

**Pershing Road Phase I Study**  
**Chicago Department of Transportation**  
**September 15, 2020**  
**Public Meeting Summary**

A Public Meeting Webinar led by City staff and consultants was held on September 15, 2020 starting at 6:00 pm. The public meeting webinar was available for viewing online via WebEx or audio only via telephone. In addition, any interested party was able to request an in-person presentation at CDOT if desired. The meeting was attended by ten participants, plus two panelists from CDOT and one panelist from HDR Engineering. The meeting consisted of opening remarks by CDOT, instructions for participants on how to comment during the meeting, a project video, and an opportunity to provide written or oral comments and questions.

Four participants representing three area businesses submitted written questions during the meeting that were addressed by the panelists. Participants were provided the opportunity to further comment after the public meeting by comment mailer, email, telephone, or project website comment form until October 15, 2020. In total, there were ten comments/questions logged during the meeting and six comments after the meeting. These comments are consolidated and summarized below.

**Comment Summary**

<b>Topic</b>	<b>Summary of Comment/Question</b>	<b>Response</b>
Truck Noise	Size, weight, and speed of trucks on Pershing Rd causes noise and vibration in residential neighborhood.	A new full-depth roadway pavement will reduce truck noise and vibration. The proposed "road diet" will also calm traffic and reduce speeding helping to reduce noise and vibrations.
Congestion	Concern that reducing travel lanes from two to one in each direction will increase congestion.	Based on the traffic capacity analyses, the proposed roadway reconfiguration will provide adequate capacity along the corridor. Using industry standard Highway Capacity Software, the proposed lane configuration provides a level of service (LOS) ranked LOS 'C' or better for the projected 2040 traffic volumes, with the exception of the Halsted St intersection that will have a LOS 'D'. The proposed lane configuration on Pershing Rd along with traffic signal modernization, right-turn lanes, and the removal of the stop sign at Wells St will promote a more orderly flow of traffic by providing adequate traffic capacity at intersections, where it is needed, while providing a roadway cross section that will reduce crashes.
Maintenance	Request for maintenance of City owned parcel at Pershing Rd and Union St.	A request was placed with the Department of Streets and Sanitation and they have indicated that the parcel will receive additional mowing.
Driveway Impact	Request to reconsider proposed driveway widths on Pershing Rd for gas station at Pershing Rd and Morgan St. Narrowing the driveway will make it difficult for exiting trucks.	Based on input, the design will be modified to proposed wider driveways as requested.

Rail Access	What will the impact be to rail service on the Norfolk Southern rail spurs that serve industry north of Pershing Rd?	The proposed improvements to the Pershing Rd bridge over the rail spurs have been and will continue to be closely coordinated with Norfolk Southern to minimize any impacts to rail service during construction. The Contractor will be required to work around rail delivery schedules for any full closures of the rail spurs.
Racine Ave Access	How will Racine Ave traffic be affected with the use of frontage roads bypassing the bridge?	The frontage roads will be used for local traffic during construction, so trucks will be able to use the frontage roads to access Racine Ave for deliveries to industry in that area during construction.
Truck Movements	Is a solid median refuge proposed at Morgan St? This would make it impossible for trucks leaving the gas station to head east on Pershing Rd.	A solid median is not proposed on Pershing Road at Morgan Street. There is one pedestrian refuge island proposed with the project, it is located at the Wells St intersection where there is a high concentration of pedestrian activity.
Sidewalks and Crosswalks	Will sidewalks be extended west of Morgan St and will there be a pedestrian refuge so people can cross the street at mid-block bus stop?	The proposed improvements include the extension sidewalks throughout the project limits, including west of Morgan St. Median refuge islands are not being proposed at bus stops.