

### Q8 Do you have any other comments, questions, or concerns?

Answered: 26 Skipped: 39

#	Responses	Date
1	I think a full stop light (not flashing), pedestrian activated, would be required for safety the way 26th is now. Flashing lights would give pedestrians a false sense of security. The two lane change has created many unsafe and frustrating situations for bikers pedestrians and drivers all along 26th and 28th and should be reversed. It has made this particular intersection even more dangerous than it was before.	11/16/2015 1:46 PM
2	My biggest concern is having my young children run out into the street. However, I don't know if signs, cross walks, etc would help in that situation, as they are small children - hard to see and may not give cars enough time to react. It ultimately falls on me as a parent to keep an eye on them and try to make sure that does not happen.	11/13/2015 9:30 AM
3	THERE IS A CROSS WALK AND TRAFFIC LIGHT AT 12th AVE. THERE DOESNT NEED TO BE ONE A BLOCK LATER. That is a waste of time and money. Walk a bit further if safety is such a concern. This survey is limited in its options for response, i.e. 2, 4 and 6.	11/13/2015 8:05 AM
4	Any additional signage would be helpful. I tend to cross on the east side of the intersection, but I guess more people use the east side. WHERE the crosswalk is would be relevant.	10/29/2015 9:52 AM
5	A young boy was killed there. Let's not have any more accidents.	10/28/2015 5:02 PM
6	This survey is incomplete and slanted - you'll only get the answers that biased the survey - i.e. not objective at all	10/28/2015 2:35 PM
7	LOVED the pedestrian islands put on 26th and 28th this summer. Felt 100x safer at those intersections. Deeply disappointed to see them leaving. Very happy about the bike lanes on 26th and 28th, which I travel on daily for work	10/28/2015 12:10 PM
8	Flashing lights do not make the cars stop. This can be seen at 27th and Chicago particularly at rush hour. What is the rate of driver compliance at flashing yellows? With the spot being a T and lights at both ends of the block I am not sure it would improve the safety. The blocks between 2 stoplights are always difficult to cross (Columbus) because drivers do not comply with the law. A T intersection is not even seen in the drivers mind. The questions are not well written so are impossible to answer. Sorry. answer.	10/28/2015 10:51 AM
9	We need something to make it safe to cross 26th & 28th, especially at 17th (the bike boulevard), 13th (where there is a Greenway exit) and 11th Avenues. If there is a better design than the bike lanes and raised curbs, please find, approve, and install that at the same time they are taken out. Don't just rip them out and go back to no effort for pedestrian safety until "something better" comes along.	10/11/2015 5:06 PM
10	I would like to see Green Striping of that Intersection which will improve the ability of cars traveling southbound on 11th Avenue South, to make a right hand turn. It will also offer a clear path for Pedestrians to cross at that intersection near the Soccer Field.	10/6/2015 12:34 PM
11	There are no signs alerting motorists that they are approaching a park and school. When were these signs taken down? This is a high traffic area with hospitals and clinics and the Somali mall nearby. The "traffic calming" measures put into place by the city do not necessarily reflect the wishes of the surrounding community. It is necessary to mark the intersection at 11th and E 26th street to alert motorists so they can be prepared for people crossing there. There are many distracted drivers these day. We witness drivers going too fast and even seem to speed up when there are people crossing. This is not a safe intersection for children. I have observed crossings in the middle of other blocks to stop for bicycles. Why is this not necessary for our kids crossing to go to the park or school?	10/5/2015 12:33 PM
12	I don't want this to be an anti-bike lane issue. There has to be a solution that is safer for pedestrians, bikers, and cars.	10/5/2015 11:39 AM
13	No	10/4/2015 8:48 AM
14	responsibility of pedestrian - put up fence along park - directing people to 10th or 12th to use the semaphores - the addition of the bike lanes and poles only give a false sense of security to bicyclists and to the pedestrians	10/3/2015 8:47 PM

15	Very poor transportation planning that was done for political purposes and NOT for actual improvement of either traffic OR for public safety. The questions on this survey instrument are biased to say the least and demonstrate why the transportation planning is so bad for Minneapolis and is designed to support a political decision and has no bearing to actual good practices that enhance safety for the public. At minimum that area should be returned to prior use. Bike lanes should be designated on the Greenway or the blocks north or south of the 26th and 28th corridors that are intended to move auto traffic efficiently as to reduce pollution and traffic congestion. Putting them on traffic corridors are intended to discourage ato use because of political reasons. Especially in that spot where anyone with a brain KNOWS that the Hospitals will be sending huge numbers of cars into that choke point at rush hours. They are bad at all times but at rush hour they are a disaster. The survey did NOT address the real problem because the politicians do not want to address the real problem, only to appear to do so so they can claim they included the public in their decisions.	10/3/2015 12:31 PM
16	Let's do a fun artsy crosswalk like checkerboard style or zebra style :-)	10/3/2015 1:04 AM
17	I understand that there are already lights on 12th and 10th, but there are so many people that cross from the park, it seems it could be so helpful to have a light...possibly similar to the one on 24th Street by Cedar across from the Catholic church and the playground/soccer fields. It would remain green unless pedestrians were crossing and would definitely help to alert drivers the possible pedestrians. We have had more traffic in the alleys during rush hour, more traffic down 10th and 11th avenues because people are so frustrated being stuck in traffic. Reducing the lanes has not been at all helpful!	10/2/2015 7:15 PM
18	I'm thrilled to see the neighborhood tenaciously voicing these concerns. As a relatively new resident to this neighborhood I was baffled by the lack of concern for the safety of school and neighborhood children, as evidenced by the lack of signage and protected cross walks.	10/1/2015 9:49 PM
19	A pedestrian crosswalk would just create more of a backup of traffic during commuter hours. Again, why not cross at 10th or 12th with the traffic light?	10/1/2015 4:40 PM
20	We do not need another Pedestrian Crosswalk at 26th street and 11th ave because there is one at 12th ave as well as 10th ave.	10/1/2015 11:28 AM
21	Thank you for making this survey. In several of the questions, none of the answer options were applicable or true for me. Example: for question 4, neither answer option is true in my observation. There are not fewer cars but I have observed that cars do drive slower on 26th and 28th since the bike lanes were added. I use Stewart Park regularly with my 2 year old daughter. It is definitely difficult to cross at that intersection. some form of improvement for crossing is needed. Please rely on research to choose the best method for the context. A curb cut should be added at the park border so those with strollers and wheel chairs can cross at 11th and enter the park.	10/1/2015 11:20 AM
22	Some of the survey questions here are too limiting. In question 6 for example, I think it should be safer, but I don't feel that a crosswalk would make it safer. But I don't have that option. Where has a crosswalk made a crossing like this safer? It just doesn't work. Crosswalks only work well if there is only one lane of traffic in each direction, a lot of pedestrian traffic so that drivers are aware (way more than here), much slower traffic than here, or a center median where people walking can stop between the lanes. While the two lanes of traffic are much better than 3 from before, there is still a real risk that a car in one lane will stop and another lane won't. That's with disastrous outcomes. I worry that a crosswalk increases that chance of a crash unfortunately. The only way around that is a full on red light crossing and that is too expensive at this time in my opinion given the amount of demand. I do think some signage would be nice, but fundamentally, we need fewer people to drive on 26th Street! Walk! Bike! The new bike lanes have made it so much safer to bike and I feel a lot safer crossing both 26th and 28th Street at most other intersections (this one is safer, but still not where it should be).	10/1/2015 10:22 AM
23	Cars can't speed when the traffic is backed up. Traffic lights are not timed on 26th or 28th causing the backup of cars. Need to add a push button light at the cross walk and time the lights so the traffic is not backed up for blocks. Cars can't cross 26th or 28th easily because of the back up. PLEASE time the lights so the cars move. Ambulances can't get through because of the posts for the bike lane. When it snows, it is going to be a nightmare. I have counted 15 bikes on the bike lane in 2 months. BAD IDEA all around.	10/1/2015 10:18 AM
24	Let's do this along 28th when we finish with 26th - Review & Assess the bike lanes & speed of traffic and congestion.	10/1/2015 9:55 AM
25	It would be nice if there was a crosswalk at 26th & 11th, but since there current is not I think the striping/lights, etc., would be more likely to be installed at 10th or 12th Aves.	10/1/2015 7:54 AM
26	I would recommend having the Playground sign on 11th and 26th and a School sign at 12th and 26th. Even though there is a stoplight on 12th, people run it all the time. It should also be a countdown light.	10/1/2015 7:07 AM