

**CITY OF WARRENVILLE
MACK ROAD PATH AND BRIDGE RECONSTRUCTION
PUBLIC INFORMATION MEETING
Wednesday, October 14, 2020, at 7:00 p.m.
City Council Chambers
at City Hall, 28W701 Stafford Place, Warrenville**

Summary of Public Comments and Staff Response*

Topic/ Theme	Comment	Staff Response
Locate path on the south side of Mack Road	<ul style="list-style-type: none"> • There is space to put the path on the south side • Feel a south side path will be more enjoyable for trail users • Observed the south side is currently being mowed 	See Project Planning #1 & 7, Safety #1 Staff Responses
Concern on safety of path users	<ul style="list-style-type: none"> • Conflicts between trail users and cars turning into driveways • Hilly road/path could result in bicyclists, especially children, losing control and not being able to stop if needed 	See Safety #1-2 Staff Responses
Concern on the impact path will have on property values	<ul style="list-style-type: none"> • Concern there will be a negative impact on property values 	See Project Planning #8 Staff Response
Concern on the impact path will have on the environment	<ul style="list-style-type: none"> • Floodplain and water drainage concerns • How will this impact sensitive plants and animals in area 	See Environmental Impact #1-3 Responses
Utility Relocation	<ul style="list-style-type: none"> • Where will utility poles be placed? • Want to avoid utility poles being in the middle of residents' yards 	See Project Planning #5 Staff Response
Other	<ul style="list-style-type: none"> • Listen to Residents • Concern home will be more vulnerable to crime • Re-evaluate path alternatives and safety 	See Summary of Staff Responses below

**Individual comments follow the Summary of Staff Response*

Summary of Staff Response

Project Planning

1. Staff took into consideration how this project will affect residents and the Forest Preserve District of DuPage County (FPDDC) property, and looked at a multitude of aspects such as safety, costs, utilities, acquisition, and environmental impact.
2. City Council approved with recommendations from with City staff, FPDDC staff and Township Road District staff to develop the path on the North side. Furthermore, the FPDDC property on the south side is considered a Class IV sensitive forest preserve. The project has federal grant funding and as part of that the project needs to avoid highly sensitive environmental areas like a Class IV preserve or the project could lose its grant funding (“Section 4f Review”).
3. Staff want to work with residents as much as possible.

4. Landscaping design happens during final engineering. The City will work with residents to see type of landscape elements they want saved, and screenings if noise is an issue.
5. Acquisition discussions happen after the preliminary planning phase is complete.
6. Water extensions will not be part of this path project. Relocation of utilities (ComEd, etc) will be considered during Final Engineering by the individual utility company. They will be relocated during the construction phase of the project.
7. This is a City led and funded project. The City has been leading the communications around this project.
8. Property values increasing or decreasing is very project specific. Some articles or reports addressing this issue are below. Generally, research has shown that property value slightly increase or stay neutral when a bike path is constructed adjacent to a property.
 - <https://www.americantrails.org/resources/trail-effects-on-neighborhoods-home-value-safety-quality-of-life>
 - “Property Value/Desirability effects of Bike Paths Adjacent to Residential Area”, by David P. Racca and Amardeep Dhanju, Center for Applied Demography and Research University of Delaware, November 2006.

Safety

1. Safety is a concern for everyone involved in the project planning. City staff, Winfield Township, and the FPDDC all looked at the report put together by the City’s design consultant, Engineering Resource Associates, Inc. (ERA), and each came to the conclusion the north side is a safer route because it does not require a new mid-block crossing. A mid-block crossing would be crossing traffic traveling at 40 mph. Average Daily Traffic counts (ADT) from IDOT’s website are shown to be 4,000 vehicles a day. It is estimated at most 100 cars traveling at slow speeds would be crossing the driveways for the north side. The bike path design is consistent with IDOT Bureau of Local Road and Streets Manual Chapter 42 “Bicycle Facilities”.
2. At the traffic signal at Route 59 and Mack, there will be push button pedestrian signals, and pavement markings. Signage can be added to the crossing and the trail as well. The City will meet individually with residents to get a better understanding of their specific concerns.

Environmental Impact

1. Environmental and drainage reports have been completed. Anytime a project affects floodplains, wetlands, drainage, etc., the City has to go through all the proper channels. This includes getting DuPage County permit sign offs, Army Corps of Engineers permit sign offs, approval from the Winfield Township Road District, FPDDC, and IDOT. There are a lot of entities involved with the review of this type of project.
2. Wetland and Floodplain impacts will be mitigated in accordance with the DuPage County Countywide Stormwater Ordinance.
3. Endangered species review is part of the Environmental Assessment report.

Individual Public Comments

1. Pam Spevak, 29W630 Mack Road, Warrenville
 - Urged the City to reevaluate path alternatives and the safety of the Mack Road plan
 - Concerned about safety due to the decline on the north side path and that the path crosses 5 driveways.
 - Bicyclists could lose control going down a decline on the path
 - Potential conflict between vehicles using these driveways and cyclists
 - Suggested City staff consider other path alternatives:
 - Build path on the south side of Mack Road
 - Wait to see what future plans the Forest Preserve District of DuPage County formulate in regards to Blackwell Forest Preserve
 - Stated that, in 2017, the City of Warrenville approved a path alternative that depicted the land needed for the trail was entirely located in the Right-of-Way (ROW). Now, there is a need for additional Right of Way and some easements
 - Stated property owners that would be impacted by the north path were notified on the need to acquire additional Rights-of-Ways and easements on September 28, 2020. Felt this was late in the planning state to involve impacted property owners.
 - Concerned project will negatively impact property aesthetic and value
 - Concerned how project will impact flooding and drainage on property
 - Would like to know where utilities be relocated
 - Concerned for plants and animals that live on the north side of Mack Road.
 - 10/23/20 Email
 - Questioned 4,000 ADT. Asked where it came from.
 - Asked for powerpoint presentation
2. Pati Velcich, 29W660 Mack Road, Warrenville
 - Concerned with safety for path users if path is built on the north side
 - Southside path will be more enjoyable
 - Concerned the north side path will negatively impact property values
 - Where will utilities be placed?
 - How will project impact floodplain?
3. Francine Manilow, 29W530 Mack Road, Warrenville
 - Wants path on the south side of the street
 - Mailbox is on south side and she has had no trouble crossing
 - Concerned for safety of bicyclists and pedestrians if path is on north side because Mack Road is a high speed road
 - Concerned about the environmental impact on the animals living in the area

- Concerned property will become more vulnerable to crime because segment of path proposed on FPDDC, east of her property, provides additional access to property
 - Request to take path farther east on Mack Road to where path starts to go into the Forest Preserve
4. Allison Snell, 29W700 Mack Road, Warrenville
- Have seen cars use her driveway to turn around
 - Request to lower and enforce the speed limit
 - Would like to see as many trees as possible saved
 - Would like to reduce her 2 driveway entrances into 1
5. Susan Perwezow, 29W606 Mack Road, Warrenville
- Feels it is invasive and intrusive to run a path in front of homes
 - Stated a south side path would be much more enjoyable for path users
 - Has put in a variety of plants, such as milkweed, and does not want those to be removed
6. Mitch Adamus, 29W606 Mack Road, Warrenville
- Request to re-evaluate plan, such as connecting St. James Farm to Route 59
 - Concern for safety of path users. Feels two controlled crossings is better than seven uncontrolled crossings. If the path is on the south side, path users will be able to safely cross Mack Road to get into the Forest Preserve on the north side of the road. Another safety concern regards traction for trail users – when conditions will present wet leaves on pavement and create a situation where a bicyclist may lose control of bike.
 - Property owners have many plants on their property, valuable native species, which would be impacted by the path. Concern how this will impact on plants (i.e., an American Chestnut, oak, and milkweed), and overall concern for impact on environment, landscaping, and restoration of the area
 - Suggested using the same kind of on demand crossing light that is used at Batavia and Williams
 - Concerned on how this will impact property aesthetics
 - Wondered how much it will cost to relocate utilities
7. Mary Lou Werhli, Commissioner on Forest Preserve, but speaking on her own accord
- Emphasized the importance to listen to the public
 - Recommended to give Forest Preserve Districts more time to update their master plans

8. James Snell, 29W700 Mack Road, Warrenville
 - Is there a possibility of extending City water to residents?

9. Nicholas Papineau 2S020 Essex Lane of Fox Hollow Subdivision
 - Safety concerns for runners. Uses Mack Road as a route to go to McKee Marsh. Some concerns can be addressed with signage and markings on the road, and extend shoulders
 - Concern of corner of Mack Road and Route 59. Has observed the light being frequently run. Additional steps need to be taken to address crossing
 - Concerned with cars pulling into driveways. Has experienced this happening running on the road. This safety risk would still exist.
 - Thinks the south side makes more sense
 - Concerned that not a lot of environmental impact information was given

Emails received:

1. Kim Mynsberge 10/2/2020. 10/11/2020 – Safety issues related to slope of road, conflicts with residential driveways. Less conflicts on other side of the road.
2. Chuck Sikaras 10/14/2020 – Installation of signage for bicyclists and pedestrians to alert them of driveway traffic
3. Shannon Burns 10/5/2020 – In support of proposed bike path along Mack Road. Avid cyclist and ride along Mack Road. A path would provide safe passage for cyclists and drivers.
4. Susan Price 10/14/2020 – In favor of off-road connecting path.
5. DuPage County – 10/15/2020 Concerned with encroachments onto property to avoid destruction of high quality area. Concerned with long term management issues.
6. Ginny Schwartz 11/5/2020 – Concerned with placing path on North side of Mack Road due to crossing of driveways and for dog owners to have to cross Mack Road to get to dog park.