



December 14, 2016

Mr. Jeffrey Keirn, District Engineer  
IDOT District 8  
1102 Eastport Plaza Dr  
Collinsville, IL 62234

### **Greenmount Road additional lanes and resurfacing from IL161 to IL177 in Belleville**

Dear Mr. Keirn,

Please consider the following input for your 2017-2022 MYP Additional Lanes and Resurfacing project for IL161 Carlyle Avenue to IL177 Mascoutah Avenue in Belleville.

At present, Greenmount Road has a high (17700-20300) ADT and 45mph speed limit, with paved shoulders of 4-6' width for almost all of the segment as well as north and south of it. As seen in Strava's bicycle heat map ([labs.strava.com/heatmap](https://labs.strava.com/heatmap)), there is relatively heavy bike traffic on the Metro Bike Link Trail west and north from Southwestern Illinois College and on the college's internal trail. There is also lower but still significant bicycle activity on Greenmount and surrounding arterial roads, as these serve destinations not accessible by the trails.

We request that the project design keeps paved shoulders (or bike lanes) on Greenmount, plus:

- Widen the shoulders of northbound Greenmount approaching IL161 to 5' from the current 3'. Paved shoulder width should not be forfeited when turn lanes are added.
- If bike lanes are chosen over paved shoulders, reconfigure (per AASHTO's bike guide) for proper bike lane merging of right-turn lanes.
- At the SWIC/Weatherstone Drive stoplight, add a northeast right-corner island and east and north crosswalks so that westbound SWIC sidepath trail users can properly enter westbound Weatherstone.
- Any corner islands should be recessed from Greenmount's travel lanes so that shoulder or bike lane bicyclists do not have to enter the travel lane to avoid them. This was already done for much of the segment, but not at and near IL177.
- Any reconfiguration of the intersection with the Metro Bike Link Trail should seek to reduce any need to cross Greenmount. If such a crossing is needed, Rapid Rectangular Flashing Beacons – and a raised median, if feasible – should be included. In addition to RRFBs on the sides, having one in the median would likely reduce “multiple-threat” crashes if the road becomes four lanes.

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,



Ed Barsotti, Chief Programs Officer, Ride Illinois



George Fero, Board Member, District 8

Cc: Jon McCormick and Kevin Jemison, IDOT  
Mayor Mark Eckert, City of Belleville