

February 15, 2019

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

IL38 resurfacing project, from IL23 in DeKalb to Kane Co Line

Dear Mr. Marchek,

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

At present, IL38 ranges from 10600-7250 ADT. In DeKalb, the road is curbed with four lanes and sidewalks. East of DeKalb, most of the road has 3' paved shoulders plus additional gravel shoulder width, with rumble strips from somewhat east of Cortland to the Kane County line. Some fairly recently-reconstructed intersections have wider paved shoulders.

<u>Strava's bicycle heat map</u> shows that, outside of DeKalb, only the 1400' jog from Airport to Hinckley gets significant bike use. Based on this, we recommend widening to 6' (4' minimum) the paved shoulder width for that 1400' segment. This would also ensure at least 3' of clear zone to the right/outside of the rumble strips.

We consider 3' as the minimum clear zone when rumble strips (or fogline rumble *stripes*) are installed. Otherwise, the clear zone is too narrow to be safe, or the shoulder will not be usable at all. We contend that a road with an unusable paved shoulder is less safe for bicyclists than a road with no paved shoulder at all, due to some motorists' incorrect expectations that a cyclist can move to the shoulder when being passed. Besides the safety concern, this also adds to motorist resentment of people riding bikes.

While it is a much lower priority than Airport-Hinckley, we do recommend that the rest of the project section with 3' paved shoulders and rumbles have their shoulders widened to 4' – or the rumbles switched to rumble *stripes* on the foglines.

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

Sincerely,

Gd Barsotti

Ed Barsotti, Chief Programs Officer, Ride Illinois

Working Statewide for Better Bicycling

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