November 29, 2016 Feedback Form Results
Nixon Corridor Traffic Study & Dhu Varren/Nixon/Green Road Roundabout

Is there any additional feedback that you would like to share related to the corridor traffic study options?

- Need sidewalks on the north side of Traver between Nixon and Logan School.
- I like the string of roundabouts. They seem like a good solution to the problem that those east of Nixon have getting out of their subdivisions.
- Streets need to be widened to allow bus stops to avoid cars piling behind a bus that stops.
- Based on experience after Pontiac Trail, fixing hills as much as possible is important.
- Visibility north of Skydale is still inadequate. So reducing or smoothing the hill north of Traver is important.
- Make sure you analyze the “PM Rush Hour” problems too. (for cars exiting from the east side of Nixon especially Aurora).

Is there any additional feedback that you would like to share related to the finalized roundabout design?

- Great design.
- Like getting rid of extra lane from EB Dhu Varren to SB Nixon that was in previous design. Better for pedestrian crossing.
- What is going to be done between now and when construction on roundabout begins & Dhu Varren’s east exit is closed (NW corner) to deal with flooding onto Dhu Varren (east bound lane) road just south of North Pond? (Especially during the winter when road freezes/ice forms on road). The city should either say they are not going to do anything to fix/ameliorate this chronic wet area (standing water) or state what they will be doing to ameliorate the situation this winter. Dumping a ton of salt on that spot, will negatively & permanently harm that wetland.
- There are no roundabouts in the future for residents from Barclay Park & future residents from the proposed Woodbury Club to turn south (or left). Why or will there be roundabouts there in the future?
- My major concerns are pedestrian safety and places for bus stops. How will you keep those pedestrians safe? And what improvements will you make for those that ride the bus? Right now, catching the bus at Nixon/Green/Dhu Varren is really dangerous. There is no place to stand except in the dirt alongside the road on the sidewalk across the intersection from the bus stop. This is really dangerous and not considerate of those with disabilities, especially in the winter where they have to stand in a snowbank on the side of the road.
- Might these roundabouts create long back-ups during rush hour, that cover the distance between some roundabouts and even block the roundabouts from functioning as intended? The number of cars during rush hour projected after the construction growth seems huge (especially the Aurora – Nixon numbers).
Is there any additional feedback that you would like to share related to the traffic maintenance during the roundabout construction in 2017?

- Try to figure out a coordinated plan with US 23 construction so you don’t make what is already a bad situation worse. Many drivers are using Nixon Rd to avoid US 23 backups due to construction. Don’t make this any worse than it already is. Also, this is an issue for ambulances on US 23 already. This will make it worse for them so try to figure out how to minimize this impact.
- The comparison of the Geddes Rd project to the Dhu Varren/Green project is comparing apples & oranges. The scope of these projects is so vastly different.
- Landscaping and visual clearance is an important issue.
- Based on Pontiac Trail experience, it will be impossible to police illegal traffic. The safest option is to close Nixon.
- Please consider the option of total shutdown – safer, more predictable, interferes less with schools. However, there must be severe penalties for not completing on time.
- I vote for total closure. Although it will cause extra travel, I like the shorter construction time.
- Full closure during construction, please.
- Full closure. 1-96 a couple of years ago, excruciatingly painful, but it didn’t last long.

Additional space for comments:

- Thanks for great, clear presentation. One older engineer was too slow & meeting went too long.
- What are the plans for bike travel? A lot of people ride bikes on Nixon Road.
- Please consider the impact of these plans on the intersection of Aurora and Nixon. This is a major approach to Thurston School.
  1. Immediately trim back (way back) the shrubs and trees on the northeast corner of that crossing. The view is obstructed.
  2. In all roundabout & future plans, do not forget school traffic. Some drivers, new to the area, new to the country need help with the Aurora/Nixon approach. Thank you for preventing a serious accident.
  3. Attention Council member Lummi.
- It makes little sense to focus on Nixon without plans for entire traffic area – Green Road etc.
- Need to have other good ways to move traffic from area – for example – out to Pontiac Trail.
- On agenda list names & organizations of presenters, please.
- There is no mandate that pedestrian & bike lanes have to be parallel with motor lanes.
- We need to study bikers’ & pedestrians’ travel needs & habits to design such lanes. Buffers are good for bike and pedestrian lanes. But buffers are not necessary if these lanes are not parallel with motor lane. Please see bike lanes on the campus of the University of Illinois.
- Roundabout education needed.