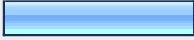



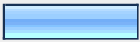




# North Aurora Road - Frontenac Road to Weston Ridge Drive

1. Please check the characteristic(s) that best describe you.			
		Response Percent	Response Count
Local resident (property abuts North Aurora Road project area)		20.7%	30
<b>Local resident (live within 3 miles of the North Aurora Road project area)</b>		<b>55.2%</b>	<b>80</b>
Business owner (property abuts North Aurora Road project area)		2.1%	3
Business owner (business located within 3 miles of North Aurora Road project area)		1.4%	2
Commuter whose destination is the Route 59 Metra Station		14.5%	21
None of the above		6.2%	9
Other		14.5%	21
		If "Other," please specify	22
		<b>answered question</b>	<b>145</b>
		<b>skipped question</b>	<b>1</b>

2. Please indicate how frequently you travel along the North Aurora Road project area.

		Response Percent	Response Count
Several times per day		33.6%	49
6-7 days per week		15.1%	22
3-5 days per week		19.2%	28
1-2 days per week		9.6%	14
A few days a month		17.8%	26
A few days a year		4.1%	6
Never		0.0%	0
Other		0.7%	1
If "Other," please specify			2
<b>answered question</b>			<b>146</b>
<b>skipped question</b>			<b>0</b>

**3. When do you typically travel in the North Aurora Road project area? (check all that apply)**

		Response Percent	Response Count
Early morning (5:00-7:00 AM)		29.5%	43
Morning rush (7:00-9:00 AM)		39.7%	58
Mid-morning (9:00 AM -11:00 AM)		23.3%	34
Midday (11:00 AM- 2:00 PM)		29.5%	43
Afternoon (2:00 PM – 5:00 PM)		43.8%	64
<b>Evening Rush (5:00 PM- 7:00 PM)</b>		<b>70.5%</b>	103
Mid-evening (7:00 PM- 9:00 PM)		41.1%	60
Late Evening (9:00 PM-12:00 AM)		15.8%	23
Overnight hours (12:00 AM- 5:00 AM)		2.7%	4
Not Applicable		2.1%	3
		<b><i>answered question</i></b>	<b>146</b>
		<b><i>skipped question</i></b>	<b>0</b>

4. The following issues have been raised as concerns in the North Aurora Road project area. To what extent do you feel the following issues are a concern? (check all that apply)

	Definitely a Concern	Somewhat a Concern	Neutral	Somewhat Not a Concern	Definitely Not a Concern	No Opinion	Response Count
Long traffic delays	<b>75.0% (108)</b>	20.1% (29)	3.5% (5)	0.7% (1)	0.0% (0)	0.7% (1)	144
Number of vehicle accidents	31.2% (44)	<b>31.9% (45)</b>	23.4% (33)	5.7% (8)	2.8% (4)	5.0% (7)	141
Access to North Aurora Road from side streets	<b>47.1% (66)</b>	18.6% (26)	18.6% (26)	7.9% (11)	2.9% (4)	5.0% (7)	140
Accessing properties along North Aurora Road	29.5% (41)	<b>30.9% (43)</b>	23.0% (32)	7.2% (10)	4.3% (6)	5.0% (7)	139
Air pollution	17.1% (24)	<b>32.9% (46)</b>	30.0% (42)	9.3% (13)	7.9% (11)	2.9% (4)	140
Noise	15.9% (22)	24.6% (34)	<b>37.0% (51)</b>	8.7% (12)	8.7% (12)	5.1% (7)	138
Lack of sidewalks along North Aurora Road	<b>46.0% (64)</b>	29.5% (41)	15.1% (21)	2.9% (4)	3.6% (5)	2.9% (4)	139
Lack of bicycle accommodations	<b>38.1% (53)</b>	27.3% (38)	15.8% (22)	7.2% (10)	7.9% (11)	3.6% (5)	139
Drainage Issues	17.5% (24)	<b>35.8% (49)</b>	29.9% (41)	3.6% (5)	1.5% (2)	11.7% (16)	137
	<b><i>answered question</i></b>						<b>145</b>
	<b><i>skipped question</i></b>						<b>1</b>

5. To what extent do you believe it is important to address the following issues? (check all that apply)

	Very Important	Somewhat Important	Neutral	Somewhat Not Important	Definitely Not Important	No Opinion	Response Count
Long traffic delays	<b>79.2% (114)</b>	17.4% (25)	1.4% (2)	0.0% (0)	1.4% (2)	0.7% (1)	144
Number of vehicle accidents	<b>52.9% (74)</b>	27.1% (38)	11.4% (16)	4.3% (6)	2.9% (4)	1.4% (2)	140
Accessing properties	<b>41.7% (58)</b>	30.9% (43)	16.5% (23)	4.3% (6)	2.2% (3)	4.3% (6)	139
Air pollution	20.0% (27)	30.4% (41)	<b>31.9% (43)</b>	5.9% (8)	7.4% (10)	4.4% (6)	135
Noise	16.9% (23)	<b>35.3% (48)</b>	27.2% (37)	6.6% (9)	9.6% (13)	4.4% (6)	136
Lack of sidewalks along North Aurora Road	<b>47.9% (67)</b>	27.1% (38)	17.9% (25)	3.6% (5)	1.4% (2)	2.1% (3)	140
Lack of bicycle accommodations	<b>36.7% (51)</b>	29.5% (41)	15.1% (21)	8.6% (12)	5.8% (8)	4.3% (6)	139
Drainage Issues	25.4% (35)	<b>34.1% (47)</b>	25.4% (35)	4.3% (6)	2.2% (3)	8.7% (12)	138
	<b>answered question</b>						<b>145</b>
	<b>skipped question</b>						<b>1</b>

**6. The following actions have been suggested to improve the North Aurora Road project area. In your opinion, how important is it that these actions are incorporated into a project plan?**

	<b>Very Important</b>	<b>Somewhat Important</b>	<b>Neutral</b>	<b>Somewhat Not Important</b>	<b>Definitely Not Important</b>	<b>No Opinion</b>	<b>Response Count</b>
Add or extend turn lanes at intersections	<b>64.5% (91)</b>	28.4% (40)	4.3% (6)	0.0% (0)	0.7% (1)	2.1% (3)	141
Add a second lane in each direction	<b>77.3% (109)</b>	15.6% (22)	2.8% (4)	0.0% (0)	2.8% (4)	1.4% (2)	141
Improve drainage in the area	21.3% (29)	<b>38.2% (52)</b>	26.5% (36)	4.4% (6)	1.5% (2)	8.1% (11)	136
Limiting access/consolidate driveways on North Aurora Road	20.3% (28)	<b>36.2% (50)</b>	27.5% (38)	7.2% (10)	4.3% (6)	4.3% (6)	138
Add traffic signals where warranted	<b>42.4% (59)</b>	30.2% (42)	18.7% (26)	5.8% (8)	2.2% (3)	0.7% (1)	139
Include bicycle and pedestrian facilities	<b>46.0% (63)</b>	32.1% (44)	13.9% (19)	1.5% (2)	2.9% (4)	3.6% (5)	137
Improve/widen other roads in the area	<b>37.3% (53)</b>	28.9% (41)	26.1% (37)	3.5% (5)	1.4% (2)	2.8% (4)	142
Do nothing	0.9% (1)	2.6% (3)	15.5% (18)	5.2% (6)	<b>62.1% (72)</b>	13.8% (16)	116
	<b><i>answered question</i></b>						<b>145</b>
	<b><i>skipped question</i></b>						<b>1</b>

**7. Widening North Aurora Road will impact the project area. To what extent are the following potential impacts a concern to you? Please remember that no alternatives or their impacts for this project have been identified at this time.**

	Very Concerned	Somewhat Concerned	Neutral	Somewhat Not Concerned	Definitely Not Concerned	No Opinion	Response Count
Cost to Taxpayers	29.6% (42)	<b>45.8% (65)</b>	11.3% (16)	4.2% (6)	8.5% (12)	0.7% (1)	142
Environmental Impacts	19.1% (27)	<b>44.0% (62)</b>	20.6% (29)	6.4% (9)	9.2% (13)	0.7% (1)	141
Loss of business property	4.3% (6)	24.8% (35)	<b>32.6% (46)</b>	21.3% (30)	15.6% (22)	1.4% (2)	141
Loss of residential property	8.6% (12)	30.7% (43)	<b>35.0% (49)</b>	14.3% (20)	10.0% (14)	1.4% (2)	140
Loss of Park District property	9.2% (13)	26.2% (37)	<b>31.2% (44)</b>	16.3% (23)	16.3% (23)	0.7% (1)	141
Time to complete improvement(s)	<b>41.0% (59)</b>	35.4% (51)	13.2% (19)	1.4% (2)	7.6% (11)	1.4% (2)	144
Additional traffic congestion during construction	<b>52.4% (75)</b>	26.6% (38)	11.2% (16)	4.9% (7)	4.9% (7)	0.0% (0)	143
	<b><i>answered question</i></b>						<b>145</b>
	<b><i>skipped question</i></b>						<b>1</b>

**8. Please use the space below to leave any additional comments or concerns about this project.**

	Response Count
	54
	<b><i>answered question</i></b>
	<b>54</b>
	<b><i>skipped question</i></b>
	<b>92</b>

## Online Survey Open Ended Response

1. My highest priorities are safety and time. Safety for bikes, pedestrians and cars using the area as well as overall timing of the project and how it will impact traffic in the area. My subdivision exits directly onto N. Aurora and there are no alternative exits. We will be at the mercy of the construction for as long as it lasts.
2. The length of the turn signals heading eastbound on North Aurora and either continuing east of route 59 and especially trying to go southbound on route 59 during peak traffic hours is ridiculous, and what causes the majority of accidents and congestion. The immediate solution would be to lengthen the turning signal light since many people block the traffic flow. The turn lanes going northbound on rt. 59 and trying to turn westbound on North Aurora are way too short and lights need to be increased during peak hours.
3. Many rear-ender accidents happen when westbound traffic comes to a sudden stop for cars making right turns into the skate rink located right after the viaduct.....can you please help in this area?
4. Seems important to control traffic between 59 and train parking. Also, there should be two lanes as far west as possible. The work should plan for eventual, more intense, development of the light manufacturing areas in the area just east of the EJ&E tracks on south side of the road. Could the miscellaneous subdivisions along the north side, west of Fairway, be tied in together better? They now all need their own exit to North Aurora Road, which seems inefficient.
5. We are in need of better sidewalks (and in most places sidewalks need to be built!!!) on Route 59 from North Aurora going south under the BNSF railroad bridge. It is very dangerous for pedestrians and bicyclists to commute to/from stores and businesses.
6. While it may add to delays and transportation difficulties in this area in the short term, it will be a huge improvement in the long-term. Due to the severity of the safety issues, this should be a priority. It also backs up traffic on Rt 59, Ogden, River and other surrounding roads as people try to find alternative routes but without success. Thank you for trying to find solutions.
7. Roadway should be widened for two lanes in each direction like it is to the east and west. Add turn lanes for access to side streets and properties along North Aurora Road. Sidewalks or bikeways are a must so that residents in this area can walk or drive to shopping and the train station without worrying about their safety.
8. We're in a recession if not a depression. Likely traffic will decrease on these roads. Let's conserve residents' tax dollars.
9. A related concern is the limited road options to leave the train station parking lot. If there were more options traffic congestion would lessen on Rt 59.
10. North Aurora has become increasingly busy in the past few years, especially during rush hour. For those who are forced to pull onto North Aurora with no traffic lights, it is dangerous and time consuming. There should be no reason that someone should have to sit for 5 minutes to pull out of their subdivision or even pull into their subdivision from North Aurora. It is especially bad when hundreds of people are exiting the train station and everyone is moving from two lanes to 1 (in each direction). I have heard about an exit from Eola Road to I-88 - hopefully this will ease the congestion on North Aurora. However, if that exit does not come to fruition it's only going to get worse.
11. From my perspective as an "ordinary citizen," I see no reasonable alternatives to completing the road improvement endeavors. Both my wife and I must make left turns onto North Aurora road (to drive eastbound). Our waiting times often exceed five minutes — occasionally, significantly longer — to complete these turns safely. If this project is not undertaken now, by the time it becomes mandatory the associated costs also will increase concurrently with increased vehicle collisions.
12. I am a homeowner in The Enclave at Country Lakes development, access to which is provided by North Aurora Road to Genessee or Enterprise. The lack of a traffic light makes exiting the complex a chore during rush hour periods. Cars from the Frontenac light can back up past Enterprise. Additional signage is needed to identify Enterprise and Frontenac. Many westbound drivers turn north on Enterprise only to realize later that it is not Frontenac. Then they must turn around and get back on to North Aurora Road westbound to Frontenac. The number of delivery vehicles and large trucks serving NAPA are a cause of concern. On-street parking at the south end of Enterprise is a visibility and access concern. Cars and trucks must slalom

around the parked cars. The lack of a right-turn lane from North Aurora to Enterprise is a concern (because following traffic does not want to slow down to allow the turn). Passing through the turn lane is a concern.

13. It is very important to add traffic lights ASAP.
14. A long time coming....let's do it!!!
15. If this comes to pass traffic lights will have to be installed at Genesee Rd and Country Glen Rd. Access onto North Aurora Rd from these roads is near to impossible with one lane of traffic on North Aurora Rd. It will be impossible and very dangerous to try and turn across 2 lanes of traffic. A lot of residents have already complained about this issue to no avail.
16. North Aurora Road should have been a 4 or 5 lane road. City of Naperville ignores traffic congestion, but collects lot of tax money.
17. While I will be inconvenienced during construction, at least during the school year, this is a necessary improvement, along with widening the bridge under the railroad tracks to the west. Both of these projects become even more important if the traffic on the tracks increases.
18. Traffic Signal is badly needed at Genesee Drive. Widening the roadway will make this even more necessary. During peak travel times, cars trying to turn out onto North Aurora Road often wait five to ten minutes waiting for an opening and this leads to very dangerous maneuvers by drivers. Making left turns is so difficult that motorists are turning right then making U-turns. There are over 300 homes using Genesee Drive to enter and exit the subdivision at North Aurora Road and to date our concerns have fallen on deaf ears. Our property values have been directly affected by this problem.
19. As a resident of the Enclave at Country Lakes subdivision (just off Genesee Dr.), it is imperative that a traffic light be put in at Genesee and North Aurora Road. It is impossible to get out of the subdivision, especially during rush hour in the morning and evening. Several accidents have occurred here, due to the fact that a traffic light does not exist here. I have tried contacting the city of Naperville regarding this. Incredibly, I was told a "traffic study" was done and that this location does not "warrant" a traffic light! Perhaps another study needs to be conducted! This has become a major problem for those of us living here.
20. It needs to be done and could help alleviate problems on other roads that travel in the same direction but aren't used because of the poor infrastructure conditions in the area.
21. I think the most important thing that needs to be done on N. Aurora Rd is a 2nd turn lane at the light turning South on Eola Rd. At time that gets backed up to Frontenac Rd.
22. There is a great need for sidewalks with lights between Weston ridge and Genesee.
23. The traffic problem will not totally be alienated until the underpass west of project is also widened. Our subdivision is along North Aurora Rd. and should be shielded from traffic and noise with a barrier wall. When I moved in this area was low traffic and very quiet.
24. Accessing N. Aurora from Genesee (L or R) often takes 5-15 minutes wait time and it is very dangerous. I am concerned that this widening will make it impossible to safely access without a traffic light.
25. Andy, you made a nice presentation Tues. night. Good job. Berms, steep slopes to be planted with native ground cover. No right in/right out on public row. No islands.
26. Please improve this road ASAP. And please continue it all the way past the ice rink going west. The way the road narrows down now is a terrible traffic hazard due to the drivers that want to race you to get one car length ahead!
27. Phoenix Closures requires the use of an east / west road to access their warehouse on Eola Rd. The three choices are N. Aurora, Diehl and Ferry. Obviously widening N. Aurora will eventually help everyone. The concern is that if this road has to be closed during construction, then allowances will have to be made for Diehl Rd to handle the excess.
28. If you leave the current road as the far north lanes, I am all for the improvements, however, I do NOT want a four lane road any closer to my home than it is right now. We already have issues with noise and air pollution. Give us some space to live. One of my neighbors speaks mostly Spanish so they probably aren't even aware of this.
29. Creating cut outs for turns into the side streets and driveways along North Aurora would make traffic flow better as well as create safer driving conditions.

30. The biggest issue is the traffic. Five lanes are definitely needed throughout this stretch of roadway. Additionally, the construction needs to be done in a timely manner rather since this will not only affect the traffic but also the noise level during the day and evening hours.
31. Definitely need improved access from All Season Ice arena, starting with a turn lane. After games, A number of cars all have to take the plunge and dive onto N Aurora
32. Please also consider providing an additional north/south street from north aurora road over/under the BNSF train tracks connecting with commons on the north side of the tracks. This would greatly alleviate the congestion on Route 59 and Eola. This is especially important now that many students will be travelling through this area to the new Metea high school.
33. If you widen this road will it do any good without doing something about the train underpass? It appears you'll still have a traffic jam if this is not widened also. It may make it worse as the traffic will narrow down closer to the underpass?
34. Though you must be aware of it, there is no mention of the increased traffic the opening of Metea Valley HS will have on this road. Please get this road work done before Metea HS opens in Sept. 2009. This road will see many new just licensed teenage drivers (as sophomores and juniors). With Diehl Road not having a Railroad overpass, North Aurora Rd. will be the only road my student will be allowed to drive to and from school. I would expect many other parents will have the same rule. That makes it imperative to widen North Aurora Rd.
35. Improving Aurora Avenue would help in driving to Waubonsie Valley High School and also help with driving to the new High school soon to be built.
36. I believe you should make it clear the direction the City is headed with the EJ&E underpass as a part of a comprehensive solution to this road. I recall participating in the previous survey but do not know what solution was decided. The length and type of solution to the underpass will impact views on this project.
37. I realize this project is not addressing the area at or west of the tracks and I hope that is being addressed elsewhere. The underpass is a terrible bottleneck and the All Seasons parking lot is difficult to get into and out of (and cars waiting to get in delay traffic on North Aurora).
38. The sooner it's 5 lanes all the way down to Eola Rd, the better (please work on widening the EJ&E underpass next)
39. The rail underpass MUST be corrected to allow any improvements to function properly.
40. The city of Naperville should make a lot of road improvements, implementing bicycle lanes and pedestrian sidewalks to diminish the automobile congestion in most areas of the city and especially along Route 59, which is extremely congested at the present time.
41. With the opening of Metea in the fall of 2009, I think these improvements are imperative. The traffic to and from Waubonsie is already an issue -- sometimes it will take me 35 minutes to make the 6 mile drive. I think this project is long overdue.
42. NORTH AURORA ROAD NEEDS TO BE WIDENED. DO IT SOON. I USE THE BNSF AND IT TAKES FOREVER TO GET HOME AT NIGHT.
43. Project is likely to exacerbate E-W traffic delays at North Aurora/Ogden and Ogden/River Road, which are bad enough now.
44. This area is definitely a bottleneck especially during rush hours. I've seen Train commuters get very impatient when they think they are going to miss their train.
45. There should be pedestrian and bicycle facilities to give people an option other than driving to get to the train station and commercial in Naperville and Aurora.
46. I'm glad to see that you are at least looking into this project. As you are aware, this roadway section is in desperate need of being widened due to the great numbers of vehicles which travel on it daily and the congestion that is created as a result.
47. There must be sidewalks and bicycle lanes added to the Route 59 Train Station. How could we have designed something without access to people walking and bicycling to and from the Route 59 train station, as well as the businesses in the area? This expansion must be done and space should be created for pedestrians and bicyclist. This should be done with the county and City of Aurora, so that it becomes two lanes all the way to Eola Road (west of the EJ&E railroad tracks).

48. There are not nearly enough North - South Roads and this places an inappropriate share of the total traffic burden on East - West routes such as North Aurora Road as motorists attempt to reach the very scarce North - South Roads.
49. I live in the Enclave at Country Lakes subdivision, which primarily uses Genesee Dr. to access North Aurora Rd. During morning and evening rush hours times, it is sometimes nearly impossible to make a left turn from Genesee onto North Aurora Rd. or from eastbound North Aurora Rd onto Genesee. This seems to be due to the general rush hour traffic, but it is made much worse by the stream of cars going to or leaving the Route 59 Metra station. Because such a high volume of cars is using just one lane, there is rarely an opportunity to make a left turn (or even a right turn) from Genesee onto North Aurora Rd. It is also difficult when driving eastbound on North Aurora Rd and trying to turn left onto Genesee. I think that North Aurora Rd. does need to be widened, but the difficulty of making turns at the North Aurora Rd/Genesee intersection also needs to be addressed.
50. I live off of North Aurora and find it very difficult and dangerous to turn left onto North Aurora. This is a big concern for me.
51. A sidewalk needs to be added in this area. Walking distance of the train, but lack of sidewalk makes this difficult even on the nicest days! As a resident of the Trails of Country Lakes subdivision, it is nearly impossible to even make a right hand turn out of the subdivision - forget about a left turn. I have waited up to 12 minutes on one occasion!
52. This road widening study should have been done all the way to the west side of the tracks to the light at Jewel. I know this roadway may include multi jurisdictions but the city should be working with other jurisdictions (City's, State, County etc) if that is the case? Who made the determination to end the project to Frontenac? This will be a band aid effect. The EJ & E Tracks underpass needs to be widened, and this project needs to be taken another quarter mile to the light at Jewel. The Eola/N Aurora intersection needs to be widened as well with dual turn lanes. What is the transportation planning department thinking? What did the City's planning department think that hundreds of commuters using the 59 Train station and all the residential units approved by staff without widening or improving any roads for all the growth and development? The city should have made the developments that came in (i.e. residential/commercial/industrial) pay for future road improvements with each building permit that came into the City. I am very disappointed in the scope of this project, the time line for this project to take place and the lack of funding and mostly for poor planning!
53. Something needs to be done now with the timing of traffic lights east and west of Genesee Dr. For those of us turning left onto Genesee or turning left out of Genesee, the wait can be up to 15 minutes. Either traffic is turning left onto N. Aurora Rd. from Fairway or going west on N. Aurora Rd. but there are seldom any breaks in traffic.
54. As part of this project the city should strongly consider adding a stop light to North Aurora Rd and Genesee Dr.

Comment	#
Do Something Now	15
Signal at Genesee	13
Widen at Underpass	11
Build Sidewalks	8
Air & Noise Pollution	4
Right Turn Lane for All Seasons	4
Do Nothing	3
Extend Commons Drive	2
Right Turn Lane for Enterprise	2
Control Metra Parking & Access	2
Add Street Lighting	1
Fix Eola	1
Fix 59	1
Maintain Current Access	1
Restrict Access	1