

4205 West Chicago Street
Rapid City, SD 57702
February 9, 2007

Mr. John Less, P.E.
Traffic Engineer
Public Works Department
300 6th Street
Rapid City, SD 57701-2724

Dear Mr. Less,

Thank you for holding the meeting on February 6, 2007, at South Canyon Elementary School. We appreciate your willingness to work with us as a neighborhood.

Enclosed are the thoughts that the majority of us, as a neighborhood, have in regard to the proposed street lighting, the abandonment of West Chicago Street as a truck route, and the speeding problem. Also enclosed is a copy of the petition that was signed by people who I was able to contact before the meeting. We are very interested in working with the City in regard to resolving these issues, and look forward to further meetings where we may present alternatives and come to an equitable solution acceptable to us, as a neighborhood, and the City, as a whole.

At the meeting at South Canyon Elementary School, the people who attended signed a sheet indicating their address and telephone number. I would appreciate receiving a copy of that roster in case there was anyone attending who I was not able to speak with previously. Please contact me at (605)381-9571 as the neighborhood representative. I will be happy to help in any way that I can.

Sincerely,



Cathleen Minton

Enclosures

We realize that West Chicago Street needs to have adequate lighting for safety of both motorists and residents of our neighborhood. We realize that the City is growing and that those changing needs have to be addressed. However, in so doing the City needs to recognize the use that has been made of the neighborhood for over 50 years and has to respect that established use.

Before the meeting held at South Canyon Elementary School on Tuesday, February 6, 2007, a lot of people living along West Chicago Street were able to be contacted and were personally asked for their opinion in regard to this street lighting project. Attached is a petition signed by them opposing the street light project. For various reasons, all but 2 families spoken with were opposed to this street light project. Those 2 families were concerned that the street has been so dark for so long after the 2001 road reconstruction that at this point they are willing to accept any type of light to maintain their safety in this neighborhood.

The City is proposing to use 40 foot poles between the sidewalks and the street approximately every 3rd house apart. It is our understanding that the City proposes to use 32 poles from 44th street to Sturgis Road, 16 on each side of the street between the sidewalk and the boulevard. It is our position that that is excessive for this area--there are too many light poles spaced too closely together.

The taller the light pole, the more light is broadcast out around that light. Usual residential poles are 30 feet tall. The majority of us feel that 40 foot tall poles every 3rd house apart will light up the street and the homes so much that it will look more like a commercial district rather than a residential neighborhood.

This is unacceptable and inappropriate for our area. There is a real difference between good lighting and light pollution. From the top of Sturgis Road you can easily see the intersection of West Chicago Street and 44th Street where the traffic light has been placed. Imagine facing west looking down West Chicago Street from the intersection of Sturgis Road and taking in the scene of 32 poles 40 feet tall lighting up such a small area. Even if all of the light is directed out into the street as intended, the amount of light would be overwhelming for a residential street.

We realize that this road services people from the Pinedale area as well as out Nemo Road. However, traffic counts from 2006 indicate that West Chicago has 20% less traffic than in 2005. This area is not sandwiched between commercial districts. Residential housing neighborhoods border it on the north, south and west. The cement plant is east, and while that may be a commercial district, we don't want to bring that commercial atmosphere into our neighborhood.

We realize that reduced wattage bulbs coupled with forward casting light fixtures may be used to reduce the spread of light, but a better and more economical plan would be to reduce the height of the poles to a residential pole height of 30 feet and to utilize fewer poles so that adequate good light is provided while at the same time maintaining the aesthetics of our residential neighborhood. We do not want light to be reflected back on our homes and in our bedroom windows, disturbing our sleep at night.

At the meeting it was mentioned that there may be a possibility of using lighting fixtures that could be programmed to be brighter at certain times of the night, and then dim later in the night when less traffic

would be present. Our position is that if good stable residential lighting is utilized, the expense of all of these poles (albeit used) and these specialized programmable fixtures is unnecessary.

The fact can't be changed that this is a low density residential neighborhood. We realize that we are now in the middle of other residential areas that have to be served by the street running in front of our homes. However, the people using our street come from other residential areas, not commercial areas, and they in turn have to respect our neighborhood as well. We know that trucks may now use this street, but the number of large trucks utilizing this road is minimal, and almost nonexistent at night.

In addition, at this point the aesthetics of the pole placement hasn't been fully considered--some lights are set to be placed right outside of people's bedroom windows and in the middle of sprinkling systems between the street and the curb. Not all the poles are on lot lines, instead, they're right in front of the houses. With this type of placement and this type of pole and light, the resale value of our homes may very well be negatively impacted.

When the road was reconstructed in 2001 were any plans made for lighting at that time? We were told that no plan was made. This means that the City will have to drill under the new road to run electrical conduit on the south side where none was placed during the construction. It's our understanding that electrical conduit was placed on at least some of the north side during construction. How do you explain the lack of planning that results in more expense now?

It's our understanding that it's already cost the City about \$25,000 to plan for all of these street lights. Add to that the cost of drilling under the road to place electrical conduit that wasn't placed during construction of the road, the expense of an excessive number of electrical poles, (except now we were told that old poles from another part of somewhere else are to be used for our street), the expense of the fixtures, and the electrical expense from night to night to supply all of these lights. Is this really all necessary? Has any measurement been done to determine what the traffic level is at night on West Chicago Street when these lights would be utilized?

We already have shorter poles on the boulevard. It would be more aesthetic if street lights were to be placed on the boulevard instead of in front of our homes. We realize that high power lines are present on the boulevard which require a certain number of feet of clearance between them and any other object, but we would like to explore the option of street lighting placement on the boulevard more closely. When contacted, Black Hills Power & Light has been open to the thought of placing street lights on the boulevard and would like a plan submitted for proposed lighting. We would like to pursue this further to see whether that would be feasible. It's our understanding that a 14 foot clearance is needed for a truck route. Street lighting on the boulevard would provide that clearance. Lighting on the boulevard would involve less expense and lighting would be less intrusive in the neighborhood while at the same time maintaining the safety of our residences and the motorists.

All of the people who were approached for their opinion on this street lighting project were in agreement on one issue: the speeding problem in this neighborhood. Before the road reconstruction in 2001, the speed limit was 30 mph. Now the limit is 35 mph translated to 45 to 55 mph. There is very little, if any, enforcement of the speed limit. It takes someone from the neighborhood to call in to the police about the speeding problem, and then it's patrolled for part of a day and that's it.

Representatives of the City have said that the speed limit had to be raised to accommodate all of the traffic on West Chicago Street. However, now a traffic light has been placed at the corner of 44th Street and West Chicago. That traffic light can be programmed so that the speed limit can be lowered to 30 mph again and still accommodate the flow of traffic. Time the traffic light so that when one grouping of motorists travels through our residential neighborhood, another grouping is gathering behind the light. Allow the motorists to travel at 30 mph and ENFORCE that limit.

It's dangerous to have people traveling fast through our neighborhood. There's a school crossing midway between 44th Street and Sturgis Road. Currently, the City is subjecting these children to an unreasonable and dangerous risk. Their lives are at stake when they cross West Chicago Street to go to their school. In addition, pedestrians are always walking on both sides of the street. The City is subjecting them to a dangerous risk that a speeding motorist could go out of control at the illegal speed that is currently allowed, resulting in the death or severe injury of a pedestrian.

Trucks are now allowed to travel along West Chicago Street. We would like the City to abandon South Canyon Road and West Chicago Street as a truck route. If, in the alternative, the City decides to continue to recognize this street as an acceptable truck route, signs should be placed right after Nemo Road notifying truckers that they are entering a residential district and that their speed needs to be reduced to 30 mph. A sign should be placed before the intersection of 44th Street and West Chicago to tell those truckers that they must use the lane next to the boulevard on West Chicago Street. Usually logging trucks use the Vanocker Canyon Road, but the few who choose not to should be forced to use the lane by the boulevard. Around 2001, at the intersection of Sturgis Road and West Chicago the chains holding the logs on a logging truck broke and logs spilled all over the road. If that happened on West Chicago, someone may be killed or severely injured. With trucks being forced to travel in the lane next to the boulevard at least pedestrians would have a running chance at living.

Fifth Street has a speed limit of 30 mph, yet, according to traffic counts, it has substantially more traffic than that of West Chicago Street. We realize that the City has designated Fifth Street to be a delivery route, so that title evidently means that the speed limit can be lower. Fifth Street is also patrolled pretty heavily by the police to enforce that speed limit. Why is there such a difference between 5th Street and West Chicago Street in the speed limit allowed and the patrol level to keep that speed within the legal limit?

We, as residents of West Chicago Street, have the following issues that we would like to be involved in resolving in regard to West Chicago Street:

We would like the City Council to recognize our concerns and to place this project on hold until all of the issues have been addressed and all alternatives have been explored. Given time to sit down with the City Engineer and/or City Council members, we believe that we have viable options to present to you which will fulfill the needs of both the motorists and the neighborhood.

Due to safety issues and the small number of truckers affected, we would like the portion of West Chicago Street and South Canyon Road west of the intersection of Sturgis Road to be abandoned as a truck route. This road serves mainly residential traffic, and any trucks traveling east or west on Nemo Road can use the Vanocker Canyon Road as their truck route. We would like answers as to what exactly constitutes a truck route, especially when West Chicago Street and South Canyon Road front residential housing and there is an attractive alternative available for truckers a short way up Nemo Road in the form of the newly updated Vanocker Canyon Road. If South Canyon Road and West Chicago Street has become a truck route due to potential trucking from a known business, then we would like to know which business in particular would be affected by abandoning this truck route. From our observation, there just isn't the need for this section of road to be a designated truck route.

We would like to know where the street light poles that you propose using came from, as presently it is our understanding that the City intends to place used poles, instead of new poles, on our street. We would like to know how old these poles are. We do not think that this area requires the use of old 40 foot tall poles, and we would like to be involved in presenting alternative plans to you. Residential poles 30 feet tall may be utilized on every street corner on both sides of West Chicago to light up the stop signs and intersections like every other residential neighborhood. Shorter street light poles may be integrated on the boulevard so that adequate good light is present throughout the neighborhood. Again, we think that we have viable plans to discuss with you if we are given time and opportunity to do so.

We would like the light poles that are currently in place at the intersection of 44th Street and West Chicago Street to be changed to normal residential height intersection poles with fixtures that have cutoff optics and/or external light shields so that the front yards and back yards of houses within the 5-6 house area around that intersection do not experience the current level of light pollution. This will still allow the intersection to be adequately lit while at the same time respecting neighboring homes. We would like to know if all available shields have been placed on the red, yellow, and green signal lights so that these lights may be safely seen head on by motorists but do not broadcast nonessential light from the side that will affect neighboring homes.

We want control of the traffic with the use of the traffic light at the intersection of 44th and West Chicago Street. We want to be involved in the decision as to whether street lights could be placed on the boulevard and produce adequate lighting, or whether fewer lights that are 30 feet tall spaced farther apart could be used instead. We would like to sit down with the street light engineer and discuss what we think are acceptable solutions to this problem before any more money is spent on this plan. We know that the plan to date has been completed with the thought that this street is a truck route and does experience a fair amount of traffic each day, but what has not been addressed is the fact that this is not your typical highly traversed truck route. The street runs in front of residential homes throughout the entire area, and the amount of traffic during the night is not nearly as substantial as it is during the day.

We would like to see the traffic numbers from the nighttime count to determine exactly what we are dealing with in regard to traffic safety at night. We would like to study the amount of traffic that uses this street at night only and make appropriate decisions with that in mind.

We want the speed limit on West Chicago Street and South Canyon Road to be reduced to 30 mph. This reduced speed will not only make West Chicago Street a safer place for the children who cross the street to go to school and the pedestrians who walk along the side, but will also increase the safety for all motorists who travel along the boulevard. The need for excessive street lighting is not as great when motorists are advised to travel at appropriate rates of speed through our area.

We want that speed limit to be enforced consistently by the police. There is an issue as to whether the City has enough officers to patrol this area. We know that the area by Stevens High School and the area around West Main Street by the National Guard Camp is heavily patrolled, and we would like to share in that protection. In the alternative, we would like to explore the possibility of utilizing cameras or other technology that is now available to curtail speeding. We would like to know if the City has another program where people who are not yet full fledged police officers but who are undergoing training might be able to help with this speeding problem.

We want good residential lighting both for our safety and for motorist safety. During the meeting at South Canyon Elementary School, the lighting on South Canyon Road, which we think is appropriate residential lighting, was brought up by us. We questioned whether the City was planning to change their lighting system the same way that is proposed currently for West Chicago Street. The response that we received was that there is adequate lighting on South Canyon Road, that the City is not picking on our area, and that there really is no need to compare the two areas. We believe that it is relevant to compare the current lighting on South Canyon Road with that of West Chicago Street.

The street along the entire area from Sturgis Road west and east down West Chicago Street through South Canyon Road to Nemo Road receives essentially the same amount of traffic each day, is currently a designated truck route, and runs in front of established residential housing. South Canyon Road is an extension of West Chicago Street, and, as such, is an extension of our residential district. We would like our lighting to be consistent along that whole residential corridor. We don't feel that we need to light up our area with the type of poles or to the extreme that is currently proposed by the City. We feel that if that is done then there will be a real separation between our West Chicago Street residential district and the residential district on South Canyon Road. We do not want to bring the commercial atmosphere that is present in front of the Cement Plant down into our West Chicago Street neighborhood, only to have the atmosphere change after the intersection of 44th Street and South Canyon Road.

We want to be respected as an established residential neighborhood. We realize that progress dictates change in this world, but that change has to be consistent with and respectful of the use that an area has had for over 50 years. We realize that traffic has increased substantially over those 50 years, and, by choosing to live on West Chicago Street, we are willing to accept that fact. However, because of the fact that we live on West Chicago Street we are in a better position to tell you what may be more appropriate, not only for our residential neighborhood, but also for the safety of people who choose to travel down the street in front of our homes. We care about how Rapid City presents itself, and we care about how our neighborhood represents a portion of our City.

We, the undersigned residents of West Chicago Street, object to the street lighting plan that the City of Rapid City is currently proposing. We believe that this lighting plan will negatively affect our area, and is not suitable for our residential neighborhood. We realize that West Chicago Street is in need of adequate street lighting for the safety of both motorists and residents, but that there is a difference between good street lighting and light pollution in a residential neighborhood.

1. Name: Luenda Eggum
Address: 3642 W Chicago Telephone: 342 3437
2. Name: Henriques, Tamyra
Address: 3914 W. Chicago Telephone: 348 3894
3. Name: Elliott, David
Address: 3914 W. Chicago Telephone: 348-3894
4. Name: Gary Van Orden
Address: 4034 W. CHICAGO Telephone: 341-2550
5. Name: Patricia Van Orden
Address: 4034 W Chicago Telephone: 341.2550
6. Name: Cheryl W. Gantz
Address: 4116 N Chicago Telephone: 721-9587
7. Name: Joan E. Daniels
Address: 4202 W. Chicago, R.C. Telephone: 348-7887
8. Name: Al Daniels
Address: 4202 W Chicago Telephone: 348-7887
9. Name: Ray Banta
Address: 4208 W-Chicago Telephone: 342-8622
10. Name: Maureen C Wilson
Address: 4310 W Chicago Telephone: 719-9394

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11. Name: Monte D Barney
 Address: 4316 W Chicago St Telephone: 605 7192240
12. Name: James M. Hayes
 Address: 4335 W. Chicago Telephone: 388-0752
13. Name: Lonnie White
 Address: 4323 W. Chicago Telephone: 430-7396
14. Name: Marianne Powell
 Address: 4301 W. Chicago St. Telephone: 348-8539
15. Name: Anna M. Gapp
 Address: 101-42d Telephone: 342-6460
16. Name: Lynida Colleen Quise
 Address: 4227 N Chicago Telephone: 342-9533
17. Name: Allen E. Phares
 Address: 4105 N. Chicago Telephone: 343-1743
18. Name: Lynida Efland
 Address: 4109 W. Chicago St Telephone: 343-6600
19. Name: Albert G. CONRAD
 Address: 4009 W. Chicago Telephone: 394-9197
20. Name: Robert J. Jara
 Address: 3929 W. Chicago RESID Telephone: 341-3782

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21. Name: GARY ROSE
 Address: 3911 W CHICAGO Telephone: 348-2322
22. Name: Joleen Jacobson
 Address: 3203 W. Chicago Telephone: 348-1634
~~348-2322~~
23. Name: Mary Ann Smith
 Address: 3803 W Chicago Telephone: 721-3837
24. Name: Susan Ludwig
 Address: 3789 W. Chicago Telephone: 716-1888
25. Name: Cindy Wasson
 Address: 3723 W. Chicago Telephone: 721-8640
26. Name: Larry DiSanto
 Address: 104 N. Platt St. Telephone: 343-2924
27. Name: Bob ARTZ
 Address: 3908 W CHICAGO ST Telephone: 343-2552
28. Name: Donna Berry
 Address: 4334 W. CHICAGO Telephone: 342-4890
29. Name: ~~3914 W Chicago~~ Mike Stillman
 Address: 3914 W Chicago Telephone: 343-7515
30. Name: Maei Ann Carver
 Address: 3902 W Chicago Telephone: 484-8909

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31. Name: Cathleen Minton

Address: 4205 West Chicago Street Telephone: 381-9571

32. Name: _____

Address: _____ Telephone: _____

33. Name: _____

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