



February 14, 2019

Mr. Kevin Marchek, Region Two Engineer
IDOT District 3
700 E. Norris Dr
Ottawa, IL 61350

IL23 resurfacing project, from N of Central Ave in Genoa to IL64 in Sycamore

Dear Mr. Marchek,

Please consider the following input for your 2019-2024 MYP resurfacing project, cited above.

At present, IL23 ranges from 5550-11400 ADT. Within Genoa, most destinations along IL23 are accessible via parallel routes and sidewalk. Between the towns, there are 3' paved shoulders plus several additional feet of gravel shoulder. Starting 600' south of Grove, conditions include:

- South to 1500' south of Merry Oaks, wide (~10') paved shoulders made narrower (~4' or none) at turn lanes; almost no off-road accommodations
- South to Maplewood, ~2' paved shoulders plus gravel shoulders; nothing off-road
- South to the river, an off-road sidepath and varying width of paved shoulders
- South to IL64, two very wide lanes (~20' each) with no parking allowed, and sidewalks

Bicycle heat maps ([Sycamore](#), [entire project](#)) of Strava users give an indication of which parts of IL23 are most used by cyclists using that smart phone app. The most heavily used sections are IL64 to Maplewood, closely followed by Maplewood to Merry Oaks and Northgate to Grove, and then Derby Line to Lloyd.

Based on this, we recommend widening to (at least) 4' the paved shoulders from 1500' south of Merry Oaks to Maplewood and from Grove to 600' south of Grove. Paving additional width of the existing stone shoulders should be able to fit within the 3P resurfacing scope. We also recommend striping bike lanes – or even buffered bike lanes – from the river (south end of sidepath) to IL64. The latter may have the extra benefit of providing passive traffic calming on a street likely to have speeding problems.

We are glad to discuss these and other project design issues. Thanks for your consideration.

Sincerely,

Ed Barsotti, Chief Programs Officer, Ride Illinois

Cc: Mayor Curt Lang, City of Sycamore

Working Statewide for Better Bicycling

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