



November 11, 2016

Mr. Kensil Garnett, District Engineer  
IDOT District 5  
13473 IL Hwy 133  
Paris, IL 61944

### **Illinois Route 1 in and near Paris**

Dear Mr. Garnett,

Please consider the following input for your 2017-2022 MYP resurfacing project for Illinois Route 1 in and near Paris. This letter focuses on the Main/Central one-way couplets within Paris.

At present, Main and Central are each one-way with low traffic counts (between 3450 and 6400 ADT) for two-lane roads. Long stretches of the streets have lane widths greater than 11-12 feet. On-street parking permission varies between zero, one, and two sides – but satellite imagery shows occupancy rates that are generally low, especially where off-street parking exists. A [heat map of bicyclists using the Strava app](#) does not show much activity except near downtown.

While generally the apparent level of bicycle use would not elevate this project to a priority for a letter, the resurfacing does present an opportunity for the City of Paris. From IDOT's BDE Manual's Chapter 17, *"Bicycle and pedestrian ways may be included in pavement resurfacing projects when local support is evident or bicycling and walking accommodations can be added within the overall scope of the original roadwork."* This policy allows for the reconfiguration of lane widths to provide space for bike lanes, as District 9 has done in Carbondale, for example.

From viewing satellite imagery, it appears that most of the no-parking stretches could have narrowed lanes with room for a one-way bike lane on the right side. Slightly more aggressive measures could extend the bike lanes, such as: 1) reducing parking to one-side where two-sides have low occupancy rates and/or off-road options; and 2) eliminating one northbound lane by the courthouse to make room for a buffered bike lane. Where continuous bike lanes are not possible, gaps could be filled with shared lane markings.

While these are just first-hand impressions lacking knowledge of actual widths and other factors, the point is that this is worth a look by the City and IDOT. Besides serving existing – and latent – bicycle demand, bike lanes have other associated benefits, ranging from economic, to slowing speeding traffic through passive traffic calming, to making it easier to walk across the street.

**Working Statewide for Better Bicycling**

2550 Cheshire Dr., Aurora, IL 60504  
info@rideillinois.org  
www.rideillinois.org

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

Sincerely,

A handwritten signature in black ink that reads "Ed Barsotti". The signature is written in a cursive style with a large initial "E".

Ed Barsotti, Chief Programs Officer, Ride Illinois

Cc: Jon McCormick and Bob Nelson, IDOT  
Mayor Craig Smith and Administrator Paul Ruff, City of Paris