



Engineering Enterprises, Inc.

February 19, 2016

Resident of City of Elgin
Elgin, IL 60120

Re: **Chicago Street Reconstruction
Liberty Street (IL 25) to Center Street
City of Elgin, Illinois**

Dear Resident:

Engineering Enterprises, Inc. (EEI) has been retained by the City of Elgin to prepare a Preliminary Engineering Study for the reconstruction of Chicago Street from Liberty Street (IL 25) to Center Street. This project is tentatively scheduled to begin roadway construction in the spring of 2017.

On June 2, 2015 an Open House Public Hearing was held in the West Conference Room at The Centre, 100 Symphony Way, Elgin starting at 4:00 pm.

There were a total of 82 comments received from 23 different people. To respond to the comments, I have grouped them into 8 categories in this letter. I have also attached a spreadsheet showing each comment received and the response. Also included are exhibit sheets showing the current plan and typical cross section proposed for this project. These materials are also available for viewing at City Hall.

1. Parking (Comments 1-12)

Several comments were received that indicated residents prefer to retain all existing on-street parking. Some were concerned that the removal of parking would disrupt access to the buildings; others were concerned about the impact of the loss of parking on U-46, as they do not have enough off-street parking. In fact, there was support for the even/odd parking restrictions that are in place now.

In response, the City of Elgin will **not** eliminate parking with this project. The project will be designed and constructed to retain the existing available parking.

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52 Wheeler Road, Sugar Grove, IL 60554 ~ (630) 466-6700 tel ~ (630) 466-6701 fax ~ www.eeiweb.com

6. Construction Access Concerns (Comments 57-61)

There was some concern about utility interruption and access to properties during construction.

We are not anticipating any interruptions of utility services during construction. If they do occur, they will be remedied as soon as possible. Properties will remain accessible to residents and for mail/package deliveries during construction.

7. Requests for Information (Comments 62-64)

There were some requests for general project information, such as plan sheets or copies of materials from the Open House Public Hearing.

These materials were provided as requested, either by mail, by email, or at the Open House Public Hearing.

8. General Project Questions (Comments 65-82)

There were 18 general project comments/questions that didn't fall into any of the other categories.

These comments and our responses are on the last page of the spreadsheet.

If you have any further questions or comments, please contact me by phone (630/466-6700) or by email cjaltuch@eeiweb.com. In order to include your comments in our report and appropriately respond, please provide them to me no later than **March 21, 2016**.

Sincerely,

ENGINEERING ENTERPRISES, INC.

Colleen C. Jaltuch

Colleen C Jaltuch, P.E., LEED AP BD&C
Senior Project Engineer II
(630) 466-6700

Enclosures

cc: Joseph Evers, P.E., City Engineer, City of Elgin
Gregory J. Rokos, P.E., Public Services Director, City of Elgin
TWT, TVW, EEI (via email)

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Engineering Enterprises, Inc. - Open House Public Hearing - Summary of Public Comments

Project Name:	FAU 1321 (Chicago Street) Center Street to Liberty Street (IL-25)	Section No.:	12-00183-00-PV
Project No.:	-	Contract No.:	-
Milestone:	Open House Public Hearing	Reviewed By:	
Client:	City of Elgin	Review Date:	
Comment Due Date:	June 23, 2015 (Public Comments due to EEI)	Review Date:	
Comment NO.	COMMENTS	RESPONSES	CURRENT STATUS (OPEN/ CLOSED)
1	Mr. Mole was very concerned about the proposed loss in parking on his block, where the even/odd parking restrictions are in use. Further parking restrictions, he said, would inconvenience people and drive them out of the neighborhood.	Existing parking will be retained, including the even/odd parking restrictions.	
2	The removal of parking will disrupt direct access for the seniors who live in the building. So, he is not in favor of eliminating parking.	Existing parking will be retained, including the even/odd parking restrictions.	
3	Mr. Miller believes that the City Council is not in favor of adding more bike lanes to Elgin and thinks we should get the Council's commitment to bike lanes before doing further planning.	We are working on a solution that is amenable for everyone and will then work on getting City Council commitment.	
4	He said the current bike lanes are not being used and, therefore, no more should be added.	The current bike lane network is not continuous or complete in Elgin. It is a goal to connect the separate bike lanes to provide a comprehensive network for bicycle travel.	
5	Removal of parking on the north side of Chicago St. impacts the neighborhood as U-46 cars park there and would then have to find spaces on neighborhood side streets.	Existing parking will be retained, including the even/odd parking restrictions.	
6	Even/odd parking is already full on Rugby Place	Existing parking will be retained, including the even/odd parking restrictions.	
7	If bike lanes are not moved to another street, Ms. Ordoqui prefers to lose parkway and have parking on both sides or lose bike path and keep even/odd parking.	Existing parking will be retained, including the even/odd parking restrictions.	
8	If parking removed from north side of Chicago St. what will be done to address abandoned cars and trash/leaves/snow removal on the south side?	Existing parking will be retained, including the even/odd parking restrictions.	
9	Odd/even parking works and solves a lot of problems.	Existing parking will be retained, including the even/odd parking restrictions.	
10	Permanent parking on the south side (as opposed to even/odd) is unfair to those on the south side who will always have cars parked in front of their houses.	Existing parking will be retained, including the even/odd parking restrictions.	
11	Parking is very important - there is not enough off-street parking now for U-46 for its current use and several multi-family structures do not have the standard of 2 off-street parking spots per unit.	Existing parking will be retained, including the even/odd parking restrictions.	
12	Ms. Miller questioned whether bike lanes are more important than neighborhood character, assets, parking and quality of life? She thinks they are a low priority compared to these.	The bicycle accommodation is not more important than the neighborhood character and quality of life; but, it is equally important to provide a complete network for bicycle travel in the City of Elgin.	
13	Mr. and Mrs. Kuester agree with the plan of no parking on the north side of Chicago Street.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction. Parking on the north side of the street will be retained.	
14	Ms. Anderson, who lives on Division St right behind Chicago, is in favor of the plans and feels that bike lanes are an important asset to have around the City.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction on Chicago Street.	
15	A proposal like what is done on Division St. "seems" possible for Chicago St. The concern is the higher speeds and increased traffic.	The shared lane option is what we are now proposing for Chicago St. Proper striping and signage will be provided to help cyclists and motorists be mindful and aware of each other.	
16	Is it possible to issue residential parking stickers for those who actually live on E. Chicago St? The cost of the stickers could be handled by the Federal Funding	Not at this time. Existing parking will be retained, including the even/odd parking restrictions. This restrictions allow for ease of City services (trash pickup, snow removal).	



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Comment NO.	COMMENTS	RESPONSES	CURRENT STATUS (OPEN/ CLOSED)
17	Mr. Kuester is in favor of the bike lane/no parking on the north side of Chicago St. option.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction. Parking on the north side of the street will be retained.	
18	Likes the inclusion of bicycle facilities because residents need more transportation options than just cars.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction on Chicago Street.	
19	"Floating parking" like is used in City of Chicago should be considered to keep cyclists from being adjacent to moving vehicles.	This option would require the existing roadway to be widened. Due to resident concerns about loss of parkway width and mature trees, the City is not going to widen the roadway.	
20	As a member of the City's BPAC, Mr. Manheim commends the City for including bike lanes on this contract.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction on Chicago Street.	
21	"Floating parking" like is used in City of Chicago should be considered to keep cyclists from being adjacent to moving vehicles.	This option would require the existing roadway to be widened. Due to resident concerns about loss of parkway width and mature trees, the City is not going to widen the roadway.	
22	Chicago St was expected to be a significant connector for bicycle traffic. It is currently unfriendly to cyclists. Either design that accommodates cyclists would be welcome.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction on Chicago Street.	
23	Are the current (or proposed) traffic levels appropriate for parallel parking? Chicago St does not seem to be friendly to parallel parking either. It may not be appropriate to try to preserve 100% of existing parking.	At this time, parking is a high priority as the school district and many of the multi-family dwellings do not have adequate off-street parking. Section 31.104(a) of the Bureau of Local Roads and Streets Manual states that "Parallel parking is preferred when the street width is limited and traffic capacity is a major factor."	
24	Mr. Magee likes the inclusion of bicycles and any efforts to improve facilities for cyclists.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction on Chicago Street.	
25	He would like to see parking removed from Chicago St. or at least see "floating parking".	This option would require the existing roadway to be widened. Due to resident concerns about loss of parkway width and mature trees, the City is not going to widen the roadway.	
26	E. Chicago St was identified as the top priority for SE quadrant for bike route by residents in the area	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction on Chicago Street.	
27	Concerned that proposed designs stop short of easterly and westerly termini (Liberty St and Center St) and that it is unsafe for cyclists	At each terminus, cyclists will be directed by striping and signage of where to go.	
28	More thought needs to be given to transitions for cyclists at those intersections.		
29	Also, I do not want parking in front of my house - for safety concerns. As of this year, 2 cars have been hit. The road becomes one lane at my address and drivers do not recognize this.	We can look at striping the road to prohibit parking or adding signage to alert drivers of the lane reduction. This is something that will be addressed further in Phase II - Plan Preparation.	
30	What is being done with street lighting?	There will be further coordination with the Elgin Heritage Commission and Gifford Park Association as the project progresses. The existing light poles and standards in the neighborhood will be matched to the extent possible with new ones on this project.	

2. Bicycle Lanes (Comments 13-29)

There is support for bicycle accommodation by some residents and by others in the neighborhood. Some residents, who live on the north side of the street, are in even favor of removing the parking on the north side of the street. The option of using "floating parking" like is used in the City of Chicago was also mentioned by several members of the Bicycle & Pedestrian Advisory Committee (BPAC)

Bicycle accommodation is a priority for the City of Elgin. Chicago Street was identified in the Bicycle Master Plan as a top priority for the SE quadrant for bike route by residents in the area. Elgin is trying to connect various bicycle paths to provide a comprehensive network for cyclist travel. Without connecting bike lanes, many existing bicycle lanes are underutilized. Floating parking is not an option on this part of Chicago Street because of the widening that would be required to be able to do this. See Section 4. Parkway Width and Trees for the City's reasoning against widening the pavement.

3. Street Lighting (Comments 30-33)

Residents were concerned that any proposed street lights match the existing historic lighting in the neighborhood. The Gifford Park Association procured the lights and developed the street light layout for the neighborhood.

At this stage of project planning, it is uncertain whether street lights will be upgraded or replaced during the project. As final design of the improvements proceeds, should the City decide to upgrade or replace the street lights, further coordination with the Elgin Heritage Commission and Gifford Park Association will be undertaken.

4. Parkway Width and Trees (Comments 34-40)

Once the shared lane option (14' shared lanes, 8' parking lanes) was presented and the roadway widening that would be needed was explained, the residents were concerned with the loss in parkway width and the proposed loss of mature trees. The mature trees contribute to the historic character of the neighborhood.

In response, the City of Elgin is proposing no widening of Chicago Street with this project. The proposal is for 13' shared lanes and 7' parking lanes. This will fit into the existing roadway width and not require widening.

This proposal has been presented to IDOT and to FHWA and we have their concurrence to proceed with this design.

5. Private Property Concerns (Comments 41-56)

Most of the concerns on private property were in regards to private property landscaping and what would be done to restore properties if impacted during construction.

It is the goal of the City of Elgin to impact private property as minimally as possible during construction. This project will be designed to minimize disruption of private property. If private property landscaping is damaged during construction, it will be repaired.

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