Bicycle Rules and Safety Tips

- ***Before You Ride***
  Wear a helmet and wear brightly-colored, close-fitting clothes. Snug-fitting clothing not only cuts down on wind resistance, but is less likely to get caught in your equipment. Make sure your bicycle is in tip-top condition. Check tires, chains, brakes, and other moving parts. If you are not sure how to check your bicycle, visit a bicycle shop or talk to a more experienced bicyclist. Plan your route carefully. This map may help you avoid more hazardous routes which will contribute to a safer and more pleasant trip.

- ***When Riding***
  Obey all traffic safety laws and rules as if you were driving an automobile, including all traffic signs, signals, and pavement markings.

  Ride as close as practicable and safe to the right-hand curb or edge of the roadway, expect to avoid hazards such as grates, broken glass or road debris.

  Ride single file on trails and no more than two abreast on roads.

  Watch for signs prohibiting bicycles. Be aware that in Illinois bicycles are prohibited on all interstate highways, freeways, and tollways. Other roads may also prohibit bicycles and are marked as such.

- ***Night Riding***
  Take extra precaution when riding at night. When riding at night, you must have the following:
  1. Front white light visible for a distance of at least 500 feet.
  2. Red rear reflector visible for a distance of up to 600 feet or a steady or flashing red rear light visible from 500 feet.
     You should also wear brightly-colored clothing with reflector stripes for high visibility.

- ***Making Turns***
  Use hand signals for turns and stops:
  1. For a left turn, extend your left arm out.
  2. For a right turn, extend your right hand out or bend your left arm 90°at the elbow with your hand pointing upward.
  3. For a stop, bend your left arm 90° at the elbow with your hand, pointing downward.

  A left turn may be made in one of two ways:
  1. Like a car.
     Use the left-turn lane or left-most lane, stay to the right-hand side of the lane, make your turn when safe and legal to do so;
  2. Like a pedestrian:
     Stay to the right side of the road, cross straight ahead when safe and legal to do so, after crossing, wait at corner for signal or safe passage cross again when safe and legal to do so.

- ***Riding on a Sidewalk***
  Local ordinance may prohibit bicyclists from using sidewalks. Where permitted, bicyclists must yield to pedestrians and give audible signals before passing them. Bicyclists using sidewalks have all the rights and duties of pedestrians. Ride slowly. If you wish to ride fast, ride on the road.

- ***Designated Bicycle Lane***
  When the bicycle lane is properly marked on city streets, the bicyclist should always stay within these boundaries. As bicyclists are riding in their designated lane, they should be aware of parked vehicles and the possibility a motorist could unexpectedly open the door. The "Dutch Reach" method is completed when the motorist reaches across with the hand farthest from the vehicle door when preparing to exit. By performing this simple method, the motorist may automatically turn their body to the vehicle door, thereby, forcing them to look for oncoming bicyclists or other traffic. Some municipalities have roadways with designated bike lanes. Even if bicyclists are not present, vehicles are not allowed to drive, park, idle in this space or pick up passengers in these designated lanes. Bicyclists may need to ride outside a bike lane and motorists should be prepared to safely move around them. The bicyclist must be aware of the directions a moving vehicle is traveling when properly completing a left or right turn.

Information courtesy Illinois Secretary of State and Ride Illinois.

NORTHWEST CENTRAL ILLINOIS - DISTRICT 4

2021 ILLINOIS OFFICIAL BIKE MAP

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Illinois Department of Transportation

Map 1

LEGEND

BIKE ROUTES
- MOST SUITABLE FOR BICYCLING
- CAUTION ADVISED
- NOT RECOMMENDED FOR BICYCLING BICYCLES PROHIBITED
- GRAVEL, OLED GRAVEL, EARTH OR OILED EARTH SURFACE Use at your discretion

ROUTE MARKERS
- INTERSTATE ROUTE MARKER
- U.S. ROUTE MARKER
- STATE ROUTE MARKER
- COUNTY ROUTE MARKER

- ROADSIDE TABLE
- UNINCORPORATED TOWN
- GENERAL AVIATION AIRPORT
- COMMERCIAL AIRPORT
- STATE POLICE
- COLLEGE/UNIVERSITY
- COVERED BRIDGE
- HISTORIC SITE
- RAILROAD
- WATER
- COUNTY BOUNDARY
- TOWN
- STATE PARK & WILDLIFE AREA
- TRAIL

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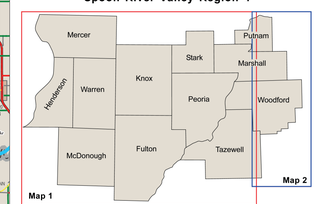
0 0.5 1 2 3 4 5 Miles

0 1 2 4 6 8 10 12 Kilometers

Illinois Recreation Areas

Index Key	Recreational Area	Address	Telephone No. (dial as is with)	Acreage	Boating	Fishing	Camping or Lodge	Picnic Grounds	Rental Boats	Swimming	Interpretive Center	Hiking	Bicycle Trails	Hunting	Archery Deer	Bird Watching	Boat Launch
MAP 4: SPOON RIVER VALLEY																	
I-8	Anderson Lake State F. & W. A.	East N. & W. Hwy 100 Astoria, IL 61501	(309) 789-4468	2700	●			●					●	●			
I-9	Banner Marsh State F. & W. A.	19721 N. US 24 Canton, IL 61520	(309) 647-9180	3000	●			●					●	●	●	●	
I-10	Rice Lake Fish & Wildlife Area	19721 N. US 24 Canton, IL 61520	(309) 647-9180	4000	●			●					●	●			
I-11	Big River State Forest	P.O. Box 118 Fairbanks, IL 61442	(309) 374-2496	2700	●			●				●		●			
I-12	Henderson County Conservation Area	RR 1, Fairbanks IL, 61442	(309) 374-2496	1000	●			●				●		●			
I-13	Gladstone Hollow State F. & W. A.	1109 State Hwy 164 PO Box 295 Gladstone, IL 61485	(309) 879-2800	2000				●				●	●	●			
G-13	Argyle Lake State Park	640 Argyle Park Rd. Colchester, IL 62326	(309) 776-3112	1000	●	●	●	●	●	●	●	●	●	●			●
E-8	Jubilee College State Park	13921 W. Rt. 150 Brimfield, IL 61517	(309) 446-3145	1600	●	●		●				●	●	●	●	●	●
G-8	Spring Lake State F. & W.A.	7982 S. Park Rd. Manito, IL 61546	(309) 968-7387	2400	●			●				●	●	●			
G-13	Mackinaw River State F. & W.A.	16470 Nelson Rd. Mackinaw, IL 61755	(309) 365-8640	1440													

Spoon River Valley Region 4



Map 1 Map 2

NOTICE AND DISCLAIMER: Illinois traffic laws (625 ILCS 5/11-1502) apply to persons riding bicycles. Bicyclists shall be subject to all duties applicable to drivers of a motor vehicle.

This Map is published as an aid to bicyclists by IDOT and is not intended to be a substitute for a person's use of reasonable care. IDOT makes no express or implied warranty as to the safety or condition of the roads indicated to bicyclists for shared bicycle/motor vehicle use. The unpredictable change of traffic, road, and weather conditions will require the bicyclist to constantly review all routes for suitability. Thus bicyclists using this map ASSUME ALL RISKS AND RESPONSIBILITIES for their own safety when cycling on the routes indicated on this map.

The Rating System – Bicycle Level of Service

In an effort to provide cyclists with information on the suitability of roads for cycling in the state, the Illinois Department of Transportation (IDOT) calculated a bicycle level of service (BLOS) (1) for thousands of road segments. IDOT maintains a computer database on most roads in the state and used this to generate six scales of bicycle service. These scales were color-coded on these maps, from bright green for most suitable to dark red for least suitable. The following factors are included in the calculation of the BLOS.

1. Traffic volumes – average daily traffic, peak hour traffic volumes and directional traffic
2. Speed of traffic
3. Percentage of truck traffic
4. Pavement condition
5. Lane and shoulder widths and number of lanes
6. On-street parking

As an example, a road with moderate traffic may still rate high for suitability if it has wide outside lanes, wide shoulders, and a good road surface.

All gravel and earth-based roads are shown as gray and the BLOS has not been calculated for them. These roads are generally unsuitable for bicycling. However, roads with an oil-and-chip surface provide a hard surface suitable for riding and have been included. Bicyclists should exercise caution, however, because the suitability of this and all surfaces can vary with the seasons and the general conditions of the particular road.

All roads that have been assigned colors are reassessed every three years, so it is possible that roadway conditions, and thus ratings, may have changed since the information was gathered.

Who the Rating System is for
These green/yellow/red ratings are offered only as general information for adult cyclists of average or better than average experience and who are comfortable sharing the road with vehicular traffic. **(Note: This map is not intended as a guide for children.)** More experienced cyclists may find the yellow roads very satisfactory, but this comfort level will vary on a person-to-person basis. Inexperienced bicyclists should exercise added caution and ride with more experienced cyclists.

Limitations of the Rating System
Vertical grades (hills) are numerous in the southernmost and northwestern portions of our state. This information is not included in the rating system at this time. An experienced cyclist knows hills can present significant physical challenges and recognizes that precautions should always be taken when entering hills that could limit the cyclist's visibility to vehicles coming from behind. Cyclists should always ride on the right edge of the roadway and comply with all bicycle rules of the road. We recommend the use of pole-mounted flags for added visibility.

Other Items
Roadways are generally designed to keep rush-hour traffic at a tolerable level. Although the ratings for roadways on this map are partially based on average and peak traffic, roads that are more tolerable at off-peak times may be more intolerable for cycling at rush hour. Additionally, roads around resort or recreational areas (which may be marked green on the map) may be subject to periodic or irregular high-volume traffic. Before you plan a bicycle trip, determine which sites along your intended route are having special events. Not all traffic peaks can be anticipated.

We have attempted to include as much useful information as possible without cluttering the map. Not all information can be included. We hope this map is a useful guide as you plan your bicycling excursion. **Always wear a helmet and obey the rules of the road. Have a safe and enjoyable trip.**

1) Landis, Bruce, "Real-Time Human Perceptions: Toward a Bicycle Level of Service," Transportation Research Record 1578 (Washington DC, Transportation Research Board, 1997).