this intersection, but we do not want to encourage inexperienced bicyclists, as well as pedestrians, to cross at this location.

US 67 at US 24 (Clinton Street)

There is an existing signalized crossing of US 67 at US 24 (Clinton Street) with pedestrian accommodations less than ¼ a mile south of the Lafayette Street intersection. Experienced cyclists may cross with traffic on green, and pedestrians and inexperienced cyclists should be encouraged to utilize the pedestrian signals and marked crosswalk.

US 24 at Sullivan and Park View

We do agree that fluorescent yellow-green W11-15 Bicycle and Pedestrian warning signs are appropriate on US 24 at Sullivan and Park View and IDOT forces will place these signs in the near future.

IDOT does encourage your efforts to develop safe bicycle routes in Rushville. Educational outreach from within the community to use the signalized crossing will have far greater weight than any statement from IDOT.

Regarding paved shoulders, we will review this location for the feasibility of a widened paved shoulder, the need for any proposed right of way and potential costs, and consider this addition during the next resurfacing contract for the route.

Again, thank you for your concern and efforts to improve safety on Illinois roads....

Ride Illinois requests that the widened paved shoulders be added with this project. Top priority would be Sullivan Dr to Parkview Rd, followed by Sullivan Dr to Old US24 (west side of Scripps Park). An alternative, requiring Rushville participation, would be widening the sidewalk between US67 and Parkview Rd and extending it to Sullivan Dr (with crossing access) and Old US24.

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

Cc: Jon McCormick and Andrew Werner, IDOT
Mayor Scott Thompson, City of Rushville