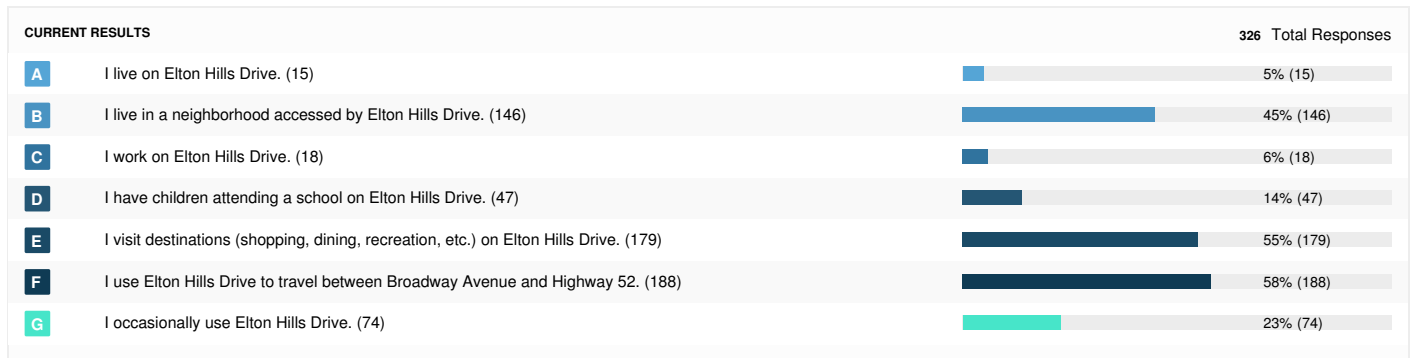


Elton Hills Drive Safety Improvements

Which statement best reflects you? (Check all that apply.)



REGISTERED VS NON-REGISTERED

	A	B	C	D	E	F	G
Registered Voters (239)	4.2% (10)	43.9% (105)	6.7% (16)	13.8% (33)	56.5% (135)	55.6% (133)	24.3% (58)
Non-Registered Voters (87)	5.7% (5)	47.1% (41)	2.3% (2)	16.1% (14)	50.6% (44)	63.2% (55)	18.4% (16)

ALL RESPONDENTS

	A	B	C	D	E	F	G
All respondents (326)	5.0% (15)	45.0% (146)	6.0% (18)	14.0% (47)	55.0% (179)	58.0% (188)	23.0% (74)
Registered Voters in Rochester, MN (239)	4.2% (10)	43.9% (105)	6.7% (16)	13.8% (33)	56.5% (135)	55.6% (133)	24.3% (58)
Live in Rochester, MN (318) - Self-reported	4.7% (15)	45.0% (143)	5.7% (18)	13.8% (44)	55.0% (175)	57.2% (182)	23.0% (73)
Subscribers to Rochester, MN (322)	4.7% (15)	44.7% (144)	5.6% (18)	13.7% (44)	55.0% (177)	57.1% (184)	23.0% (74)
Register respondents from anywhere (243)	4.0% (10)	43.0% (105)	7.0% (16)	14.0% (34)	56.0% (137)	56.0% (137)	24.0% (58)

PRECINCT

497 REGISTERED VOTERS

	A	B	C	D	E	F	G
CASCADE TWP P-1 (4)	-	25.0% (1)	-	-	50.0% (2)	50.0% (2)	50.0% (2)
CASCADE TWP P-3A (1)	-	-	-	-	-	-	100.0% (1)
HAVERRHILL TWP (2)	-	-	50.0% (1)	-	-	100.0% (2)	-
HIGH FOREST TWP (1)	-	-	-	-	-	-	100.0% (1)
MARION TWP P-1 (2)	-	-	-	-	100.0% (2)	50.0% (1)	50.0% (1)
ORONOCO (1)	-	-	-	100.0% (1)	100.0% (1)	100.0% (1)	-
ORONOCO TWP (2)	-	-	50.0% (1)	-	50.0% (1)	100.0% (2)	50.0% (1)
PINE ISLAND (1)	-	-	-	-	100.0% (1)	100.0% (1)	-
ROCHESTER W1 P01 (4)	-	-	25.0% (1)	-	50.0% (2)	25.0% (1)	25.0% (1)
ROCHESTER W1 P02 (4)	-	-	-	-	50.0% (2)	50.0% (2)	-
ROCHESTER W1 P04 (1)	-	-	100.0% (1)	-	-	-	-
ROCHESTER W1 P05 (3)	-	-	-	-	33.3% (1)	33.3% (1)	66.7% (2)
ROCHESTER W1 P06 (2)	-	-	-	-	100.0% (2)	50.0% (1)	50.0% (1)
ROCHESTER W1 P07 (1)	-	-	-	100.0% (1)	-	-	-
ROCHESTER W1 P09 (1)	-	-	-	-	100.0% (1)	100.0% (1)	100.0% (1)
ROCHESTER W1 P11 (1)	-	-	-	-	100.0% (1)	-	-
ROCHESTER W2 P01 (5)	-	-	-	-	60.0% (3)	20.0% (1)	80.0% (4)
ROCHESTER W2 P02 (5)	-	-	-	-	80.0% (4)	40.0% (2)	60.0% (3)
ROCHESTER W2 P03 (3)	-	-	33.3% (1)	-	100.0% (3)	66.7% (2)	33.3% (1)
ROCHESTER W2 P04 (2)	-	-	-	-	50.0% (1)	100.0% (2)	-
ROCHESTER W2 P05 (3)	-	-	-	-	66.7% (2)	33.3% (1)	33.3% (1)
ROCHESTER W2 P06 (1)	-	-	-	-	-	-	100.0% (1)
ROCHESTER W2 P07 (6)	-	-	-	-	33.3% (2)	66.7% (4)	50.0% (3)

ROCHESTER W2 P08 (2)	-	-	-	-	-	-	100.0% (2)
ROCHESTER W3 P01 (4)	-	-	50.0% (2)	25.0% (1)	50.0% (2)	50.0% (2)	25.0% (1)
ROCHESTER W3 P02 (4)	-	-	-	-	75.0% (3)	75.0% (3)	-
ROCHESTER W3 P04 (2)	-	50.0% (1)	-	-	50.0% (1)	50.0% (1)	50.0% (1)
ROCHESTER W3 P05 (10)	-	20.0% (2)	-	-	40.0% (4)	70.0% (7)	40.0% (4)
ROCHESTER W3 P06 (4)	-	50.0% (2)	-	-	75.0% (3)	75.0% (3)	-
ROCHESTER W3 P07 (2)	-	50.0% (1)	50.0% (1)	50.0% (1)	100.0% (2)	50.0% (1)	-
ROCHESTER W4 P01 (3)	-	-	-	-	100.0% (3)	33.3% (1)	-
ROCHESTER W4 P03 (1)	-	-	-	-	-	-	100.0% (1)
ROCHESTER W4 P05 (3)	-	-	-	-	66.7% (2)	66.7% (2)	66.7% (2)
ROCHESTER W4 P06 (1)	-	-	-	-	100.0% (1)	100.0% (1)	-
ROCHESTER W4 P07 (1)	-	-	100.0% (1)	-	-	-	-
ROCHESTER W4 P08 (1)	-	-	-	-	-	100.0% (1)	-
ROCHESTER W5 P01 (8)	-	62.5% (5)	12.5% (1)	-	75.0% (6)	75.0% (6)	-
ROCHESTER W5 P02 (1)	-	-	-	-	100.0% (1)	-	100.0% (1)
ROCHESTER W5 P03 (5)	-	-	-	20.0% (1)	40.0% (2)	100.0% (5)	20.0% (1)
ROCHESTER W5 P04 (7)	-	14.3% (1)	-	14.3% (1)	57.1% (4)	71.4% (5)	28.6% (2)
ROCHESTER W5 P05 (9)	-	-	11.1% (1)	11.1% (1)	44.4% (4)	88.9% (8)	22.2% (2)
ROCHESTER W5 P06 (3)	-	-	-	33.3% (1)	100.0% (3)	100.0% (3)	33.3% (1)
ROCHESTER W5 P07 (3)	-	-	-	-	66.7% (2)	100.0% (3)	-
ROCHESTER W5 P08 (2)	-	-	-	-	-	50.0% (1)	100.0% (2)
ROCHESTER W6 P01 (50)	12.0% (6)	90.0% (45)	6.0% (3)	24.0% (12)	54.0% (27)	42.0% (21)	6.0% (3)
ROCHESTER W6 P02 (33)	12.1% (4)	90.9% (30)	-	24.2% (8)	51.5% (17)	57.6% (19)	3.0% (1)
ROCHESTER W6 P03 (15)	-	100.0% (15)	6.7% (1)	33.3% (5)	66.7% (10)	46.7% (7)	33.3% (5)
ROCHESTER W6 P04 (5)	-	20.0% (1)	-	-	80.0% (4)	80.0% (4)	40.0% (2)
ROCHESTER W6 P05 (1)	-	-	-	-	100.0% (1)	100.0% (1)	100.0% (1)
ROCHESTER W6 P06 (1)	-	-	-	-	100.0% (1)	-	100.0% (1)
ROCHESTER W6 P07 (2)	-	-	-	50.0% (1)	100.0% (2)	100.0% (2)	-
ROCHESTER W6 P08 (2)	-	50.0% (1)	50.0% (1)	-	50.0% (1)	50.0% (1)	50.0% (1)
SALEM TWP (1)	-	-	-	-	-	100.0% (1)	-
ZUMBROTA P-2 (1)	-	-	-	-	-	100.0% (1)	-

AGE RANGE

497 REGISTERED VOTERS

	A	B	C	D	E	F	G
18-29 (14)	-	50.0% (7)	7.1% (1)	21.4% (3)	57.1% (8)	57.1% (8)	28.6% (4)
30-39 (56)	5.4% (3)	50.0% (28)	5.4% (3)	26.8% (15)	57.1% (32)	53.6% (30)	17.9% (10)
40-49 (64)	3.1% (2)	39.1% (25)	9.4% (6)	20.3% (13)	54.7% (35)	51.6% (33)	21.9% (14)
50-59 (46)	8.7% (4)	30.4% (14)	6.5% (3)	6.5% (3)	56.5% (26)	65.2% (30)	21.7% (10)
60-69 (47)	-	55.3% (26)	4.3% (2)	-	61.7% (29)	55.3% (26)	29.8% (14)
70-79 (12)	8.3% (1)	33.3% (4)	8.3% (1)	-	41.7% (5)	75.0% (9)	33.3% (4)
80-89 (3)	-	33.3% (1)	-	-	33.3% (1)	33.3% (1)	66.7% (2)
90-99 (1)	-	-	-	-	100.0% (1)	-	-

VOTERS GENDER

497 REGISTERED VOTERS

	A	B	C	D	E	F	G
F (113)	5.3% (6)	49.6% (56)	7.1% (8)	13.3% (15)	58.4% (66)	53.1% (60)	20.4% (23)
M (130)	3.1% (4)	37.7% (49)	6.2% (8)	14.6% (19)	54.6% (71)	59.2% (77)	26.9% (35)

STATE INCOME DECILE

497 REGISTERED VOTERS

	A	B	C	D	E	F	G
0 to 9 Pct range (12)	-	25.0% (3)	-	-	83.3% (10)	50.0% (6)	50.0% (6)
10 to 19 Pct range (1)	-	-	-	-	-	100.0% (1)	-
20 to 29 Pct range (12)	-	16.7% (2)	8.3% (1)	8.3% (1)	58.3% (7)	75.0% (9)	25.0% (3)
30 to 39 Pct range (14)	-	14.3% (2)	-	7.1% (1)	64.3% (9)	57.1% (8)	50.0% (7)
40 to 49 Pct range (8)	-	12.5% (1)	25.0% (2)	-	37.5% (3)	62.5% (5)	12.5% (1)
50 to 59 Pct range (32)	6.3% (2)	81.3% (26)	3.1% (1)	18.8% (6)	46.9% (15)	40.6% (13)	12.5% (4)

60 to 69 Pct range (66)	10.6% (7)	71.2% (47)	9.1% (6)	22.7% (15)	60.6% (40)	48.5% (32)	16.7% (11)
70 to 79 Pct range (46)	2.2% (1)	43.5% (20)	6.5% (3)	17.4% (8)	63.0% (29)	58.7% (27)	10.9% (5)
80 to 89 Pct range (26)	-	11.5% (3)	3.8% (1)	7.7% (2)	38.5% (10)	65.4% (17)	42.3% (11)
90 Pct and up (24)	-	4.2% (1)	8.3% (2)	-	50.0% (12)	70.8% (17)	37.5% (9)
Unknown (2)	-	-	-	50.0% (1)	100.0% (2)	100.0% (2)	50.0% (1)

How do you use Elton Hills Drive? (Check all that apply.)



REGISTERED VS NON-REGISTERED

	A	B	C	D	E
Registered Voters (239)	25.1% (60)	13.4% (32)	11.7% (28)	99.6% (238)	1.7% (4)
Non-Registered Voters (88)	22.7% (20)	14.8% (13)	6.8% (6)	100.0% (88)	3.4% (3)

ALL RESPONDENTS

	A	B	C	D	E
All respondents (327)	24.0% (80)	14.0% (45)	10.0% (34)	100.0% (326)	2.0% (7)
Registered Voters in Rochester, MN (239)	25.1% (60)	13.4% (32)	11.7% (28)	99.6% (238)	1.7% (4)
Live in Rochester, MN (319) - Self-reported	24.8% (79)	13.2% (42)	10.3% (33)	99.7% (318)	2.2% (7)
Subscribers to Rochester, MN (323)	24.5% (79)	13.3% (43)	10.2% (33)	99.7% (322)	2.2% (7)
Register respondents from anywhere (243)	25.0% (60)	14.0% (33)	12.0% (28)	100.0% (242)	2.0% (4)

PRECINCT 367 REGISTERED VOTERS

Precinct	A	B	C	D	E
CASCADE TWP P-1 (4)	-	-	-	100.0% (4)	-
CASCADE TWP P-3A (1)	-	-	-	100.0% (1)	-
HAYERHILL TWP (2)	50.0% (1)	-	-	100.0% (2)	-
HIGH FOREST TWP (1)	-	-	-	100.0% (1)	-
MARION TWP P-1 (2)	-	-	-	100.0% (2)	-
ORONOCO (1)	-	-	-	100.0% (1)	-
ORONOCO TWP (2)	-	-	-	100.0% (2)	-
PINE ISLAND (1)	-	-	-	100.0% (1)	-
ROCHESTER W1 P01 (4)	-	-	-	100.0% (4)	-
ROCHESTER W1 P02 (4)	-	25.0% (1)	-	100.0% (4)	-
ROCHESTER W1 P04 (1)	-	-	-	100.0% (1)	-
ROCHESTER W1 P05 (3)	-	33.3% (1)	-	100.0% (3)	-
ROCHESTER W1 P06 (2)	-	50.0% (1)	-	100.0% (2)	-
ROCHESTER W1 P07 (1)	-	-	-	100.0% (1)	-
ROCHESTER W1 P09 (1)	-	-	-	100.0% (1)	-
ROCHESTER W1 P11 (1)	-	-	-	100.0% (1)	-
ROCHESTER W2 P01 (5)	-	-	-	100.0% (5)	-
ROCHESTER W2 P02 (5)	-	40.0% (2)	-	100.0% (5)	-
ROCHESTER W2 P03 (3)	33.3% (1)	-	33.3% (1)	100.0% (3)	-
ROCHESTER W2 P04 (2)	-	-	-	100.0% (2)	-
ROCHESTER W2 P05 (3)	-	-	-	100.0% (3)	-
ROCHESTER W2 P06 (1)	-	-	-	100.0% (1)	-
ROCHESTER W2 P07 (6)	-	16.7% (1)	-	100.0% (6)	-
ROCHESTER W2 P08 (2)	-	50.0% (1)	-	100.0% (2)	-
ROCHESTER W3 P01 (4)	-	25.0% (1)	-	100.0% (4)	-
ROCHESTER W3 P02 (4)	-	-	-	100.0% (4)	-
ROCHESTER W3 P04 (2)	-	-	-	100.0% (2)	-
ROCHESTER W3 P05 (10)	10.0% (1)	10.0% (1)	-	100.0% (10)	-
ROCHESTER W3 P06 (4)	25.0% (1)	25.0% (1)	-	100.0% (4)	-

ROCHESTER W3 P07 (2)	-	-	-	100.0% (2)	-
ROCHESTER W4 P01 (3)	33.3% (1)	-	-	100.0% (3)	-
ROCHESTER W4 P03 (1)	-	100.0% (1)	-	100.0% (1)	-
ROCHESTER W4 P05 (3)	-	33.3% (1)	-	100.0% (3)	-
ROCHESTER W4 P06 (1)	-	100.0% (1)	-	100.0% (1)	-
ROCHESTER W4 P07 (1)	-	-	-	100.0% (1)	-
ROCHESTER W4 P08 (1)	-	-	-	100.0% (1)	-
ROCHESTER W5 P01 (8)	12.5% (1)	-	-	100.0% (8)	-
ROCHESTER W5 P02 (1)	-	-	-	100.0% (1)	-
ROCHESTER W5 P03 (5)	40.0% (2)	20.0% (1)	-	100.0% (5)	-
ROCHESTER W5 P04 (7)	-	-	14.3% (1)	100.0% (7)	-
ROCHESTER W5 P05 (9)	-	-	-	100.0% (9)	-
ROCHESTER W5 P06 (3)	-	-	-	100.0% (3)	-
ROCHESTER W5 P07 (3)	-	-	-	100.0% (3)	-
ROCHESTER W5 P08 (2)	-	-	-	100.0% (2)	-
ROCHESTER W6 P01 (50)	62.0% (31)	20.0% (10)	34.0% (17)	98.0% (49)	6.0% (3)
ROCHESTER W6 P02 (33)	54.5% (18)	18.2% (6)	18.2% (6)	100.0% (33)	3.0% (1)
ROCHESTER W6 P03 (15)	13.3% (2)	13.3% (2)	13.3% (2)	100.0% (15)	-
ROCHESTER W6 P04 (5)	-	-	-	100.0% (5)	-
ROCHESTER W6 P05 (1)	100.0% (1)	-	-	100.0% (1)	-
ROCHESTER W6 P06 (1)	-	-	-	100.0% (1)	-
ROCHESTER W6 P07 (2)	-	-	50.0% (1)	100.0% (2)	-
ROCHESTER W6 P08 (2)	-	-	-	100.0% (2)	-
SALEM TWP (1)	-	100.0% (1)	-	100.0% (1)	-
ZUMBROTA P-2 (1)	-	-	-	100.0% (1)	-

AGE RANGE

367 REGISTERED VOTERS

	A	B	C	D	E
18-29 (14)	28.6% (4)	14.3% (2)	14.3% (2)	100.0% (14)	-
30-39 (56)	26.8% (15)	19.6% (11)	16.1% (9)	100.0% (56)	1.8% (1)
40-49 (64)	28.1% (18)	15.6% (10)	10.9% (7)	100.0% (64)	1.6% (1)
50-59 (46)	15.2% (7)	10.9% (5)	6.5% (3)	100.0% (46)	-
60-69 (47)	31.9% (15)	10.6% (5)	14.9% (7)	97.9% (46)	4.3% (2)
70-79 (12)	8.3% (1)	-	-	100.0% (12)	-
80-89 (3)	-	-	-	100.0% (3)	-
90-99 (1)	-	-	-	100.0% (1)	-

VOTERS GENDER

367 REGISTERED VOTERS

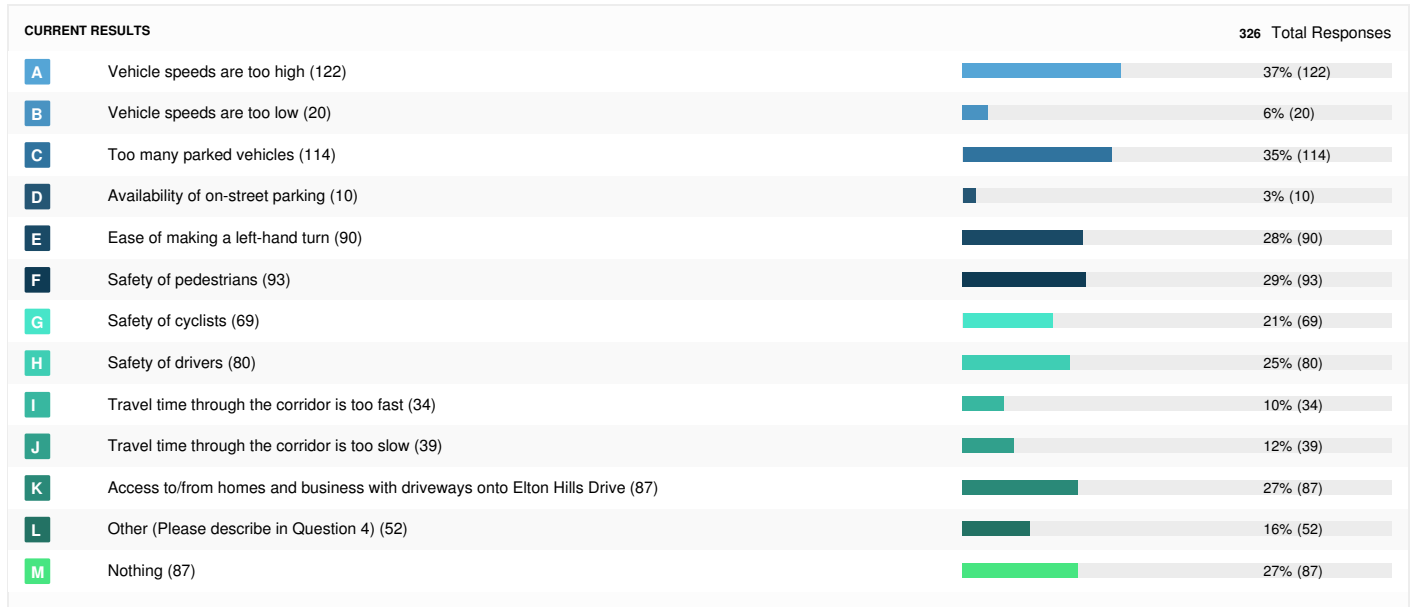
	A	B	C	D	E
F (113)	31.9% (36)	8.8% (10)	13.3% (15)	100.0% (113)	1.8% (2)
M (130)	18.5% (24)	17.7% (23)	10.0% (13)	99.2% (129)	1.5% (2)

STATE INCOME DECILE

367 REGISTERED VOTERS

	A	B	C	D	E
0 to 9 Pct range (12)	16.7% (2)	8.3% (1)	-	100.0% (12)	-
10 to 19 Pct range (1)	-	-	-	100.0% (1)	-
20 to 29 Pct range (12)	-	-	8.3% (1)	100.0% (12)	-
30 to 39 Pct range (14)	-	14.3% (2)	-	100.0% (14)	-
40 to 49 Pct range (8)	-	-	-	100.0% (8)	-
50 to 59 Pct range (32)	28.1% (9)	12.5% (4)	25.0% (8)	96.9% (31)	-
60 to 69 Pct range (66)	47.0% (31)	16.7% (11)	22.7% (15)	100.0% (66)	6.1% (4)
70 to 79 Pct range (46)	32.6% (15)	19.6% (9)	8.7% (4)	100.0% (46)	-
80 to 89 Pct range (26)	11.5% (3)	11.5% (3)	-	100.0% (26)	-
90 Pct and up (24)	-	12.5% (3)	-	100.0% (24)	-
Unknown (2)	-	-	-	100.0% (2)	-

What aspects of Elton Hills Drive in its CURRENT STATE cause you concern? (Check all that apply.)



REGISTERED VS NON-REGISTERED

	A	B	C	D	E	F	G	H	I	J	K	L	M
Registered Voters (239)	38.9% (93)	6.3% (15)	33.5% (80)	2.1% (5)	29.3% (70)	31.0% (74)	22.2% (53)	25.5% (61)	12.6% (30)	11.7% (28)	26.8% (64)	15.5% (37)	26.8% (64)
Non-Registered Voters (87)	33.3% (29)	5.7% (5)	39.1% (34)	5.7% (5)	23.0% (20)	21.8% (19)	18.4% (16)	21.8% (19)	4.6% (4)	12.6% (11)	26.4% (23)	17.2% (15)	26.4% (23)

ALL RESPONDENTS

	A	B	C	D	E	F	G	H	I	J	K	L	M
All respondents (326)	37.0% (122)	6.0% (20)	35.0% (114)	3.0% (10)	28.0% (90)	29.0% (93)	21.0% (69)	25.0% (80)	10.0% (34)	12.0% (39)	27.0% (87)	16.0% (52)	27.0% (87)
Registered Voters in Rochester, MN (239)	38.9% (93)	6.3% (15)	33.5% (80)	2.1% (5)	29.3% (70)	31.0% (74)	22.2% (53)	25.5% (61)	12.6% (30)	11.7% (28)	26.8% (64)	15.5% (37)	26.8% (64)
Live in Rochester, MN (318) - Self-reported	38.1% (121)	6.3% (20)	34.0% (108)	3.1% (10)	27.7% (88)	28.9% (92)	21.7% (69)	24.8% (79)	10.7% (34)	11.9% (38)	26.1% (83)	16.4% (52)	26.7% (85)
Subscribers to Rochester, MN (322)	37.6% (121)	6.2% (20)	34.5% (111)	3.1% (10)	27.6% (89)	28.6% (92)	21.4% (69)	24.5% (79)	10.6% (34)	12.1% (39)	26.7% (86)	16.1% (52)	26.7% (86)
Register respondents from anywhere (243)	38.0% (93)	6.0% (15)	35.0% (84)	2.0% (5)	29.0% (71)	30.0% (74)	22.0% (53)	25.0% (61)	12.0% (30)	12.0% (28)	27.0% (66)	15.0% (37)	26.0% (64)

PRECINCT

681 REGISTERED VOTERS

	A	B	C	D	E	F	G	H	I	J	K	L	M
CASCADE TWP P-1 (4)	25.0% (1)	-	25.0% (1)	-	25.0% (1)	25.0% (1)	50.0% (2)	50.0% (2)	25.0% (1)	25.0% (1)	25.0% (1)	-	50.0% (2)
CASCADE TWP P-3A (1)	-	-	-	-	-	-	-	-	-	-	-	-	100.0% (1)
HAVERHILL TWP (2)	50.0% (1)	-	-	50.0% (1)	50.0% (1)	50.0% (1)	-	-	-	50.0% (1)	50.0% (1)	-	-
HIGH FOREST TWP (1)	-	-	-	-	-	-	-	-	-	-	-	-	100.0% (1)
MARION TWP P-1 (2)	50.0% (1)	-	100.0% (2)	-	100.0% (2)	50.0% (1)	-	-	-	-	50.0% (1)	-	-
ORONOCO (1)	-	-	100.0% (1)	-	-	-	-	-	-	-	-	-	-
ORONOCO TWP (2)	50.0% (1)	-	50.0% (1)	-	-	50.0% (1)	-	-	-	50.0% (1)	50.0% (1)	50.0% (1)	-
PINE ISLAND (1)	-	-	100.0% (1)	-	-	-	-	-	-	-	100.0% (1)	-	-
ROCHESTER W1 P01 (4)	25.0% (1)	25.0% (1)	25.0% (1)	25.0% (1)	25.0% (1)	50.0% (2)	50.0% (2)	-	25.0% (1)	25.0% (1)	25.0% (1)	-	-
ROCHESTER W1 P02 (4)	25.0% (1)	-	50.0% (2)	-	25.0% (1)	25.0% (1)	25.0% (1)	25.0% (1)	25.0% (1)	-	25.0% (1)	25.0% (1)	25.0% (1)

ROCHESTER W1 P04 (1)	-	-	-	-	100.0% (1)	-	-	-	-	-	-	-	-
ROCHESTER W1 P05 (3)	66.7% (2)	-	-	-	33.3% (1)	100.0% (3)	66.7% (2)	66.7% (2)	-	-	-	33.3% (1)	-
ROCHESTER W1 P06 (2)	50.0% (1)	-	50.0% (1)	-	100.0% (2)	100.0% (2)	100.0% (2)	50.0% (1)	50.0% (1)	-	50.0% (1)	-	-
ROCHESTER W1 P07 (1)	-	-	100.0% (1)	-	100.0% (1)	-	-	-	-	-	100.0% (1)	-	-
ROCHESTER W1 P09 (1)	-	-	-	-	-	-	-	-	-	-	-	-	100.0% (1)
ROCHESTER W1 P11 (1)	-	-	-	-	-	-	-	-	-	-	-	-	100.0% (1)
ROCHESTER W2 P01 (5)	60.0% (3)	20.0% (1)	-	-	-	60.0% (3)	40.0% (2)	40.0% (2)	40.0% (2)	20.0% (1)	20.0% (1)	20.0% (1)	20.0% (1)
ROCHESTER W2 P02 (5)	80.0% (4)	-	20.0% (1)	-	20.0% (1)	80.0% (4)	80.0% (4)	80.0% (4)	40.0% (2)	-	40.0% (2)	40.0% (2)	-
ROCHESTER W2 P03 (3)	33.3% (1)	-	100.0% (3)	-	-	33.3% (1)	-	33.3% (1)	-	-	-	-	-
ROCHESTER W2 P04 (2)	-	-	-	-	-	-	-	-	-	50.0% (1)	-	-	50.0% (1)
ROCHESTER W2 P05 (3)	33.3% (1)	-	33.3% (1)	-	-	-	-	-	-	-	-	-	33.3% (1)
ROCHESTER W2 P06 (1)	-	-	-	-	-	-	-	100.0% (1)	-	-	-	-	-
ROCHESTER W2 P07 (6)	50.0% (3)	-	50.0% (3)	-	33.3% (2)	50.0% (3)	50.0% (3)	50.0% (3)	-	-	16.7% (1)	-	16.7% (1)
ROCHESTER W2 P08 (2)	50.0% (1)	50.0% (1)	-	-	-	-	-	50.0% (1)	-	50.0% (1)	-	50.0% (1)	-
ROCHESTER W3 P01 (4)	25.0% (1)	25.0% (1)	50.0% (2)	-	50.0% (2)	-	-	25.0% (1)	-	25.0% (1)	50.0% (2)	25.0% (1)	50.0% (2)
ROCHESTER W3 P02 (4)	-	-	-	-	-	-	-	-	-	-	-	-	100.0% (4)
ROCHESTER W3 P04 (2)	-	-	-	-	50.0% (1)	-	-	-	-	-	50.0% (1)	-	50.0% (1)
ROCHESTER W3 P05 (10)	30.0% (3)	-	20.0% (2)	-	30.0% (3)	10.0% (1)	20.0% (2)	10.0% (1)	10.0% (1)	20.0% (2)	10.0% (1)	-	40.0% (4)
ROCHESTER W3 P06 (4)	25.0% (1)	25.0% (1)	-	-	-	25.0% (1)	-	-	-	25.0% (1)	-	25.0% (1)	50.0% (2)
ROCHESTER W3 P07 (2)	-	-	50.0% (1)	-	50.0% (1)	-	-	-	-	50.0% (1)	-	-	50.0% (1)
ROCHESTER W4 P01 (3)	33.3% (1)	33.3% (1)	-	-	33.3% (1)	66.7% (2)	66.7% (2)	66.7% (2)	33.3% (1)	-	66.7% (2)	-	33.3% (1)
ROCHESTER W4 P03 (1)	100.0% (1)	-	-	-	100.0% (1)	100.0% (1)	100.0% (1)	-	100.0% (1)	-	-	-	-
ROCHESTER W4 P05 (3)	33.3% (1)	-	-	-	-	33.3% (1)	33.3% (1)	33.3% (1)	-	-	33.3% (1)	-	33.3% (1)
ROCHESTER W4 P06 (1)	-	-	-	-	-	-	100.0% (1)	100.0% (1)	100.0% (1)	-	100.0% (1)	-	-
ROCHESTER W4 P07 (1)	100.0% (1)	-	-	-	100.0% (1)	100.0% (1)	-	100.0% (1)	100.0% (1)	-	-	-	-
ROCHESTER W4 P08 (1)	-	-	-	-	-	-	-	-	-	100.0% (1)	-	-	-
ROCHESTER W5 P01 (8)	25.0% (2)	-	37.5% (3)	12.5% (1)	37.5% (3)	37.5% (3)	37.5% (3)	37.5% (3)	12.5% (1)	-	37.5% (3)	37.5% (3)	37.5% (3)
ROCHESTER W5 P02 (1)	100.0% (1)	-	100.0% (1)	-	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	-	-	-	-	-
ROCHESTER W5 P03 (5)	40.0% (2)	-	60.0% (3)	20.0% (1)	60.0% (3)	60.0% (3)	40.0% (2)	60.0% (3)	20.0% (1)	-	40.0% (2)	20.0% (1)	20.0% (1)
ROCHESTER W5 P04 (7)	28.6% (2)	-	14.3% (1)	-	28.6% (2)	14.3% (1)	28.6% (2)	28.6% (2)	14.3% (1)	14.3% (1)	28.6% (2)	28.6% (2)	57.1% (4)
ROCHESTER W5 P05 (9)	11.1% (1)	22.2% (2)	55.6% (5)	-	44.4% (4)	-	-	11.1% (1)	-	66.7% (6)	33.3% (3)	-	11.1% (1)
ROCHESTER W5 P06 (3)	33.3% (1)	33.3% (1)	66.7% (2)	-	33.3% (1)	33.3% (1)	-	-	-	-	-	-	33.3% (1)
ROCHESTER W5 P07 (3)	66.7% (2)	-	66.7% (2)	-	33.3% (1)	66.7% (2)	33.3% (1)	33.3% (1)	66.7% (2)	-	66.7% (2)	-	33.3% (1)
ROCHESTER W5 P08 (2)	50.0% (1)	50.0% (1)	100.0% (2)	-	-	-	-	50.0% (1)	-	50.0% (1)	50.0% (1)	50.0% (1)	-
ROCHESTER W6 P01 (50)	58.0% (29)	2.0% (1)	36.0% (18)	-	34.0% (17)	40.0% (20)	24.0% (12)	28.0% (14)	14.0% (7)	6.0% (3)	32.0% (16)	26.0% (13)	22.0% (11)
ROCHESTER W6 P02 (33)	36.4% (12)	6.1% (2)	36.4% (12)	3.0% (1)	21.2% (7)	27.3% (9)	6.1% (2)	21.2% (7)	12.1% (4)	6.1% (2)	24.2% (8)	12.1% (4)	24.2% (8)
ROCHESTER W6 P03 (15)	40.0% (6)	-	40.0% (6)	-	33.3% (5)	20.0% (3)	26.7% (4)	6.7% (1)	6.7% (1)	6.7% (1)	26.7% (4)	20.0% (3)	33.3% (5)
ROCHESTER W6	20.0%	40.0%	20.0%					20.0%		20.0%		20.0%	

P04 (5)	(1)	(2)	(1)	-	-	-	-	(1)	-	(1)	-	(1)	-
ROCHESTER W6 P05 (1)	100.0% (1)	-	100.0% (1)	-	100.0% (1)	100.0% (1)	100.0% (1)	-	-	-	100.0% (1)	-	-
ROCHESTER W6 P06 (1)	-	-	-	-	-	-	-	-	-	-	-	-	100.0% (1)
ROCHESTER W6 P07 (2)	50.0% (1)	-	50.0% (1)	-	-	-	-	-	-	-	100.0% (2)	-	-
ROCHESTER W6 P08 (2)	-	-	-	-	50.0% (1)	-	-	50.0% (1)	-	-	-	-	50.0% (1)
SALEM TWP (1)	-	-	100.0% (1)	-	-	-	-	-	-	-	-	-	-
ZUMBROTA P-2 (1)	-	-	100.0% (1)	-	100.0% (1)	-	-	-	-	-	100.0% (1)	-	-

AGE RANGE

681 REGISTERED VOTERS

	A	B	C	D	E	F	G	H	I	J	K	L	M
18-29 (14)	35.7% (5)	14.3% (2)	42.9% (6)	7.1% (1)	28.6% (4)	42.9% (6)	21.4% (3)	42.9% (6)	-	7.1% (1)	28.6% (4)	-	21.4% (3)
30-39 (56)	41.1% (23)	5.4% (3)	44.6% (25)	-	33.9% (19)	42.9% (24)	32.1% (18)	23.2% (13)	16.1% (9)	8.9% (5)	26.8% (15)	21.4% (12)	21.4% (12)
40-49 (64)	42.2% (27)	1.6% (1)	35.9% (23)	3.1% (2)	29.7% (19)	31.3% (20)	21.9% (14)	29.7% (19)	12.5% (8)	10.9% (7)	25.0% (16)	14.1% (9)	21.9% (14)
50-59 (46)	23.9% (11)	8.7% (4)	23.9% (11)	-	34.8% (16)	19.6% (9)	15.2% (7)	26.1% (12)	13.0% (6)	15.2% (7)	30.4% (14)	10.9% (5)	34.8% (16)
60-69 (47)	42.6% (20)	6.4% (3)	29.8% (14)	4.3% (2)	23.4% (11)	27.7% (13)	19.1% (9)	19.1% (9)	10.6% (5)	8.5% (4)	23.4% (11)	14.9% (7)	34.0% (16)
70-79 (12)	41.7% (5)	-	33.3% (4)	-	-	8.3% (1)	8.3% (1)	8.3% (1)	8.3% (1)	16.7% (2)	33.3% (4)	33.3% (4)	25.0% (3)
80-89 (3)	66.7% (2)	33.3% (1)	-	-	33.3% (1)	33.3% (1)	33.3% (1)	33.3% (1)	33.3% (1)	33.3% (1)	33.3% (1)	-	-
90-99 (1)	-	100.0% (1)	100.0% (1)	-	100.0% (1)	-	-	-	-	100.0% (1)	100.0% (1)	-	-

VOTERS GENDER

681 REGISTERED VOTERS




















	A	B	C	D	E	F	G	H	I	J	K	L	M
F (113)	41.6% (47)	4.4% (5)	38.9% (44)	3.5% (4)	29.2% (33)	31.0% (35)	18.6% (21)	28.3% (32)	9.7% (11)	7.1% (8)	32.7% (37)	15.0% (17)	19.5% (22)
M (130)	35.4% (46)	7.7% (10)	30.8% (40)	0.8% (1)	29.2% (38)	30.0% (39)	24.6% (32)	22.3% (29)	14.6% (19)	15.4% (20)	22.3% (29)	15.4% (20)	32.3% (42)











STATE INCOME DECILE






















681 REGISTERED VOTERS






















	A	B	C	D	E	F	G	H	I	J	K	L	M
0 to 9 Pct range (12)	58.3% (7)	8.3% (1)	25.0% (3)	8.3% (1)	50.0% (6)	75.0% (9)	75.0% (9)	58.3% (7)	33.3% (4)	-	50.0% (6)	16.7% (2)	8.3% (1)
10 to 19 Pct range (1)	-	-	100.0% (1)	-	-	-	-	-	-	-	-	-	-
20 to 29 Pct range (12)	16.7% (2)	16.7% (2)	8.3% (1)	-	8.3% (1)	-	-	16.7% (2)	-	8.3% (1)	25.0% (3)	-	41.7% (5)
30 to 39 Pct range (14)	35.7% (5)	7.1% (1)	42.9% (6)	7.1% (1)	35.7% (5)	35.7% (5)	21.4% (3)	28.6% (4)	7.1% (1)	7.1% (1)	21.4% (3)	14.3% (2)	14.3% (2)
40 to 49 Pct range (8)	25.0% (2)	-	25.0% (2)	-	25.0% (2)	12.5% (1)	-	12.5% (1)	12.5% (1)	12.5% (1)	25.0% (2)	12.5% (1)	37.5% (3)
50 to 59 Pct range (32)	59.4% (19)	-	46.9% (15)	-	34.4% (11)	37.5% (12)	28.1% (9)	31.3% (10)	6.3% (2)	-	28.1% (9)	15.6% (5)	25.0% (8)
60 to 69 Pct range (66)	42.4% (28)	3.0% (2)	36.4% (24)	1.5% (1)	34.8% (23)	33.3% (22)	21.2% (14)	22.7% (15)	15.2% (10)	9.1% (6)	28.8% (19)	22.7% (15)	21.2% (14)
70 to 79 Pct range (46)	23.9% (11)	10.9% (5)	26.1% (12)	2.2% (1)	17.4% (8)	21.7% (10)	10.9% (5)	17.4% (8)	13.0% (6)	13.0% (6)	23.9% (11)	10.9% (5)	39.1% (18)
80 to 89 Pct range (26)	42.3% (11)	7.7% (2)	42.3% (11)	3.8% (1)	34.6% (9)	23.1% (6)	23.1% (6)	23.1% (6)	19.2% (5)	30.8% (8)	26.9% (7)	7.7% (2)	19.2% (5)
90 Pct and up (24)	33.3% (8)	4.2% (1)	33.3% (8)	-	25.0% (6)	37.5% (9)	29.2% (7)	33.3% (8)	4.2% (1)	20.8% (5)	25.0% (6)	20.8% (5)	29.2% (7)
Unknown (2)	-	50.0% (1)	50.0% (1)	-	-	-	-	-	-	-	-	-	50.0% (1)

If you marked "other" in Question 3 please elaborate here.

-  **Anonymous user's Opinion**
My main concern is the eco-nut council members who are set on making it harder for people to drive around Rochester. STOP FORCING YOUR AGENDA.
-  **Anonymous user's Opinion**
I didn't mark other, someone bugged the questionnaire.
-  **Anonymous user's Opinion**
Na.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
na
-  **Anonymous user's Opinion**
I have no concerns about EHD
-  **Anonymous user's Opinion**
Vehicles do not maintain the correct lane in general, and rarely when snow or ice covered - particularly on the western half. Cycling on the road surface is nearly impossible. The only completely safe place to cross Elton Hills Drive is on Viking Drive
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
N/a
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
No current concerns
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
I didn't mark "other" in Q3.
-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
none
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
Na

-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
I didn't.
-  **Anonymous user's Opinion**
did not mark other
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
No comments. I see drivers back onto EHD in many cases across two lanes of traffic which seems highly unsafe.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Wait time at major intersections without a stoplight, such ad 9th Avenue, is already very long at peak times.
-  **Anonymous user's Opinion**
Parked cars so close to traffic.
-  **Anonymous user's Opinion**
The best safety improvements that could be made would be to ban on-street parking (at a minimum this should be done during snow events). Also pedestrian bridges near the schools would be a better safety improvement versus trying to jam bike lanes onto a busy roadway designed for automobiles and then stopping the traffic that is already impeded to allow pedestrians to cross.
-  **Anonymous user's Opinion**
none
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
I didn't mark other
-  **Anonymous user's Opinion**
I didn't mark other.
-  **Anonymous user's Opinion**
Trying to get back on to Elton Hills drive from the side neighborhoods. It can be tricky, lots of traffic, cars speeding
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Didn't mark "other"

-  **Anonymous user's Opinion**
nothing
-  **Anonymous user's Opinion**
I didn't mark other!
-  **Anonymous user's Opinion**
Did not mark "other"
-  **Anonymous user's Opinion**
N/a
-  **Anonymous user's Opinion**
.
-  **Anonymous user's Opinion**
The bridge needs to be fixed over the Zumbro River! The only area that needs addressing is from the frontage road up to Elton hills elementary school. Put a stop light at 22nd st or just make it the three lane conversion up to the elementary school. The rest is fine!
-  **Anonymous user's Opinion**
A
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
By any objective data-driven standard this us a safe road.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Many people have to cross EHD to get to the bus stops. There are only TWO stop lights with cross walks for people to safely cross at but they're both far apart from each other and for some people not feasible walk to as they would have to walk up to 5 extra blocks to get to the lights. These people are children, teens, adults, people with disabilities and so on. I have had to park my car on multiple occasions to help children and disabled folks cross EHD to get to their bus stops.
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
I didnt mark other
-  **Anonymous user's Opinion**
Didn't have an other
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
Speed limit enforcement by patrols, consider stop light signal at 9th Ave.
-  **Anonymous user's Opinion**
.
-  **Anonymous user's Opinion**
I didn't mark other in question 4.
-  **Anonymous user's Opinion**
I do not know about current concerns.
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
1 did not mark othet

-  **Anonymous user's Opinion**
School crossings should be marked with flashing lights during restricted mileage times. This is much more effective than the current signage.
-  **Anonymous user's Opinion**
I think a change to 3 lanes will be a good thing. Anyone turning will not backup traffic. With the current 4 lanes, when a car is turning either right or left it causes traffic behind to backup or switch lanes quickly which I think causes many dangerous situations.
-  **Anonymous user's Opinion**
No concerns.
-  **Anonymous user's Opinion**
One lane bridge a block west of North Broadway.
-  **Anonymous user's Opinion**
Nothing more
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
.
-  **Anonymous user's Opinion**
Speed is not too high if? we would allllllll slow down/follow posted. EH drive built proudly to be enjoyed as a neighborhood path; over-used and 'build' creates pockets of vision issues/cues that cannot be seen/dealt with in timely fashion.
-  **Anonymous user's Opinion**
Blind spots around corners and hills.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
An addition of one or more traffic lights would solve any perceived (by some) problems.
-  **Anonymous user's Opinion**
Only 2 lanes in each direction. Rochester has been growing. It maybe time to remove street parking and add a middle turning lane. Making EHD 5 lanes instead of 4.
-  **Anonymous user's Opinion**
To many vehicles parked on the curves between 52 and Elton Hills school
-  **Anonymous user's Opinion**
I did not mark other. I marked Nothing. I have no concerns with keeping this at 4 lanes
-  **Anonymous user's Opinion**
N/a
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
Please see my comments below.
-  **Anonymous user's Opinion**
NA



Anonymous user's Opinion

N/A



Anonymous user's Opinion

My greatest concern is the lack of salt/sand being applied to the roads. The pre-snow brine may keep slabs of ice from forming, but it does nothing to stop glare ice from forming. This recent event on Sunday/Monday create glare ice with no response from the PW team. The team leader should be responsible for not sending out the trucks to apply product.



Anonymous user's Opinion

Na



Anonymous user's Opinion

Na



Anonymous user's Opinion

I like it the way it is. Just paint the markings with a good reflective paint that lasts. At night in the rain, you can't see the markings. That applies to all a Rochester streets.



Anonymous user's Opinion

I didn't mark other, I have never had any safety concerns on Elton Hills Drive and I've lived in Elton Hills my entire life. I grew up in Elton Hills and I raised my own family in Elton Hills.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

I did not mark "other"



Anonymous user's Opinion

NA



Anonymous user's Opinion

NA



Anonymous user's Opinion

...



Anonymous user's Opinion

I did not mark Other.



Anonymous user's Opinion

No



Anonymous user's Opinion

NA



Anonymous user's Opinion

none



Anonymous user's Opinion

NA



Anonymous user's Opinion

NA



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

NA























Anonymous user's Opinion

















The belief that Elton Hills is considered a "corridor" between Broadway and Highway 52.



Anonymous user's Opinion

NA

-  **Anonymous user's Opinion**
The speeds are way too high for the amount of curves on the street. Visibility is mostly terrible. Also it feels impossibly dangerous to ever make a left turn as a motorist, not to mention being a pedestrian or cyclist!!
-  **Anonymous user's Opinion**
more stop lites police presence at certain times of day.f
-  **Anonymous user's Opinion**
problem with the survey. I didn't mark "other" in question 3
-  **Anonymous user's Opinion**
Too many cars drive on Elton Hills Dr
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
I did not mark "other", but it's requiring me to put something down in this space.
-  **Anonymous user's Opinion**
the speed limit should be raised to 35, cause everyone does that anyway, but then it need enforced! Leave it at 30, I don't care. The issue is one person going 25, some other maniac driving 43 mph and you cant gauge when to turn.
-  **Anonymous user's Opinion**
I responded in question 3
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
I marked nothing, not other.
-  **Anonymous user's Opinion**
I didn't. I put nothing.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Lack of enforcement of the speed limit.
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Left turns can produce danger when traffic is heavy. Left and U-turns should be limited to specific locations where there is a short center turn lane and no on-street parking. There should be 2 lanes in both directions throughout. People needing to turn left between the locations where it's allowed should proceed to the next locations with a center turn lane and make a U-turn, return to their desired turn and turn right. Left/U-turn locations should be at existing signals or at a few additional locations protected by caution signals. Better yet, place detectors in the center turn lane and use a signal to stop oncoming traffic so the turning driver can complete the turn.
- Anonymous user's Opinion**

-  I didn't mark "other," but the form thinks I did. I'm just putting something in this box so I can submit.
-  **Anonymous user's Opinion**
I did not mark other
-  **Anonymous user's Opinion**
Lack of traffic calming features. Unpleasant environment for pedestrians. Lack of businesses along Elton Hills Dr NW (it's a walkable neighborhood, but where would I walk to?) For all practical purposes, it is impossible to bicycle on Elton Hills Dr NW. Lack of traffic signals or stop signs between Hoover and Elton Hills Elementary Schools; too few breaks in traffic at peak hour to make left turns onto Elton Hills Dr NW from side streets, or onto side streets from Elton Hills Dr NW. Lack of medians or islands to facilitate U-turns (for those who are willing to turn right onto Elton Hills Dr NW, and then make a U-turn to ultimately go left).
-  **Anonymous user's Opinion**
Making a left hand turn onto EHD can be difficult due to the amount of traffic.
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
All the drivers who speed- 45mph or more.
-  **Anonymous user's Opinion**
19th street bridge is atrocious to cross at morning and evening rush hour. Traffic gets so backed up you can not even access the left turn lane to turn onto Assisi Heights Drive from EHD even if it is not rush hour. There is not enough space for the current traffic to flow efficiently.
-  **Anonymous user's Opinion**
I didn't
-  **Anonymous user's Opinion**
I didn't
-  **Anonymous user's Opinion**
I didn't mark other.
-  **Anonymous user's Opinion**
Your tool does not show any question 4 so I do not know what question four was.
-  **Anonymous user's Opinion**
ok
-  **Anonymous user's Opinion**
Not enough safe pedestrian crossing areas.
-  **Anonymous user's Opinion**
I didn't mark other!
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
N/a
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
I did not mark other
-  **Anonymous user's Opinion**
Did not mark other
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
N/A



Anonymous user's Opinion

N/A



Anonymous user's Opinion

NA



Anonymous user's Opinion

none



Anonymous user's Opinion

I'm not concerned



Anonymous user's Opinion

Pedestrians crossing the road since there aren't many areas that are marked well.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Na



Anonymous user's Opinion

Na



Anonymous user's Opinion

Snow closes down half a lane in the winter.



Anonymous user's Opinion

I didn't mark Other



Anonymous user's Opinion

I didn't mark other.



Anonymous user's Opinion

I have lived in Elton hills for 42 years. I walk, bike and drive it all day everyday. I have no concerns.



Anonymous user's Opinion

A



Anonymous user's Opinion

None



Anonymous user's Opinion

NA



Anonymous user's Opinion

N/A



Anonymous user's Opinion

N/A



Anonymous user's Opinion

N/A



Anonymous user's Opinion

The Elton Hills Drive bridge. Goes unrepaired if it even needs repair.



Herbert James Rogers's Opinion

Didn't mark "other"



Anonymous user's Opinion

none



Anonymous user's Opinion

I did not....



Anonymous user's Opinion

If is fine the way it is



Anonymous user's Opinion

It's fine how it is



Anonymous user's Opinion

NA



Anonymous user's Opinion

I didn't



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Na



Anonymous user's Opinion

the mess at the bridge! Please take all those cement blocks off and open it back to two lanes of traffic.



Anonymous user's Opinion

.



Anonymous user's Opinion

Na



Anonymous user's Opinion

Na



Anonymous user's Opinion

x



Anonymous user's Opinion

N/A



Anonymous user's Opinion

I did not.



Anonymous user's Opinion

No timed stop lights. One at 9th Ave would help.



Anonymous user's Opinion

I see no issues with the current design.



Anonymous user's Opinion

My only concerns are along the curved portions, especially in the winter when cars park farther into the street because of snow accumulation along the curb



Anonymous user's Opinion

The fact that Wojcik thinks he need to push these road diets everywhere and thinks the town needs to be full of bike lanes everywhere you turn.



Anonymous user's Opinion

I did not mark other



Anonymous user's Opinion

There's an unsafe bridge over the Zumbro River.



Anonymous user's Opinion

NA

Anonymous user's Opinion



I didn't mark other



Anonymous user's Opinion

Indian Heights neighborhood has just one street in and out often blocked by: traffic at the stop lights, city buses and traffic blocking view of on coming traffic, traffic driving so fast it's dangerous to pull out, pedestrians getting off the bus trying to cross the street in front of you as you pull out into traffic, cars rounding the corner from 3rd Ave going West at high speeds with the aforementioned obstructed views.



Anonymous user's Opinion

-



Anonymous user's Opinion

the restricted bridge that is in use with all the extra weight constantly on it



Anonymous user's Opinion

NA



Anonymous user's Opinion

I put ease of left turns



Anonymous user's Opinion

I marked nothing not other



Patrick John Day's Opinion

Nothing.



Anonymous user's Opinion

NA



Anonymous user's Opinion

N/A



Anonymous user's Opinion

NA



Anonymous user's Opinion

N/A



Anonymous user's Opinion

I am talking about making a left turn ONTO Elton Hills drive.



Anonymous user's Opinion

I didn't mark other



Anonymous user's Opinion

Na



Anonymous user's Opinion

The crazy way the city narrowed the bridge. Fix the bridge! That is more important than changing the dam at Silver lake.



Anonymous user's Opinion

I did not mark other



Anonymous user's Opinion

na



Anonymous user's Opinion

The bridge by 125 Live is down to one lane in each direction and restricts travel.



Anonymous user's Opinion

I didn't mark "other"



Robert Jackson's Opinion

blind turns



Anonymous user's Opinion

The need for an upgrade of the Elton Hills Bridge.



Anonymous user's Opinion

Na



Anonymous user's Opinion

NA



Anonymous user's Opinion

Na



Anonymous user's Opinion

N/A



Anonymous user's Opinion

NA



Anonymous user's Opinion

Na



Anonymous user's Opinion

None



Anonymous user's Opinion

N/a



Anonymous user's Opinion

NA



Anonymous user's Opinion

.



Anonymous user's Opinion

None



Anonymous user's Opinion

The bridge being reduced to two lanes



Anonymous user's Opinion

nothing



Anonymous user's Opinion

N/A



Anonymous user's Opinion

Too few students in the adjacent schools walk or bike to school because it is too dangerous to cross.



Anonymous user's Opinion

Too many lanes on this curvy road in a highly populated residential area of town.



Anonymous user's Opinion

NA



Anonymous user's Opinion

I didn't mark "other" in question 3!!



Anonymous user's Opinion

.



Anonymous user's Opinion

no other

Anonymous user's Opinion



Didnt



Anonymous user's Opinion

It can be very difficult to turn left to head East at certain busy times.



Anonymous user's Opinion

?? I didn't mark other yet the poll is forcing me to put something in this box?



Anonymous user's Opinion

I did! I responded in



Anonymous user's Opinion

I am concerned that the city is building too many bike lanes, which can only be utilized by a few people for half the year.



Anonymous user's Opinion

None



Anonymous user's Opinion

Area east of 19th Street bridge becomes very congested during afternoon rush hour.



Anonymous user's Opinion

Lack of neighborhood culture and spots to cross to walk a dog, visit a friend, get on public transportation.



Anonymous user's Opinion

NA.



Anonymous user's Opinion

If it remains the same nothing will change and it's still a problem for the city and everyone driving on it is at a higher risk for accident or death



Anonymous user's Opinion

x



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

n/a



Anonymous user's Opinion

NA



Anonymous user's Opinion

NA

Anonymous user's Opinion

Elton Hills is a major corridor but it wasn't built very well in the first place. The curves that perhaps were meant to slow down traffic create havoc with the parked cars not aligning well next to the curb. I'd like to see a solution that doesn't add to that problem by pushing travel closer to parked cars. I don't think people who live along EHD should have to give up their parking for traffic or bike travel. I would like EHD to remain a major vehicle traffic corridor that is safe and efficient without adding to congestion with bikes and without slowing traffic speeds and without pushing traffic into the surrounding neighborhoods, which is what a road diet would do (I've talked with people who say they plan (as I do) to travel through the neighborhood to reach a stop light on EHD if the road diet is implemented. I live on 4th Ave. NW, north of EHD. In the 15 years I've lived there I've witnessed traffic race along the street pretty much every day, and it isn't even a through-road. I've had two different cars, parked on different sides of the street, damaged in hit and run crashes. Not because I can't park well... The fact that they didn't stop leads me to lean toward believing the drivers weren't my neighbors, if for no other reason than that it's harder for a neighbor to hide their damaged car... With the change made to the stop light at Hoover and the extra traffic because of it, we are getting a lot more traffic on our street, both people going to the school and people traveling through the neighborhood. The stop light change and extra traffic make it more difficult to travel on that section of EHD (not to mention the bridge lane restriction), so more people are driving through the neighborhood, which, as it is the site of a doubled-in-size school, has quite a bit of pedestrian traffic composed of children. Also children waiting for buses or getting off buses. My kids are older, but having watched the speeding traffic round the curve of 4th Ave. NW like it's a racetrack for years, I'm very concerned for the safety of neighborhood children if the road diet drives increasing numbers of irritated drivers off EHD and onto residential streets to reach 37th St NW etc. I'm also not against biking, I enjoy it and have biked to work myself, but on trails. I don't understand why we would want to mix bike and vehicle traffic when we have a great trail system that could be added to if need be. Studies show that unless you physically separate a bike trail, there's no increased safety for cyclists, particularly if they are biologically female -- as a study by the U of M reported in the Strib this summer shows, cars encroach closer on females. I'd love for the city to offer cyclists great trails that are maintained through most weather vs. throwing them onto the streets where crashes will happen. Statistically, half will be the fault of the cyclist and nearly all will hurt the cyclist more than the driver.



Anonymous user's Opinion

People change lanes for someone turning left without looking in the right lane. almost hit on many occasions.



Anonymous user's Opinion

na



Anonymous user's Opinion

NA



Anonymous user's Opinion

NA



Anonymous user's Opinion

Na



Anonymous user's Opinion

N/a



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Would like to see an additional signal at the RCLS intersection. That location is difficult to get ON to Elton Hills.



Anonymous user's Opinion

N/A



Anonymous user's Opinion

None



Anonymous user's Opinion

n/a



Anonymous user's Opinion

The lanes are narrow, and can be scary to drive at night with blaring, oncoming headlights. It's also not very safe while it's raining or snowing.



Anonymous user's Opinion

Na



Anonymous user's Opinion

.



Anonymous user's Opinion

I didn't mark other.



Anonymous user's Opinion

N/a



Anonymous user's Opinion

N/A



Anonymous user's Opinion

I didn't mark other, this form is broken.



Anonymous user's Opinion

I did not mark other.



Anonymous user's Opinion

I didn't mark other so why am I being made to write in here?



Anonymous user's Opinion

Nothing.



Anonymous user's Opinion

I didn't mark "other" in question 3 but the system won't let me submit till I type something in here. You might want to look at this.



Anonymous user's Opinion

N/A



Anonymous user's Opinion

I didn't



Anonymous user's Opinion

.



Anonymous user's Opinion

I did not mark other in Q3. Your program has a bug in it.



Anonymous user's Opinion

Nothing concerns me in its current state.



Anonymous user's Opinion

NA



Anonymous user's Opinion

I did not mark other



Anonymous user's Opinion

I didn't mark "other"



Anonymous user's Opinion

The posted speed limits are fine. People still speed though.



Anonymous user's Opinion

N/A



Anonymous user's Opinion

Didnt



Anonymous user's Opinion

Cars park too far from the curb I. The winter, rest of the year there's no issues



Anonymous user's Opinion

Na



Anonymous user's Opinion

I didnt mark other in here .



Anonymous user's Opinion

Na



Anonymous user's Opinion

Na



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

I did not check other...flawed survey format



Anonymous user's Opinion

Why cant law enforcement just do their jobs and write a few tickets out there on a regular basis? That in itself would slow people down and improve safety! Save the big budget on street changes and just make law enforcement do their jobs!!!! Its becoming a lawless traffic city!!



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

n/a



Anonymous user's Opinion


I did not mark other




Anonymous user's Opinion


N/A

Anonymous user's Opinion


 There are some intersections like 22nd Street NW that could benefit from a right in and right out only option. 9th Ave NW would be a logical spot for an additional traffic light which would slow down speed in the one section of EHD that speed is higher.

 **Anonymous user's Opinion**


Hard to get on from side streets. Two lanes Will make it worst.

 **Anonymous user's Opinion**


I didnt

 **Anonymous user's Opinion**


Traffic speeds in school zones when children are present is not understood by drivers and virtually never enforced.

 **Anonymous user's Opinion**


NA

 **Anonymous user's Opinion**


Access to Elton Hills Drive from intersecting avenues. During busy times it is hard to make a left turn on EHD.

 **Anonymous user's Opinion**


Nothing concerns me as it is now.

 **Anonymous user's Opinion**


N/A

 **Anonymous user's Opinion**


N/A

 **Anonymous user's Opinion**


Because the road so damn Curvy, it is not suitable as a main artery. I'm down with reducing the flow and making people go to other roads.

 **Anonymous user's Opinion**


Snow removal with parked cars in the way and also when snow builds up along the curb the cars can't park as close to the curb making the driving lane smaller. Get rid of parking on that street . There are plenty of side streets to park on. I've never had a problem riding my bike.

 **Anonymous user's Opinion**


I am afraid to make left hand turns across traffic. Most people Drive too fast and do not pay attention. Every time I turn left I'm looking in the rearview mirror to see if the person behind me is slowing down

 **Anonymous user's Opinion**


Also concerned about the vehicles parked on the side of the road, especially on curved sections and during the winter when cars tend to be parked further away from the curb.

 **Anonymous user's Opinion**


Why dose the city of Rochester think that it is a good idea to shrink streets like 7th street just was without any discussion before that happened ? YOU city council and other elected officials do not Owen this city it is not yours to do what ever you please to it!

 **Anonymous user's Opinion**


I am concerned with safely making left-hand turns onto Elton Hills Drive. Your selection of "Ease of making a left-hand turn" is too vague and could be interpreted as either making a left hand turn off of Elton Hills Drive and/or making a left hand turn onto Elton Hills Drive and could be used to make the point that people want 3-lanes when in reality they do not. Shame on you!

 **Anonymous user's Opinion**


I drive on Elton Hills daily to get to work and back home. If someone wants to make a left hand turn and there is a car parked on the side there I often do not have enough clearance to go around the turning vehicle. I have biked this road to work but it has too many hills to be good for biking. 37th is flatter or the Cascade Creek trail is also flatter. I am not concerned with having a bike lane on this road. I support having a turn lane.

 **Anonymous user's Opinion**

With the congestion in the area being as it is, why in the word would a rational planner consider decreasing the number of lanes of traffic. Would the Rochester City staff considering increasing the number of lanes? If that is too extreme, why not consider adding more lanes or space at turns?

 **Anonymous user's Opinion**

NA

 **Anonymous user's Opinion**

Other not marked.

What concerns you about potential changes to Elton Hills Drive? (Check all that apply.)



REGISTERED VS NON-REGISTERED

	A	B	C	D	E	F	G	H	I
Registered Voters (237)	12.7% (30)	30.4% (72)	15.6% (37)	11.0% (26)	33.3% (79)	5.9% (14)	61.2% (145)	49.8% (118)	35.4% (84)
Non-Registered Voters (88)	10.2% (9)	44.3% (39)	18.2% (16)	18.2% (16)	28.4% (25)	1.1% (1)	69.3% (61)	48.9% (43)	36.4% (32)

ALL RESPONDENTS

	A	B	C	D	E	F	G	H	I
All respondents (325)	12.0% (39)	34.0% (111)	16.0% (53)	13.0% (42)	32.0% (104)	5.0% (15)	63.0% (206)	50.0% (161)	36.0% (116)
Registered Voters in Rochester, MN (237)	12.7% (30)	30.4% (72)	15.6% (37)	11.0% (26)	33.3% (79)	5.9% (14)	61.2% (145)	49.8% (118)	35.4% (84)
Live in Rochester, MN (317) - Self-reported	12.3% (39)	33.8% (107)	15.8% (50)	12.9% (41)	31.5% (100)	4.7% (15)	62.5% (198)	48.9% (155)	35.6% (113)
Subscribers to Rochester, MN (321)	12.1% (39)	34.3% (110)	16.2% (52)	13.1% (42)	31.8% (102)	4.7% (15)	62.9% (202)	49.5% (159)	35.5% (114)
Register respondents from anywhere (241)	12.0% (30)	31.0% (74)	16.0% (39)	11.0% (26)	34.0% (82)	6.0% (14)	62.0% (149)	50.0% (121)	35.0% (85)

PRECINCT 620 REGISTERED VOTERS

	A	B	C	D	E	F	G	H	I
CASCADE TWP P-1 (4)	25.0% (1)	-	-	-	25.0% (1)	-	75.0% (3)	25.0% (1)	-
CASCADE TWP P-3A (1)	-	-	-	-	100.0% (1)	-	100.0% (1)	100.0% (1)	-
HAVERRHILL TWP (2)	-	-	-	50.0% (1)	50.0% (1)	-	50.0% (1)	50.0% (1)	50.0% (1)
HIGH FOREST TWP (1)	-	-	-	-	100.0% (1)	-	100.0% (1)	100.0% (1)	-
MARION TWP P-1 (2)	-	-	50.0% (1)	-	-	-	-	50.0% (1)	50.0% (1)
ORONOCO (1)	-	100.0% (1)	100.0% (1)	-	100.0% (1)	-	100.0% (1)	100.0% (1)	100.0% (1)
ORONOCO TWP (2)	50.0% (1)	-	-	-	-	50.0% (1)	50.0% (1)	50.0% (1)	50.0% (1)
PINE ISLAND (1)	-	-	100.0% (1)	-	100.0% (1)	-	100.0% (1)	100.0% (1)	-
ROCHESTER W1 P01 (4)	25.0% (1)	50.0% (2)	25.0% (1)	-	25.0% (1)	25.0% (1)	75.0% (3)	50.0% (2)	-
ROCHESTER W1 P02 (4)	-	75.0% (3)	75.0% (3)	-	-	-	75.0% (3)	-	50.0% (2)
ROCHESTER W1 P04 (1)	-	-	-	-	-	-	100.0% (1)	-	-
ROCHESTER W1 P05 (3)	33.3% (1)	-	33.3% (1)	33.3% (1)	-	-	-	-	66.7% (2)
ROCHESTER W1 P06 (2)	50.0% (1)	-	-	-	-	50.0% (1)	-	-	50.0% (1)
ROCHESTER W1 P07 (1)	-	-	-	-	100.0% (1)	-	-	100.0% (1)	-
ROCHESTER W1 P09 (1)	-	-	-	-	-	-	100.0% (1)	-	-
ROCHESTER W1 P11 (1)	-	100.0% (1)	100.0% (1)	-	-	-	100.0% (1)	-	-
ROCHESTER W2 P01 (5)	20.0% (1)	20.0% (1)	-	20.0% (1)	-	-	40.0% (2)	20.0% (1)	20.0% (1)
ROCHESTER W2 P02 (5)	40.0% (2)	-	20.0% (1)	20.0% (1)	-	20.0% (1)	20.0% (1)	60.0% (3)	20.0% (1)
ROCHESTER W2 P03 (3)	33.3% (1)	66.7% (2)	33.3% (1)	-	33.3% (1)	-	100.0% (3)	66.7% (2)	33.3% (1)
ROCHESTER W2 P04 (2)	-	50.0% (1)	-	-	-	-	50.0% (1)	50.0% (1)	100.0% (2)
ROCHESTER W2 P05 (3)	-	33.3% (1)	-	-	33.3% (1)	-	66.7% (2)	33.3% (1)	33.3% (1)
ROCHESTER W2 P06 (1)	-	-	-	-	-	-	100.0% (1)	-	-
ROCHESTER W2 P07 (6)	-	-	16.7% (1)	-	16.7% (1)	-	83.3% (5)	33.3% (2)	33.3% (2)
ROCHESTER W2 P08 (2)	-	-	-	-	-	-	100.0% (2)	-	50.0% (1)

ROCHESTER W3 P01 (4)	-	-	50.0% (2)	-	75.0% (3)	-	25.0% (1)	50.0% (2)	25.0% (1)
ROCHESTER W3 P02 (4)	-	25.0% (1)	-	-	25.0% (1)	-	75.0% (3)	25.0% (1)	50.0% (2)
ROCHESTER W3 P04 (2)	-	100.0% (2)	-	-	-	-	100.0% (2)	-	50.0% (1)
ROCHESTER W3 P05 (10)	20.0% (2)	30.0% (3)	20.0% (2)	10.0% (1)	30.0% (3)	10.0% (1)	60.0% (6)	50.0% (5)	30.0% (3)
ROCHESTER W3 P06 (4)	50.0% (2)	75.0% (3)	50.0% (2)	25.0% (1)	50.0% (2)	25.0% (1)	50.0% (2)	50.0% (2)	25.0% (1)
ROCHESTER W3 P07 (2)	-	100.0% (2)	-	-	50.0% (1)	-	100.0% (2)	50.0% (1)	-
ROCHESTER W4 P01 (3)	33.3% (1)	66.7% (2)	-	33.3% (1)	33.3% (1)	-	66.7% (2)	33.3% (1)	-
ROCHESTER W4 P03 (1)	100.0% (1)	-	-	-	-	-	-	-	-
ROCHESTER W4 P05 (3)	-	33.3% (1)	-	-	33.3% (1)	-	33.3% (1)	33.3% (1)	100.0% (3)
ROCHESTER W4 P06 (1)	-	-	-	-	-	-	-	-	100.0% (1)
ROCHESTER W4 P07 (1)	-	-	-	-	100.0% (1)	-	-	-	-
ROCHESTER W4 P08 (1)	-	-	-	-	-	-	100.0% (1)	-	-
ROCHESTER W5 P01 (8)	12.5% (1)	62.5% (5)	37.5% (3)	25.0% (2)	12.5% (1)	12.5% (1)	75.0% (6)	37.5% (3)	50.0% (4)
ROCHESTER W5 P02 (1)	-	-	-	-	-	-	-	-	100.0% (1)
ROCHESTER W5 P03 (4)	25.0% (1)	25.0% (1)	-	25.0% (1)	75.0% (3)	-	25.0% (1)	75.0% (3)	75.0% (3)
ROCHESTER W5 P04 (7)	-	42.9% (3)	-	-	28.6% (2)	-	42.9% (3)	42.9% (3)	57.1% (4)
ROCHESTER W5 P05 (9)	-	44.4% (4)	33.3% (3)	11.1% (1)	22.2% (2)	-	100.0% (9)	22.2% (2)	22.2% (2)
ROCHESTER W5 P06 (3)	33.3% (1)	66.7% (2)	33.3% (1)	-	66.7% (2)	-	66.7% (2)	33.3% (1)	-
ROCHESTER W5 P07 (3)	-	-	-	33.3% (1)	66.7% (2)	33.3% (1)	-	33.3% (1)	66.7% (2)
ROCHESTER W5 P08 (2)	-	50.0% (1)	-	-	50.0% (1)	-	100.0% (2)	50.0% (1)	50.0% (1)
ROCHESTER W6 P01 (50)	18.0% (9)	22.0% (11)	14.0% (7)	8.0% (4)	40.0% (20)	10.0% (5)	58.0% (29)	64.0% (32)	44.0% (22)
ROCHESTER W6 P02 (33)	6.1% (2)	33.3% (11)	12.1% (4)	12.1% (4)	51.5% (17)	3.0% (1)	72.7% (24)	69.7% (23)	33.3% (11)
ROCHESTER W6 P03 (14)	7.1% (1)	35.7% (5)	14.3% (2)	21.4% (3)	21.4% (3)	-	50.0% (7)	71.4% (10)	28.6% (4)
ROCHESTER W6 P04 (5)	-	40.0% (2)	20.0% (1)	-	20.0% (1)	-	80.0% (4)	60.0% (3)	-
ROCHESTER W6 P05 (1)	-	-	-	-	100.0% (1)	-	100.0% (1)	100.0% (1)	-
ROCHESTER W6 P06 (1)	-	-	-	100.0% (1)	-	-	-	-	-
ROCHESTER W6 P07 (2)	-	50.0% (1)	-	50.0% (1)	100.0% (2)	-	100.0% (2)	100.0% (2)	50.0% (1)
ROCHESTER W6 P08 (2)	-	50.0% (1)	-	50.0% (1)	-	-	100.0% (2)	50.0% (1)	-
SALEM TWP (1)	-	-	-	-	-	-	100.0% (1)	-	-
ZUMBROTA P-2 (1)	-	100.0% (1)	-	-	100.0% (1)	-	100.0% (1)	100.0% (1)	-

AGE RANGE

620 REGISTERED VOTERS

	A	B	C	D	E	F	G	H	I
18-29 (14)	14.3% (2)	50.0% (7)	21.4% (3)	7.1% (1)	57.1% (8)	-	71.4% (10)	57.1% (8)	28.6% (4)
30-39 (55)	14.5% (8)	29.1% (16)	21.8% (12)	9.1% (5)	27.3% (15)	7.3% (4)	65.5% (36)	45.5% (25)	30.9% (17)
40-49 (63)	12.7% (8)	34.9% (22)	14.3% (9)	6.3% (4)	36.5% (23)	1.6% (1)	58.7% (37)	52.4% (33)	34.9% (22)
50-59 (46)	8.7% (4)	32.6% (15)	8.7% (4)	15.2% (7)	34.8% (16)	6.5% (3)	67.4% (31)	56.5% (26)	37.0% (17)
60-69 (47)	12.8% (6)	23.4% (11)	12.8% (6)	14.9% (7)	36.2% (17)	10.6% (5)	53.2% (25)	46.8% (22)	42.6% (20)
70-79 (12)	16.7% (2)	16.7% (2)	33.3% (4)	8.3% (1)	8.3% (1)	8.3% (1)	66.7% (8)	50.0% (6)	33.3% (4)
80-89 (3)	-	33.3% (1)	-	33.3% (1)	33.3% (1)	-	33.3% (1)	-	33.3% (1)
90-99 (1)	-	-	100.0% (1)	-	100.0% (1)	-	100.0% (1)	100.0% (1)	-

VOTERS GENDER

620 REGISTERED VOTERS

	A	B	C	D	E	F	G	H	I
F (112)	11.6% (13)	32.1% (36)	19.6% (22)	9.8% (11)	40.2% (45)	5.4% (6)	72.3% (81)	57.1% (64)	29.5% (33)
M (129)	13.2% (17)	29.5% (38)	13.2% (17)	11.6% (15)	28.7% (37)	6.2% (8)	52.7% (68)	44.2% (57)	40.3% (52)




















STATE INCOME DECILE






















620 REGISTERED VOTERS

	A	B	C	D	E	F	G	H	I
0 to 9 Pct range (12)	25.0% (3)	16.7% (2)	8.3% (1)	8.3% (1)	8.3% (1)	-	41.7% (5)	33.3% (4)	16.7% (2)
10 to 19 Pct range (1)	-	100.0% (1)	100.0% (1)	-	-	-	100.0% (1)	-	-
20 to 29 Pct range (12)	-	58.3% (7)	-	8.3% (1)	33.3% (4)	-	75.0% (9)	58.3% (7)	41.7% (5)
30 to 39 Pct range (13)	15.4% (2)	30.8% (4)	15.4% (2)	7.7% (1)	23.1% (3)	-	46.2% (6)	30.8% (4)	46.2% (6)
40 to 49 Pct range (8)	-	62.5% (5)	12.5% (1)	25.0% (2)	25.0% (2)	-	75.0% (6)	25.0% (2)	12.5% (1)
50 to 59 Pct range (31)	6.5% (2)	12.9% (4)	16.1% (5)	6.5% (2)	35.5% (11)	-	58.1% (18)	48.4% (15)	45.2% (14)
60 to 69 Pct range (66)	21.2% (14)	30.3% (20)	13.6% (9)	15.2% (10)	39.4% (26)	12.1% (8)	63.6% (42)	66.7% (44)	39.4% (26)

70 to 79 Pct range (46)	8.7% (4)	39.1% (18)	21.7% (10)	6.5% (3)	47.8% (22)	4.3% (2)	63.0% (29)	52.2% (24)	28.3% (13)
80 to 89 Pct range (26)	11.5% (3)	26.9% (7)	23.1% (6)	11.5% (3)	19.2% (5)	3.8% (1)	61.5% (16)	38.5% (10)	30.8% (8)
90 Pct and up (24)	8.3% (2)	16.7% (4)	12.5% (3)	12.5% (3)	25.0% (6)	12.5% (3)	62.5% (15)	41.7% (10)	37.5% (9)
Unknown (2)	-	100.0% (2)	50.0% (1)	-	100.0% (2)	-	100.0% (2)	50.0% (1)	50.0% (1)

If you marked "other" in Question 5 please elaborate here.

-
-  **Anonymous user's Opinion**
Traffic congestion! When 55th Street was down to one lane for construction, traffic was insanely backed up. This seems to be the city's goal, since they want to take lanes off Elton Hills, and eventually 2nd Street for an overpriced transit circulator. They seem to want to increase congestion to that people will just give up and take the bus.
-  **Anonymous user's Opinion**
I didn't mark other, someone bugged the questionnaire.
-  **Anonymous user's Opinion**
Na.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
na
-  **Anonymous user's Opinion**
N/a
-  **Anonymous user's Opinion**
Drivers will not be forced to maintain the correct lane, based on worn striping patterns throughout the city
-  **Anonymous user's Opinion**
to much congestion with just the three lanes
-  **Anonymous user's Opinion**
I want to know the impact, if any, on Crossing Elton Hills at the Highway 52 Frontage road while on a bicycle.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
I would prefer that the 2 lanes in both directions stay as they are currently. Please leave them alone. Traffic flow is finally going smoothly and people are obeying the speed limits.
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
I didn't mark "other" in Q5
-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
No major concerns
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
Na

-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
I have no concerns about the potential changes. This roadway should be converted to a 3-lane roadway as the study suggests.
-  **Anonymous user's Opinion**
I didn't.
-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
If the city keeps a 4 lane configuration the traffic volumes will increase making it more unsafe and noisier than currently. Demographics will change in the neighborhood so any configuration should be focused on changes in commuter patterns.
-  **Anonymous user's Opinion**
Unnecessary costs
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Without additional and coordinated stoplights, a three lane option would further increase wait times at major intersections. Also, drivers do not stop for pedestrians at cross walks unless there is a stoplight.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
The road was designed to carry multiple motor vehicles efficiently, reducing that capacity in a city that is growing at the speed Rochester is growing seems counter-intuitive.
-  **Anonymous user's Opinion**
none
-  **Anonymous user's Opinion**
During peak travel times, the increased delay or ability to turn left onto EHD from sidesteets has been very understated in your report.
-  **Anonymous user's Opinion**
Same
-  **Anonymous user's Opinion**
Back up of traffic coming off of highway 52.
-  **Anonymous user's Opinion**
If you go to 2 travel lanes and a center turn lane with bike lanes, I worry about being able to get out of the neighborhood because of backed up traffic, bicyclists coming at unkown rates of speed mixed in with pedestrian traffic trying to cross as well
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
.
-  **Anonymous user's Opinion**
Didn't mark "other"

**Anonymous user's Opinion**

If 11,000 cars per day travel on EHD and the capacity is reduced (by half) how will the 5500 cars navigate the corridor? Or will there just be slow, jammed up traffic that will force those cars onto other routes that are not design for that much traffic volumne?

**Anonymous user's Opinion**

How are the city buses, garbage trucks and school buses going to be able to be on Elton Hill Drive when there is only one lane in each direction? And what about emergency vehicles?? How are the 100 plus people that have driveways on Elton Hill Drive going to be able to back out of their drive ways??

**Anonymous user's Opinion**

Did not mark "other"

**Anonymous user's Opinion**

N/A

**Anonymous user's Opinion**

Head on collisions in shared turning lanes, congestion, and unnecessary spending. Take the \$250,000 of allocated funds away from city council member salaries and fix the bridge over the Zumbro River!

**Anonymous user's Opinion**

Kids riding their bikes on the road (bike lane) with inattentive drivers.

**Anonymous user's Opinion**

NA

**Anonymous user's Opinion**

It will make a major east-west corridor a traffic jam and push traffic on to other streets.

**Anonymous user's Opinion**

.

**Anonymous user's Opinion**

The current potential changes to EHD do not solve any of the problems that we have with EHD. It will make travel slower, drivers impatient and angrier and does not at all help with those who have to cross EHD daily.

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

I didnt mark other

**Anonymous user's Opinion**

Heavy Congestion at school intersections where I drop my daughter off every day.

**Anonymous user's Opinion**

N/A

**Anonymous user's Opinion**

Vehicle congestion will make access to EH Drive from north and south neighborhoods very difficult. Also, emergency vehicles will have difficulty with responding to life threatening situations.

**Anonymous user's Opinion**

.

**Anonymous user's Opinion**

I didn't mark other in question 5

**Anonymous user's Opinion**

Please see above concerns.

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

Making a left hand turn trying to access EHD will be next to impossiblewith only w lanes the traffic will be terrible

**Anonymous user's Opinion**

Traffic will be backed up even more on the bridge and it will be very difficult to turn onto Elton Hills (fewer gaps). Four lanes plus a turn lane is optimal. It makes no sense to reduce the car capacity with

the current growth in Rochester.



Anonymous user's Opinion

I think a change to 3 lanes will be a good thing. Anyone turning will not backup traffic. With the current 4 lanes, when a car is turning either right or left it causes traffic behind to backup or switch lanes quickly which I think causes many dangerous situations.



Anonymous user's Opinion

Unneeded expense. Bike lanes don't get used enough to justify the cost and sacrifice to the majority of EHD users.



Anonymous user's Opinion

Didnt mark other



Anonymous user's Opinion

Will most likely cause traffic back ups.



Anonymous user's Opinion

No concerns



Anonymous user's Opinion

Creates new problems without solving any of the existing ones. Too much congestion. Access to EHD will become more difficult.



Anonymous user's Opinion

In fairness...I have not seen the city's study suggestion yet...have used EH drive for numbers of years/lived just off it for 20 years. The sheer amount of cars, the school's presence for turning/children's safety, and the home owners safety is my concern. I think the city often makes a decision without input...example on at 11th Avenue and & 7th Street (NW, near Silver Lake. Going towards Calvary Cemetery A left -hand turn lane is seldom used yet the right turn usage is bogged down waiting...sometimes 5-7 vehicles..... motors running. It seems so wrong....sometimes left turns are dangerous yet so few use it?



Anonymous user's Opinion

I am worried about increased traffic this may cause in the surrounding, usually fairly safe and quiet, neighborhoods that border Elton Hills Drive due to people cutting through, looking for a short cut. Also wondering if the multiple stops the city transit system makes along Elton Hills Drive will be moved to other location(s), or will traffic behind the buses be expected to stop multiple times as well while the bus loads/unloads, backing traffic up even more.



Anonymous user's Opinion

Getting on Elton hills from side streets. Getting even more backed up around Hoover



Anonymous user's Opinion

I'm concerned that motor vehicle centric voices are louder but people on bikes who ride this and people who walk and of all abilities will be drowned out. We can't be car-centric any longer. We can't all fit downtown.



Anonymous user's Opinion

Travel time slow



Anonymous user's Opinion

n/a



Anonymous user's Opinion

N/A



Anonymous user's Opinion

Proposed bike lanes are NOT needed and will cause hazards to cars and bikes.



Anonymous user's Opinion

It is a bad idea to add bike lanes to a major artery such as EHD. Please do not add bike lanes to an already busy corridor and add a middle lane. Please do not reduce the number of lanes!



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

With the expected growth in Rochester it does not make sense to reduce traffic flow in a busy street that is used as a main artery between hwy and Broadway



Anonymous user's Opinion















N/a





Anonymous user's Opinion

If there are no right turn lanes this will cause congestion.


Anonymous user's Opinion

-  The proposed changes are a total waste of money.
-  **Anonymous user's Opinion**
Inadequate planning and infrastructure for pedestrians and cyclists causing hazards for all community members using EHD
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
I didn't mark other
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Congestion. Doubling the amount of vehicles in a lane by halving the number of lanes will cause congestion and inability to make left turns. It will also cause backups when turns are made. Bikes do not belong on this or any other major street. Please do not add bike lanes!
-  **Anonymous user's Opinion**
That spending 2 million dollars on bike lanes is irresponsible. More about the ease of trying to turn left ONTO Elton Hills Drive from ANY street off of Elton Hills Drive. And the traffic back ups will be insane.
-  **Anonymous user's Opinion**
.
-  **Anonymous user's Opinion**
I did not mark "other".
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
I didn't mark other
-  **Anonymous user's Opinion**
I think the width of the roadway is too wide, which encourages cars to go too fast and makes it unsafe (and too far) for safe crossings by school kids and seniors. Also, as a regular cyclist around town, I would like to see more protection for bike riders. I suspect this would be true for school age bike riders as well.
-  **Anonymous user's Opinion**
We need speed enforcement not smaller street.bike can ride on sidewalk be safe to pedestrian. If bike lathes are needed then remove sidewalks and put in bike lanes that bike rider pay for not car driver. Tax bike at 22%+ yearly fee for license. But that must be used every day and maintenance come out of that money. Not dept of transportation fund that I pay into while filling up my car with gasoline.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
That EHD will become an extension of 19th street NW. It's nearly impossible to make a left hand turn and the single lane traffic can bring travel to a gridlock during the rush hour. EHD needs additional pedestrian crosswalks for those using public transit, needs the speed limit enforced and 1-2 more traffic lights installed.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**


 The entire South side EHD is land locked. Turning left onto EHD or off of EHD will become more difficult with the same amount of cars only in one lane. And left turns don't just happen at intersections! Also, there are bus stops along this stretch; every 30 mins or so the traffic will get backed up while the bus picks up or drops off passengers.

 **Anonymous user's Opinion**


I have no concerns. It is my belief, and I feel the traffic study will indicate, that two drive lanes will suffice in this space.

 **Anonymous user's Opinion**


NA

 **Anonymous user's Opinion**


The speeds are way too high for the amount of curves on the street. Visibility is mostly terrible. Also it feels impossibly dangerous to ever make a left turn as a motorist, not to mention being a pedestrian or cyclist!!

 **Anonymous user's Opinion**


I believe there will be long lines of cars especially at certain times of day. I have lived 1 house off of EHD for 40 yrs and have not seen a need for bike lanes as very few bikes are ever seen. Also I don't feel that anyone has given a voice to police, ambulance drivers, mail carriers, trash collectors, bus drivers the list goes on. Getting out onto EHD from side streets will be impossible with 2 lanes. Don't fix what isn't broken...

 **Anonymous user's Opinion**


I believe going to 3 lanes will add the potential for more accidents due to higher congestion.

 **Anonymous user's Opinion**


Na

 **Anonymous user's Opinion**


N/A

 **Anonymous user's Opinion**


Irresponsibly spending taxpayer dollars unnecessarily.

 **Anonymous user's Opinion**


Rear end collisions will go up

 **Anonymous user's Opinion**


I did not mark other.

 **Anonymous user's Opinion**


N/A

 **Anonymous user's Opinion**


Na

 **Anonymous user's Opinion**


N/A

 **Anonymous user's Opinion**


Na

 **Anonymous user's Opinion**


I didn't mark other.

 **Anonymous user's Opinion**


Na

 **Anonymous user's Opinion**


NA

 **Anonymous user's Opinion**

N/A

 **Anonymous user's Opinion**

Nothing

 **Anonymous user's Opinion**

Reducing the number of traffic lanes will create bottlenecks and more congestion.

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

It's already congested at busy times. Limiting to 1 lane in each direction will exacerbate that.

**Anonymous user's Opinion**

Traffic congestion. Buses and other traffic that moves slowly, or makes frequent stops can easily be passed as Elton Hills Drive is now. If the proposed changes go through, one bus, or other such vehicle will back up traffic all along the road. Turning onto Elton Hills drive can take a considerable amount of time as is during peak traffic. Congesting the roadway will make that time longer. Bikes can only realistically use bike lanes for a few months out of the year in Minnesota, and the roads that have them don't get nearly enough bike traffic to be worth the traffic congestion that they cause. Make wider sidewalks and put the bike lanes there if we absolutely have to have them. That would probably be safer for the bicyclists as well, less chance of being struck by a vehicle.

**Anonymous user's Opinion**

I did not mark other

**Anonymous user's Opinion**

I didn't mark "Other" in Question 5, but the survey is forcing me to answer Question 6 anyway.

**Anonymous user's Opinion**

It will be even more difficult to make a left hand turn onto EHD

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

.

**Anonymous user's Opinion**

The road diet will cause traffic to back up even farther and make right hand and left hand turns onto EHD nearly impossible or take a prolonged period of time. 19th street on the way to Costco is a perfect example of this. It is a continual line of cars all day, every day. It is ridiculous to drive on it at rush hour.

**Anonymous user's Opinion**

I didn't

**Anonymous user's Opinion**

I didn't

**Anonymous user's Opinion**

I didn't mark other.

**Anonymous user's Opinion**

I did not mark other in question five.

**Anonymous user's Opinion**

Access on to EHD from joining streets will be difficult.

**Anonymous user's Opinion**

During high volume times it would be nearly impossible to take a left hand turn onto Elton hills. Currently the second lane each direction is the only hope you have of being able to get on the road during traffic times. Without the two lane option you could be stuck waiting forever.

**Anonymous user's Opinion**

Again I didn't mark other!

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

I'm also concerned decreasing the number of lanes will increase car accidents.

**Anonymous user's Opinion**

NA

**Anonymous user's Opinion**

N/a

Anonymous user's Opinion



Did not mark other



Anonymous user's Opinion

NA



Anonymous user's Opinion

N/A



Anonymous user's Opinion

N/A



Anonymous user's Opinion

NA



Anonymous user's Opinion

none



Anonymous user's Opinion

Traffic congestion



Anonymous user's Opinion

Time to get on Elton hills drive from a side street. It's very busy in the morning and evening. Sometimes I have to wait 5 minutes and it would take even longer if I don't have an additional lane to turn on to.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Na



Anonymous user's Opinion

Na



Anonymous user's Opinion

I don't fully understand proposed changes.



Anonymous user's Opinion

I didn't mark other



Anonymous user's Opinion

I didn't mark other.



Anonymous user's Opinion

I didn't



Anonymous user's Opinion

A



Anonymous user's Opinion

N/A



Anonymous user's Opinion

NA



Anonymous user's Opinion

N/A



Anonymous user's Opinion

N/A



Anonymous user's Opinion

NA

**Anonymous user's Opinion**

The congestion at the Hwy 52/19th street lights only clears because EHD is 2 lanes. This busy intersection will not clear with vehicles trying to get into 1 lane. Most dramatic during busy times of the day.

**Herbert James Rogers's Opinion**

Didn't mark "other"

**Anonymous user's Opinion**

traffic back-ups due to only one lane, confusion for drivers and frustration

**Anonymous user's Opinion**

I did not

**Anonymous user's Opinion**

EHD is fine the way it is.

**Anonymous user's Opinion**

LEAVE it alone

**Anonymous user's Opinion**

NA

**Anonymous user's Opinion**

I didn't

**Anonymous user's Opinion**

Traffic congestion.

**Anonymous user's Opinion**

None

**Anonymous user's Opinion**

I didn't mark other, fix your survey

**Anonymous user's Opinion**

.

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

This project will make it nearly impossible to make any turn when trying to enter EHD because of one lane and tragic congestion and back ups!!

**Anonymous user's Opinion**

none of these is a major concern

**Anonymous user's Opinion**

...

**Anonymous user's Opinion**

I would like speeds through the corridor to be no faster than 30 MPH, but I would like the lights to make that speed sustainable (ie, have their timers linked, if possible, so that cars driving responsibly rarely have to stop).

**Anonymous user's Opinion**

Concerns if EHD is changed: it will be more difficult to get on an off EHD. At times, currently, I have waited 8 minutes to turn right on to EHD from one of the side streets. This will be even longer if there is only one lane in which to get on the street. For folks who live on EHD it will be hard to get out of their driveways.

**Anonymous user's Opinion**






















That the safety of pedestrians, including school children, and bicyclists that need to cross EHD will not be adequately addressed.

**Anonymous user's Opinion**

Does not reflect increasing traffic volumes. More problematic for accessing EH, residential driveways and emergency vehicle response times.

**Anonymous user's Opinion**

There will be an increase in rear-end collisions and possibly even head-on collisions

-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
I did not mark other
-  **Anonymous user's Opinion**
Use of a center left turn lane would increase chances of head-on collisions.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
Only idiots think reducing 4 lanes to 2 won't cause congestion
-  **Anonymous user's Opinion**
Same as question 4, only more complicated.
-  **Anonymous user's Opinion**
No parking for homeowners
-  **Anonymous user's Opinion**
your rational of daily use is based on tha amount of use during the day. if you did a mor time based study would the results be different? has any study been done to other streets that have changed to add bike lanes to find if there is any actual increase use by responsible riders?
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
Travel time to slow
-  **Anonymous user's Opinion**
I didn't mark other
-  **Patrick John Day's Opinion**
Bike Lanes.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Reducing Elton Hills Drive to a 2-lane road is about as ridiculous as an earlier idea to reduce Collegeviev Road SE from 4-to-2 lanes. When will Council members start overriding taxpayer input with consultant recommendations. Forget the separate turn lane (turns are being made just fine now) and the bike lanes (used by a select few). Are you listening?
-  **Anonymous user's Opinion**
I didn't mark "other"
-  **Anonymous user's Opinion**
I didnt
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
See bridge comments earlier.
-  **Anonymous user's Opinion**
I did not mark other



Anonymous user's Opinion

na



Anonymous user's Opinion

No bike lanes; we need two lanes for cars.



Anonymous user's Opinion

I didn't mark "other"



Robert Jackson's Opinion

NA



Anonymous user's Opinion

The loss of lanes and the addition of such wide bicycle lanes. As an avid bicyclist my entire life, I feel our city has utilized much too wide of bicycle lanes in our city streets and have not utilized the current bicycle and walking paths that already exist. IE; Second Street NW that goes out to Country Club Manor. There was already a very wide bicycle and walking path on both sides of Second Street. I never could understand why they narrowed that much-needed 4-lane street down to a 2-lane, just to add bicycle lanes that, 1) Can only be used half of the year and 2) Serve no purpose when there are bike paths along both sides of that street already.



Anonymous user's Opinion

Na



Anonymous user's Opinion

NA



Anonymous user's Opinion

Na



Anonymous user's Opinion

N/A



Anonymous user's Opinion

NA



Anonymous user's Opinion

Na



Anonymous user's Opinion

None



Anonymous user's Opinion

N/a



Anonymous user's Opinion

NA



Anonymous user's Opinion

.



Anonymous user's Opinion

None



Anonymous user's Opinion

Didn't mark other



Anonymous user's Opinion

..



Anonymous user's Opinion

N/A














Anonymous user's Opinion






















No concerns. There is room for improvement on the configuration and the functionality of the roadway corridor on Elton Hills Drive.



Anonymous user's Opinion

NA

-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
no other
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
If it is changed to one lane each direction plus a turn lane I believe it will be nearly impossible to turn left onto the drive at busy times. I am also concerned about emergency vehicles having less lanes to travel in.
-  **Anonymous user's Opinion**
I am trying to see both sides on this subject. My major issue I see is for the home owners who purchased homes with an agreement and now that will change.
-  **Anonymous user's Opinion**
??
-  **Anonymous user's Opinion**
I drive EHD several times a week at various times. and reducing the number of lanes will severely clog traffic, especially when trying to exit 9th Ave NW or 22nd Ave NW onto EHD. Good luck.
-  **Anonymous user's Opinion**
I am concerned that the city is building too many bike lanes, which can only be utilized by a few people for half the year.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
We will have bike lanes that a very limited number of people will use. Bikes should also provide a wheelage tax through licensing to provide funding for their use, just like automobiles.
-  **Anonymous user's Opinion**
My main concern is that it will not happen. The other concern is that it will not be done with pedestrian and cycling as a priority and a great opportunity will be missed and the city will need to revisit the area in 5-10 years. Protected bike lanes are a must.
-  **Anonymous user's Opinion**
NA.
-  **Anonymous user's Opinion**
None, the proposed changes look like they will improve safety
-  **Anonymous user's Opinion**
I have no concerns.
-  **Anonymous user's Opinion**
Cyclists will have bigger target on our backs with this take back our streets movement. I bicycle year round and pull small children in a trailer to day care by RCTC. Safety is my primary concern.
-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
It will be too slow and push travel into neighborhoods.
-  **Anonymous user's Opinion**
na
-  **Anonymous user's Opinion**
na

-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
No concerns. Change will be positive
-  **Anonymous user's Opinion**
Making a left hand turn onto Elton hills drive
-  **Anonymous user's Opinion**
Traffic will back up during busy times of day a LOT if you cut lanes!!
-  **Anonymous user's Opinion**
The amount of cars going on to Elton Hills from 52 would most definitely get backed up if being funneled to 1 lane. It already backs up at the light at the 52 intersection, getting everyone to merge to one lane from there would be a mess.
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
.
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
I didn't mark other
-  **Anonymous user's Opinion**
N/a
-  **Anonymous user's Opinion**
I think it's important that residents of EHD still have street parking and would not support any option that eliminates parking.
-  **Anonymous user's Opinion**
I didn't mark other. this form is broken, fix it.
-  **Anonymous user's Opinion**
I did not mark other.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
I have no concerns in Question 5, but the system wouldn't let me submit until I picked something, so I picked other and I have to type something here so you get this nice message.
-  **Anonymous user's Opinion**
No concerns.
-  **Anonymous user's Opinion**
I didn't

**Anonymous user's Opinion**

He congestion that will be caused by removing a lane in each direction. (19th st NW is a nightmare.)

**Anonymous user's Opinion**

bug instance 2, I did not mark other

**Anonymous user's Opinion**

Reducing lanes from 2 to 1 in each direction greatly concerns me. I am strongly opposed to reducing to 1 lane and adding bike lanes. I also do a lot of biking in the area, but do not want a bike lane on the road.

**Anonymous user's Opinion**

Being able to exit my home driveway during peak hours it it goes to 3 lanes. Also being able to enter my driveway, hence stopping traffic for periods of time until I can make a move to get in. Loss of on street parking

**Anonymous user's Opinion**

I didn't mark "other"

**Anonymous user's Opinion**

Cars speed along this road quite often. When cars are parked along here, I worry about them opening doors & being a hazard for passing cars. Pedestrian crossings should have warning lights to warn cars.

**Anonymous user's Opinion**

Reducing lanes and thereby traffic capacity for the sake of bike lanes that are useable for 3-5 months per year is a very poor investment!

**Anonymous user's Opinion**

Didn't

**Anonymous user's Opinion**

Again I didn't mark other.

**Anonymous user's Opinion**

Going down to 2 lanes will cause more back up and a worse flow of traffic. Turnig left from side roads or driveways is already a long wait, you take away a lane it will now take longer for all the cars to pass. This is one main road that travels decently during high travel times, taking away lanes will make it unbareable.

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

Who's gonna pay for this not melits a stupid idea

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

Emergency access with only 1 lane, high volumes, bike lanes unnecessary in MN when bikes aren't used 60% if the year

**Anonymous user's Opinion**

NO BIKE LANE!!

**Anonymous user's Opinion**

I did not mark other...flawed survey format

**Anonymous user's Opinion**

Why cant law enforcement just do their jobs and write a few tickets out there on a regular basis? That in itself would slow people down and improve safety! Save the big budget on street changes and just make law enforcement do their jobs!!!! Its becoming a lawless traffic city!!

**Anonymous user's Opinion**

Nothing

**Anonymous user's Opinion**

n/a

**Anonymous user's Opinion**

Lack of police presence and issues related to motorized scooters/ motorcycles using the bike lane to go around vehicles.

Anonymous user's Opinion



I did not mark other



Anonymous user's Opinion

It will cause congestion just like taking lanes and adding bike lanes has done downtown. Why do we have bike paths if we are going to put bikers on the street? As someone who bikes frequently it is dangerous. We have people from out of town who are not familiar with our roads - putting bikers on the roads is one more thing for them to watch for - a co-worker of mine has been hit 3x downtown. We are not Amsterdam - this city is not set up for bikes on the roads - do you seriously think it will protect bikers to put in a bike lane here and there? Ask Wojcik how well that worker out for him.



Anonymous user's Opinion

It pretty much eliminates the option of taking a left turn ONTO Elton Hills. It's hard enough already as is.



Anonymous user's Opinion

We will create a very dangerous center turn lane that will increase potential for head on crashes. The schools will be impacted negatively for their very timely transportation needs for students and parents before and after school times and evening events. Very few people use it for biking and we already have amazing paths right near EHD two blocks away. A road diet is way too extreme of a proposal for this space that has hills and curves throughout.



Anonymous user's Opinion

To hard to get onto sometimes.



Anonymous user's Opinion

I didn't



Anonymous user's Opinion

Added traffic to side streets



Anonymous user's Opinion

The project on 2nd street was a failure in my opinion. I live off of 2nd street and there is more traffic now with only 2 lanes and difficulty turning in and out of 2nd street without proper turning lanes. I have to slow down from 45 mph (posted speed limit) to essentially 5 mph to enter my neighborhood because there is not an adequate lane to turn into the neighborhood. Poor planning - I don't see any improvement at all - it just "looks nicer" and is better accessible for bikes, which I see only about 10/year. Who are we serving here? I am from a big NE city and this ideology really makes no sense to me.



Anonymous user's Opinion

NA



Anonymous user's Opinion

NA



Anonymous user's Opinion

With one lane, traffic will get backed up and be a cause for air pollution for those living along that street.



Anonymous user's Opinion

N/A



Anonymous user's Opinion

N/A



Anonymous user's Opinion

With so many cars on the curvy road, it is difficult to see past parked cars on most of the turns, When trying to access the road.



Anonymous user's Opinion

With backed up traffic from having only one lane people will not be able to get out of their driveways or turn left. Some people hold up traffic especially in the winter and with no way to pass them it will be a mess.



Anonymous user's Opinion

I worry with lane reduction it will back traffic up onto the overpass on highway 52. I also worry people will drive aggressively when the lane merges into one lane vying for position. This may create crashes by itself. I also think accessing Elton hills will take way longer as cars will just keep coming.



Anonymous user's Opinion

I believe that the proposed 4-to-3 lane conversion will help traffic flow more smoothly. I am concerned that other alternatives, such as adding traffic signals, will reduce traffic flow and not improve safety for drivers.



Anonymous user's Opinion

The amount of cars that currently travel on the roadways not in rush hour is very high in my opinion and experience. Shuttering a lane in both directions will make it exponentially more difficult to travel and get around. Also, there are a lot of schools and buses that use that area to compound the problem (kids traveling to and from). Also, biking is only viable from April until October at best, possibly May. it's a lot of work and money for half a year change. I also wouldn't want to hike on EHD with it being even busier.



Anonymous user's Opinion

Congestion from decreasing lanes.

Anonymous user's Opinion



We do not need bike lanes and left turn lanes in place of where cars are to drive it is 2019 not 1920



Anonymous user's Opinion

I am concerned that making left-hand turns onto Elton Hills Drive will get worse and there will be more accidents.



Anonymous user's Opinion

Bicycle lanes are not needed and awkward to use when mixed with chaotic parking layout similar to the 4th st SW project. Parkers are scared to park 8' away from the curb and at least one car is close to the curb and blocks the bike lane rendering it useless.

Anonymous user's Opinion



Even though I understand the concerns of the owners of houses along Elton Hills, those owners purchased those homes knowing that the property was along a major vehicle artery of the city. The purchase price of those homes reflect those factors and have been that way for at least 30 some years. I hear the adage of fairness coming from Rochester city staff in regards to those residents and concerns of having on street parking etc. However, how about the needs of the other larger number of home owners in the non-Elton Hills border properties who purchased high prices homes that reflected their location. Removal of parking in front of those residents must be seriously considered to allow additional space for turning lanes etc. Again, those owners along Elton Hills homes purchased those homes with the knowledge that their residence was along a major road way and would be subject to the vicissitudes of the growing population of the city.



Anonymous user's Opinion

NA



Anonymous user's Opinion

Other not marked.

Please indicate which safety improvements you would be supportive of. (Check all that apply.)

CURRENT RESULTS		326 Total Responses
A	4-to-3 lane conversion (77)	24% (77)
B	Dedicated left-turn lane (111)	34% (111)
C	Median refuge island for pedestrians (64)	20% (64)
D	Pedestrian ramp improvements (99)	30% (99)
E	Curb extensions (52)	16% (52)
F	High-visibility crosswalk markings (245)	75% (245)
G	Pedestrian lighting (185)	57% (185)
H	Rectangular rapid flashing beacon (82)	25% (82)
I	Leading pedestrian interval (47)	14% (47)
J	Pedestrian countdown timer (130)	40% (130)
K	Accessible Pedestrian Signal (APS) pedestrian push buttons (159)	49% (159)

REGISTERED VS NON-REGISTERED	A	B	C	D	E	F	G	H	I	J	K
Registered Voters (238)	25.6% (61)	35.3% (84)	23.1% (55)	31.5% (75)	18.5% (44)	77.3% (184)	58.0% (138)	26.9% (64)	16.8% (40)	42.0% (100)	47.5% (113)
Non-Registered Voters (88)	18.2% (16)	30.7% (27)	10.2% (9)	27.3% (24)	9.1% (8)	69.3% (61)	53.4% (47)	20.5% (18)	8.0% (7)	34.1% (30)	52.3% (46)

ALL RESPONDENTS	A	B	C	D	E	F	G	H	I	J	K
All respondents (326)	24.0% (77)	34.0% (111)	20.0% (64)	30.0% (99)	16.0% (52)	75.0% (245)	57.0% (185)	25.0% (82)	14.0% (47)	40.0% (130)	49.0% (159)
Registered Voters in Rochester, MN (238)	25.6% (61)	35.3% (84)	23.1% (55)	31.5% (75)	18.5% (44)	77.3% (184)	58.0% (138)	26.9% (64)	16.8% (40)	42.0% (100)	47.5% (113)
Live in Rochester, MN (318) - Self-reported	24.2% (77)	34.3% (109)	20.1% (64)	30.5% (97)	16.4% (52)	75.5% (240)	56.9% (181)	25.5% (81)	14.8% (47)	40.3% (128)	48.7% (155)
Subscribers to Rochester, MN (322)	23.9% (77)	34.2% (110)	19.9% (64)	30.7% (99)	16.1% (52)	75.5% (243)	57.1% (184)	25.5% (82)	14.6% (47)	40.1% (129)	48.4% (156)
Register respondents from anywhere (242)	25.0% (61)	35.0% (85)	23.0% (55)	31.0% (75)	18.0% (44)	77.0% (187)	57.0% (139)	27.0% (65)	17.0% (40)	42.0% (101)	47.0% (114)

PRECINCT	A	B	C	D	E	F	G	H	I	J	K
CASCADE TWP P-1 (4)	25.0% (1)	50.0% (2)	-	25.0% (1)	-	75.0% (3)	-	-	-	25.0% (1)	50.0% (2)
CASCADE TWP P-3A (1)	-	-	-	-	-	-	-	-	-	100.0% (1)	-
HAVERHILL TWP (2)	-	50.0% (1)	50.0% (1)	-	-	100.0% (2)	50.0% (1)	-	-	50.0% (1)	50.0% (1)
HIGH FOREST TWP (1)	-	-	-	100.0% (1)	-	100.0% (1)	-	-	-	-	-
MARION TWP P-1 (2)	50.0% (1)	50.0% (1)	50.0% (1)	-	-	50.0% (1)	50.0% (1)	-	-	50.0% (1)	-
ORONOCO (1)	-	-	-	-	-	100.0% (1)	-	-	-	-	-
ORONOCO TWP (2)	-	-	-	50.0% (1)	50.0% (1)	100.0% (2)	100.0% (2)	50.0% (1)	50.0% (1)	50.0% (1)	50.0% (1)
PINE ISLAND (1)	-	-	-	-	-	100.0% (1)	100.0% (1)	100.0% (1)	-	-	-
ROCHESTER W1 P01 (4)	50.0% (2)	75.0% (3)	50.0% (2)	25.0% (1)	25.0% (1)	50.0% (2)	50.0% (2)	50.0% (2)	25.0% (1)	75.0% (3)	50.0% (2)
ROCHESTER W1 P02 (4)	25.0% (1)	25.0% (1)	25.0% (1)	25.0% (1)	25.0% (1)	100.0% (4)	75.0% (3)	25.0% (1)	25.0% (1)	50.0% (2)	25.0% (1)
ROCHESTER W1 P04 (1)	-	-	-	-	-	100.0% (1)	-	-	-	-	-
ROCHESTER W1 P05 (3)	100.0% (3)	33.3% (1)	66.7% (2)	100.0% (3)	100.0% (3)	100.0% (3)	100.0% (3)	33.3% (1)	66.7% (2)	66.7% (2)	66.7% (2)
ROCHESTER W1 P06 (2)	100.0%	100.0%	50.0% (1)	50.0% (1)	50.0% (1)	100.0%	100.0%	50.0% (1)	50.0% (1)	50.0% (1)	50.0% (1)

	(2)	(2)				(2)	(2)					
ROCHESTER W1 P07 (1)	-	100.0% (1)	-	-	-	100.0% (1)	100.0% (1)	-	-	100.0% (1)	-	-
ROCHESTER W1 P09 (1)	100.0% (1)	100.0% (1)	-	-	-	-	-	-	-	-	-	-
ROCHESTER W1 P11 (1)	-	-	-	100.0% (1)	-	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)
ROCHESTER W2 P01 (5)	60.0% (3)	40.0% (2)	20.0% (1)	60.0% (3)	40.0% (2)	100.0% (5)	80.0% (4)	60.0% (3)	40.0% (2)	60.0% (3)	80.0% (4)	80.0% (4)
ROCHESTER W2 P02 (5)	80.0% (4)	40.0% (2)	80.0% (4)	80.0% (4)	40.0% (2)	80.0% (4)	100.0% (5)	-	60.0% (3)	80.0% (4)	80.0% (4)	80.0% (4)
ROCHESTER W2 P03 (3)	-	-	33.3% (1)	66.7% (2)	-	66.7% (2)	66.7% (2)	66.7% (2)	-	66.7% (2)	66.7% (2)	66.7% (2)
ROCHESTER W2 P04 (2)	50.0% (1)	-	-	-	-	50.0% (1)	-	-	-	50.0% (1)	50.0% (1)	50.0% (1)
ROCHESTER W2 P05 (3)	-	33.3% (1)	33.3% (1)	-	-	33.3% (1)	33.3% (1)	-	-	33.3% (1)	33.3% (1)	33.3% (1)
ROCHESTER W2 P06 (1)	-	-	-	100.0% (1)	-	-	100.0% (1)	-	-	-	100.0% (1)	100.0% (1)
ROCHESTER W2 P07 (6)	33.3% (2)	16.7% (1)	50.0% (3)	33.3% (2)	33.3% (2)	83.3% (5)	83.3% (5)	33.3% (2)	33.3% (2)	50.0% (3)	66.7% (4)	66.7% (4)
ROCHESTER W2 P08 (2)	-	50.0% (1)	-	50.0% (1)	-	100.0% (2)	-	50.0% (1)	-	-	-	-
ROCHESTER W3 P01 (4)	25.0% (1)	75.0% (3)	25.0% (1)	-	50.0% (2)	50.0% (2)	-	25.0% (1)	25.0% (1)	-	-	-
ROCHESTER W3 P02 (4)	-	-	-	50.0% (2)	-	75.0% (3)	50.0% (2)	25.0% (1)	-	25.0% (1)	75.0% (3)	75.0% (3)
ROCHESTER W3 P04 (2)	-	-	50.0% (1)	-	-	50.0% (1)	50.0% (1)	-	-	50.0% (1)	50.0% (1)	50.0% (1)
ROCHESTER W3 P05 (10)	10.0% (1)	40.0% (4)	10.0% (1)	20.0% (2)	20.0% (2)	80.0% (8)	60.0% (6)	40.0% (4)	10.0% (1)	20.0% (2)	30.0% (3)	30.0% (3)
ROCHESTER W3 P06 (4)	-	25.0% (1)	25.0% (1)	25.0% (1)	25.0% (1)	75.0% (3)	75.0% (3)	-	25.0% (1)	75.0% (3)	75.0% (3)	75.0% (3)
ROCHESTER W3 P07 (2)	-	-	-	-	50.0% (1)	100.0% (2)	50.0% (1)	50.0% (1)	50.0% (1)	50.0% (1)	50.0% (1)	-
ROCHESTER W4 P01 (3)	66.7% (2)	66.7% (2)	33.3% (1)	33.3% (1)	33.3% (1)	66.7% (2)	33.3% (1)	-	-	33.3% (1)	33.3% (1)	33.3% (1)
ROCHESTER W4 P03 (1)	100.0% (1)	-	100.0% (1)	-	100.0% (1)	100.0% (1)	-	-	-	-	-	-
ROCHESTER W4 P05 (3)	33.3% (1)	66.7% (2)	33.3% (1)	66.7% (2)	33.3% (1)	66.7% (2)	66.7% (2)	33.3% (1)	33.3% (1)	66.7% (2)	66.7% (2)	66.7% (2)
ROCHESTER W4 P06 (1)	100.0% (1)	100.0% (1)	-	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	-	-	-	100.0% (1)	100.0% (1)
ROCHESTER W4 P07 (1)	-	100.0% (1)	100.0% (1)	-	-	100.0% (1)	100.0% (1)	-	-	100.0% (1)	100.0% (1)	100.0% (1)
ROCHESTER W4 P08 (1)	-	100.0% (1)	-	100.0% (1)	-	100.0% (1)	100.0% (1)	100.0% (1)	-	-	100.0% (1)	100.0% (1)
ROCHESTER W5 P01 (8)	25.0% (2)	37.5% (3)	12.5% (1)	50.0% (4)	12.5% (1)	87.5% (7)	50.0% (4)	12.5% (1)	12.5% (1)	50.0% (4)	50.0% (4)	50.0% (4)
ROCHESTER W5 P02 (1)	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)
ROCHESTER W5 P03 (5)	60.0% (3)	60.0% (3)	20.0% (1)	40.0% (2)	-	60.0% (3)	80.0% (4)	40.0% (2)	-	60.0% (3)	40.0% (2)	40.0% (2)
ROCHESTER W5 P04 (7)	14.3% (1)	14.3% (1)	-	42.9% (3)	28.6% (2)	85.7% (6)	71.4% (5)	14.3% (1)	14.3% (1)	71.4% (5)	85.7% (6)	85.7% (6)
ROCHESTER W5 P05 (9)	-	33.3% (3)	11.1% (1)	22.2% (2)	11.1% (1)	66.7% (6)	44.4% (4)	22.2% (2)	-	44.4% (4)	11.1% (1)	11.1% (1)
ROCHESTER W5 P06 (3)	-	66.7% (2)	-	-	-	33.3% (1)	33.3% (1)	-	-	66.7% (2)	33.3% (1)	33.3% (1)
ROCHESTER W5 P07 (3)	66.7% (2)	66.7% (2)	66.7% (2)	33.3% (1)	33.3% (1)	33.3% (1)	33.3% (1)	100.0% (3)	33.3% (1)	33.3% (1)	66.7% (2)	66.7% (2)
ROCHESTER W5 P08 (2)	-	100.0% (2)	-	50.0% (1)	-	100.0% (2)	100.0% (2)	50.0% (1)	-	50.0% (1)	-	-
ROCHESTER W6 P01 (49)	28.6% (14)	30.6% (15)	22.4% (11)	26.5% (13)	14.3% (7)	81.6% (40)	63.3% (31)	26.5% (13)	14.3% (7)	32.7% (16)	44.9% (22)	44.9% (22)
ROCHESTER W6 P02 (33)	9.1% (3)	18.2% (6)	15.2% (5)	12.1% (4)	15.2% (5)	69.7% (23)	54.5% (18)	27.3% (9)	12.1% (4)	27.3% (9)	51.5% (17)	51.5% (17)
ROCHESTER W6 P03 (15)	33.3% (5)	40.0% (6)	26.7% (4)	53.3% (8)	13.3% (2)	93.3% (14)	60.0% (9)	40.0% (6)	26.7% (4)	60.0% (9)	46.7% (7)	46.7% (7)
ROCHESTER W6 P04 (5)	-	20.0% (1)	40.0% (2)	20.0% (1)	-	80.0% (4)	20.0% (1)	20.0% (1)	20.0% (1)	20.0% (1)	20.0% (1)	60.0% (3)
ROCHESTER W6 P05 (1)	100.0% (1)	100.0% (1)	-	100.0% (1)	100.0% (1)	100.0% (1)	100.0% (1)	-	100.0% (1)	100.0% (1)	-	-
ROCHESTER W6 P06 (1)	100.0% (1)	100.0% (1)	100.0% (1)	-	-	100.0% (1)	-	-	-	-	100.0% (1)	100.0% (1)
ROCHESTER W6 P07 (2)	-	50.0% (1)	-	-	-	100.0% (2)	100.0% (2)	-	-	50.0% (1)	50.0% (1)	50.0% (1)
ROCHESTER W6 P08 (2)	-	50.0% (1)	-	50.0% (1)	-	100.0% (2)	50.0% (1)	-	-	50.0% (1)	50.0% (1)	50.0% (1)
SALEM TWP (1)	-	-	-	-	-	100.0% (1)	-	-	-	100.0% (1)	100.0% (1)	100.0% (1)
ZUMBROTA P-2 (1)	-	100.0% (1)	-	-	-	-	-	-	-	-	-	-

	A	B	C	D	E	F	G	H	I	J	K
18-29 (14)	21.4% (3)	50.0% (7)	14.3% (2)	21.4% (3)	7.1% (1)	71.4% (10)	64.3% (9)	35.7% (5)	14.3% (2)	28.6% (4)	35.7% (5)
30-39 (55)	38.2% (21)	45.5% (25)	38.2% (21)	41.8% (23)	25.5% (14)	80.0% (44)	63.6% (35)	29.1% (16)	32.7% (18)	45.5% (25)	45.5% (25)
40-49 (64)	26.6% (17)	32.8% (21)	21.9% (14)	39.1% (25)	25.0% (16)	81.3% (52)	67.2% (43)	29.7% (19)	14.1% (9)	53.1% (34)	48.4% (31)
50-59 (46)	17.4% (8)	32.6% (15)	10.9% (5)	21.7% (10)	10.9% (5)	82.6% (38)	45.7% (21)	19.6% (9)	8.7% (4)	32.6% (15)	47.8% (22)
60-69 (47)	21.3% (10)	29.8% (14)	27.7% (13)	17.0% (8)	10.6% (5)	63.8% (30)	46.8% (22)	27.7% (13)	12.8% (6)	34.0% (16)	53.2% (25)
70-79 (12)	8.3% (1)	8.3% (1)	-	41.7% (5)	16.7% (2)	83.3% (10)	66.7% (8)	25.0% (3)	8.3% (1)	50.0% (6)	33.3% (4)
80-89 (3)	33.3% (1)	66.7% (2)	-	33.3% (1)	33.3% (1)	66.7% (2)	33.3% (1)	-	-	33.3% (1)	66.7% (2)
90-99 (1)	-	-	-	-	-	100.0% (1)	-	-	-	-	-

VOTERS GENDER

966 REGISTERED VOTERS

	A	B	C	D	E	F	G	H	I	J	K
F (112)	18.8% (21)	33.0% (37)	20.5% (23)	25.0% (28)	13.4% (15)	78.6% (88)	58.9% (66)	26.8% (30)	16.1% (18)	42.0% (47)	50.9% (57)
M (130)	30.8% (40)	36.9% (48)	24.6% (32)	36.2% (47)	22.3% (29)	76.2% (99)	56.2% (73)	26.9% (35)	16.9% (22)	41.5% (54)	43.8% (57)

STATE INCOME
DECILE

966 REGISTERED VOTERS

	A	B	C	D	E	F	G	H	I	J	K
0 to 9 Pct range (12)	75.0% (9)	58.3% (7)	41.7% (5)	58.3% (7)	50.0% (6)	83.3% (10)	50.0% (6)	33.3% (4)	33.3% (4)	41.7% (5)	50.0% (6)
10 to 19 Pct range (1)	-	-	-	-	-	100.0% (1)	-	-	-	-	-
20 to 29 Pct range (12)	-	25.0% (3)	16.7% (2)	33.3% (4)	8.3% (1)	83.3% (10)	58.3% (7)	16.7% (2)	16.7% (2)	41.7% (5)	58.3% (7)
30 to 39 Pct range (14)	35.7% (5)	50.0% (7)	21.4% (3)	21.4% (3)	7.1% (1)	64.3% (9)	50.0% (7)	21.4% (3)	7.1% (1)	57.1% (8)	50.0% (7)
40 to 49 Pct range (8)	12.5% (1)	62.5% (5)	37.5% (3)	37.5% (3)	12.5% (1)	62.5% (5)	62.5% (5)	12.5% (1)	-	37.5% (3)	62.5% (5)
50 to 59 Pct range (32)	34.4% (11)	28.1% (9)	21.9% (7)	28.1% (9)	21.9% (7)	75.0% (24)	53.1% (17)	25.0% (8)	12.5% (4)	28.1% (9)	43.8% (14)
60 to 69 Pct range (65)	23.1% (15)	33.8% (22)	21.5% (14)	30.8% (20)	13.8% (9)	84.6% (55)	58.5% (38)	26.2% (17)	18.5% (12)	44.6% (29)	47.7% (31)
70 to 79 Pct range (46)	17.4% (8)	30.4% (14)	17.4% (8)	26.1% (12)	19.6% (9)	71.7% (33)	63.0% (29)	32.6% (15)	17.4% (8)	41.3% (19)	45.7% (21)
80 to 89 Pct range (26)	23.1% (6)	42.3% (11)	23.1% (6)	30.8% (8)	19.2% (5)	76.9% (20)	61.5% (16)	30.8% (8)	11.5% (3)	46.2% (12)	30.8% (8)
90 Pct and up (24)	25.0% (6)	25.0% (6)	29.2% (7)	37.5% (9)	20.8% (5)	79.2% (19)	58.3% (14)	29.2% (7)	25.0% (6)	45.8% (11)	62.5% (15)
Unknown (2)	-	50.0% (1)	-	-	-	50.0% (1)	-	-	-	-	-

What concerns you about the idea of Elton Hills Drive being reduced to 3 lanes (2 drive lanes plus a center left turn lane)?



Anonymous user's Opinion

My concern is that the city will use this for the addition of more unused bike lanes.



Anonymous user's Opinion

No concerns although leaving it as a 4 lane is the best option. NO ADDITIONAL BIKE LANES IN ROCHESTER! I'm not paying taxes for you to install any mode of transportation that less than 1% of the population uses 6 months a year!



Anonymous user's Opinion

Na.



Anonymous user's Opinion

Slower thru travel time



Anonymous user's Opinion

worry about massive back up of traffic to other intersections. Road diets in other areas of the city have created this problem already



Anonymous user's Opinion

Multiple examples of this not working elsewhere in town. Try speed enforcement first



Anonymous user's Opinion

Drivers will not be forced to maintain the correct lane, based on worn striping patterns throughout the city



Anonymous user's Opinion

to much traffic during peak travel times for just three lanes. cars are already backed up with four lanes!



Anonymous user's Opinion

Would result in slight back-ups during busy times when all lanes are needed for through traffic.



Anonymous user's Opinion

NA



Anonymous user's Opinion

It is already a congested roadway during peak hours (7:30-8:00 AM), around the schools at 3:00-4:00, and during the evening commute. This is going to create an absolute nightmare for drivers who have no other means of getting to the east side of town than on Elton Hills. The congestion this will create needs to be thought of beforehand and not as "oh we didn't see this coming" ... if you drive this street at all you cannot possibly advocate going from a 4-lane to a 2-lane.



Anonymous user's Opinion

Too much traffic to reduce capacity- traffic will not use other options- 37th Street, 14th Street, etc.



Anonymous user's Opinion

Nothing concerns me about the change.



Anonymous user's Opinion

Congestion and slower traffic. Why make it more congested when we have a nice 4 lane road.



Anonymous user's Opinion

Concerned that outside activists will pressure the City to not do the right thing. The anti bike/pro speeding group is noisy and wrong.



Anonymous user's Opinion

Being able to get out of my driveway on Elton Hills Drive



Anonymous user's Opinion





















Traffic getting backed up from right hand turns and stoplights



Anonymous user's Opinion

Traffic flow will be reduced.

Anonymous user's Opinion

-  drive time being reduced significantly. Significantly meaning - it adds 5 minutes or more to my drive.
-  **Anonymous user's Opinion**
Nothing. There isn't enough traffic volume on this roadway to justify a 4-lane roadway. A 3-lane roadway would be much safer.
-  **Anonymous user's Opinion**
Slow traffic, and backups during peak hours.
-  **Anonymous user's Opinion**
How does a center turn lane work with traffic backed up for blocks?
-  **Anonymous user's Opinion**
I'm don't like the idea of changing our streets to add a bike lane when there hasn't shown a need for one.
-  **Anonymous user's Opinion**
Adequate on street parking for homes on west end of Elton Hills Drive as they have small lots and limited choices on parking on the lot. Adequate marking to avoid head on conflicts at closely spaced intersections. Adequate spacing for entry onto EHD during rush hours.
-  **Anonymous user's Opinion**
Slowing transit times
-  **Anonymous user's Opinion**
Residents that live on that road will have a harder time getting out of their driveway. Morning and evening commutes will be a nightmare if it was down to two drive lanes.
-  **Anonymous user's Opinion**
Increased wait times at intersections without a stoplight.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
EHD is a heavily traveled corridor especially at peak travel times (typically rush hour and when school starts/ends) and reducing the capacity to move traffic is beyond absurd. Garbage trucks, school bus stops, RPT bus stops, and the occasional utility and tree work, will all cause traffic to jam up behind these vehicles if only one lane is available for travel.
-  **Anonymous user's Opinion**
You have already reduced parking by half, now people will have even less parking. Center turn lanes are dangerous and do nothing to help pedestrians. Fox Hill Drive gets speed bumps, us poor folk get nothing.
-  **Anonymous user's Opinion**
Delayed response times for EMS, difficulty to clear snow from additional medians, access from EHD Driveways will be horrendous, waste of money.
-  **Anonymous user's Opinion**
Completely unnecessary. There is no problem that better crosswalks can't solve on that road. That volume of traffic on that road will not be supported with only two lanes which will cause runoff to side streets.
-  **Anonymous user's Opinion**
The slow down of vehicles and the back up this would cause to vehicles coming off of highway 52. Left turns would also become harder due to longer lines of oncoming vehicles. The general move in this City towards bike lanes being such a high priority is simply not acceptable.
-  **Anonymous user's Opinion**
Traffic backing up, getting in and out of the neighborhoods (if the traffic is backed up then no one can get out of the neighborhoods turning right let alone left if they needed).
-  **Anonymous user's Opinion**
traffic backing up behind busses/slowed cars. Difficulty getting in/out of driveways along EHD. Difficult for pedestrians to cross (especially for all the school kids), narrowed lanes with parking, especially on the curvy parts.
-  **Anonymous user's Opinion**
It will significantly increase congestion, and there is no alternative route for cars and busses.
-  **Anonymous user's Opinion**
Ease of making a Right-hand turn which impedes cars behind and increases risk of rear-end collision. With current 4 lanes, drives may change lanes to avoid slowed vehicles. Concern with transit stops blocking the entire direction of travel. Currently, lane changes can avoid complete stoppage of traffic flow. Any stoppage or 'slowage' will tend to back up traffic into a tight queue that will reduce the ability of additional cars from joining. Wider lanes is not 'traffic calming.' Wide lanes and expansive visibility promotes higher speeds.
-  **Anonymous user's Opinion**
There's just too much traffic that flows on this street. Limiting it from 2 lanes in each direction to 1 will make it unusable and very congested as evidenced by other areas of the city where this has been done. Examples of those areas are 41st street between 18th ave nw and hwy 52 as well as 19th street nw from hwy 52 to west circle drive. I avoid these areas as they are known by me to be congested

and not conducive to vehicle traffic especially at peak times. Also, the lanes aren't straight when the road transitions from 4 lanes down to 2. I have seen several near misses at these merge points.



Anonymous user's Opinion

Too few



Anonymous user's Opinion

Elton Hills Dr. is primarily a residential street. Reducing the number of lanes will make getting on/off from residences impossible at peak traffic times. I can't think of a better way to cause a traffic jam, than to reduce the number of lanes!



Anonymous user's Opinion

EHD will not be able to handle the required traffic flow of the neighborhoods surrounding it.



Anonymous user's Opinion

See above answer.



Anonymous user's Opinion

Left turns from side streets onto EHD. Hate taking lefts on 2nd st after that street changed.



Anonymous user's Opinion

Too much traffic and being slowed down. Head on collisions in turning lanes along with congested turn lanes. The road is too busy for one lane of traffic in both directions.



Anonymous user's Opinion

That is a major traffic thoroughway. Traffic will become bottlenecked like it is on the west side (19th St). And if it pulls cars off of Elton hills it may affect businesses along the way. Adding in the bike Lanes for a SMALL MINORITY of people is a HUGE WASTE of money. Seriously, have you sat and counted the number of bike riders that use these bike Lanes compared to the number of cars. We live in Minnesota....People typically do not ride bikes in the middle of winter. Waste of Money!



Anonymous user's Opinion

Travel time through corridor will be too slow



Anonymous user's Opinion

It isn't necessary because it is a purely political project, not driven by data or common sense. This road is already a very safe road. Proposed changes won't change that either way.



Anonymous user's Opinion

Decreased traffic flow.



Anonymous user's Opinion

Traffic is already backed up on EHD daily in the mornings and from 2:30pm-6pm. Drivers drive aggressively to get to their destinations. Taking away the lanes to add a center turn lane will make it nearly impossible to turn left on EHD during these rush times causing even more backup. Since there are hardly any stop lights on EHD there are also hardly any breaks in traffic during rush times.



Anonymous user's Opinion

It will be slow and difficult to get on to off the side streets.



Anonymous user's Opinion

Slower traffic, more congestion



Anonymous user's Opinion

Heavy congestion during peak travel times in the morning and evenings reducing to two lanes will bottle neck traffic.



Anonymous user's Opinion

I feel that this will negatively affect driving down this road. It's congested enough as it is. I think there would be WAY better construction options than this in Rochester.



Anonymous user's Opinion

Center turn lanes will cause more accidents than current traffic on 4 lanes. Winter driving will also cause more accidents, rear end collisions.



Anonymous user's Opinion

I think it sounds like a good idea. My only concern is that it could lead to traffic congestion.



Anonymous user's Opinion

Increased traffic congestion. Cost of conversion. Inefficient use of scarce tax dollars.











Anonymous user's Opinion





















We do not have many ways to travel from east to west in town and this would increase congestion and take more time to travel in town.



Anonymous user's Opinion

Increased traffic in both lanes..especially during peak times

-  **Anonymous user's Opinion**
Lower total car capacity, longer commute time, increased bridge congestion.
-  **Anonymous user's Opinion**
I like it.
-  **Anonymous user's Opinion**
Will be inefficient and costly.
-  **Anonymous user's Opinion**
Heavy traffic loads will be slowed causing longer travel times and loss of on street parking.
-  **Anonymous user's Opinion**
Elton Hills drive has too much traffic to be a 2 lane road. I already have difficulty turning onto the road from residential streets during high traffic times (8-9:30am and 3-7pm)
-  **Anonymous user's Opinion**
Traffic congestion
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
It is heavily traffic now, reducing the lanes is going to increase that. A center turn lane is not needed in light of the problems it will create. Making a turn right now without the lane is not a problem, and it certainly isn't worth taking driving lanes to create one. I keep seeing that the proposed idea is for 'safety' and to slow traffic, it does not achieve either one.
-  **Anonymous user's Opinion**
I am unable to reply here. I need to investigate the city study plan first...sorry.
-  **Anonymous user's Opinion**
It is already too difficult to make a left-hand turn onto Elton Hills Drive during high commute times. Some of us unfortunately have no other option but to make this turn. I also already see the frustration from drivers who want to go much higher than the established 30 MPH on this corridor and take it out on the law-abiding drivers with honks or rude gestures. I see this frustration increasing exponentially when there is eventual bumper to bumper traffic and backups.
-  **Anonymous user's Opinion**
Cost. Too slow. Not being able to get on/off around Hoover. That turn lane will be backed up a mile with no break to get on.
-  **Anonymous user's Opinion**
There needs to be connectivity for people on bikes!
-  **Anonymous user's Opinion**
Reduce travel time and increase traffic congestion
-  **Anonymous user's Opinion**
Too high volume of traffic to reduced to 3 lanes. No one knows how to actually use the center left turn lane. There's no public education on how to either.
-  **Anonymous user's Opinion**
I will never be able to get out of my neighborhood on Elton Hills Drive because it is already impossible to make a left hand turn onto Elton Hills right now. I have no other outlets to get out of my neighborhood other than Elton Hills Drive. If the road goes down to 2 lanes traffic will be backed up a lot more than it already is and it will make it impossible for me to get out.
-  **Anonymous user's Opinion**
My house is in a cul de sac right on Elton Hills Drive. With the proposed changes and the traffic congestion that will result from them, I'm concerned that we will have a difficult time entering and leaving our cul de sac. I am also concerned about the idea that the city plans to have us homeowners pay for the work involved to complete this ill-advised construction. These are \$150K-\$200K houses; what makes the city think each homeowner can pay thousands of dollars for the proposed work--and after increasing our taxes as well! There are signs indicating homeowners' distaste for the proposed changes lining Elton Hills Drive right now. It is clear that homeowners do NOT want this change, yet city council members are refusing to listen. We will remember this fact on election day.
-  **Anonymous user's Opinion**
Basically everything concerns me as I experience almost daily what similar changes have done to 19th Street NW where I am now frequently backed up in traffic, have never seen a biker use the bike lane, and witnessed road rage because there is no patience for backed-up traffic so get passed on the right.
-  **Anonymous user's Opinion**
Arterial roads should remain 4 lanes. 19th Street NW is a nightmare now that it's 3 lanes.
-  **Anonymous user's Opinion**
There is too much traffic. It will be slow and backed up. More difficult to make a left turn or turn into this street
-  **Anonymous user's Opinion**
Traffic clogs, not ever having a break in traffic to turn left, difficult conditions when snowing, and a median would make it hard to plow snow. It's terrible trying to drop my baby off at day care on 4th Street SW. Please don't make another street like that!

-  **Anonymous user's Opinion**
I fully support this as long as right turn lanes are also included
-  **Anonymous user's Opinion**
This road is one of the few cross routes and is needed as it is for mobility.
-  **Anonymous user's Opinion**
I only see this as a positive. Traffic will be forced to travel at a lower, safer speed and left turning traffic will not cause backups in travel lanes
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
This is the wrong road for this conversion. It is fine for roads under 5-6,000 cars per day. Not for a street with 11,000 cars now on it's way up to 20,000 per day.
-  **Anonymous user's Opinion**
Slower traffic causes longer travel time and more pollution.
-  **Anonymous user's Opinion**
Impeded on traffic flow Delays in commute Peak times and slowed traffic Barrier to downtown access
-  **Anonymous user's Opinion**
Congestion and the ability to make left turns at peak times.
-  **Anonymous user's Opinion**
I live 1 block off Elton Hills Drive and to try to turn Left onto Elton Hills Drive would be impossible and turning right won't be easy either. With only 2 lanes and a middle turning lane, Elton Hills Drive will be a continual stream of traffic, trying to get onto Elton Hill Drive from a side street will be a NIGHTMARE!
-  **Anonymous user's Opinion**
This will cut the effectiveness of a major traffic corridor in our city. There is no need for a dedicated turn lane. This could be solved simply by making parking restrictions during rush hours as other cities do. From 6am-10am and 3-6 pm there should be no parking.
-  **Anonymous user's Opinion**
What problem are we trying to fix? I don't get it! There are zero concerns about EHD. And let's do way with the myth that there will be three lanes...there will be two.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
I am not concerned about this conversion. I look forward to having a road that better accommodates all modes of transportation in a safe manner.
-  **Anonymous user's Opinion**
Increased driver aggression due to slower transit. Cars looking for/finding alternative routes through very residential areas.
-  **Anonymous user's Opinion**
In adequate markings to go along with the project.
-  **Anonymous user's Opinion**
The cost and it not needed more concerned about school crossing area
-  **Anonymous user's Opinion**
Using an example in Rochester, 2nd St west of 52, this corridor works well until it narrows to 2 lanes with a turn lane. Left turns are safer but right turns dangerous. Specifically any right turn traveling east from the Country Club as most traffic is in a hurry to get downtown. As a single lane, with a bike lane on the right hand side, a right hand turn often requires a following car to swerve into the center turning lane. I cannot tell you whether this formation creates any accidents, but from personal experience, it is a common issue.
-  **Anonymous user's Opinion**
That EHD will become an extension of 19th street NW. It's nearly impossible to make a left hand turn and the single lane traffic can bring travel to a gridlock during the rush hour
-  **Anonymous user's Opinion**
Traffic will get logjammed. People that live on that street will have an even more difficult time getting out of their driveways. And road diets have been proven to not be effective, despite what your study tells you.
-  **Anonymous user's Opinion**
Congestion, slows down traffic significantly, difficulty of residents getting out of their driveways, increase in accidents due to congestion & people becoming impatient.

**Anonymous user's Opinion**

Congested traffic which could result in road rage incidents, impatient drivers behaving/driving improperly, construction delays/detours which will affect local homeowners, emergency (Police, Fireman, paramedics) crews, kids walking to school and also being transported in/out will be greatly effected.

**Anonymous user's Opinion**

Left turns don't just happen at intersections. A center turn lane will increase the chance of head on collisions and rear end collisions. That will take our relatively safe road and turn it into a very dangerous road.

**Anonymous user's Opinion**

Nothing.

**Anonymous user's Opinion**

Reduction in driving lanes will lead to inability to make left turn as cars are reduced to single lane.

**Anonymous user's Opinion**

Road rage- other people seem ready to attack if they lose an ounce of convenience to gain a pound of safety.

**Anonymous user's Opinion**

My concerns are above. Long lines of frustrated drivers several times/day. Mornings, school hrs., etc. 4 lanes work and people can park on the street.

**Anonymous user's Opinion**

add a middle lane making it a 5 lane street

**Anonymous user's Opinion**

The main problem will be increased congestion without any safety improvement. The best way to improve safety would be to eliminate on-street parking on the curved section between Elton Hills School and the 19th Street bridge.

**Anonymous user's Opinion**

Fast drivers are going to tailgate slower drivers. People frequently speed on this street, so reducing the lanes may cause road rage or other incidents.

**Anonymous user's Opinion**

Don't think it's a necessary use of taxpayer funds.

**Anonymous user's Opinion**

Spending a substantial amount of taxpayer dollars on something that I feel is unnecessary.

**Anonymous user's Opinion**

waste of money and resources, congestion, increased travel time, wait times for bus

**Anonymous user's Opinion**

I am concerned about ambulances, police cars, etc. being able to get to a home or school in fast efficient time. When someone needs an ambulance minutes count!!!

**Anonymous user's Opinion**

Driver frustration, lack of ability to pass someone going much slower than others, emergency vehicles getting slowed down.

**Anonymous user's Opinion**

Traffic congestion

**Anonymous user's Opinion**

N/A

**Anonymous user's Opinion**

Need a through lane across town.

**Anonymous user's Opinion**

This is a heavily traveled road. Making it 2 drive lanes from 4 is ridiculous.





















**Anonymous user's Opinion**






















There is too much traffic to cut down a lane of traffic. It will become too congested.




















**Anonymous user's Opinion**

The potential congestion of the turn lane if people are waiting to turn left from both directions (one wants to go north, one wants to go south). There may be more head on accidents (especially in slippery conditions) as people approach these interchanges. The potential addition of bike lanes also concerns me. Most bikers I have watched do not observe the rules of the road anyway, added a dedicated bike lane will not make them safer. (run stop signs, ride side by side instead of single file, etc.) People will still drive fast (maybe even faster) with the lane reduction.

Anonymous user's Opinion

-  It will cause major back up issues
-  **Anonymous user's Opinion**
It's a complete waste of time, the city has already ruined by EHD with the barrier on East EHD by the bridge. Ever notice how hard it is to take a left hand turn from the strip of restaurants.
-  **Anonymous user's Opinion**
EHD is one of only 6 major east/west artery roadways in the city that goes from Broadway to WCD where 2 of them actually turn into WCD. Reducing traffic lanes will cause a bottleneck and subsequently more congestion on EHD and other major east/west roadways.
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Congestion during high traffic times.
-  **Anonymous user's Opinion**
Traffic congestion. Buses and other traffic that moves slowly, or makes frequent stops can easily be passed as Elton Hills Drive is now. If the proposed changes go through, one bus, or other such vehicle will back up traffic all along the road. That will increase driver stress levels, leading to unsafe driving decisions caused by frustration, ultimately making the road more dangerous. for everyone. Emergency vehicles will also not be slowed down, which is certainly not safer for whoever is depending on them being able to get where they're going quickly.
-  **Anonymous user's Opinion**
The main concern is traffic flow. Whether the two lanes can handle the traffic on the street. The current street is actually rather narrow for a 4 lane and I have concerns about cars in the other lane speeding around me and getting too close or being sideswiped because of parked cars.
-  **Anonymous user's Opinion**
I am concerned that this solution is still too auto-oriented. I would prefer medians with left-turn cut-outs to a left-turn lane down the entire length of Elton Hills Dr NW.
-  **Anonymous user's Opinion**
It will be harder to turn on to. The parking will make it more difficult to see oncoming traffic
-  **Anonymous user's Opinion**
Slower traffic, more congestion
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
The road diet will cause traffic to back up even farther at the stop lights. The road diet will make right hand and left hand turns onto EHD from adjacent streets nearly impossible or take a prolonged period of time because there will be few breaks in traffic.
-  **Anonymous user's Opinion**
I used to love on Melton Hills drive and I know it is a highly traveled road, reducing it to one lane each direction is ridiculous!
-  **Anonymous user's Opinion**
Traffic will jam up with a slow driver or issue/debris in the lane.
-  **Anonymous user's Opinion**
Drastically reduced traffic volume resulting in increased transit times; inefficient use of the roadway; supporting the inane agenda of putting bike lanes everywhere, even where it doesn't make sense
-  **Anonymous user's Opinion**
How will traffic flow when garbage trucks are collecting garbage or buses (city bus and school bus) are active?
-  **Anonymous user's Opinion**
It'll increase traffic congestion and make it difficult to get on to EHD from driveways and adjoining streets. If they take it down to a two lane what is the traffic going to do as it comes off of the 19th street bridge from Highway 52
-  **Anonymous user's Opinion**
Taking a left turn onto Elton hills during high volume times would be nearly impossible with high traffic volume. You would be stuck waiting forever. Currently the double lane on both sides allows traffic to enter and exit along with the traffic.
-  **Anonymous user's Opinion**
That there will be more vehicles in the neighborhoods trying to beat their way around back ups on EHD. (Specially Cascade) More vehicle's on 9th Avenue being used even more as a cut through from the North. Neighborhood kids that have to cross 9th now to get to Hoover.
-  **Anonymous user's Opinion**
Traffic backups and slow traffic.

-  **Anonymous user's Opinion**
Other types of car accidents increase. Travel times reduced. If no additional traffic signals are added, increased traffic near the schools where signals currently exist.
-  **Anonymous user's Opinion**
Traffic backups
-  **Anonymous user's Opinion**
Slower speed
-  **Anonymous user's Opinion**
Traffic backups
-  **Anonymous user's Opinion**
Increased traffic back ups
-  **Anonymous user's Opinion**
I feel it would lead to congestion and confusion. Take the small stretch of road by Target north as an example. Cars are constantly backed up at the businesses along the route. And people don't fully use the center turn lane. There would be huge issues with the people that live directly on EHD being able to get in and out of their driveways.
-  **Anonymous user's Opinion**
There is no need for this to be done.
-  **Anonymous user's Opinion**
The ability to get on or off Elton Hills Drive or cross the roadway especially during peak traffic times in the morning or evenings.
-  **Anonymous user's Opinion**
No concerns
-  **Anonymous user's Opinion**
Congestion, I don't believe there is a problem with the current state of 4 lanes
-  **Anonymous user's Opinion**
The ability to turn onto Elton hills drive in a timely fashion. Too many cars for one lane. Plus you have to slow down or stop for people to turn right off Elton hills if the lanes were reduced.
-  **Anonymous user's Opinion**
I greatly dislike the ideas of bike lanes. Bikes are not cars. Too many unskilled cyclists do not obey the traffic laws now. On this busy road it will cause even more accidrnrs
-  **Anonymous user's Opinion**
Less room for passing, slower commuting times, more cars parked on the street
-  **Anonymous user's Opinion**
Bike lanes for half a year use does not make sense. Transit stops causing backups with only 1 lane.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
How many accidents are there each year on EHD? Not enough to warrant changing the layout. A waste of taxpayer money.
-  **Anonymous user's Opinion**
I am opposed to this. Elton Hills is fine as it is.
-  **Anonymous user's Opinion**
Everything. The backups from 19th St and highway 52 will play a significant role in this bottle Beijing as well.
-  **Anonymous user's Opinion**
A
-  **Anonymous user's Opinion**
This is way too busy of a road to drop down to 3 lanes. we do not need more bike lanes as it is making it impossible to get around Rochester these days with all of the roads being switched to 3 lanes!
-  **Anonymous user's Opinion**
Traffic back up

-  **Anonymous user's Opinion**
Minimal concerns
-  **Anonymous user's Opinion**
I fear this will increase travel times substantially on a road that already feels too slow. Rochester already has a dearth of east-west travel corridors. Elton Hills is the only 4-lane corridor between 37th Street and Civic Center Drive.
-  **Anonymous user's Opinion**
The congestion of traffic from reducing lanes of traffic.
-  **Anonymous user's Opinion**
Congestion. Severe backups at the Hwy 52 bridge/lights. It's a no-brainer.
-  **Herbert James Rogers's Opinion**
Traffic will be backed up and it will be a nightmare accessing it from side streets.
-  **Anonymous user's Opinion**
traffic back-ups, driver frustrations due to longer and slower flow....not working very well on 41st street currently.
-  **Anonymous user's Opinion**
It will cause drivers to find other ways to get around....the traffic will go into the neighborhoods...ie: cut through side streets around the schools...
-  **Anonymous user's Opinion**
Increase traffic congestion.
-  **Anonymous user's Opinion**
Travel with be horrible slow
-  **Anonymous user's Opinion**
Ability to see turn lanes
-  **Anonymous user's Opinion**
Traffic congestion. Too many cars backed up at the stop lights.
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
It is fine just the way it is. Leave it alone!
-  **Anonymous user's Opinion**
The people living on elton hill's Dr. Already have hard enough time to back out of their driveway.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Traffic congestion, slower speeds
-  **Anonymous user's Opinion**
Works for me
-  **Anonymous user's Opinion**
Traffic jams
-  **Anonymous user's Opinion**
mild concern that it will create congestion.
- **Anonymous user's Opinion**
No one has presented that there is in fact a problem to be solved. The roadway was designed for and operates as a roadway as intended.
- **Anonymous user's Opinion**
A center turn-only lane will only increase congestion. There will be considerable stop-and-go traffic at times near schools, when residents are entering or exiting their driveways, and due to stops by city buses and garbage trucks (especially the latter).

**Anonymous user's Opinion**

Speed of traffic as some people drive faster and other people drive super slow as like 15 or 20 miles a hour.

**Anonymous user's Opinion**

None

**Anonymous user's Opinion**

Availability of homeowners to park in front of their homes.

**Anonymous user's Opinion**

Center left turn lanes lead to head-on collisions, especially with the high number of driveways. Stacking traffic reduces gaps in the traffic that would allow residents to safely enter and exit their homes.

**Anonymous user's Opinion**

I want the road to remain quick, but safe. It is now quick, but unsafe.

**Anonymous user's Opinion**

It will be a nightmare to drive with only one lane in each direction

**Anonymous user's Opinion**

Drivers will continue to drive above the speed limit But become more aggressive with only two lanes. It will be more dangerous for cross traffic , street parking and pedestrians . Snow plowing is already a major issue on this winding road and will become even more narrow.

**Anonymous user's Opinion**

No concerns, this is the change I support.

**Anonymous user's Opinion**

-

**Anonymous user's Opinion**

restricting the flow to one lane , especially during peak times, would lengthen the lines of traffic, thus making it more difficult for vehicles to enter and pedestrians to cross.

**Anonymous user's Opinion**

The following distances will be tighter, leading to more rear end collisions.

**Anonymous user's Opinion**

Congestion

**Anonymous user's Opinion**

Too much traffic already making 2 lanes worse.

**Patrick John Day's Opinion**

I have no concerns about reducing to three lanes if the homeowners along Elton Hills Drive do not loose their off street parking. I do not feel Elton Hills Drive is the place for additional bike lanes as that would make it harder for people living along Elton Hills Drive to back out of their driveways and would be unsafe for bike riders. Motorcycles are required to travel with their lights on for visibility and safety while there is no requirements for bike riders - saw a bike rider last night at dusk on Elton Hills Drive riding with no lights and no reflectors and riding in the traffic lane. You can't fix stupid. Bikers are not a protected class.

**Anonymous user's Opinion**

Slower traffic, more congestion.

**Anonymous user's Opinion**

I worry about slow drivers impacting all of traffic.

**Anonymous user's Opinion**

Nothing. Supportive of change. Traffic is not that challenging except for moments in a.m., p.m. commuting times. What are effects on snowplowing?

**Anonymous user's Opinion**






















Just about everything - money spent, disregard for local input, unnecessary turning and bike lanes, traffic congestion, increased speed and the list goes on.





















**Anonymous user's Opinion**

I drive it EVERY SINGLE DAY to/from work. And my parents lived on Elton Hills Drive for 40 years, so I have been using that street for a LONG time. There are 3 schools, and 2 churches on it. Try driving on it when schools are either beginning or ending. It is difficult to get onto it from a side street now, reducing the number of lanes will only make it worse! Yesterday, I waited almost 6 minutes for an opening to turn left from 9th ave to turn onto Elton Hills drive. I fail to see how this will improve the situation.

**Anonymous user's Opinion**

I approve

-  **Anonymous user's Opinion**
This will slow traffic and make travel time longer.
-  **Anonymous user's Opinion**
Traffic delay
-  **Anonymous user's Opinion**
Traffic will be too slow
-  **Anonymous user's Opinion**
No concerns, I think it's a great idea
-  **Anonymous user's Opinion**
Keep it as is but fix the bridge in front of 125 Live
-  **Anonymous user's Opinion**
Way too much traffic on this street.... You will be asking for trouble... People use this street and 37th St to access Broadway. Not a smart idea to do this at all..
-  **Robert Jackson's Opinion**
NA
-  **Anonymous user's Opinion**
This will dramatically slow down the flow of this heavy "cross-town" drive.
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Nothing. I think it's a great idea!
-  **Anonymous user's Opinion**
Decrease of traffic lanes on a highly used roadway
-  **Anonymous user's Opinion**
Too many roads in Rochester have been put on "diets." There is no reason cyclists on EHD can't ride on the sidewalk, taking normal precautions to avoid the few pedestrians who use the sidewalks. Not every road needs to be bike-friendly. For the record, I'm an avid cyclist and I know where NOT to ride.
-  **Anonymous user's Opinion**
Congestion and longer travel times. Issues when snow falls—lanes being narrower due to the snow.
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
Nothing. This should be done.
-  **Anonymous user's Opinion**
.
-  **Anonymous user's Opinion**
Potential accidents
-  **Anonymous user's Opinion**
Travel throughput
-  **Anonymous user's Opinion**
not needed

-  **Anonymous user's Opinion**
It's unnecessary, and a waste of taxpayer's money.
-  **Anonymous user's Opinion**
The ability to get on EHD from the sides streets. People tailgating and unable to go around drivers who are driving the speed limit or trying to turn right off EHD to a side street. When City Buses are picking up and dropping off on EHD, it will cause drivers to either have to wait until they are done or pass them in the center turn lane, potentially causing conflicts with other people trying to use the center turn lane to get off EHD. This is most likely to happen around Valhalla Condos.
-  **Anonymous user's Opinion**
No concerns. I think it is a great idea.
-  **Anonymous user's Opinion**
Nothing. I think it's a great idea.
-  **Anonymous user's Opinion**
Traffic is going to back up worse than it already is. No need for all these bike lanes that are rarely being used. Making left turns onto Elton Hills Drive will be almost impossible and I don't want to drive out of my way to access EHD
-  **Anonymous user's Opinion**
People sometimes don't know how to use a center turn lane
-  **Anonymous user's Opinion**
Nothing good idea
-  **Anonymous user's Opinion**
I stated this in question 6 and honestly think about this nearly everyday as I travel to and from work at least twice daily and often three times.
-  **Anonymous user's Opinion**
Already stated. Also with the high amount of traffic and so many stops for the schools, I don't see it working.
-  **Anonymous user's Opinion**
Traffic congestion will get much worse
-  **Anonymous user's Opinion**
Re: question #7....why didn't you include a light at the intersection with 9th Ave. NW? Even if you left the road as it is, this light would be very important on a very busy street and a lot of school traffic coming and going.
-  **Anonymous user's Opinion**
It would slow traffic by 4% according to the experts' report, and over the course of a day, month, and year, that adds up to a lot of extra wasted fuel. I am also concerned that the city is building too many bike lanes, which can only be utilized by a few people for half the year.
-  **Anonymous user's Opinion**
An already busy road will become more congested. People already speed and are impatient, what happens when there is only one driving lane each way but the same amount of traffic? I am concerned for those residents that live on Elton Hills Dr trying to pull out into traffic when there will be fewer breaks in traffic.
-  **Anonymous user's Opinion**
Drivers will have extremely difficult egress from side streets on to Elton Hills more than they already do. Left turns without lights during peak periods will be all but impossible.
-  **Anonymous user's Opinion**
The possibility that it will stay 4 lanes.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
No concerns, I think changes are long overdue.
-  **Anonymous user's Opinion**
Motorists will be even angrier.
-  **Anonymous user's Opinion**
nothing

**Anonymous user's Opinion**

No concerns

**Anonymous user's Opinion**

Nothing

Anonymous user's Opinion

See above. I have read about these conversions in the Cities and am not entirely opposed if it does add to safety without dragging down travel time, but given what's happened in my immediate vicinity over the past few years I don't have much confidence that my neighborhood is being taken into consideration by the City in any manner, and I don't think you've considered or have dismissed the importance of traffic bleeding into the surrounding neighborhoods. I also wonder how people will drive it in the winter when lane markings are covered. When the Highway 52 interchange was redone, a strange wide opening to EHD at the frontage lane light was created on the east side (you face it when you travel east off the overpass) and every winter, drivers think it's the travel lane and almost run over the median or into other cars as it quickly ends. It still happens every winter, so not just a matter of giving people time to learn it. Currently, I have to wait on drivers every day on my way home as they learn they can't turn, going west, from the outside lane into 125 Live because the bridge restriction cones start right before that. I hope you can do something more effective in that regard if you make the change.)

**Anonymous user's Opinion**

SLOW. they did this by Costco and not turning onto that road is horrific. Either direction!

**Anonymous user's Opinion**

na

**Anonymous user's Opinion**

That it will become a parking lot during busy times

**Anonymous user's Opinion**

Nothing

**Anonymous user's Opinion**

No concerns, will be good.

**Anonymous user's Opinion**

It will be hard to make a left hand turn onto Elton hills drive Driving behind buses making stops along the whole street with only one lane each way It would be hard to cross the street as a pedestrian because if there is a slow vehicle and cars are stuck behind that vehicle it would be a really long line of traffic coming from that direction and would be hard to find a break in the traffic to cross safely.

**Anonymous user's Opinion**

Traffic jams!

**Anonymous user's Opinion**

Congestion! It's already a mess getting onto Elton Hills from the 19th St/52 intersection. If you want to look for areas of improvements, look there first. The light timing is awful which leads to being stuck in the middle of the intersection. Pulling 19th St down to two lanes plus a center lane has really made that road congested, I'd hate to see the same happen to Elton Hills!

**Anonymous user's Opinion**

None

**Anonymous user's Opinion**

None

**Anonymous user's Opinion**

I'm not sure how it would affect the morning drive. Right now it is pretty busy getting my daughter to school and hard to turn left onto Elton Hills. I am hopeful a center lane would help that, but not sure if it will get busier with fewer lanes.

**Anonymous user's Opinion**

Nothing! It would safer in any weather, at night, and especially during school hours.

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

How negatively people are reacting to it and the blowback if it does change.

**Anonymous user's Opinion**

I spoke to business people on 2nd ST west of Hwy 52. They DESPISE what you did to their street... which is similar to what you plan to do to Elton Hills Drive. Do NOT go from 4 lanes to 3. Do NOT try to "solve" a non-problem!!!

**Anonymous user's Opinion**

Traffic flow with one lane only seems a liiiiiittle scary. Just don't want it to get too congested.

**Anonymous user's Opinion**

I am concerned that the lanes would be too narrow if bike Lanes are included.



Anonymous user's Opinion

why are you requiring me to support things I do not support to even submit this form? this form is ridiculous and wrong.

Anonymous user's Opinion



I live on Elton Hills and it would make getting in and out of my driveway harder given that cars would be coming in only one lane not two... I believe it will cause more accidents ,perhaps enforcing the speed limit would be more helpful, also I do not believe in the bike lanes they are to costly based on the actual amount of use they get. Also I do not appreciate Mr. Wojcik saying the public is uneducated when you have lived in a community all of your life and lived on a Elton Hills drive for 20 years you have a very educated opinon of the problems of that street. It appears as though he thinks listening to the public is just something you need to do for appearance sake...not the reality that we are Tax payers with a voice that is not only suppose to be heard by you... but be represented by you. It will make it harder to get in and out of my driveway for my family and guests



Anonymous user's Opinion

Make sure to plan space for bicycles and transit stops



Anonymous user's Opinion

Nothing. It needs to be done.



Anonymous user's Opinion

Too many cars for only two drive lanes



Anonymous user's Opinion

Congestion



Anonymous user's Opinion

speeders will tailgate because they can't weave in and out of lanes



Anonymous user's Opinion

It will create traffic congestion, where there is not now.



Anonymous user's Opinion

Access to and from my driveway, loss of parking, reduced travel time due to a potential slower driver, hence people wanting to pass in the parking space. Crossing the street due to a solid stream of traffic due to it being condensed.



Anonymous user's Opinion

In the winter it's going to be even trickier with narrower lanes. Leave EHD alone!



Anonymous user's Opinion

If I'm going the speed limit I'm sure I'll have someone speeding who rides my bumper if they can't pass me.



Anonymous user's Opinion

Reduction in traffic capacity. We need four lanes plus a dedicated turn lane. Drop the bike lanes and reduce on street parking to accomplish this.



Anonymous user's Opinion

Flow of traffic will be reduced. Long travels times



Anonymous user's Opinion

Making a left turn. Congestion especially during rush hours. Currently its already a pain to make a left turn onto Elton Hills. Some days I have sat for 10 minutes before I can safely make a left turn.



Anonymous user's Opinion

There is too much traffic and too many driveways and side roads trying to turn left off of or into Elton hills, turning left off Elton hills is not then issue



Anonymous user's Opinion

To many vehicle and poor winter driving conditions



Anonymous user's Opinion

Backed up traffic and high taxes



Anonymous user's Opinion

This is a good idea.



Anonymous user's Opinion

High volume of traffic with unnecessary bike lanes we are not a southern city where a significant majority of people ride bikes to work, etc., those living on that street will have a hard time getting out given the constant flow of traffic.

**Anonymous user's Opinion**

The cost, especially after the city council voted themselves a raise. With the town growing in size reducing the size of Elton hills drive is ridiculous! Please stop wasting money

**Anonymous user's Opinion**

Only one lane of traffic becomes steady stream no entrance from side streets or driveways due to no gaps in traffic...especially if turning left to access Elton Hills Drive

**Anonymous user's Opinion**

Traffic will be extremely slowed down if we take a lane away. With the expected growth of Rochester, i feel its a terrible idea. I know multiple people that live on Elton Hills drive and have to back out of their driveways. It will be next to impossible to do that with only one lane of straight traffic on each side of the road.

**Anonymous user's Opinion**

Will be impossible to back out of my driveway.

**Anonymous user's Opinion**

Why cant law enforcement just do their jobs and write a few tickets out there on a regular basis? That in itself would slow people down and improve safety! Save the big budget on street changes and just make law enforcement do their jobs!!!! Its becoming a lawless traffic city!!

**Anonymous user's Opinion**

Someone on the council has a Boomer for bike lanes.

**Anonymous user's Opinion**

Being able to make a left-hand turn onto Elton Hills Drive from a side street might become more difficult than it already is during peak drive times.

**Anonymous user's Opinion**

It's 2 lanes, not 3. Don't call it 3. Getting out of driveway on EHD will be difficult if not impossible. Traffic will be very slow. Safety will not increase, as there is not a problem now.

**Anonymous user's Opinion**

Lack of ease in moving through the area and lack of law enforcement presence

**Anonymous user's Opinion**

We shouldn't be reducing lanes in a city that is expanding. It will create traffic jams and trap residents in their drive way or Make exiting their driveways unsafe. It will cost money that doesn't need to be spent, to fix a problem thAt doesn't exist. The bike lanes on 7th st have also slowed thru traffic. It just doesn't make since in a town that's growing to keep shrinking our roads and charging us for it.

**Anonymous user's Opinion**

Traffic - people get stressed and impatient when they are stuck in traffic and can take risks that result in accidents. Make the roads better for the drivers - they are the primary users of the roads. In this climate there are 4-5 months when very few bike. Why does the 'need' of a few outweigh the needs of many?

**Anonymous user's Opinion**

Turning left onto Elton Hills and the bottle neck effect coming from the west across 52, 2 lanes one direction then BAM! surprise it's a one lane one direction.

**Anonymous user's Opinion**

- congestion and super slow travel times - dangerous center turn lanes on curves - people taking greater risks to get to their destinations - timely transportation disruptions for 8 schools involved - minimal bike traffic as it already exists, no need to spend millions on conversions for less than 1% of users - everyone on the south side of EHD is land locked to use it multiple times daily and they need 4 lanes to quickly access the drive - this is super expensive, extreme, and exclusive to only a few council members interests - that we would have to go back and change it back in years to come due to ineffective changes - the EHD could seek to remove parking lanes and make it 5 wide with bike chevrons for lanes as a better option keeping 4 lanes for traffic. - everyone could benefit from much less extreme options (i.e. a light at 9th Ave NW)too many to list

**Anonymous user's Opinion**

It to hard to get onto with 4 lanes. Will be even harder with it going to two lanes.

**Anonymous user's Opinion**

Traffic flow

**Anonymous user's Opinion**

The traffic back up on 19th St. Nw and other roads that were 4 lan and are now 3 is ridiculous. 5:30 rush hour is taking me 30 minutes to get from Elton Hills and 9th ave to near the RAC on 19th st.

**Anonymous user's Opinion**

See above

**Anonymous user's Opinion**





















Its going to slow drivers & back up traffic

**Anonymous user's Opinion**

Too difficult to make left hand turn from side streets into EHD. Why decrease the # of lanes on a heavily traveled street. It makes NO sense.

**Anonymous user's Opinion**

Traffic getting backed up, no parking on street for the residents who live on EHD, difficulty getting out of their driveways.

-  **Anonymous user's Opinion**
Left-hand turns will be next to impossible. There are too many cars on this road to make it 2 lanes only. It's only going to cause more problems.
-  **Anonymous user's Opinion**
Traffic will be very heavy. It will be hard to get on to Elton hills dr either way you turn. Residents on Elton hills being able to get out of their driveways.
-  **Anonymous user's Opinion**
That it won't past, and I'll still have to take my life in my hands every time I try to use the Darn Road.
-  **Anonymous user's Opinion**
The center left turn lane is used to pass people causing dangerous conditions . Talking away one lane of traffic slows down a large flow of traffic from 52 to broadway and back. Also a center lane does not help the pedestrian problem but makes is worse because there will be fewer breaks in the traffic for them to cross as with homeowners trying to get out of their driveways.
-  **Anonymous user's Opinion**
Congestion
-  **Anonymous user's Opinion**
I worry with lane reduction it will back traffic up onto the overpass on highway 52. I also worry people will drive aggressively when the lane merges into one lane vying for position. This may create crashes by itself. I also think accessing Elton hills will take way longer as cars will just keep coming.
-  **Anonymous user's Opinion**
No concerns
-  **Anonymous user's Opinion**
The amount of traffic that travels there. If you even look at the Target area, you have to wait a long time to get in and out of there to turn safely and that's handling 1/5 the traffic. Also it would make travel times far too long, and the gain for bikes to drive 5-6 months of the year isn't worth the added congestion (as someone who bikes 41st and East Front Road).
-  **Anonymous user's Opinion**
I like it
-  **Anonymous user's Opinion**
With two public schools and RCLS on Elton Hills and another using the roadway heavily (John Adams) access onto Elton Hills Drive from the side streets can be difficult in the times near the start and end of the school day. Choking the two lanes in each direction to one lane will cause increased traffic volume/lane and decrease the availability of gaps for intersecting streets to safely turn onto Elton Hills Drive as well as causing longer waits for vehicles making a left turn off of Elton Hills Drive to a side street.
-  **Anonymous user's Opinion**
Congestion. We are a rapidly growing city, where probably 95% of people drive (versus bike or public transport) and we keep reducing our lanes. It makes no sense. Plus our long winter season already reduces the number of bicyclists and pedestrians. But yet we keep catering our decisions to the bicyclists. Where are the stats that say Elton hills is currently unsafe? I don't recall hearing about multiple injuries/problems on that road. If speed is a concern, why not patrol it more and issue tickets to those causing the problems. A speeder is going to continue speeding no matter how many lanes.
-  **Anonymous user's Opinion**
Too much traffic for this. Making a left hand turn ON to EHD will be nearly impossible. Those of us who NEED to use EHD on a daily basis to access our neighborhood, schools etc will see absurd increases in commute time, I see no benefit to ANY of the proposed changes. Leave EHD the way it is, safe and reasonably accessible!!!
-  **Anonymous user's Opinion**
Getting out of driveways, finding a break in daily traffic to make a left-hand turn
-  **Anonymous user's Opinion**
Nothing, it sounds great
-  **Anonymous user's Opinion**
residents being able to back out of their driveways safely
-  **Anonymous user's Opinion**
Bike lanes will be used max of 3-4 months , do not use main streets for bike trafic
-  **Anonymous user's Opinion**
Why dose the city of Rochester think that it is a good idea to shrink streets like 7th street just was without any discussion before that happened ? YOU city council and other elected officials do not Owen this city it is not yours to do what ever you please to it! how much more dose it cost just to paint all this BS alone
-  **Anonymous user's Opinion**
Making it much more difficult for me to get out of my neighborhood by turning onto Elton Hills drive.
-  **Anonymous user's Opinion**
That it will slow down traffic greatly.
-  **Anonymous user's Opinion**

I am concerned that with the lane reduction, there will be more and worse backups and drivers will have a harder time turning left from the cross streets and that drivers backing out of their driveways will, at some times of the day, find it almost impossible to get out of their driveways. I believe this change will lead to more accidents along Elton Hills Drive due to frustration. Safety will get worse.

**Anonymous user's Opinion**

Two car head on collision in the center turn lane if they are both attempting to turn at the same intersection. Increased speed for a single car hugging the curb and yellow lines (lanes will be wider). Increased tax bill for residents on this street.

**Anonymous user's Opinion**

Take longer to commute on this road and to turn on/off Elton Hills.

**Anonymous user's Opinion**

Again, we are concerned about traffic congestion. Why would you decrease the number of lanes on a roadway? The logic of lane reduction is beyond compare. What other agenda is behind a ridiculous proposal? I have had several neighbors display such discuss for such a proposal that they are now looking at who their next city council person will be. There is some serious anger for such a ridiculous proposal!!



















**Anonymous user's Opinion**

Public reaction






















**Anonymous user's Opinion**






















Causing traffic congestion and slowing down traffic.






















What do you like about the idea of Elton Hills Drive being reduced to 3 lanes (2 drive lanes plus a center left turn lane)?

-
-  **Anonymous user's Opinion**
None. People currently can pass if a car needs to be turning. Sure, some accidents may happen now and then because someone isn't paying attention, but then that it's the fault of the person not paying attention, not the road. Accidents can happen on any road.
-  **Anonymous user's Opinion**
No pro's although leaving it as a 4 lane is the best option. NO ADDITIONAL BIKE LANES IN ROCHESTER! I'm not paying taxes for you to install any mode of transportation that less than 1% of the population uses 6 months a year!
-  **Anonymous user's Opinion**
Na.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
absolutely nothing
-  **Anonymous user's Opinion**
I support none of the proposed fixes
-  **Anonymous user's Opinion**
The potential for correct lane use.
-  **Anonymous user's Opinion**
I am against the three lane option
-  **Anonymous user's Opinion**
Left-turns wouldn't stop traffic, as they'd have a dedicated lane.
-  **Anonymous user's Opinion**
Traffic calming and better traffic flow. Traffic goes too fast, given the visibility/topography of Elton Hills Dr. A 3-lane config allows better multimodal (bikes, etc).
-  **Anonymous user's Opinion**
Absolutely nothing.
-  **Anonymous user's Opinion**
nothing
-  **Anonymous user's Opinion**
I have experienced a "road diet" near my parents home where I grew up. The roadway was originally 4 lanes and is now a 3 lane similar to what is described for EHD. I MUCH prefer this street now after the conversion. The construction process was painful, but the end result has been excellent. Sure it takes a tad bit longer to make a left-hand turn out, but we're talking 1-2 minutes which is negligible...and well worth it for public safety.
-  **Anonymous user's Opinion**
Terrible idea.
-  **Anonymous user's Opinion**
No concerns. Great idea.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
I believe it will actually make it easier for people who live on elton hills to pull out. I believe it will cause less issues and still allow people who live there to have street parking available. I think bikers will like the ability to go east-west in Rochester from that area of town safely.

-  **Anonymous user's Opinion**
Theoretically lanes should keep moving with less interruption. I also work on 2nd St SW that went from 4 to 3 lanes and traffic flows well there. However, I think Elton Hills has a much higher volume so I'm unsure how effective 3 lanes will be.
-  **Anonymous user's Opinion**
It is much safer, and if designed correctly, will reduce traffic speeds and enhance pedestrian (assuming bumpouts and median refuges are provided) and driver safety.
-  **Anonymous user's Opinion**
Not too much.
-  **Anonymous user's Opinion**
nothing
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
Quite simply everything. This street traverses a residential neighborhood for the most part and should reflect the need for adequate pedestrian and bicycle components and improved overall safety.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Ability to wait to turn left without causing drivers to have to wait behind them. Also, traffic will not be as close on cars parked on the street.
-  **Anonymous user's Opinion**
Allows for more room for parked cars - especially in the winter with snow plowing!
-  **Anonymous user's Opinion**
There is nothing about it I like.
-  **Anonymous user's Opinion**
Nothing, it does nothing for the real problem which is too damn fast and not enough places for kids to cross safely.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing. It is a terrible idea.
-  **Anonymous user's Opinion**
NOTHING!
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
It has no redeeming value
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Nothing

-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
nothing
-  **Anonymous user's Opinion**
There is nothing that I like about it!! It is a RIDICULOUS IDEA!!
-  **Anonymous user's Opinion**
Can't think of anything.
-  **Anonymous user's Opinion**
Strongly oppose. Don't like it at all.
-  **Anonymous user's Opinion**
Pretty much nothing. Waste of tax payers dollars. Seriously....\$100,000,000 tax levy. Do you guys see this number?!? How about stop wasting money?!?
-  **Anonymous user's Opinion**
Nothing to like about reduced lanes
-  **Anonymous user's Opinion**
Nothing. It's a solution to a none existing problem.
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Absolutely nothing, EHD needs more LIGHTS for people to safely turn and cross at.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
After reviewing the researchers analysis of the current road I have concerns about the data provided. There appear lis to be subjectiveness in the data. One thing that stood out was the "need" for bike lanes. I've hardly if ever seen a bicyclist on the EHDrive. The researcher confirmed very low numbers, but how would one know this without 24/7hr camera monitoring?
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
Absolutely nothing. Ridiculous Idea. Residents of the area and daily commuters do not want this. LISTEN TO YOUR CONSTITUENTS.
-  **Anonymous user's Opinion**
I think a dedicated turn lane is a good idea. I have had drivers whip around me as I waited to turn left, which seemed unsafe. In winter, the two lanes each way are reduced to one and a half with snow and parked cars anyway.
-  **Anonymous user's Opinion**
Absolutely Nothing
-  **Anonymous user's Opinion**
Don't like the idea and not sure what has started this appeal. Have there been fatalities? Lots of accidents? I don't think there has been proper education if there are problems that exist that warrant this change. I would be more supportive if I had information on what the safety concerns are.
-  **Anonymous user's Opinion**
Nothing...leave it alone
-  **Anonymous user's Opinion**
Nothing!
-  **Anonymous user's Opinion**
I think a change to 3 lanes will be a good thing. Anyone turning will not backup traffic. With the current 4 lanes, when a car is turning either right or left it causes traffic behind to backup or switch lanes quickly which I think causes many dangerous situations.

-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
nothing
-  **Anonymous user's Opinion**
Nothing!
-  **Anonymous user's Opinion**
None really. I think they should just improve the pedestrian crossings and accessibility
-  **Anonymous user's Opinion**
Safer design for a street with Residential drives, schools, and high traffic counts.
-  **Anonymous user's Opinion**
Absolutely nothing. I think it is an absurd idea. If you look at the opinions of people who live here and have no choice but to travel on EHD, you will find the majority oppose it.
-  **Anonymous user's Opinion**
same answer
-  **Anonymous user's Opinion**
Absolutely nothing. I bought the home where it is situated and deal with its higher taxes because of its proximity to schools and my place of employment, meaning a short commute. Please just think about adding a couple stop lights or even 4-way stops near the elementary schools and actually enforce the opposite side of street parking rule the city has already put in place.
-  **Anonymous user's Opinion**
Nothing. Sounds like you have too much money. It is not a current problem.
-  **Anonymous user's Opinion**
Bike network connectivity for Elton Hills neighborhood
-  **Anonymous user's Opinion**
Nothing!
-  **Anonymous user's Opinion**
On quiet section of neighborhood is great, but not so much on busy corridors with high volume of traffic.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Absolutely nothing.
-  **Anonymous user's Opinion**
NOTHING!!!!
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing!
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Having dedicated left turn lanes
-  **Anonymous user's Opinion**
I don't like this idea at all.
-  **Anonymous user's Opinion**
Slower traffic and safer left turning vehicles.

-  **Anonymous user's Opinion**
It has worked well on 2nd st sw, west of hwy 52.
-  **Anonymous user's Opinion**
ZERO
-  **Anonymous user's Opinion**
I like that 3 lane roads provide a dedicated bike lane. However, this is wrong road for a dedicated bike lane. Nobody would ride a bike recreationally on this busy of a road. Commuter bikers might have better skills for this level of traffic, however, they are smart enough to find lower traffic routes. Not every road should be a dedicated bike route.
-  **Anonymous user's Opinion**
Unnecessary.
-  **Anonymous user's Opinion**
Do not support this recommendation
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
I don't like anything about it. I see it as more accidents happening when people are trying to get out onto Elton Hills Drive from a side street, just pulling out in front of other cars because there is no breaks to get out.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Absolutely nothing. Again, calling it a three Kane corridor is a myth!
-  **Anonymous user's Opinion**
I don't.
-  **Anonymous user's Opinion**
slower traffic, fewer lanes to cross as a pedestrian (for adults as well as elementary students) and feeling safer on my bike.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
It seems like a great solution to the too-high auto speeds. Even though as a cyclist I'm aware of the problem, even I drive too fast now sometimes until I get the speed warning on the speed sensor sign. Less aware drivers or someone in a hurry make the problem worse. The narrowing idea would help a lot.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
It would (hopefully) reduce the number of cars that pull out in front of you when they get behind a car turning left.
-  **Anonymous user's Opinion**
I like nothing about that plan.
-  **Anonymous user's Opinion**
Absolutely NOTHING. Everywhere else in Rochester that this has been implemented has been completely impractical. This city is not properly designed for "road diets."
-  **Anonymous user's Opinion**
I don't like this idea.
-  **Anonymous user's Opinion**
Nothing!! It is irresponsible to limit access to our homes and increase the risk of accident in the process!!
-  **Anonymous user's Opinion**
I do hope that the lane design mirrors that if the new 4th Street downtown by Discovery Center with bike lines to the periphery. In my opinion, there is no safer way to cycle near traffic; nor is there a

quicker way to provide for full driving and parking access following a snow event than having that extra space to the edge.



Anonymous user's Opinion

NA



Anonymous user's Opinion

More controlled traffic and better safety for pedestrians and cyclists.



Anonymous user's Opinion

nothing



Anonymous user's Opinion

I do not like it at all! Please do not take our road away!



Anonymous user's Opinion

There is no aspect of the idea of reducing to 3 lanes that appeals to me.



Anonymous user's Opinion

This would probably force people to drive slower, and would also reduce the number of people quickly and dangerously darting around cars who are waiting to turn left in the current 4 lane situation.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Exactly nothing. From data presented to me, I do not find this to be a responsible expenditure of taxpayer dollars.



Anonymous user's Opinion

nothing



Anonymous user's Opinion

Nothing!!!



Anonymous user's Opinion

Absolutely NOTHING



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

N/A



Anonymous user's Opinion

Need a through lane across town.



Anonymous user's Opinion

Nothing.



Anonymous user's Opinion

Nothing.



Anonymous user's Opinion

I don't like anything about the idea.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

I do not like this idea at all. Wrong street for this.



Anonymous user's Opinion

Na



Anonymous user's Opinion

Nothing.

**Anonymous user's Opinion**

Nothing. None of the alleged benefits are worth the problems it would cause. Even the benefits are questionable at best.

**Anonymous user's Opinion**

The center left turn lanes are a good idea. However, I am persuaded that 2 lanes are better than 4.

**Anonymous user's Opinion**

This solution would free up more right-of-way for much-needed pedestrian and bicycle facilities.

**Anonymous user's Opinion**

It will be safer for cars parked on EHD. I would feel safer walking my dogs on the sidewalk of EHD.

**Anonymous user's Opinion**

Nothing

**Anonymous user's Opinion**

Having a dedicated turn lane. Possibly of dedicated bike lanes

**Anonymous user's Opinion**

I do not like any of the ideas that reduce Elton Hills Drive from four lanes to 2. It literally will be 2 lanes of traffic. The center strip is irrelevant.

**Anonymous user's Opinion**

Nothing

**Anonymous user's Opinion**

Nothing

**Anonymous user's Opinion**

There is literally nothing good about the proposal.

**Anonymous user's Opinion**

I do not see how it solves any problem. Have you done simulations to understand the effect? I do not like it as it will create congestion.

**Anonymous user's Opinion**

nothing

**Anonymous user's Opinion**

I see no positives that out way the negative side effects.

**Anonymous user's Opinion**

Nothing!

**Anonymous user's Opinion**

I only like the left turn lane.

**Anonymous user's Opinion**

I don't support this idea.

**Anonymous user's Opinion**

Not getting rear-ended turning left

**Anonymous user's Opinion**

A dedicated lane is good as long as people can drive around those stopped cars

**Anonymous user's Opinion**





















Dedicated turn lane






















**Anonymous user's Opinion**

Left turn lane option- every time I signal and slow to make a left I feel like I am going to get rear ended

**Anonymous user's Opinion**

Nothing

-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
May leave space for parked cars so doesn't feel so tight on road space.
-  **Anonymous user's Opinion**
Safety improvements having traffic flow separated and a dedicated left turn lane
-  **Anonymous user's Opinion**
I am not for this option
-  **Anonymous user's Opinion**
Nothing at this point
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Avoid parked cars?
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing. I don't like it.
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Wider lanes, less likely to have to slam on brakes
-  **Anonymous user's Opinion**
TERRIBLE IDEA
-  **Anonymous user's Opinion**
Turning left may be easier but honestly I don't have a problem with this currently and I have to turn left to get onto my street
-  **Anonymous user's Opinion**
Slower speeds, safer for vehicles backing out of driveways
-  **Anonymous user's Opinion**
There are places where EHD is too narrow (near US 52 in particular) so I would hope this could increase the width of the road and make it easier to navigate. I think reducing the on-street parking would address this issue better than going down to 3 lanes. If the city must reduce EHD to 3 lanes, please don't keep the narrow car lanes and waste the space on bicycle lanes.
-  **Anonymous user's Opinion**
I like nothing from this idea, it would be a bad decision for the city.
-  **Anonymous user's Opinion**
Nothing at all!
-  **Herbert James Rogers's Opinion**
Absolutely nothing!
-  **Anonymous user's Opinion**
none

-  **Anonymous user's Opinion**
Idiotic
-  **Anonymous user's Opinion**
I don't.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
About time
-  **Anonymous user's Opinion**
Against this.
-  **Anonymous user's Opinion**
Safer for children
-  **Anonymous user's Opinion**
Nothing!
-  **Anonymous user's Opinion**
Nothing. I hate the idea.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing, stupid engineering!!
-  **Anonymous user's Opinion**
Bike lanes
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
meh.
-  **Anonymous user's Opinion**
Nothing - I believe it would create MORE issues.
-  **Anonymous user's Opinion**
I detest the idea
-  **Anonymous user's Opinion**
Don't like the idea at all as it is one of the only cut through streets that isn't super congested. If you want to do a road diet just ask yourself if you did this on a road like Civic Center Dr. what would happen? The same outcome would apply to Elton Hills Dr.
-  **Anonymous user's Opinion**
Safety
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing. Eliminating lanes with this traffic volume would move this road into the "at capacity" category.
-  **Anonymous user's Opinion**
Added safety. Hopeful for LESS traffic on this road! It keeps getting busier and busier!
-  **Anonymous user's Opinion**
Nothing



Anonymous user's Opinion

Absolutely nothing.



Anonymous user's Opinion

Not much



Anonymous user's Opinion

the center turn lane is the only good idea, if you could teach people how to use them properly.



Anonymous user's Opinion

Nothing. Designed for the mix of uses before. What changed?



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Nothing. None. There is a lot of traffic on this road and cutting lanes will make it more congested and more difficult to make left turns and tougher accessibility to the road from side streets.



Patrick John Day's Opinion

I think the center lane would help people turning and also turning into there driveways without having to worry about someone rear ending them.



Anonymous user's Opinion

I do not like this idea. The lanes should not be reduced.



Anonymous user's Opinion

It would be safer for Pedestrians.



Anonymous user's Opinion

Possible improvements for people on foot, bicycles.



Anonymous user's Opinion

Nothing!



Anonymous user's Opinion

NOTHING!!! It shouldn't be done!!!



Anonymous user's Opinion

Slowdown of speeders



Anonymous user's Opinion

N/a



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

It will be easier to navigate the street



Anonymous user's Opinion

I don't like that idea



Anonymous user's Opinion

Nothing.... Totally a stupid idea... Think this through...



Robert Jackson's Opinion

NA



Anonymous user's Opinion

N/A

Anonymous user's Opinion



Na



Anonymous user's Opinion

Slow traffic and make it safer and for friendly for bikes and pedestrians.



Anonymous user's Opinion

Traffic would backup



Anonymous user's Opinion

Nothing.



Anonymous user's Opinion

Nothing. It's a terrible idea.



Anonymous user's Opinion

Bicycle facilities and better traffic flow with fixed left turn lane.



Anonymous user's Opinion

Clearer traffic flow. Hopefully lower speeds too



Anonymous user's Opinion

great idea. I turn left to access a street that leads to my house off of Elton Hills Drive. Also, would be nice to monitor speeds of cars more. Some go very fast on this road



Anonymous user's Opinion

Spreading out traffic. Lower speed.



Anonymous user's Opinion

.



Anonymous user's Opinion

None



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

dont like



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Nothing.



Anonymous user's Opinion

The center left turn lane will reduce rear end collisions with left turners. Also, 2 drive lanes should be adequate for the amount of traffic on Elton Hills Drive. The 3 lane conversion alone will improve pedestrian safety by reducing from 4 lanes of traffic to cross to 2 lanes of thru traffic. The 3 lane conversion improves safety for both pedestrians and drivers without hampering the operation of the roadway. The 3 lane configuration can be done quickly and inexpensively with striping.



Anonymous user's Opinion

Traffic calming effects



Anonymous user's Opinion

It will be far safer to cross as a pedestrian or bicyclist.



Anonymous user's Opinion

I Don't like it at all!! Leave it alone!!




















Anonymous user's Opinion






















Less speeding, less passing, potentially safer left turns




















Anonymous user's Opinion

Nothing!

-  **Anonymous user's Opinion**
Trying to stay neutral
-  **Anonymous user's Opinion**
Safer and more elderly driver friendly
-  **Anonymous user's Opinion**
Center left turn lane
-  **Anonymous user's Opinion**
Absolutely nothing, especially since you have tried nothing else to ameliorate some safety issues. The light at 9th and painting cross walks are just two things that can happen quickly without a wholesale change to the street.
-  **Anonymous user's Opinion**
Nothing. It's an idea to slow down traffic for a few people worried about safety. By that logic, we should reduce all speeds to 20 mph so everyone would be safe.
-  **Anonymous user's Opinion**
Potentially more parking.
-  **Anonymous user's Opinion**
Safety for the children and residents of Rochester. Also, the possibility of greater access to active transportation. Leading to greater health, and less parking issues downtown.
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Reduced traffic speed improves safety for pedestrians crossing the street.
-  **Anonymous user's Opinion**
I hope it would make everyone on the road more safe from accident and or death
-  **Anonymous user's Opinion**
I like the potential of reduced speeds and increased pedestrian safety, especially in school zones. I regularly see vehicles traveling at 45-50mph and have seen children have to sprint across the street without any cars stopping to let them cross.
-  **Anonymous user's Opinion**
Slower car traffic and more room for cyclists and pedestrians. Perhaps more cars will avoid Elton hills dr.
-  **Anonymous user's Opinion**
Slower speeds and greater walk-ability.
-  **Anonymous user's Opinion**
Cars will no longer be changing lanes to get around left-turning vehicles. Drivers will likely drive more slowly. I love the outcome of the 4 to 3 conversion on 2nd ST SW - look forward to a similar outcome for EHD. Safer crossings for pedestrians. Possibility of having bike lanes so that the neighborhood south of EHD will have safe access to the bicycle network.
-  **Anonymous user's Opinion**
More room for bikes and pedestrians. It would also keep non-residents on main corridors like 52 and Broadway, 37th, 14, etc. instead of using it as a quick cut-across alley.
-  **Anonymous user's Opinion**
I'd be more convinced if you had some other corridor you were going to open up, since we're short of east-west roads in our vicinity.
-  **Anonymous user's Opinion**
nothing.
-  **Anonymous user's Opinion**
Elton Hills in it's current form is unsafe and largely ignores the safety of pedestrians and cyclists.
-  **Anonymous user's Opinion**
The dedicated turn lane would be wonderful! I would also like to have some more space between me and oncoming traffic. People who are unfamiliar with the road and large vehicles often drift across the center line. Also not having to negotiate around parked vehicles in a tight space would make me feel safer. I already avoid the side lanes for that reason. Whenever it snows the Elton Hills basically turns into a 2 lane road anyway because there isn't enough space for 4 lanes when the roads are slippery and nobody can see the lines.
-  **Anonymous user's Opinion**
Would reduce speeds making it safer for pedestrians
- Anonymous user's Opinion**

-  Less chaos. May slow traffic and cause people to take alternative routes. Safer left hand turning. Promotes use of alternative transportation methods.
-  **Anonymous user's Opinion**
I dedicated left hand turn lane so there's no quick stops behind someone turning left out of Elton hills drive. But I don't know if the pros of that outweigh the cons of switching
-  **Anonymous user's Opinion**
Nothing!
-  **Anonymous user's Opinion**
Nothing!
-  **Anonymous user's Opinion**
I think it would naturally reduce traffic speeds which would be good for the school children and other pedestrians. It would allow adequate room for parking and make the curves near 52 safer to drive.
-  **Anonymous user's Opinion**
Yes! There is too much speeding traffic especially on the curves. With so many lanes, parked cars and speed I'm surprised there aren't more accidents and pedestrians being hit.
-  **Anonymous user's Opinion**
100% Support it! Living in Elton Hills, I have never supported Elton Hills Dr as a thorough-fair.
-  **Anonymous user's Opinion**
Less darting across traffic and rear ending potential. Less lane changing to avoid turning cars
-  **Anonymous user's Opinion**
It will hopefully slow down the traffic and give a safe place for people to turn. I'm always worried about being rear ended when turning left.
-  **Anonymous user's Opinion**
I like the idea because right now there are too many cars parked anyway, and especially in the winter it is basically a 2 lane road anyway. I think it would improve security of drivers and pedestrians. But I don't know how that would affect those who live on Elton Hills. Would there be any street parking for them?
-  **Anonymous user's Opinion**
I like the fact that I will campaign to remove officials who vote for reducing Elton Hills Drive to 3 lanes.
-  **Anonymous user's Opinion**
Less sudden stops from people turning left. Also, less people swerving around parked cars from the right lane.
-  **Anonymous user's Opinion**
I think it would be a positive change and would make it safer for pedestrians and driver's.
-  **Anonymous user's Opinion**
nothing
-  **Anonymous user's Opinion**
absolutely nothingalso the cost of changing this is going to cost the home owners...and I do not believe it will improve the safety in fact I think it will cause more accidents.
-  **Anonymous user's Opinion**
Safer
-  **Anonymous user's Opinion**
The ability of making a left hand turn without stopping a traffic lane or being rear-ended.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
I am for anything that reduces speeding. The statistics in the paper do not reflect the numbers or severity of speeding I encounter. Hiring some police officers and adding stoplights might work too.
-  **Anonymous user's Opinion**
Nothing. Leave the road lanes the way they are.

-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
I don't like it at all!
-  **Anonymous user's Opinion**
I'm not sure that's the best idea for this street.
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Nothing at all. Horrible idea.
-  **Anonymous user's Opinion**
NOTHING!!
-  **Anonymous user's Opinion**
Nothing, don't do it!!
-  **Anonymous user's Opinion**
Not a good idea to many vehicle as it is. Add in winter driving conditions with the twists, turns and hills all slowing down and cause a hazard
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
Less slamming on brakes because people aren't paying attention to when others ahead are turning. Would help keep road rage down
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Absolutely Nothing!!
-  **Anonymous user's Opinion**
Terrible idea around the schools
-  **Anonymous user's Opinion**
Not a thing.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Why cant law enforcement just do their jobs and write a few tickets out there on a regular basis? That in itself would slow people down and improve safety! Save the big budget on street changes and just make law enforcement do their jobs!!!! Its becoming a lawless traffic city!!
-  **Anonymous user's Opinion**
It's a bad idea, just like hey 14 east has bike lanes. Would you have a small child ride their bike on it?
-  **Anonymous user's Opinion**
Ease of making a left turn from Elton Hills Drive. Having a dedicated turn lane. Possibly more space around parked cars (especially in the winter). Almost every day, we see cars cross the middle yellow line in the curvy section of the road between Elton Hills Elementary and HWY 52--a middle turn lane would greatly reduce my anxiety about being hit by one of those cars.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
I dislike the idea of reducing road space in a growing city.



Anonymous user's Opinion

The only good thing would be the turn lanes.



Anonymous user's Opinion

Nothing, waste of money ready



Anonymous user's Opinion

Absolutely nothing, money spent poorly, don't do it!



Anonymous user's Opinion

Nothing.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Do not like AT ALL; see above



Anonymous user's Opinion

None



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Nothing, I very dislike the streets like 41st, and 19th streets that have been redesigned to 3 lanes. It is very difficult to get out of the RAC parking lot to go west.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Center turn lane



Anonymous user's Opinion

I've lived in places that made similar conversions, I can tell you it is much much safer. The concerns that everything will grind to a halt, never materialize. It will really be OK.



Anonymous user's Opinion

Nothing.



Anonymous user's Opinion

Slow speed



Anonymous user's Opinion

I won't be afraid for my life when I turn left



Anonymous user's Opinion

Removing left-turning vehicles from the flow of traffic will keep traffic moving and reduce sudden lane changes from cars behind those trying to turn left.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Possibly safer to turn, but not you'll be waiting even longer with the large string of cars.



Anonymous user's Opinion

Reduced speeds and aggressive driving. Left turns not blocking traffic.



Anonymous user's Opinion

Safer storage of left turning vehicles.

Anonymous user's Opinion



I think it's a horrid idea.



Anonymous user's Opinion

Nothing. It has proven to be a safe road and you're wasting taxes on a non-issue.



Anonymous user's Opinion

More room for bicycles!



Anonymous user's Opinion

I think it is just plane stupid!!!!!!



Anonymous user's Opinion

From what I have heard it would make Elton Hills Drive safer, I am not sure that it will.



Anonymous user's Opinion

None



Anonymous user's Opinion

One method (not the preferred way) to slow down speeds on Elton Hills Drive.



Anonymous user's Opinion

Nothing.



Anonymous user's Opinion

Nothing, it is a very bad idea and adding bike lanes is even worse.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

No more having to wait for left hand turning vehicles slowing traffic down to a crawl.



Anonymous user's Opinion

There is nothing about reducing to from 4 lanes to 3 that makes logic sense. That roadway is a major artery of the Rochester and should be treated as such. I drive to work on 41st to west circle drive every week day and the implementation is very poor to say the least. Bike lanes taking up space where cars should travel while a great bike and walking path is right along side of the road.



Anonymous user's Opinion

Better co-use by autos, bikers, pedestrians.



Anonymous user's Opinion

Nothing, causing traffic congestion concerns me.

What concerns you about the idea of Elton Hills Drive remaining as 4 travel lanes?



Anonymous user's Opinion

None. It's been working in it's current state since it's been built. The city is way bigger now, so it seems backwards to take away a lane of traffic.



Anonymous user's Opinion

None. This is what should happen. NO ADDITIONAL BIKE LANES IN ROCHESTER! I'm not paying taxes for you to install any mode of transportation that only 1% of the population uses 6 months a year!



Anonymous user's Opinion

Na.



Anonymous user's Opinion

Left turns



Anonymous user's Opinion

i think it is the best idea but traffic needs to be slowed down--maybe speed bumps like on northern hills



Anonymous user's Opinion

Nothing. I drive it several times every day



Anonymous user's Opinion

Every negative aspect selected in Question 3



Anonymous user's Opinion

need a couple more traffic lights to slow down traffic and let people cross street safer



Anonymous user's Opinion

No space for bicycles on the road and sidewalk not compatible with biking; that being said, I no longer have a reason to transit Elton Hills Drive while biking.



Anonymous user's Opinion

See Q9. Traffic is too fast right now for what is largely a residential street (with schools).



Anonymous user's Opinion

None. What I would like to see is eliminating all parking on Elton Hills during between 7:00 AM and 6:00 PM; in winter cars overflow into the traffic lane and cause major hazardous conditions.



Anonymous user's Opinion

on street parking makes lanes tight in winter



Anonymous user's Opinion

It is a speedway and all the parked cars make me nervous driving through the corridor. I am all for children being able to walk to school, but if I lived where my kids had to cross EHD in its current state to get there I don't know if I would let them walk. I'm concerned that out of habit many drivers will ignore the safety measures that are put in place without a lane reduction.



Anonymous user's Opinion

It will continue to be dangerous.



Anonymous user's Opinion

Speed



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Othing
























Anonymous user's Opinion






















Especially in winter, lanes get narrow. Left hand turns from a cross street are already challenging.
























Anonymous user's Opinion

Nothing. It's finally going smoothly.

-  **Anonymous user's Opinion**
There is no need for four lanes from a traffic volume standpoint. There are no left turn lanes with a 4 lane configuration. Pedestrian crossings are too long with a 4 lane configuration. Traffic speeds are too high along the corridor and the only feasible way to reduce speeds is to constrict the roadway (this is proven through engineering studies, and police enforcement is ridiculously expensive and ineffective in the long term).
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
nothing
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
The street should never have been designed and built as it is currently. The current design is obsolete and will encourage increased traffic volumes. Over time making it even more unsafe and a divide in the neighborhood. It encourages unsafe travel speeds now and they wont improve if it is kept to 4 lanes. There will never be enough of a police presence to slow down the many speeders.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Speeds are too fast and it would still be hard for pedestrians to cross, given the need to look across 4 lanes. Also, increased likelihood that cars will not stop for school buses in the other direction.
-  **Anonymous user's Opinion**
Parked cars are so close to traffic - especially in the winter with snow plowed against some.
-  **Anonymous user's Opinion**
I have lived off of EHD for 16 years and have never had any concerns about it. The city council is looking to implement a solution where a problem doesn't exist.
-  **Anonymous user's Opinion**
too damn fast
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
I'm not concerned. There's no evidence to support the idea that this roadway is unsafe.
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Need for more lights to help control traffic speed and help make getting out of the neighborhoods easier
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Potential need for a traffic light at 9th Avenue.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
nothing

-  **Anonymous user's Opinion**
No concerns. I have lived off from Elton Hills Drive for 40 plus years and I have never had an issue making a left turn lane unto Elton Hills Drive, walking across the street or biking.
-  **Anonymous user's Opinion**
Winter time with the on street parking gets a bit tight if the plows can't clean the roads properly.
-  **Anonymous user's Opinion**
The Zumbro bridge!
-  **Anonymous user's Opinion**
Nothing. Put it pedestrian ramps or something.
-  **Anonymous user's Opinion**
no concerns
-  **Anonymous user's Opinion**
Without serious enforcement, no design changes or speed limits will have any impact
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing. Traffic will stay the same, which would still be the better option.
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Parking on both sides
-  **Anonymous user's Opinion**
There would be a need for additional stop lights or stop signs at the high accidents intersection described from the police report data. Trying to make a left hand turn across 3-4 lanes can be difficult at times.
-  **Anonymous user's Opinion**
I think sometimes it can be congested.
-  **Anonymous user's Opinion**
Speed limit enforcement, pedestrian crossings
-  **Anonymous user's Opinion**
Elton Hills Drive is treated as an artery for traffic, and it is a residential area. Four lanes feels like it should be driven faster than 30 mph, and it often is in my experience.
-  **Anonymous user's Opinion**
Absolutely Nothing
-  **Anonymous user's Opinion**
No concerns.
-  **Anonymous user's Opinion**
Nothing...
-  **Anonymous user's Opinion**
This is better than three lanes!
-  **Anonymous user's Opinion**
I think a change to 3 lanes will be a good thing. Anyone turning will not backup traffic. With the current 4 lanes, when a car is turning either right or left it causes traffic behind to backup or switch lanes quickly which I think causes many dangerous situations.
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
nothing

-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
The same safety issues will remain.
-  **Anonymous user's Opinion**
Speed has always been an issue. Homeowner here since 1997. EHD is the only means out of all the homes on the Assisi side from 22nd St NW to Valhalla.
-  **Anonymous user's Opinion**
I feel that it works....albeit the posted speed should be followed/reminder box?
-  **Anonymous user's Opinion**
Nothing, I've lived one to two blocks off Elton Hills Drive for over 35 years (as a child growing up and now as an adult homeowner with a family of my own). I'm not against change for the better, but this proposed idea is absolutely ridiculous. More road congestion (as seen on 19th street and 55th street just to name a couple), frustration, and no account for the people who have no choice but to travel this road on a daily basis. It has its fair share of speeders to be sure, but the only accident-prone areas I've witnessed in my life is in the areas where they've already taken the lanes from 4 to 3 to 2---the bridge and up near Hwy 52.
-  **Anonymous user's Opinion**
Nothing. Open the bridge back up too please
-  **Anonymous user's Opinion**
It's too fast, feels unsafe to ride
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
None.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Nothing. I would certainly support one or two more stoplights to help people cross the street and, for those who experience speeding, to slow down the traffic. I use EHD many times a day and haven't experienced the speeding issue that is frequently talked about by others.
-  **Anonymous user's Opinion**
Car's parked in the curves
-  **Anonymous user's Opinion**
Nothing!!
-  **Anonymous user's Opinion**
No concerns
-  **Anonymous user's Opinion**
I hate making left turns not because I'm unable to make it safely between oncoming traffic, but rather because I'm worried about the car behind me not paying attention. A dedicated turn lane, would be great. I also worry because everyone speeds on elton hills as is (myself included) unintentionally, because of the 4 lane - it make it feel as though the speed should be greater than 30mph. Narrowing the lanes would make it feel residential and automatically slow traffic to the current speed limit.
-  **Anonymous user's Opinion**
The lanes are significantly impacted by on street parking after snowfall. They are too narrow. And please fix the bridge.
-  **Anonymous user's Opinion**
We need this as is.
-  **Anonymous user's Opinion**
Traffic will continue to speed and pedestrians and cyclists will continue to be put in dangerous situations due to insufficient infrastructure

-  **Anonymous user's Opinion**
Safety is a primary concern
-  **Anonymous user's Opinion**
I have absolutely no issues except ROAD RAGE.
-  **Anonymous user's Opinion**
No concerns in Spring, summer or fall. Winter snow removal along this road is rarely if ever "curb to curb". So parked cars can be well into the right lane. This is fine as most people just treat these areas a 1 lane road in each direction. The 22nd Street intersection is tough regardless of the road design and number of lanes. This a main roadway to homes southeast of EHD. IT's in the middle of a curve. It's at the base of a hill. A lot of cars park in this area. This is just a tough area of EHD. A 3 lane road will make this area WORSE! Dare I say a around-about is needed at this intersection??
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Zero. It's working just fine.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
Absolutely NOTHING. The bike traffic on EHD is incredibly low. Of course this is the main reason that people want the changes. How many bikers are in our city November thru March/April? The number will ALWAYS be EXTREMELY LOW! Anyone who rides their bike on a snowy, cold winter day, should be removed from the gene pool! They are nothing more then Hazzards!
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
With increased traffic volume from growth of the city, it's only a matter of time until someone is hurt. It seems people forget this is still a residential road!
-  **Anonymous user's Opinion**
Vehicles speeding, would like to see efforts and \$ put toward the police department to increase patrols on Elton Hills Drive.
-  **Anonymous user's Opinion**
See above.
-  **Anonymous user's Opinion**
Speed and lack of speed enforcement.less Mon spent on redesigning roads more for police officer to write tickets for speeding.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
Speed not being monitored and safe crossing for pedestrians.
-  **Anonymous user's Opinion**
Speed limit needs to be better enforced.
-  **Anonymous user's Opinion**
Nothing. It should remain a 4 lane.
-  **Anonymous user's Opinion**
Zero concerns
-  **Anonymous user's Opinion**
The lack of speed limit enforcement. Added more timed or demand style traffic signals and increasing the presence of law enforcement along the road would be more effective.
-  **Anonymous user's Opinion**
There are too many schools, churches, and residents on what should be a residential road to safely maintain four drive lanes and two park lanes. Outside drive lanes, especially in winter are dangerous due to parked cars encroaching on the drive lanes.

**Anonymous user's Opinion**

NA

**Anonymous user's Opinion**

It is so dangerous it terrifies me- and it dissects such a large part of our city!!! People deserve to move safely.

**Anonymous user's Opinion**

speed is the only concern

**Anonymous user's Opinion**

Increase to 5 lanes and remove street parking....

**Anonymous user's Opinion**

No concerns

**Anonymous user's Opinion**

Not much. Leaving the road alone would be the lowest cost option. If traffic speeds are a problem, have law enforcement start writing tickets.

**Anonymous user's Opinion**

Fine as it is. Leave it as is.

**Anonymous user's Opinion**

My only concern currently are cars parked on the street.

**Anonymous user's Opinion**

nothing, the real issue is the 19th Street intersection at the bridge

**Anonymous user's Opinion**

I think speed needs to be better regulated and I would like to see traffic signals set up for Elton Hills Dr. and 9th AVE NW -- for students, etc. attending Rochester Lutheran School.

**Anonymous user's Opinion**

Nothing

**Anonymous user's Opinion**

Continuance of vehicles driving grossly over the speed limit, safety to the public, safety to those driving and trying to turn into business entrances and turn onto streets.

**Anonymous user's Opinion**

Parked vehicle hazards

**Anonymous user's Opinion**

Nothing.

**Anonymous user's Opinion**

None. I'm not sure where this is coming from.

**Anonymous user's Opinion**

The people that drive above the posted speed limit.

**Anonymous user's Opinion**

Nothing

**Anonymous user's Opinion**

Other than speeding and on street parking narrowing the right hand side of the road especially on curves.

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

Sudden left turns at random places.

**Anonymous user's Opinion**

I'd be OK with eliminating parking, leaving all 4 lanes, but also adding a center turning lane, assuming there is room for all of that. That would prevent most cars from having to change speeds due to cars slowing down to turn, (with the exception of right turns.) Speed doesn't cause accidents, it's sudden changes in speed that cause accidents. That's pretty well documented. Fast or slow, traffic must flow at

the same rate of speed to avoid collisions.



Anonymous user's Opinion

Mainly the side parking that is allowed. It makes the right lane tricky to stay in and not all cars parked there are close to the curb or small.



Anonymous user's Opinion

This would be the continuation of the unacceptable status quo: excessive auto speeds; too many all-direction access points (i.e., cars can move in all directions at intersections); unbuffered sidewalks (i.e., too close to high-speed traffic); lack of street trees in boulevards and along medians (the latter because there currently are no medians); complete lack of bicycle infrastructure.



Anonymous user's Opinion

Parking on EHD is an issue. Due to the amount of and the speed of the traffic on EHD, I don't feel safe walking pets on the sidewalk.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

The speeding will persist. Lack of safe alternatives (bicycles or pedestrians) to also use the same space



Anonymous user's Opinion

The biggest concern of Elton Hills Drive remaining as 4 lanes of travel is the parked cars along the road. Having the cars there limits the effectiveness of the snow plows during the winter, causing snow to remain in the right driving lane, thus narrowing the right hand lane.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Nothing!



Anonymous user's Opinion

When there are parked cars and accumulated snow, the curves can be challenging to navigate at the speed limit.



Anonymous user's Opinion

I have no concerns about leaving it at four lanes.



Anonymous user's Opinion

nothing



Anonymous user's Opinion

Speeds and cross walk availability.



Anonymous user's Opinion

None!



Anonymous user's Opinion

Get rid of the parking to widen it. It's too narrow.



Anonymous user's Opinion

Driver's travel over the speed limit.



Anonymous user's Opinion

Getting rear-ended



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Fast traffic, narrow with snow and parked cars



Anonymous user's Opinion

People drive fast and veer into other lanes in curves and making a left causes many people to pass you

Anonymous user's Opinion



There needs to be more marked/designated pedestrian crossings on the road



Anonymous user's Opinion

None, I think leaving Elton Hills Dr. alone is ok.



Anonymous user's Opinion

Still need to address traffic or crossing (especially for pedestrians) at interaction of 9th Ave and Elton Hill's Drive. At least making it a 4 way stop?



Anonymous user's Opinion

The high risk of collisions and lack of left turn lane



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

No concerns



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

The parked cars that shrink the lanes around turns and the parked cars that obstruct the view when turning left



Anonymous user's Opinion

Na



Anonymous user's Opinion

Two family members have been in car accidents on Elton Hills Drive.



Anonymous user's Opinion

none



Anonymous user's Opinion

Nothing. I would like it to stay this way.



Anonymous user's Opinion

Nothing.



Anonymous user's Opinion

It's a difficult Road To drive Bc people are constantly stopping to turn left or quickly switching lanes to avoid left-turning vehicles



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

None



Anonymous user's Opinion

I lived on EHD for 40 years (recently moved). Speeds already are too fast (40 mph avg.) Safety of schools and churches along EHD which was never intended to be the speedway it is between Hwy 52 and Broadway. Those complaining are concerned with two things - convenience and an expedited commute. Just because there have been no major accidents on EHD in recent years doesn't mean changes shouldn't be made.



Anonymous user's Opinion

N/A



Anonymous user's Opinion

I have no concerns.





















Anonymous user's Opinion






















Nothing





Herbert James Rogers's Opinion


Slow traffic down by more lights or stop signs, not by causing traffic backups with increased pollution, driver frustration.


-  **Anonymous user's Opinion**
speed
-  **Anonymous user's Opinion**
Why now ?..people are use to it..and with the addition of lights at Hoover The traffic will be controlled.....
-  **Anonymous user's Opinion**
Nothing. Leave it a lone.
-  **Anonymous user's Opinion**
Nothing it should stay how it is
-  **Anonymous user's Opinion**
Fast lane slow lane
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
None. It has been just fine for the 35 years we have lived here!
-  **Anonymous user's Opinion**
Speed. Reduce the speed maybe some speed tables would help.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
all of the safety issues.
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
It encourages drivers to pass each other.
-  **Anonymous user's Opinion**
Nothing. While some traffic calming solutions might be worth considering, the basic design is just fine.
-  **Anonymous user's Opinion**
I have no general concerns
-  **Anonymous user's Opinion**
Safety
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
The cross walk across from the Lutheran School isn't even functional! People do NOT stop even though there are white lines and it is a dedicated crosswalk. I would get hit if I tried walking across it! There are no lights, no buttons, nothing but a bit of paint as cars speed past and almost hit me! This road is FAR too overutilized for a shortcut for tons of traffic - in a RESIDENTIAL area!
-  **Anonymous user's Opinion**
Nothing besides some people think that it is a race track but doesn't seem to be horrible all the time.


-  **Anonymous user's Opinion**
Leave it 4 lanes
-  **Anonymous user's Opinion**
It should be monitored for speeding and tickets given routinely. Nothing changes behavior more than having to pay for it.
-  **Anonymous user's Opinion**
The bridge not being 4 lanes
-  **Anonymous user's Opinion**
the boulevard area should be removed to allow for wider lanes and parking area
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
Nothing
-  **Patrick John Day's Opinion**
None.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
If Elton Hills remains 4 lanes there should be pedestrian safety signs.
-  **Anonymous user's Opinion**
Unsafe speeds in relation to people on foot, bicycles.
-  **Anonymous user's Opinion**
Not much...it's been working just fine as one of the city's east-west corridors. Install pedestrian safety features noted in the report.
-  **Anonymous user's Opinion**
I wish they would take away street parking. Some of the curves on the west side are dangerous with parked cars impeding your vision. Also, I was in a car that was parked on Elton Hills drive and was rear ended by a drunk driver.
-  **Anonymous user's Opinion**
Drivers go too fast
-  **Anonymous user's Opinion**
N/a
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
It is too busy of a road to be in a residential area and to have four lanes
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
nothing
-  **Robert Jackson's Opinion**
vehicles traveling too fast


 **Anonymous user's Opinion**
N/A


 **Anonymous user's Opinion**
Na


 **Anonymous user's Opinion**
It's too fast and too curvy.


 **Anonymous user's Opinion**
No concerns


 **Anonymous user's Opinion**
Nothing.


 **Anonymous user's Opinion**
Nothing—keep it as it is!


 **Anonymous user's Opinion**
It a deathtrap!


 **Anonymous user's Opinion**
Cars cross lines on curves. Speeding


 **Anonymous user's Opinion**
Cars Driving too fast,


 **Anonymous user's Opinion**
traffic levels will increase because its seen as the "quickest" route east-west. people will pay less attention to bikes and peds.


 **Anonymous user's Opinion**
None


 **Anonymous user's Opinion**
None


 **Anonymous user's Opinion**
Not concerned


 **Anonymous user's Opinion**
none


 **Anonymous user's Opinion**
Nothing


 **Anonymous user's Opinion**
Speeding will continue.

 **Anonymous user's Opinion**
It will become more congested as Rochester grows and become more unsafe. People will continue to drive too fast.






















 **Anonymous user's Opinion**
It will continue to be dangerous to cross and will continue to force parents to drive their kids to school instead of letting them walk or ride a bike.

 **Anonymous user's Opinion**
The safety of drivers and pedestrians is compromised with 4 travel lanes.

 **Anonymous user's Opinion**
Parked vehicles, school zones, speeding

 **Anonymous user's Opinion**
No big concerns

Anonymous user's Opinion

-  People speeding or not slowing down in the school zones.
-  **Anonymous user's Opinion**
,
-  **Anonymous user's Opinion**
Just not safe
-  **Anonymous user's Opinion**
On street parking on Elton hills drive should not be allowed
-  **Anonymous user's Opinion**
Nothing!
-  **Anonymous user's Opinion**
Nothing. It's fine.
-  **Anonymous user's Opinion**
Nothing at present. Merge at Zumbro River bridge should start at West stop light to help with flow at peak periods.
-  **Anonymous user's Opinion**
A death that could have been prevented by slowing traffic. Less people feeling safe using active transportation. More parents driving their children to school instead of allowing them to walk, bike, or choose other active modeshares. Last, the group pushing against this studied and recommended change winning and causing years of havoc on our city becoming a safe, healthy place for active transportation.
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Traffic speed.
-  **Anonymous user's Opinion**
Nothing will change and it will still be a road to avoid due to speeding and bad driving
-  **Anonymous user's Opinion**
Continued high vehicle speeds and zero pedestrian infrastructure.
-  **Anonymous user's Opinion**
Keeps the status quo. I already avoid riding Elton hills and also avoid driving it other than very short segments.
-  **Anonymous user's Opinion**
nothing
-  **Anonymous user's Opinion**
Speeds will remain high. Drivers will continue to change lanes often, creating unsafe conditions. Lack of safe crossings for pedestrians.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
Could it be safer for pedestrian crossings? Yes.
-  **Anonymous user's Opinion**
parked cars on the sides, get rid of those.
-  **Anonymous user's Opinion**
Travel is too fast
-  **Anonymous user's Opinion**
All of the above reasons from my previous answer. Also I think it effects the home values on that street. I would never buy a home directly on Elton Hills for those reasons.
-  **Anonymous user's Opinion**
Nothing

**Anonymous user's Opinion**

Higher risk of collision, especially through windy bit where cars have a tendency to drift over the center line. Will continue to get busier and increase risk to cyclists, pedestrians

**Anonymous user's Opinion**

Snow buildup on the sides of the street through the winter making cars park out further into the streets. It makes it harder to get around the cars and you have to drive into the other lane. But switching to 3 Lanes with one dedicated turn lane I don't think that would necessarily alleviate that problem. That's more of a general concern I guess.

**Anonymous user's Opinion**

No concerns

**Anonymous user's Opinion**

The concerns I have don't have anything to do with the number of lanes. It's pedestrian crossing and access ON to Elton Hills, not from it.

**Anonymous user's Opinion**

People drive too fast. Especially morning commuters and there are kids crossing the street. I think the safety of pedestrians (especially kids) should be considered first.

**Anonymous user's Opinion**

Increased traffic as the city grows

**Anonymous user's Opinion**

Even though no deaths have occurred recently, doesn't mean that it couldn't happen. My primary concern is for the safety of those in the area, especially children. I

**Anonymous user's Opinion**

No change. Speeding

**Anonymous user's Opinion**

People will keep driving fast on it. And even if "it's not about bikes" no change will be a victory over bikes and people will be emboldened to push against future safety infrastructure and even roll back what's already been done.

**Anonymous user's Opinion**

I'm concerned about small lanes being smaller by parked cars.

**Anonymous user's Opinion**

Nothing.

**Anonymous user's Opinion**

Sudden stops and people swerving around parked cars

**Anonymous user's Opinion**

Safety. The average speed is too high and the design of the road encourages a higher speed.

**Anonymous user's Opinion**

nothing.

**Anonymous user's Opinion**

nothing

**Anonymous user's Opinion**

Less safe

**Anonymous user's Opinion**

Speed. Parking too close to traffic. The inability for pedestrians to cross the roadway. The difficulty of getting into traffic from a connecting neighborhood. People using Elton Hills as a shortcut as apposed to 37th Street and Civic Center Drive which are more appropriate 52 to Broadway thoroughfares.

**Anonymous user's Opinion**

Nothing

**Anonymous user's Opinion**















I'm in favor of leaving Elton Hills Dr as it is now.

**Anonymous user's Opinion**

Speeding and unsafe driving. Just last Thursday someone passed me on the right going 42 (according to the sign). After he got by me, he noticed his turn to the left and cut me off, making me slow down. Evidently, we do not have the budget or technology to enforce the laws so we need to find another way.

**Anonymous user's Opinion**

Nothing. This is the best option.

-  **Anonymous user's Opinion**
None at this time
-  **Anonymous user's Opinion**
Nothing. I've lived here my entire life and I don't see why it's a problem all of a sudden
-  **Anonymous user's Opinion**
Need better left turn management.
-  **Anonymous user's Opinion**
Nothing. Traffic flows well.
-  **Anonymous user's Opinion**
Speeders. Let's try upping the patrol and pulling people over for speeding.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Its perfectly fine
-  **Anonymous user's Opinion**
More accidents and harder visibility when trying to make a left hand turn because you're rushed and may not make the best decision because people are behind you.
-  **Anonymous user's Opinion**
This is fine as long as parking isn't too common along here, and pedestrian crossings have more visibility & safety measures.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
I'm afraid they'll try to fix something that's not broken...ticket the speeders and all is good
-  **Anonymous user's Opinion**
Nothing at all.
-  **Anonymous user's Opinion**
Install stop light at 9th ave. Incorporate speed bumps at strategic locations.
-  **Anonymous user's Opinion**
Why cant law enforcement just do their jobs and write a few tickets out there on a regular basis? That in itself would slow people down and improve safety! Save the big budget on street changes and just make law enforcement do their jobs!!!! Its becoming a lawless traffic city!!
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Since moving to the neighborhood 10 years ago, I've always thought a dedicated middle left-turn lane would be a good idea. I always get nervous making a left turn onto our street from Elton Hills Drive and check to make sure the person behind me notices that I'm slowing to make a turn. People commonly change lanes quickly to speed around cars slowing to make left turns.
-  **Anonymous user's Opinion**
Nothing. There is no problem now.
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Nothing.
- Anonymous user's Opinion**



What concerns me is this idea will be brought up over and over with the same results, only costing more



Anonymous user's Opinion

Nothing. It isn't broke, don't fix it people. It is very safe statistically proven to be for a very long time.



Anonymous user's Opinion

None



Anonymous user's Opinion

None



Anonymous user's Opinion

Speeds are to high. Rarely is Elton hills patrolled by police



Anonymous user's Opinion

It needs to be made safer for pedestrians and students but really should not be a pedestrian roadway at all.



Anonymous user's Opinion

NA



Anonymous user's Opinion

ShArp curves



Anonymous user's Opinion

Traffic speed. Speed limit needs to be enforced



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Parked cars on Elton hills



Anonymous user's Opinion

I've lived in places that made similar conversions, I can tell you it is much much safer. The concerns that everything will grind to a halt, never materialize. It will really be OK.



Anonymous user's Opinion

As it gets busier it is hard to turn left especially when people are impatient. Maybe you need to put one more traffic light to slow the traffic down and to create timed lapses in the traffic.



Anonymous user's Opinion

I dislike parking on Elton hills. The parking often scrunches the lanes down.



Anonymous user's Opinion

As a driver, I feel that Elton Hills Drive is one of the most dangerous streets I drive on regularly, due to: - Parking on the side of the street (especially during the winter and on curved sections) - A fairly narrow distance between the two center lanes - Vehicles often stopped in the lane to turn left (and other vehicles making sudden lane changes to get around them) Reducing to 3 lanes would greatly help with these issues; the other alternatives I have heard would not.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Speeders



Anonymous user's Opinion

Possibly speeds, but they've done a good job with their current implementation. I don't know of anyone that lives there that complains (especially compared to what you're wanting to do)



Anonymous user's Opinion

Unsafe speeds and aggressive driving.



Anonymous user's Opinion

N/A

Anonymous user's Opinion



Nothing, data shows this is a perfectly safe travel corridor as is.



Anonymous user's Opinion

None.



Anonymous user's Opinion

It's too high-speed right now



Anonymous user's Opinion

Nothing streets are for cars!!!



Anonymous user's Opinion

We need to be able to make sure drivers drive the speed limit. I would like to see a stop light at 9th Ave NW.



Anonymous user's Opinion

Need some way to slow down speeds.



Anonymous user's Opinion

Good idea



Anonymous user's Opinion

Nothing.



Anonymous user's Opinion

I have no concerns with Elton Hills Drive remaining 4 travel lanes as long as no bicycle lanes are added.



Anonymous user's Opinion

Bicycle safety when riding in a lane



Anonymous user's Opinion

Nothing, unclear why it's discussed being changed. I've read the report.



Anonymous user's Opinion

Vehicles parking on the street park too far away from the curb or are too wide and stick out into the right driving lane, making you have to drive in the left lane and get trapped behind left turning vehicles.



Anonymous user's Opinion

I do not have concerns about a 4 lane road. In fact, adding a turning lanes (ie 5 or 6 lanes) at critical locations would be advantageous.



Anonymous user's Opinion




















High speeds and low enforcement.



Anonymous user's Opinion

No concerns, keep traffic moving.

What do you like about the idea of Elton Hills Drive remaining as 4 travel lanes?

-
-  **Anonymous user's Opinion**
Easier getting across town
-  **Anonymous user's Opinion**
No pros. This is what should happen. NO ADDITIONAL BIKE LANES IN ROCHESTER! I'm not paying taxes for you to install any mode of transportation that only 1% of the population uses 6 months a year!
-  **Anonymous user's Opinion**
Na.
-  **Anonymous user's Opinion**
Faster thru traffic
-  **Anonymous user's Opinion**
like that there is a better flow of traffic, don't have to worry about sitting for many minutes at stop lights because of traffic backup
-  **Anonymous user's Opinion**
The road works well. This is a solution in search of a problem
-  **Anonymous user's Opinion**
Restricting on-street parking
-  **Anonymous user's Opinion**
The change is not needed or asked for by the neighborhood.
-  **Anonymous user's Opinion**
Will avoid riots by the locals.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Keeps the flow of traffic operating smoothly; eliminating parking on the street as mentioned in Question 10 would increase safety. There is no need for a bike lane on Elton Hills, not because I don't use it, but because they are unusable 6 months out of the year and to reduce a major thoroughfare in the city for the sake of accommodating bikes is ridiculous.
-  **Anonymous user's Opinion**
close efficient main road
-  **Anonymous user's Opinion**
If I'm in a hurry I could cross town faster, I suppose.
-  **Anonymous user's Opinion**
Nothing. This configuration is limiting property values and separating neighborhoods.
-  **Anonymous user's Opinion**
More options for getting out of my driveway
-  **Anonymous user's Opinion**
Continued flow of cars. Ability to switch lanes.
-  **Anonymous user's Opinion**
Works relatively fine
-  **Anonymous user's Opinion**
n/a
-  **Anonymous user's Opinion**
It is appropriate for the amount of traffic. Less lanes will make getting around more difficult. I drive it everyday and it is fine as is.

**Anonymous user's Opinion**

Nothing. Nothing at all. Absolutely nothing.

**Anonymous user's Opinion**

Traffic flows pretty well at all times of the day.

**Anonymous user's Opinion**

traffic flow less obstructed

**Anonymous user's Opinion**

If it's not broke, don't fix it.

**Anonymous user's Opinion**

Nothing.

**Anonymous user's Opinion**

No cost

**Anonymous user's Opinion**

Traffic moves quicker and smoother. Residents have more chances to get out of their driveways.

**Anonymous user's Opinion**

None as it currently exists.

**Anonymous user's Opinion**

Don't like it.

**Anonymous user's Opinion**

It should remain four travel lanes. Whether the city council likes it or not, the automobile is not going anywhere anytime soon and the infrastructure needs cars should be the primary concern.

**Anonymous user's Opinion**

at least there is room to park

**Anonymous user's Opinion**

Fiscally responsible. A few minor tweaks would get satisfy your safety needs, like additional stop lights at 9th Ave and 22nd St. Otherwise, leave it alone.

**Anonymous user's Opinion**

There is heavy traffic volume on that road that can only be supported with 4 lanes.

**Anonymous user's Opinion**

Maintenance of traffic flow.

**Anonymous user's Opinion**

It won't cause as many back ups, allows for easier access in and out of the neighborhoods

**Anonymous user's Opinion**

Able to pass and get around cars. Extra room with parking lanes. Acceptable speeds for volume of traffic. Easier to cross when traffic not concentrated in one lane each direction.

**Anonymous user's Opinion**

It allows for current traffic to flow well, and there is room for the increase that will come as Rochester grows.

**Anonymous user's Opinion**

High throughput of traffic

**Anonymous user's Opinion**

It works. I agree we can do more to spruce up the pedestrian safety piece. Adding additional traffic lights would be another improvement.

**Anonymous user's Opinion**

This is the most efficient way to facilitate traffic flow.

**Anonymous user's Opinion**

Capacity seems to handle the required traffic.

**Anonymous user's Opinion**

It works as is.

**Anonymous user's Opinion**

It absolutely should!! The City Council needs to listen to the people that actually live and work in these neighborhoods. I think more speed enforcement would be beneficial and perhaps a traffic light at 9th Ave intersection to help slow traffic down. Leave the lanes alone!

**Anonymous user's Opinion**

Traffic flow, ease of access, and overall safety.

**Anonymous user's Opinion**

If it isn't broke don't fix it. Add ramps so kids can cross if it's a big deal.

**Anonymous user's Opinion**

Travel time through corridor will be same as now

**Anonymous user's Opinion**

It's safe and efficient.

**Anonymous user's Opinion**

Traffic volume and flow.

**Anonymous user's Opinion**

Traffic will continue to flow smoothly.

**Anonymous user's Opinion**

It is fine as is.

**Anonymous user's Opinion**

Easy flow

**Anonymous user's Opinion**

Great thorough fair from Hwy 52 to Broadway.

**Anonymous user's Opinion**

It's not taking all the tax money and using it on a frivolous purchase.

**Anonymous user's Opinion**

Traffic flow remains tolerable with some improvements

**Anonymous user's Opinion**

I don't have any strong feelings about this.

**Anonymous user's Opinion**

Minimizing congestion

**Anonymous user's Opinion**

Needed in Rochester unless there are plans for alternative routes that run east and west in rochester.

**Anonymous user's Opinion**

It should remain the same. We don't need bike paths on EHD..that is ridiculous

**Anonymous user's Opinion**

Higher car capacity and faster commutes for a growing area

**Anonymous user's Opinion**

I don't like that this survey requires me to answer all questions.

**Anonymous user's Opinion**

Traffic flows as efficiently as possible.

**Anonymous user's Opinion**

everything

**Anonymous user's Opinion**

I think it needs improvements but decreasing number of lanes will only exacerbate current issues with Elton Hills drive (difficulty accessing from residential streets).

**Anonymous user's Opinion**

Smooth traffic flow as it is now

**Anonymous user's Opinion**

Nothing

**Anonymous user's Opinion**

It is not ideal as it is, but the changes proposed achieve nothing.

**Anonymous user's Opinion**

as above.

**Anonymous user's Opinion**

Less congestion, shorter commute times, safer for emergency vehicles and personnel, ease of passage for public transportation (won't traffic back up even more for the city buses that make multiple stops on Elton Hills Drive?).

**Anonymous user's Opinion**

It's a perfectly fine great road. No injuries, very few accidents. It serves this neighborhood well.

**Anonymous user's Opinion**

I don't

**Anonymous user's Opinion**

It works as it should currently.

**Anonymous user's Opinion**

Traffic flows better at rush hour.

**Anonymous user's Opinion**

better flow of traffic

**Anonymous user's Opinion**

I like the idea of being able to leave my Elton Hills Drive cul de sac.

**Anonymous user's Opinion**

It only makes sense to maintain four travel lanes; reduction is not progress. Bike lanes are NOT needed; the safe bike paths are so close. No quality parent would ever allow their elementary-age child to ride on a bike lane on a busy street. I would be horrified to see any student at the three schools on ELD riding in a bike lane; they are not safe, even for adults. Why change one problem for another?

**Anonymous user's Opinion**

Traffic will flow

**Anonymous user's Opinion**

Traffic flow will remain as it is.

**Anonymous user's Opinion**

That you can actually get from place to place on time. A big deal when you have screaming babies or toddlers and a moving car is essential to keeping them quiet.

**Anonymous user's Opinion**

I think it's a fast moving route east-to west in the city. I think people see 19th st and don't want it to become that, but i think with the dedicated turn lane, it would not.

**Anonymous user's Opinion**

I'm not thrilled about it unless they put a stop light at 9th ave and fix the bridge

**Anonymous user's Opinion**

Again we need this as four lane corridor.






















**Anonymous user's Opinion**

I see no positives in keeping EHD as 4 lanes





















**Anonymous user's Opinion**

Nothing

-  **Anonymous user's Opinion**
It has worked perfectly since I first moved here in 1977. Making a two lane road is the absolute worst decision this city could make. I use EHD 4-5 times daily. A decision like this is going to ruin our city and make for extremely heated citizens.
-  **Anonymous user's Opinion**
The 4-lanes provide for smooth traffic flow. The left lanes work well as left turn lanes allowing cars to use the right lane for through traffic. Vice-versa for the right lanes acting as right turn lanes. The rear end accidents are not the function of the road, but the drivers. ALL left turn accidents have nothing to do with road design and are 100% avoidable by simply not turning in front of on-coming traffic!!! "You can't paint enough stripes on a road to fix stupid"
-  **Anonymous user's Opinion**
It works, don't convert it.
-  **Anonymous user's Opinion**
Flow of traffic is sufficient Easier commute to work downtown
-  **Anonymous user's Opinion**
Traffic flows
-  **Anonymous user's Opinion**
I would like the bridge to be fixed down by the Rec Center so all four lanes will be open on all of Elton Hills Drive.
-  **Anonymous user's Opinion**
Ease of use, and keeps traffic flowing
-  **Anonymous user's Opinion**
With the amount of traffic currently using EHD it is an effective east/west corridor. With Rochester growing population those traffics numbers will only increase. KEEP EHD A FOUR LANE CORRIDOR.
-  **Anonymous user's Opinion**
It's fine as long as they remove or improve parking on Elton Hills.
-  **Anonymous user's Opinion**
...I've disliked the road since I moved here 2.5 years ago.
-  **Anonymous user's Opinion**
Timely access to the Drive. Will continue to provide a reasonable route to Hwy 52
-  **Anonymous user's Opinion**
I don't. But I can see the major benefit now is for vehicle drivers to make easy left turns by using the inner lane. However, I understand that with proper street infrastructure left turns can still be timely and the safety of walkers and riders would be greatly improved.
-  **Anonymous user's Opinion**
Movement of traffic,this is a busy road.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
It's convenient and a major road used to get across town.
-  **Anonymous user's Opinion**
It's a busy road - it needs to keep 4 lanes to keep traffic moving properly.
-  **Anonymous user's Opinion**
4 lanes is much more practical than 2 (because a center turn lane is NOT an extra driving lane). No changes needed.
-  **Anonymous user's Opinion**
Keeps traffic flowing, however steps for pedestrian safety should not be overlooked. Steps such as safety markers, added lighting etc. should be installed.
-  **Anonymous user's Opinion**
EHD is safer than most roads this size. Adding timed or demand style traffic signals and increasing the presence of law enforcement will be more effective in reducing the speed of cars.
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Ease of use, flexibility while driving, fast flow of traffic through core neighborhoods.

-  **Anonymous user's Opinion**
Literally nothing. It is terrible.
-  **Anonymous user's Opinion**
Works for now. But consider adding a 5th middle turning lane and remove street parking.
-  **Anonymous user's Opinion**
Keeping 4 travel lanes maintains a major traffic artery through town.
-  **Anonymous user's Opinion**
Reckless drivers are able to pass safe drivers.
-  **Anonymous user's Opinion**
If it isn't broken, don't fix it.
-  **Anonymous user's Opinion**
The old saying "if it isn't broken, don't fix it" applies here.
-  **Anonymous user's Opinion**
Not getting congested, and not wasting tax payer money, you could pay for additional cops to stop speeders for years for cost of messing with the roads
-  **Anonymous user's Opinion**
It is much easier to access Elton Hills Drive for those who live on the south side of the drive which is land locked.
-  **Anonymous user's Opinion**
Everything - it's safe as it is, I can pass someone who is going much slower than me.
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
Faster commute across town
-  **Anonymous user's Opinion**
Everything, as long as you fix the bridge to be 4 lane again.
-  **Anonymous user's Opinion**
Everything.
-  **Anonymous user's Opinion**
Travel time stays the same and less congestion
-  **Anonymous user's Opinion**
Traffic flows relatively nicely any time I am on the current set up. Yes, there may be back-ups while people wait to turn left, but that is part of life. Be alert and be patient while driving!
-  **Anonymous user's Opinion**
Traffic flow will be better here.
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Unimpeded traffic flow.
-  **Anonymous user's Opinion**
Congestion is eliminated, or at least greatly reduced, compared with cutting the road capacity in half. Driving is less stressful, because of the lack of stop and go traffic, traffic along the entire road being slowed by a bus that makes frequent stops, utility vehicles, such as tractors, trucks hauling trailers, etc. Less stressful driving leads to fewer frustrated drivers making unsafe driving decisions because of the unnecessary congestion, slowdowns, unexpected stops, etc.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**

If we would just get honest, raise the speed limit to 50 miles per hour, restrict access on and off of Elton Hills Dr NW by cul-de-sacing all the side streets, and widen the lanes by taking away all the on-street parking, then I guess it would be a really fast way to get between Broadway and US-52.

-  **Anonymous user's Opinion**
The flow of traffic making it easier to enter EHD without a traffic signal.
-  **Anonymous user's Opinion**
Ease of traffic flow
-  **Anonymous user's Opinion**
I have never seen a problem. I live on Viking Drive and have trouble getting out on EHD at times now. I strongly believe we need 4 lanes to be able to get out from all the side streets. All of the input from those who have had this happen in their neighborhoods is negative.
-  **Anonymous user's Opinion**
No construction
-  **Anonymous user's Opinion**
Rochester is expanding at an increased rate. There are few east-west roads in town to support the traffic. EHD drive and the 19th street bridge are at capacity as 4 lanes. If anything these drives need to be expanded or improved to support the large volume of traffic they receive each rush hour.
-  **Anonymous user's Opinion**
It's worked well so far.
-  **Anonymous user's Opinion**
Less disruption to the area, no need to change something that has worked for decades.
-  **Anonymous user's Opinion**
No reduction in throughput of a major cross-town artery.
-  **Anonymous user's Opinion**
We know it works.
-  **Anonymous user's Opinion**
EHD is a main link from highway 52 to Broadway and needs to remain a 4 lane to accommodate high traffic flow.
-  **Anonymous user's Opinion**
Accessibility
-  **Anonymous user's Opinion**
Keeping the traffic moving and out of the neighborhoods.
-  **Anonymous user's Opinion**
Better traffic flow. Faster traffic.
-  **Anonymous user's Opinion**
Judging by crash data, the road is fairly safe as is. I like the low travel time between 63 & 52 as is.
-  **Anonymous user's Opinion**
Left traffic backups
-  **Anonymous user's Opinion**
It has been a great road to travel to get to places, but I wish you could drive faster
-  **Anonymous user's Opinion**
Traffic flow across town 52 to Broadway
-  **Anonymous user's Opinion**
Ease of access across town
-  **Anonymous user's Opinion**
Flow of traffic steady
-  **Anonymous user's Opinion**
I live close to RCLS and the 4 lanes is convenient to travel when I come from hey 52. Traffic flows smoothly when people are able to turn on and off the road. There are so many turns, driveways, etc that the four lanes keeps traffic moving. I don't want to sit in traffic. When I'm going home...I wanna be home not wasting time wondering if I can make the turn or worry about getting through the traffic.



Anonymous user's Opinion

N/A



Anonymous user's Opinion

The ease of commuting the roadway. The ease of getting on or off the road due to having two lanes switch to turn into.



Anonymous user's Opinion

Nothing. I have felt like it needs to have these safety improvements for a long time.



Anonymous user's Opinion

It works, safety isn't a major issue currently, it's a slower street anyway, so I'm not sure why we also need to reduce lanes



Anonymous user's Opinion

Ease of access, less traffic



Anonymous user's Opinion

It works



Anonymous user's Opinion

Nice flow of traffi



Anonymous user's Opinion

Ease of travel.



Anonymous user's Opinion

Not sure



Anonymous user's Opinion

It's not broke. Don't "fix"it.



Anonymous user's Opinion

I like the flow of traffic. I do not want to be held up by single lane driving on Elton Hills.



Anonymous user's Opinion

Everything.



Anonymous user's Opinion

A



Anonymous user's Opinion

Easier way of getting from Broadway to Hwy 52



Anonymous user's Opinion

Easier and smoother travel



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

EHD is a major east-west corridor for traffic in north Rochester. 4 lanes lets traffic move freely. I don't think 3 lanes will do that.



Anonymous user's Opinion

I appreciate the flow of traffic.



Anonymous user's Opinion

Traffic will continue to glow as it should.



Herbert James Rogers's Opinion

Keep the lanes as is but add some traffic lights. People don't seem to obey stop signs in this town.



Anonymous user's Opinion

less congestion of traffic flow



Anonymous user's Opinion

Why change it...it works



Anonymous user's Opinion

Great idea



Anonymous user's Opinion

Good moving traffic



Anonymous user's Opinion

Won't cost a thing tax wise



Anonymous user's Opinion

Too much traffic for two lanes. Will be very difficult to turn onto Elton Hills Drive because of the long lines of cars with only two lanes.



Anonymous user's Opinion

None



Anonymous user's Opinion

It flows just fine.



Anonymous user's Opinion

Keeps the traffic flow nice. No back ups.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

Traffic will easily flow as normal!



Anonymous user's Opinion

Less congested during peak times, but only marginally. Every other major street is congested during peak times. That's just the way it is.



Anonymous user's Opinion

Traffic flow



Anonymous user's Opinion

meh.



Anonymous user's Opinion

It is a major East-west corridor and provides the needed, intended function.



Anonymous user's Opinion

If it ain't broke, don't fix it. But some tweaks would be good (see questions 12)



Anonymous user's Opinion

Ease of driving.



Anonymous user's Opinion

Allows traffic flow, allows traffic to avoid each other by changing lanes, traffic tends to bundle into two lanes and allow wider gaps in traffic.



Anonymous user's Opinion

Nothing.



Anonymous user's Opinion

Traffic moves smoothly. You don't get stuck behind super slow drivers. I think it should remain a 4 lane.



Anonymous user's Opinion

Less congestion



Anonymous user's Opinion

Traffic moves well, just too fast.

Anonymous user's Opinion



Cars can go fast.



Anonymous user's Opinion

The possibility of buses and delivery trucks stopping in the right lanes and yet not obstructing traffic flow. Also, homeowners can back out of driveways on to the right lanes without being in the traffic lane.



Anonymous user's Opinion

with this being one of the few access points to and across hwy. 52, the amount of traffic will never be reduced but most likely increase as development continues



Anonymous user's Opinion

Allows movement around slow and turning traffic.



Anonymous user's Opinion

How may pedestrians have been hit by cars in last 5 yrs?



Anonymous user's Opinion

Better flow of traffic



Patrick John Day's Opinion

It has worked for the last fifty years as four lanes, so why try to fix something that already works.



Anonymous user's Opinion

Better flow of traffic.



Anonymous user's Opinion

Efficient travel down the street.



Anonymous user's Opinion

People are comfortable with current layout



Anonymous user's Opinion

I think the old saying applies...if it works, don't fix it. Make some pedestrian-safety tweaks and move on.



Anonymous user's Opinion

Ease of use



Anonymous user's Opinion

Na



Anonymous user's Opinion

Travel time will remain unaffected.



Anonymous user's Opinion

Less congestion



Anonymous user's Opinion

Continued traffic flow



Anonymous user's Opinion

Nothing, something needs to change



Anonymous user's Opinion

It works; leave it alone



Anonymous user's Opinion

The need for four lanes is evident.... Why mess with it....



Robert Jackson's Opinion

nothing



Anonymous user's Opinion

That it allows the steady traffic flow to continue at a much quicker pace without backups, plus it will also accommodate the added traffic on this street in the coming years.

Anonymous user's Opinion



Na



Anonymous user's Opinion

Nothing.



Anonymous user's Opinion

Vehicle lanes would remain



Anonymous user's Opinion

Improved traffic flow.



Anonymous user's Opinion

Everything—ease of travel, continued movement on the road, availability of parking.



Anonymous user's Opinion

Nothing



Anonymous user's Opinion

It need to have street parking removed if it wants to remain 4 lanes. It shouldn't be a major connection & residential



Anonymous user's Opinion

N/a



Anonymous user's Opinion

I don't like that idea.



Anonymous user's Opinion

.



Anonymous user's Opinion

None



Anonymous user's Opinion

It's the only through street between 14th and 37th. 14th already has limitations on throughput



Anonymous user's Opinion

keeps traffic speed up for a major east west route



Anonymous user's Opinion

No cost



Anonymous user's Opinion

It provides a better chance to turn right on to EHD or back out of driveways. When turning off EHD, it provides another lane for drivers continuing on the street to get by.



Anonymous user's Opinion

I don't like the idea.



Anonymous user's Opinion

None. It is unsafe to cross.



Anonymous user's Opinion

There is no reason to keep 4 travel lanes on Elton Hills Drive.



Anonymous user's Opinion

Quicker travel



Anonymous user's Opinion






















I believe it will keep traffic flowing much more easily and allow everyone access to the roadway.



Anonymous user's Opinion

Traffic flows better with the 4 lanes. Turn it into 2 lanes and you'll have people stopped many blocks back, waiting for cars to turn left onto any one of the side roads.

Anonymous user's Opinion

-  Parking remains
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Less traffic congestion. Easy connector for Broadway to Hwy 52.
-  **Anonymous user's Opinion**
It remains a connector street that is able to handle all traffic from the land-locked areas south of EHD, as well as the heavy school traffic at important times of the day. In addition, the 4 lanes will add some level of comfort for those with driveways accessing EHD.
-  **Anonymous user's Opinion**
I like the fact that traffic would flow more smoothly.
-  **Anonymous user's Opinion**
Will continue to be a well flowing safe roadway.
-  **Anonymous user's Opinion**
I am unsure of any pro's?
-  **Anonymous user's Opinion**
It will be much easier for residents living on Elton Hills to pull out of their driveways. There are breaks in traffic now and this seems to work better. Improvements need to be made, such as adding stop lights to break up and slow down traffic. Better visualization of pedestrian crossings (eg. adding flashing lights).
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
I don't like it at all.
-  **Anonymous user's Opinion**
Motorists should be less angry.
-  **Anonymous user's Opinion**
nothing
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
It seems to me the only way to handle the traffic we have unless you add another corridor nearby.
-  **Anonymous user's Opinion**
only quick way across town in that area.
-  **Anonymous user's Opinion**
na
-  **Anonymous user's Opinion**
Throughput of traffic
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
But there is theoretically a lane for slower traffic and a lane for passing or quicker traffic

**Anonymous user's Opinion**

Everything

**Anonymous user's Opinion**

The only issues I have had are taking a left ONTO Elton Hills, I have had no issues actually being on the road itself. I live on 33rd St and the bike path just down from there should be sufficient for any bikers. I find it odd bikes are not even mentioned in your poll.

**Anonymous user's Opinion**

Traffic flows at good speeds even during busy times.

**Anonymous user's Opinion**

I don't.

**Anonymous user's Opinion**

I don't like the idea

**Anonymous user's Opinion**

Less costly for the city, so hopefully they fix something else.

**Anonymous user's Opinion**

Faster travel at times

**Anonymous user's Opinion**

Nothing.

**Anonymous user's Opinion**

I'm sure for those who live on Elton Hills the access to more parking is nice.

**Anonymous user's Opinion**

4 lanes maximizes car volume on Elton Hills drive. This is what I want as a resident, taxpayer, and voter.

**Anonymous user's Opinion**

That traffic flow is good even during high volume times

**Anonymous user's Opinion**

Absolutely nothing.

**Anonymous user's Opinion**

should be 6 lanes, not 1. it's ridiculous to intentionally choke off traffic.

**Anonymous user's Opinion**

it gives people easier and safer access to there homes and also for their guests.

**Anonymous user's Opinion**

Nothing. Don't leave it as 4 lanes. There's obviously a problem or we wouldn't be talking about this, so let's fix the problem.

**Anonymous user's Opinion**

Nothing at all.

**Anonymous user's Opinion**

It's a highly traveled cross route. Additional lanes allow those that live there to be able to back out of driveways

**Anonymous user's Opinion**

There won't be the congestion that is seen on the other side of highway 52

**Anonymous user's Opinion**






















nothing





















**Anonymous user's Opinion**

Less traffic congestion.

**Anonymous user's Opinion**

Maintain the flow of traffic, maintain the parking, ability to exit and enter my driveway more efficiently

-  **Anonymous user's Opinion**
It's been this way for years and years; it works. Leave it alone.
-  **Anonymous user's Opinion**
More traffic capacity.
-  **Anonymous user's Opinion**
Everything. The flow of traffic
-  **Anonymous user's Opinion**
Right now it is a convient travel from ne side of town to 52. I'm located by Kellogg middle school, getting across town can be difficult because there is no straight path, Elton hills is essential to getting to different quadrants of town. Reducing lanes is not the solution, there are a ton of bike paths in the area that I use frequently, never thought we needed more space on Elton hills
-  **Anonymous user's Opinion**
I like it with safety improvements for pedestrians. Try and keep bike lanes off this road
-  **Anonymous user's Opinion**
Everything it's amazing
-  **Anonymous user's Opinion**
I don't.
-  **Anonymous user's Opinion**
I would rather have speeders pass me than ride my bumper.
-  **Anonymous user's Opinion**
Easier to make a left turn, even though its difficult, reducing it to 3 lanes will make more dangerous as we will have to take chances I would rather not have to do.
-  **Anonymous user's Opinion**
Everything, I like the way the set up is now. I like the flow of traffic, the ease of getting to one end to the other.
-  **Anonymous user's Opinion**
Much better access
-  **Anonymous user's Opinion**
It will keep traffic flowing more smoothly. It we are going to keep growing this fast, reducing the lanes on a busy road such as that will make home to work time sharply increase, and the public transportation here needs too much work as it is. We should be focusing on more public transport, not making traffic worse. Not everyone is able to bike to work or has the time to do so.
-  **Anonymous user's Opinion**
Incorporate suggestions from Q9.
-  **Anonymous user's Opinion**
Why cant law enforcement just do their jobs and write a few tickets out there on a regular basis? That in itself would slow people down and improve safety! Save the big budget on street changes and just make law enforcement do their jobs!!!! Its becoming a lawless traffic city!!
-  **Anonymous user's Opinion**
Yes
-  **Anonymous user's Opinion**
Not much, other than the ease of turning onto Elton Hills Drive from a side street or business. But I would be willing to go another route for the benefits the improvements would bring.
-  **Anonymous user's Opinion**
Nothing. Leave it alone.
-  **Anonymous user's Opinion**
Traffic able to move.
-  **Anonymous user's Opinion**
It is cheaper. Residents are familiar with how to navigate it. There isn't any traffics jams. It is still hard for residents to back out of their driveways though. I have seen this many times and it always looks risky.
-  **Anonymous user's Opinion**
I would ask you to listen to the people that live on that street and use it often - Rochester needs to listen to the majority and stop pushing the 'special interest' of a few on everyone else.
-  **Anonymous user's Opinion**
It works great at a corridor between broadway and 52. Traffic is always flowing, even with a lane closure.

-  **Anonymous user's Opinion**
Everything that EHD has done for its area residents for decades, carry large amounts of traffic from 52 to 63, provide safe travels for residents, schools, and very nearby options for bikers and other modes of transportation. Pick a pet project for a different road in the city where it make sense.
-  **Anonymous user's Opinion**
Keep it as is but add maybe to more stop lights.
-  **Anonymous user's Opinion**
Flow
-  **Anonymous user's Opinion**
Main connector from 52 to Broadway. Making it 3 lanes will increase traffic on side streets like cascade and 33rd
-  **Anonymous user's Opinion**
Needed for amount of traffic - see above
-  **Anonymous user's Opinion**
Everything
-  **Anonymous user's Opinion**
Every
-  **Anonymous user's Opinion**
Less cost than if doing this conversion. There is just no need to change it
-  **Anonymous user's Opinion**
I like it as it is.
-  **Anonymous user's Opinion**
If it's not broke, don't fix it.
-  **Anonymous user's Opinion**
Easier to travel with traffic flow...Residents can get into Elton hills dr more readily.
-  **Anonymous user's Opinion**
And its current state it's not designed for the amount of traffic that it gets. I like nothing about it. At the very least, don't let people park on the street anymore. They can't have their cake and eat it too, either it's a major road or it is not and therefore suitable for parking in the street. I highly disagree with the latter feeling.
-  **Anonymous user's Opinion**
Traffic has to move through . With 4 lanes and not on street parking you could use the parking lane as a bike lane or a passing lane if you put in a left turn lane. The street is wide enough it just the big truck and delivery trucks that park take up too much room. Also, when people are parked and getting in and out of their cars it is dangerous for them and the other drivers. They leave their doors open or stand next to their car. This causes drivers to swerve around them or slow way down and try to quickly merge into the left lane.
-  **Anonymous user's Opinion**
Faster traffic flow, no fighting to merge
-  **Anonymous user's Opinion**
This would be fine if we eliminate street parking and add a small median to improve driver safety.
-  **Anonymous user's Opinion**
Traffic will continue to flow easily. I live in the area and use Elton Hills drive multiple times every day for 32 years. I have never seen an accident there. I can't imagine trying to get onto the road with one lane each direction!
-  **Anonymous user's Opinion**
No bicycles
-  **Anonymous user's Opinion**
It's quicker and easier to get around the city. The only other options are 41st street or the one that runs down to Silver Lake....and thats highly congested as is. It's a nice way of getting around.
-  **Anonymous user's Opinion**
Nothing.
-  **Anonymous user's Opinion**
This is a major collector street that currently efficiently moves the travelling public quickly and effectively from the TH 52 interchange to North Broadway.

**Anonymous user's Opinion**

Able to handle a higher volume of traffic. As it should. It's the only connection from broadway to 52 between 37th and civic center

**Anonymous user's Opinion**

Everything. Reasonable commute times and accessibility to schools, homes etc. EHD is safe and functional in it's current state, city \$ could be put to much better use elsewhere!!!

**Anonymous user's Opinion**

It's great the way it is. Leave it alone.

**Anonymous user's Opinion**

Nothing streets are for cars!!!

**Anonymous user's Opinion**

Easier access to Elton Hills Drive from surrounding neighborhoods.

**Anonymous user's Opinion**

Flow of traffic safety of peds, no bike lanes

**Anonymous user's Opinion**

That traffic will still be manageable and Elton hills will still be a great access road to broadway or highway 52.

**Anonymous user's Opinion**

It does not make travel along Elton Hills Drive worse. It maintains the ability to make left turns from the cross streets as good as they can be without adding additional traffic control (lights). It will allow residents with driveways the continued ability to pull out of their driveways. My preferred 4-lane alternative is ALT 3. I am absolutely against ALT 4, ALT 2 and any of the 3-lane alternatives.

**Anonymous user's Opinion**

Choice to pass very slow drivers, higher traffic throughput

**Anonymous user's Opinion**

Allows for, I believe, easier turn on/off of Elton Hills

**Anonymous user's Opinion**

Nothing.

**Anonymous user's Opinion**

Maintains the traffic flow to and from the neighborhoods. Also REMOVE the barriers on the Elton hills bridge. I have battle the merging traffic every time crossing that bridge. Again what is City of Rochester thinking?



















**Anonymous user's Opinion**





















Public support





















**Anonymous user's Opinion**





















Less traffic congestion, keep traffic moving.





















Please share any additional comments or feedback you have regarding potential safety improvements on Elton Hills Drive NW.

-
-  **Anonymous user's Opinion**
I feel that taking a lane off of Elton Hills will only be the first of the city councils goal of taking lanes off of all main roads.
-  **Anonymous user's Opinion**
NO ADDITIONAL BIKE LANES IN ROCHESTER! I'm not paying taxes for you to install any mode of transportation that only 1% of the population uses 6 months a year! And the VAST MAJORITY of the userbase (not casual riders, but people adorned with clothing and equipment), use the streets WITHOUT following traffic laws. I see riders run the stop sign at valleyhigh and 7th street NW CONSTANTLY, and have seen them run red lights, stop signs and other basic traffic laws as if they rule the road. Unacceptable!
-  **Anonymous user's Opinion**
Na.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
I think a road diet is a bad idea. I am sorry but creating bike lanes has caused nothing but problems on major roadways and I don't see many cyclists on the roads. we have bike trails for a reason. I ride a bike and will not ride on a street or highway anymore since cell phones are so prevalent and there is so much distracted driving
-  **Anonymous user's Opinion**
Put a stoplight at 9th Avenue and it would be good.
-  **Anonymous user's Opinion**
Any change that enforces correct lane use (throughout the city) would be an improvement.
-  **Anonymous user's Opinion**
I think the neighborhood has come up with great options!
-  **Anonymous user's Opinion**
Ideal would be to upgrade one of the sidewalks to a 5-6 foot paved trail (like along 18th Ave from 41st to 55th) to provide a space for bicycles and pedestrians that is separated from the cars. The 4 lanes could stay as such and keep the drivers happy.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
See previous questions
-  **Anonymous user's Opinion**
it is a main east-west throughfare- there isn't/won't be enough bike traffic to justify a road diet, especially if you add in bus stops/traffic.
-  **Anonymous user's Opinion**
This roadway, and others within our community, should not be designed for the peak 15-30 minutes of morning traffic and peak 15-30 minutes of evening traffic.
-  **Anonymous user's Opinion**
Do the road diet.
-  **Anonymous user's Opinion**
The people promoting this idea and the people doing the traffic study do not live on Elton Hills Drive. It is simple physics, constrict the 2 lanes (one way) down to 1 lane and you will have a never-ending line of cars, therefore no chance of entering the roadway. I invite any council member to come to my house and try to get out of my driveway during peak times, then try to explain to me how this could possibly be a good idea.
-  **Anonymous user's Opinion**
No road diet and bike lanes.
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
I fully support Rochester becoming more bike and walk friendly. I have a coworker who is legally blind and walks to work every day. I'd like his path to be safer.

-  **Anonymous user's Opinion**
Please leave the lanes as they are currently.
-  **Anonymous user's Opinion**
Listen to the experts and convert this roadway to 3 lanes as recommended in the traffic study.
-  **Anonymous user's Opinion**
If it's not broke, there's no need to fix it- unless we're talking about the bridge that's been "under construction" for 3 years. FIX THAT.
-  **Anonymous user's Opinion**
limit street parking would increase safety
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
Buses have space to pull over to pick up passengers but rarely do they clear the travel lane so that outside lane is blocked in many cases. Having dedicated pick-up zones for the buses makes a lot of sense. There are some portions of EHD that do not need parking on both sides of the street such as the north side by Lutheran Park. No one parks there not even for sporting events. There may be other segments where parking can be eliminated and pedestrian safety improvements can be made.
-  **Anonymous user's Opinion**
What is the accident rate. Are changes really needed.
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
The schools along Elton Hills will need special attention for crossings and parking.
-  **Anonymous user's Opinion**
The best safety improvement that could be made to EHD is to ban on street parking. This would free up space for utility vehicles as well as public transportation stops. It would also create more space in the drive lanes for vehicles, as well as provide a wide area for plows to place the snow.
-  **Anonymous user's Opinion**
You are losing the trust of the community with all of the changes to parking and roads without true consensus.
-  **Anonymous user's Opinion**
Help out the cyclists by developing bike routes on 14th St./Assisi Drive and along Cascade Street.
-  **Anonymous user's Opinion**
Leave it four lanes and improve pedestrian crosswalks. There are not enough bicyclists to justify putting special lanes in for them.
-  **Anonymous user's Opinion**
Nothing more
-  **Anonymous user's Opinion**
Need to maintain 4 travel lanes, add lights to help with access on and off of Elton hills drive and pedestrian crossing (I hate roundabouts but I wouldn't be apposed to those being added in a couple locations)
-  **Anonymous user's Opinion**
We recently moved from St Paul where a similar project was done to Larpeur Ave. it adversely affected many people and businesses along that road, and honestly it was one of the reasons we left. Don't make Rochester more difficult to get around!
-  **Anonymous user's Opinion**
No additional comments
-  **Anonymous user's Opinion**
Don't shove this down our throat. Respect the will of the citizens you represent.
-  **Anonymous user's Opinion**
With the several schools on the EHD, pedestrian crossing is particularly important. There are ways to specifically address those concerns without socially engineering motor car usage, whether intentional or not.

-  **Anonymous user's Opinion**
Lane reductions in other areas of the city have caused more problems than they have solved.
-  **Anonymous user's Opinion**
Avoid bike lanes on EHD, they should be routed to other streets that are not a main vehicle artery.
-  **Anonymous user's Opinion**
If anything add a stop light on 9th, by RCLS if it gets to stay 4 lane.
-  **Anonymous user's Opinion**
I already did.
-  **Anonymous user's Opinion**
Simple solutions... eliminate street parking between the frontage road and 15th ave and out a signal at 9th ave. Traffic flow would be regulated better and allow for easier access. Also fix the Zumbro bridge!!
-  **Anonymous user's Opinion**
Adding bike Lanes to a busy street is not smart and a waste of money. I can tell you my kids will not be riding their bikes on a busy street with inattentive drivers. Not just Elton Hills Drive....I am talking any street in Rochester!! STUPID!!
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
It's a forced solution to a problem that doesn't exist. By any objective standard this road is safe. But this project int about safety it's about politics.
-  **Anonymous user's Opinion**
.
-  **Anonymous user's Opinion**
The safest improvement for EHD would be to simply add more traffic lights and crosswalks. There are 3 schools and a church on EHD as well as multiple bus stops. Reducing the lanes will only make crossing more difficult for people. Many of the people crossing EHD daily are children and they should be able to cross safely without having to wait for a break in traffic and hope that nobody is speeding around the corner. Please add more traffic lights to EHD.
-  **Anonymous user's Opinion**
Keep it as is.
-  **Anonymous user's Opinion**
No further comment
-  **Anonymous user's Opinion**
Piloting options first would save the tax payers significant amount of money before construction starts only to find out the 2 lane road was a bad idea. 1. Add some 4 way stop signs at high accident intersections. This slows down traffic and will decrease accidents. 2. Try left hand turn lane with the existing road - temporary paint lines.
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
Consider stoplight at 9th Avenue near RCLS, place crosswalks with flashing lights at other high pedestrian traffic areas. This seems to be engineers and politicians trying to fins complex solutions to problems that don't exist. Listen to the residents of the area and the users of the EH corridor.
-  **Anonymous user's Opinion**
I am in favor of the proposed changes.
-  **Anonymous user's Opinion**
I think road diets are a very bad idea. Traffic will only increase and the city is spending money to decrease traffic lanes????? Pure foolishness at best.
-  **Anonymous user's Opinion**
Thank you for asking for feedback.
-  **Anonymous user's Opinion**
More police patrol to discourage speeders
-  **Anonymous user's Opinion**
4 lanes plus turn lane (5 total) with no street parking is optimal!

-  **Anonymous user's Opinion**
I don't like that this survey requires me to answer all questions.
-  **Anonymous user's Opinion**
Please leave it alone.
-  **Anonymous user's Opinion**
Resurface entirely or where needed and improve pedestrian crossing areas and enforce posted speed limits..
-  **Anonymous user's Opinion**
Don't reduce the lanes! No road diet.
-  **Anonymous user's Opinion**
Slow down the speed limit to 25 mph and enforce it so people abide by it if you need to do something or people living on the drive have a concern.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
If you look at other cities that have roads like EHD and safety concerns, stoplights slow things down greatly. I would add several more. It would control traffic better, make it safer to leave the neighborhood and access EHD.
-  **Anonymous user's Opinion**
I will take time to review the proposal...I just emphasize...involve the people and children that live there. They may find that studies do not reflect their safety factors...getting their cars out of drives, insuring their families walking safety. I notice a huge emphasis on bike lanes and cars not paying much attention. I feel MN and our weather...starting as early as October and ending later spring? maybe April is not served by reducing lanes that move traffic well. I do enjoy a bike but wonder if MN can really support a working schedule for any greater period. Thank you
-  **Anonymous user's Opinion**
It's very frustrating to have people who don't even live in the area or have another agenda altogether (a more bike-friendly metropolis) making these types of decisions. If this goes through, I will definitely be responding with my vote when the time comes.
-  **Anonymous user's Opinion**
Please fix a road with true safety concerns
-  **Anonymous user's Opinion**
Please be sure this is safe for people of all modes and abilities. It may be helpful to remind citizens that although they may be able now, they may not be forever so it is better to plan streets for all people.
-  **Anonymous user's Opinion**
Everything stated above.
-  **Anonymous user's Opinion**
New changes will create congestion at rush hour nothing more.
-  **Anonymous user's Opinion**
nothing
-  **Anonymous user's Opinion**
People drive too fast on this road, but that will happen no matter how many lanes it is. As long as there is no police presence, people will speed. I live in a cul de sac on Elton Hills Drive. Every morning I am passed by drivers going much faster than the posted 30 miles an hour. This morning I was passed by a Lexus SUV going 50 miles an hour (I know how fast he was going thanks to the speed-gauge sign near Elton Hills school). He weaved in an out of traffic, nearly causing a collision as someone was trying to pull out of their driveway on Elton Hills. I've been passed by this same SUV several mornings over the past couple of weeks. I suggest increasing police traffic on that road to stop drivers like this. I haven't seen a police car on that road in several months. Major road construction is not the answer here. Street parking should only be allowed if the drivers can park their cars close to the curb. They should not be allowed to take up the right lane with their car to park on the side of the road.
-  **Anonymous user's Opinion**
More directed patrols from RPD
-  **Anonymous user's Opinion**
I drive my daughter to school at JA in the mornings and never have issues making a left turn off EHD. There are very few bikers seen in this road and if Rochesterbis going to grow as much as expected reducing traffic lanes on an already tight infrastructure will be detrimental to the cities traffic flow. A similar strategy was used in 19th street near the 52 bridge. This has caused major traffic flow issues and backed up traffic. It is also difficult to turn off if and into this street unless using the 1 stoplight cross in the area to cross.
-  **Anonymous user's Opinion**
Please don't make another 4th Street. Maybe fix 4th Street while you're at it.
-  **Anonymous user's Opinion**
A lot of people I've talked with mention the amount of money that was spent to make it 4 lanes and now the city wants to spend even more money and make it 2 lanes of moving traffic (plus turn lane) people feel like the city is going backwards.
-  **Anonymous user's Opinion**

-  None
-  **Anonymous user's Opinion**
If you want to slow traffic have more traffic speed enforcement. I travel this road several times everyday and rarely see a patrol car.
-  **Anonymous user's Opinion**
EHD is highly trafficked and the majority of that traffic is above the 30mph speed limit. The lack of left turn lanes creates backups in the travel lanes and causes hazards for all road users. Cyclists and pedestrians do not have adequate infrastructure to safely utilize EHD. On street parking creates narrow travel lanes further endangering all road users.
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
Bikes are not a consideration regarding our road ways. Look how this city ruined 41th street.
-  **Anonymous user's Opinion**
I feel the City team leaders have made up their mind on this. Not sure if it's multi-modal Federal dollars driving this? Many team members disagree with the team leaders. But they can't say anything as the team leaders require a unified voice. Rah rah team!
-  **Anonymous user's Opinion**
Ehd is already safe, per data but some small improvements will help.
-  **Anonymous user's Opinion**
I'm concerned that this study was conducted without gathering feedback fully from those that live or utilize EHD. The rep for our area, Annalissa Johnson did not seek or gather feedback from folks that actually live here
-  **Anonymous user's Opinion**
EHD is a through street. Remaining 4 lanes is best for it and those who use it or live on it. Adding bike lanes is a bad idea. Bikes and vehicles should be separated whenever possible.
-  **Anonymous user's Opinion**
2 million dollars is such a waste of tax payers money for bike lanes that nobody uses and we really only have a few months of bike riding weather in Minnesota. And I really really hope its not true the city council members have received money from a bicycling organization and thats why they're trying to push this through.
-  **Anonymous user's Opinion**
This is one of the dumbest ideas ever. The city did this to 41st street, and to large extent on 18th Ave, and now nobody uses them. EHD is a major artery through our city.
-  **Anonymous user's Opinion**
I have zero problems with pedestrian safety. Additional lighting, safer cross walks aend maybe and additional stop light would be acceptable.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
Id like to see the city do a better job of change management and communication. It seems people feel bike lanes are being forced upon them at ever project and there is not enough clear communication coming out that emphasizes the reasons for infrastructure changes and advocates for multimodal transportation. It's exhausting to see such hatred and division over something as trivial as traffic, especially when everyone agrees (for EHD at least) that people drive too fast.
-  **Anonymous user's Opinion**
Do not believe lowering the speed limit would make any difference at all. Any speed limit needs enforcement.
-  **Anonymous user's Opinion**
Keep holding gatherings where folks of all minds can discuss the issue. But I do think that safety trumps the other priorities.
-  **Anonymous user's Opinion**
School crossings maybe bridge or teach people to stop driving and texting or talking on there phone
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
If you can't find a way to have 2 lanes in each direction plus a turn lane, leave EHD as it is.
-  **Anonymous user's Opinion**
Safety can be improved by imposing street parking restrictions on EHD. There are too many cars parked on the street & dangerous when traffic is heavy & people are opening car doors. This is especially dangerous during winter months & there is snow.

**Anonymous user's Opinion**

Eliminating a lane and adding bike lanes/turn lane will only congest the flow of traffic. In my opinion, impatient drivers, road rage and delays over a well-used road will be a result.

**Anonymous user's Opinion**

There are plenty of paved ride trails very close to EHD and the sidewalks extend, on both sides of the road, the entire length of EHD. Reducing the car lanes along the length of EHD is counterproductive to the people that live in that area, especially if they live on the land locked south side.

**Anonymous user's Opinion**

Nothing apart from the above suggestions.

**Anonymous user's Opinion**

Leave it as is or remove parking to add the dedicated left turn lane

**Anonymous user's Opinion**

This is such a no-brainer. CONVENIENCE IS NOT WORTH HUMAN LIVES.

**Anonymous user's Opinion**

Don't we have enough bike lanes already? Not a good idea to add bike lanes on EHD.

Anonymous user's Opinion

I've been driving Elton Hills Drive for almost 40 years during both the morning and evening rush. I have yet to witness an accident or even the aftermath of an accident, so I'm not quite sure where or when the accidents are happening. Yes, speeds are increased in some areas by a minority of drivers however my experience is that most drivers are conscientious and responsible. Specifically, I always notice drivers slowing down for the 19th St. bridge to Elton Hills School section of curves where the main concern is the on-street parking. Regarding bike lanes, I must come down in opposition to adding bike lanes on Elton Hills Drive. The city has spent a great deal of money to accommodate a relatively small number of people and I think it's time for a moratorium on new bike lanes. Regarding the \$20 million in state aid for resurfacing, if the safety aspect of Elton Hills Drive were the real issue I suspect it would have come up a long time ago, so this looks to me like an issue that is being driven by some state money that the city is trying to find a use for.

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

None

**Anonymous user's Opinion**

I have not seen any data providing that Elton Hills Drive is unsafe in its current state. From the information I have had access to, I feel spending taxpayer dollars to make something "more safe" that is currently operating in a safe manor is irresponsible when those dollars can and should be used on something much more pressing.

**Anonymous user's Opinion**

We run out of salt for the roads, but have money to screw drivers? Thousands of drivers have to give up the road to add bike lanes that won't be properly utilized in -15 degree MN winters...come on. Sounds like we need to vote you imbeciles out of office

**Anonymous user's Opinion**

None

**Anonymous user's Opinion**

Please consider where the public transit picks up and drops off. There are many individuals crossing, including high school students, while it is still dark out and there are currently no marked walkways.

**Anonymous user's Opinion**

As stated already, add stoplights instead of backing up traffic everywhere all the time. PLEASE do not add bike lanes....please, please, please.

**Anonymous user's Opinion**

The bridge over the Zumbro has been condensed to two lanes, which creates a bottle neck where I have witnessed drivers speed and weave from the right lanes into the left lanes before and after the bridge. The entrance into Live 125 just east of the bridge is a disaster waiting to happen and should be shut down. I was personally almost hit by a car exiting the parking lot where the driver was trying to take a right turn and beat the approaching traffic.

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

Leave Elton Hills Drive NW as it is, 4 lanes of traffic.

**Anonymous user's Opinion**

NA

**Anonymous user's Opinion**

Please don't make it a 3 lane! It will become a very dangerous road to travel

Anonymous user's Opinion



None

Anonymous user's Opinion

Remove the on street parking and add a center turn lane making it 5 lanes would make more sense than an unneeded and unnecessary bike lane. Everyone who wants to bike to work already does. And this is the wrong roadway to add bike lanes. Fixing the bridge should be a higher priority than this idea of reducing lanes. A majority of citizens are against a change. Listen to us citizens instead of just doing things for your own agenda because you think you know what we want.

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

Nothing else

**Anonymous user's Opinion**

They are only safety improvements if they improve safety, and I doubt they will. it just takes care of one safety concern by causing another, or even the same one but in a different way.

**Anonymous user's Opinion**

None

Anonymous user's Opinion

A couple of things should be kept in mind. First, on-street parking is not only necessary for the many houses that front on Elton Hills Dr NW, but on-street parking can act as a natural traffic-calming feature. It narrows the roadway and forces drivers to take extra care -- I would expect this effect to be increased on a road as twisty as Elton Hills Dr NW. Second (and this is more for long-term redevelopment than it is for near-term public works improvements), the entire length of Elton Hills Dr NW needs to be rezoned to allow for mixed-use and even just low-intensity (i.e., not big-box) retail. All the pedestrian and bicycle infrastructure that is needed on Elton Hills Dr NW would go along way to serving retail along the road, and retail uses would attract customers who would prefer to walk, wheel, or pedal to a corner store, boutique, cafe, or bar.

**Anonymous user's Opinion**

There is a lot of traffic in the mornings and evenings. It is a busy road. With 2 schools and all residential, I would like the traffic to move slower but I don't know how to have it enforced.

**Anonymous user's Opinion**

Na

**Anonymous user's Opinion**

Additional stop lites and more police presence.

**Anonymous user's Opinion**

I think the proposals sound plausible

**Anonymous user's Opinion**

A stoplight for pedestrians may be a good idea at the 9th ave NW and EHD intersection.

**Anonymous user's Opinion**

Putting bike lanes in is an asinine idea.

**Anonymous user's Opinion**

Leave it be!

**Anonymous user's Opinion**

Certain members of the City Council appear to be pushing the 4-to-3 conversion for their own agenda, not for the benefit of the area residents. Studies should also be done on reducing the size of the boulevard to increase margin to traffic or the possibility of adding a median barrier to prevent traffic crossing over. Worst case, eliminate on-street parking. But 4-to-3 makes no sense at all for EHD.

**Anonymous user's Opinion**

None.

**Anonymous user's Opinion**

Will attend the meeting Dec. 9th Thank you.

**Anonymous user's Opinion**






















Adding a stoplight and pedestrian cross walk at 9th avenue could be effective for slowing traffic and providing more cross walks for pedestrians. Also in my opinion a bike lane on Elton hills would be a waste of money and space. I travel Elton hills daily and varying times. The amount of bike traffic on this road does not constitute a bike specific lane for the minority months and light volume it actually has.






















**Anonymous user's Opinion**

There is a perfectly good and well designed bike path that gets one from Cascade all the way to down town that never once does a person on a bike have to go up to EHD


**Anonymous user's Opinion**

I hope that the City Council members will really listen to what the neighbors in this area think about this change from 4 lanes to 3 lanes. I recall that the Council Person who represents this area, does not live near Elton Hills Drive and I wonderful if that Council Person has really examined this situation!


-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Based on the community meetings regarding this proposal, it seems everyone agrees drivers travel too fast on EHD. Could we consider some simple alternatives to address this instead of eliminating a lane? Adding traffic signals at two busy intersections among other ideas suggested would be what I would support.
-  **Anonymous user's Opinion**
Would like to see 9th Avenue and Elton Hills have a stoplight
-  **Anonymous user's Opinion**
N/a
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
Importance of walker safety for students walking home
-  **Anonymous user's Opinion**
I think that installing another stoplight would be wise. I think marked pedestrian walkways would be wise. Speed restrictions. And maybe even removing the parking on street would help as well. But 3 lanes is not the answer. 3 lanes would be a detriment to a busy road.
-  **Anonymous user's Opinion**
It would be a waste of tax payer money to change EHD.
-  **Anonymous user's Opinion**
I hope the lane reduction and other improvements happen.
-  **Anonymous user's Opinion**
Please consider the needs of the people who use this road
-  **Anonymous user's Opinion**
My son and I have walked to his school. We had to cross the street by RCLS. We waited a couple minutes and then cars noticed us and let us cross the road safely. Adding the lights like they have by mayo civic center for pedestrians would be ideal. They only go on if a pedestrian pushes the button. That is a high traffic area and pedestrians are able to cross safely.
-  **Anonymous user's Opinion**
N/a
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
Concentration should be put on fixing the bridge in the east side. Kids walking to school have to cross under the bridge and walk on the ice to cross due to no snow removal of the sidewalk.
-  **Anonymous user's Opinion**
What is up with the bridge by the rec center?
-  **Anonymous user's Opinion**
I hope that the City looks at what the neighborhood is wanting to see hope. And their voices are heard.
-  **Anonymous user's Opinion**
What a waste to even have this a consideration
-  **Anonymous user's Opinion**
I think the flashing speed signs measuring the speed Of your car are great tools to ensure drivers obey speed laws.
-  **Anonymous user's Opinion**
It is amazing how far the city council will fight its constituents and choose special interest 3rd party entities over us.
-  **Anonymous user's Opinion**
A

-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
No bike lane please. This will cause for more accidents I think because there won't be enough room for all
-  **Anonymous user's Opinion**
EHD is a residential neighborhood street and shouldn't be thought of as a main thoroughfare between Hwy 52 and Broadway. Opponents of this don't like the inconvenience they believe it will cause. The changes in commutes will be negligible. As someone who lived on EHD for decades, this is necessary.
-  **Anonymous user's Opinion**
Removing the on-street parking, or at least making the on-street parking only one side of the street, makes sense to me.
-  **Anonymous user's Opinion**
NA
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
this is a main road that connects Broadway to hwy 52. reducing the lanes will only increase traffic making it more congested.
-  **Herbert James Rogers's Opinion**
Making major roads into One lane in each direction makes no sense if Rochester is to grow as expected. .more traffic, less lanes. Not a good idea. It seems leaders want the town to be a little cow town.
-  **Anonymous user's Opinion**
I think the bike lanes are a waste of our money....when do you see bikers using the lanes....I drive school bus...and. I tell you the bikers do not follow the traffic laws...they do not stop at stop signs. Any kind...go the wrong way...cross the road with out warning.....Like I said...total waste of our money....
-  **Anonymous user's Opinion**
Leave it a lone. It is fine the way it is. Don't destroy this Street like the city has done to so many others.
-  **Anonymous user's Opinion**
Save the money and LEAVE it alone
-  **Anonymous user's Opinion**
Reflecting lane markings
-  **Anonymous user's Opinion**
None
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
I have said my piece!
-  **Anonymous user's Opinion**
Listen to the people. Please dont make this decision because one city counsel memeber has his own agenda.
-  **Anonymous user's Opinion**
Nothing
-  **Anonymous user's Opinion**
Na
-  **Anonymous user's Opinion**
It still boils down to traffic enforcement and the lack there of.
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
East-west and north-South corridors are few. The next corridor north is 37th St and south is Civic Center Drive. EH works just fine in the broader context of road design and traffic movement within the city.


Anonymous user's Opinion

 Given the number of residents and side streets, I anticipate an increase in head-on collisions. The use of timed lighting will be a challenge, given the amount of stop-and-go driving at certain times (residents entering/exiting, city buses, garbage truck stops). If the general 4-lane design is maintained, I suggest that parking not be allowed on the curved portion, at least when it's icy and/or snow along curbs forces cars farther into the street. I also suggest better lighting on the curved areas, even if a 3-lane configuration is adopted. A general comment, coming from someone who learned how to drive in a huge city..... Motorists are going to need to learn new driving skills as the city grows. Don't hinder this by making going too far in the safety direction (as is true in many aspects of life, skills aren't learned unless you're challenged). Don't turn Rochester into a massive traffic jam


Anonymous user's Opinion

 Lack of availability of homeowners or their guests to park in front of their homes.


Anonymous user's Opinion

 Allowing bike lanes would introduce new traffic that would endanger pedestrians.


Anonymous user's Opinion

 SOMETHING needs to be done. Those against this seem to be against it for selfish reasons. Many people I see complaining online about this don't even live in the area - it's a dedicated speeding shortcut for them! If we need better West to East access, it shouldn't be Elton Hills Drive with that number of cars!


Anonymous user's Opinion

 Fix the bridge as that is creating a traffic jam and potential accidents due to people turning into the REC Center.

Anonymous user's Opinion

 Enforce the speed limit and everthing will be fine

Anonymous user's Opinion

 See concerns in question 4. Also a dedicated traffic enforcement officer with a speed gun would have his/her salary paid for from citations , improve safety and save the city millions of dollars instead of re-doing Elton Hills Drive.


Anonymous user's Opinion

 NA


Anonymous user's Opinion

 -


Anonymous user's Opinion

 instead of shrinking to 2 lanes to control speeds, maybe the city needs dedicated traffic officers to watch for speeders and red light runners. I believe they would more then pay their way and put money in the city coffers to pay for rode improvements without the need to overburden the land owners along those streets.


Anonymous user's Opinion

 Good neighborhood "collector street".


Anonymous user's Opinion

 What is unsafe about it now?

Anonymous user's Opinion

 Just another stupid idea like north Broadway!


Patrick John Day's Opinion

 Pass a city law that all bike riders riding on public streets at a minimum have front and rear lights like a motorcycle. There is a reason motorcyclist are required to have lights on at all times VISIBILITY.


Anonymous user's Opinion

 NA


Anonymous user's Opinion

 There needs to be a stop sign at the intersection of 9th ave and Elton Hills Dr that is either timed or pressure sensitive to the south. It's very difficult to make a left turn or go forward across EHD with speeding traffic coming from Both directions. Along with a push button pedestrian light. It's even more dangerous to cross as a pedestrian. People do not stop.


Anonymous user's Opinion

 Changes won't affect travel times.

Anonymous user's Opinion


 Listen to your constituents...who pay much of the bill and your compensation.


Anonymous user's Opinion


 Please don't do it!!!


Anonymous user's Opinion

 None


 **Anonymous user's Opinion**
Na


 **Anonymous user's Opinion**
See earlier comments


 **Anonymous user's Opinion**
One lane in each direction will slow traffic considerably


 **Anonymous user's Opinion**
There needs to be better safety for pedestrians


 **Anonymous user's Opinion**
Big pedestrian crossing in front of Elton Hills school needs to be more visible


 **Anonymous user's Opinion**
Make a light crossing for 9th Ave and Elton Hills Drive... Seen too many near misses...


 **Robert Jackson's Opinion**
lower the speed limit


 **Anonymous user's Opinion**
My only safety concerns with Elton Hills Drive NW is the two student crosswalks for the elementary schools positioned along this busy roadway during the months children are attending these schools. The worst part of these crosswalks is that they come up fast for drivers and bicyclists in these two "blind-spotted" areas of this Drive. There obviously needs to be better markings on this road and flashing warning lights (during school months) for motorists and bicyclists upon approaching these crosswalks. Once again, the Elton Hills Bridge must be repaired and restored back to its 4 travel lanes as soon as possible.


 **Anonymous user's Opinion**
Na


 **Anonymous user's Opinion**
Please consider additional traffic calming measures like more trees, plants, green infrastructure, art, etc. That's a lovely neighborhood that could be enhanced even more.


 **Anonymous user's Opinion**
Na


 **Anonymous user's Opinion**
If the city is concerned about pedestrian safety, why not just put a few pedestrian bridges over EHD?


 **Anonymous user's Opinion**
4 lanes should be kept. If speed is an issue then lower speed limit or have increased police ticketing or more "current speed" electric signs.


 **Anonymous user's Opinion**
Go road diets


 **Anonymous user's Opinion**
None


 **Anonymous user's Opinion**
N/a

 **Anonymous user's Opinion**
NA

 **Anonymous user's Opinion**
.

 **Anonymous user's Opinion**
None

 **Anonymous user's Opinion**
Fix the bridge.

 **Anonymous user's Opinion**
..

**Anonymous user's Opinion**

None

**Anonymous user's Opinion**

I am fine with the transition from 4 to 3 lanes, and support keeping the speed low for safety, but I would like the lights to be synchronized so that a 30 MPH speed is sustainable across the neighborhood, and I would like that fact widely publicized. If people understand that there is no point in trying to speed to the next light (because all they will get to do is wait there for it to turn green), then I think many more people will obey the speed limit, and if all the traffic is going the same speed, accidents are far less likely. Aggressive policing would also be advantageous.

**Anonymous user's Opinion**

EHD is basically the only road from Hwy 52 to Broadway without timed stoplights (unless someone triggers the lights at the two schools, the lights do not change) and, with the exception of the area east of Hoover, it is all residential and has 3 elementary schools along the road. I cannot believe that adding a stop light at 9th avenue and having the other two lights on a cycle that changes them without being triggered that the traffic or people wouldn't slow traffic down. I travel EHD 7 days a week, 52 weeks a year, multiple times a day.

**Anonymous user's Opinion**

The city government needs to be clear about the evidence regarding these potential safety. Further, it should be clear that the road will only undergo maintenance if said maintenance includes these upgrades. Finally, the police department should enforce the speed limit as posted; perhaps, then, opponents of safety improvements would understand the scope of the problem.

**Anonymous user's Opinion**

As a frequent bicyclist, I do not ride along EHD, but I do cross it occasionally. It is too hilly and curvy for an efficient bicycle route, so I see no reason to add bike lanes on it. But crossing it with its current 4 lanes, hills and curves that lower the sight lines is dangerous and this needs to be addressed.

**Anonymous user's Opinion**

I think bike lanes and curb extensions bumped out at intersection corners should be considered. The curb extension bump out into the parking lane puts the pedestrian in a spot that is more visible to the drivers, reduces the road crossing distance for the pedestrian and should be used at heavily traveled pedestrian crossings. Mid-block crossings should be removed or the curb should be bumped out to reduce the crossing distance. A median refuge island should be considered on Elton Hills Drive at 3rd Ave/W. River Parkway.

**Anonymous user's Opinion**

no other

**Anonymous user's Opinion**

I am a bicyclist, but mostly a bike path cyclist. Whenever I see bicyclists on Elton Hills Drive they seem to be very good cyclists who are smart and wear helmets and outfits that they can be seen in, and watch out for any inattentive motorists. Personally, I would never bike on this road and I would not expect the road to be changed to accommodate a lot of cyclists.

**Anonymous user's Opinion**

None!

**Anonymous user's Opinion**

Just please listen to the home owners that live on the road.

**Anonymous user's Opinion**

None

**Anonymous user's Opinion**

I would actually like to see Elton Hills Drive increased from 4 lanes to 5 lanes with 4 driving lanes and one center left turn lane that has occasional middle of street pedestrian refuge area at high pedestrian usage crossings.

**Anonymous user's Opinion**

I read the report and strongly believe that there are several things mentioned that you could be doing rather than this dramatic step to reduce the number of lanes. Since I'm in the EH neighborhood and have attended both community meetings as well as talked to many, many neighbors, I did not run into anyone who would object to some intermediate steps as outlined in the report (painting, signage, light) prior to going the full distance with this. It would be less cost as well as send a powerful message that some safety issues are being addressed without this all-or-nothing approach. Let's bring a little common sense to this conversation. The City can do better than this; show us.

**Anonymous user's Opinion**

I fear that our city leaders are making changes that will slow down traffic on behalf of a small minority of people worried about pedestrian crossing safety, which will raise carbon emissions and slow down THOUSANDS of cars.

**Anonymous user's Opinion**

More speed enforcement would go a long ways to resolve some of the issues that currently exist.

**Anonymous user's Opinion**

Thank you for working hard to make this a reality. If the city council reads this, please be courageous in your vote as these safety changes are long overdue and the right thing for our city.

**Anonymous user's Opinion**

Something needs to be done, but not at the expense of changing the road completely. Besides the large financial undertaking this involves, there will be a large impact on traffic travel.

**Anonymous user's Opinion**

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**Anonymous user's Opinion**

Nothing

**Anonymous user's Opinion**

I think improvements to EHD are long overdue. I think the general public need to be reminded of the focus and intent of the project proposal. There are a lot of comments out there that are villianizing cycling and cyclists and spreading untrue information that the basis of the proposed improvements are to add bike lanes to EHD. I think the public need a reminder that the project intent is reducing vehicle speeds and increasing pedestrian safety.

**Anonymous user's Opinion**

Good luck! Change is hard, cars R coffins. Expensive coffins.

**Anonymous user's Opinion**

none

**Anonymous user's Opinion**

Many, many communities have successfully implemented this design; it is also right for Rochester.

**Anonymous user's Opinion**

NA

**Anonymous user's Opinion**

I wish you'd have an open house during a different month. I wonder whether you are aware that in December, a majority of people in the US get pretty busy in their lives and it's harder to make it to events like a city open house because there's a good chance they have an obligation like a kid's holiday concert or the like.

**Anonymous user's Opinion**

na

**Anonymous user's Opinion**

na

**Anonymous user's Opinion**

NA

**Anonymous user's Opinion**

Prioritize pedestrians, cyclists and transit above cars.

**Anonymous user's Opinion**

Thank you for taking the residents' concerns under advisement as part of your decision.

**Anonymous user's Opinion**

Leave it alone -needless expense that will just cause headaches!

**Anonymous user's Opinion**

I would urge you to look into Pedestrian Hybrid Beacon lighting. I think those would be of great use for pedestrians crossing the road. One was installed on 61 in Red Wing a couple years ago and has been a nice addition. Going from 4 to 3 lanes will still not be of any assist for pedestrians crossing. I don't see Elton Hills as a shortcut, it's a rather long way to get from Broadway to 52, so any cars on it are typically on it for a reason and not as a shortcut. I don't think going from 4 to 3 lanes will provide the "diet" you're looking for. I would like to see a stop light at the intersection by RCLS.

**Anonymous user's Opinion**

It needs to change. Before I lived in the neighborhood I always avoided that road. I'm used to it now but I still have visitors comment on how they don't like driving it.

**Anonymous user's Opinion**

I understand that people want to drive fast and are used to driving faster than 30 mph on Elton Hills Drive, but I don't think it is safe. There are 2 schools and lots of residential houses on Elton Hills Dr. We have to put safety before the convenience of a 2 minute faster commute time.

**Anonymous user's Opinion**

Please do it!! Reduce lanes and improve for safety of pedestrians/bikes

**Anonymous user's Opinion**

I would also support stricter police monitoring (ticketing for speeding) of the corridor. Maybe it would become safer if there was a financial reason for drivers to go the speed limit. But to be clear, I am not supportive of the same changes to Assisi Dr. I would prefer an increase to the speed limit there as there are no businesses or houses directly on 90% of that roadway.

**Anonymous user's Opinion**


















I support changes

**Anonymous user's Opinion**

Thank you for looking at safety options. I'm sorry for the vitriol against staff I keep reading in social media. Please keep working to make safe routes for all forms of transportation.

**Anonymous user's Opinion**

It seems like a pretty good idea to me to change to 3 lanes. I just don't know all the implications of that.

-  **Anonymous user's Opinion**
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-  **Anonymous user's Opinion**
Just want to say thanks so much for trying to problem solve ways to fix safety concerns! There's no way to please everyone but we are grateful that you are doing your best!
-  **Anonymous user's Opinion**
I'm not concerned about the changes making traffic worse. Instead I believe this would be a positive and safer change.
-  **Anonymous user's Opinion**
if the people are against something, creating leading surveys like this one to skew the results, and trying the same thing over and over that people don't want is bad government.
-  **Anonymous user's Opinion**
enforce the speed limit and or reduce the speed limit on Elton hills drive, stop light at the turn off Elton hills drive to the Lutheran School.
-  **Anonymous user's Opinion**
Be sure to allow for delivery trucks like FedEx, UPS, etc.
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
Eliminate parking on EHD. That would increase visibility for pedestrians and drivers and allow space for cyclists
-  **Anonymous user's Opinion**
.
-  **Anonymous user's Opinion**
Elton Hills Dr. is considered to be an extension of Hwy 52 by some drivers. I have seen speeds over 50mph. If you do improve it, some of the speeders will use 37th St, but at least that does not have the schools and residential homes on it.
-  **Anonymous user's Opinion**
Leave the traffic lanes the way they are.
-  **Anonymous user's Opinion**
My biggest concern is access to and from my driveway especially during peak hours. It can be a challenge as it is with four lanes. I feel as though adding stop signs or stop lights and increase pedestrians crossing awareness at the three areas of concern would be more beneficial to the road than cutting the lanes down to three. Also adding a turn lane may cause challenges with a full stream of cars due to it being condensed into one lane, therefore not making it any easier to make the left turn.
-  **Anonymous user's Opinion**
None, just leave what is working alone.
-  **Anonymous user's Opinion**
N/A
-  **Anonymous user's Opinion**
Make ramps for pedestrians especially around schools. high visibility lines.
-  **Anonymous user's Opinion**
Travelling along Elton hills does not have safety issues, I could see crossing difficult during high peak travel times but the rest of the day it's easy. There are other intersections or roads that could use this money way more then this highly traveled road that is currently in good condition
-  **Anonymous user's Opinion**
Try and keep bikes lanes off this road
-  **Anonymous user's Opinion**
Fire city council please and thanks
-  **Anonymous user's Opinion**
It would be helpful to not have car parking on Elton hills near corners for those cars trying to turn right or left off a side street it is hard to see oncoming traffic.
-  **Anonymous user's Opinion**
Thanks for taking public input.

**Anonymous user's Opinion**

Let's add some stop lights. Make turn lanes by the schools. Up police patrol and start holding people accountable for speeding.

**Anonymous user's Opinion**

Pedestrian safety could be improved for crossing the road.

**Anonymous user's Opinion**

The less on street parking there is the safer it is for bicyclists

**Anonymous user's Opinion**

Don't do it. The traffic is already bad enough and too many people live on Elton Hills Dr, and need to be able to back out of their driveway/make it to work in a timely manner. Thanks!

**Anonymous user's Opinion**

Why cant law enforcement just do their jobs and write a few tickets out there on a regular basis? That in itself would slow people down and improve safety! Save the big budget on street changes and just make law enforcement do their jobs!!!!Its becoming a lawless traffic city!!

**Anonymous user's Opinion**

Citizens need to go to the council meetings.

**Anonymous user's Opinion**

I'm sure there is a lot of push-back about this from people living directly on Elton Hills Drive. But as a frequent driver/walker/biker on Elton Hills Drive, I fully support the changes.

**Anonymous user's Opinion**

One fatal accident in the past 30 years... a motorcycle that lost control. Other than that, NO ISSUES. Leave it alone.

**Anonymous user's Opinion**

If this road becomes anything like 7th along Silver Lake Park, the traffic gets so bad that the cars/ trucks end up going elsewhere and other roads have a major glut. Additionally, people can go all kinds of speeds on that road because the police are never around including motor cyclists who were weaving in and out among traffic one day this fall- and not a cop in sight. I used to have children in a school on Elton Hills Dr . If you are going to change that major road, the least the city can do is fix the neighborhood streets so they are more direct and traffic can move through them also or there are going to be a bunch of angry frustrated commuters.

**Anonymous user's Opinion**

I have no additional comments.

**Anonymous user's Opinion**

N/A

**Anonymous user's Opinion**

- Right-in and right-out only at 22nd Street NW - Light at 9th Ave NW - will reduce speeds throughout - Don't do anything to Assisi Heights Drive NW - waste of money - Paint Chevrons up and down EHD - Paint highlighted crosswalks at every intersection - Maybe remove parking lanes and make it 5 wide to accomodate transit lanes??? suggestion to research - talk with the school district to understand their needs for timely transportation needs - Stop adding medians to our roadways, it makes them less safe and a nightmare for snow removal - increase other means of enforcement on EHD if speed is concerning to some - A zero to 100 road diet is not what the residents and constituents want, please listen to the public on this!

**Anonymous user's Opinion**

Maybe a stoplight by 9th Ave.

**Anonymous user's Opinion**

Nah

**Anonymous user's Opinion**

I'd like to see a roundabout put in at Elton Hills and 9th Ave, and possibly 2 more where the current stop lights are located or 15th ave. 9th ave and 4th ave. This would slow traffic down and make left had turns safer.

**Anonymous user's Opinion**

NA

**Anonymous user's Opinion**

Bike lanes are ridiculously stupid in MN!

**Anonymous user's Opinion**

Please don't add any bike lanes. Elton Hills Dr is not a place to add these--hilly, curvy, traffic at high rates of speed. There are bike trails and bike lanes on West River Pkwy a couple blocks away. There should be additional marked pedestrian crosswalks to help in crossing Elton Hills Dr. It is hazardous to try to cross at an intersection along the Drive--speed of cars plus no regard for pedestrians. Try enforcing the speed limit and adding marked crosswalks first.

**Anonymous user's Opinion**

NA

**Anonymous user's Opinion**

Having more pedestrian blinking crosswalks would be nice. Even putting in one more stoplight by the Lutheran/Christian school would be good.

Anonymous user's Opinion

I use Elton hills dr daily. I do not see biking or pedestrian traffic as an issue. Most bikers go on the bike path by river Parkway and there Sidewalks and paths for walking. The traffic flows well considering the amount traveling each day. I have not seen any accidents in my 5 years of living in the Elton hills neighborhood. My biggest concern is turning left onto the road during high volume times. I access Elton hills on 9th ave nw and would suggest a traffic signal being placed at that intersection. Ninth Ave takes you from Elton hills by RCLS and to the intersection on river pkwy. There is a steady amount of traffic on 9th each day.

Anonymous user's Opinion

If you want it to be a main artery, use eminent domain to take more of the land from people on either side of the road and make the road wider and straighter.

Anonymous user's Opinion

If you are worried about the speed on that road then place another stop light. It's hard to pick up speed when you have to stop more often. The light could be triggered by pedestrians or cross traffic waiting at the light.

Anonymous user's Opinion

I do worry too about moving to one lane how it will affect those living on Elton hills ability to leave their driveway

Anonymous user's Opinion

Like it or not, Elton Hills is one of the key roads for getting across Rochester. I drive to and from the Rec center (from SW Rochester) several times per week. Taking Civic Center and Broadway is extremely slow in the early evening. Going up to 37th street adds 2.5 - 3 miles to the trip. So while the needs of the neighborhood residents should certainly be considered, it is also important that others are able to pass through the neighborhood efficiently. I don't think there is a need to increase the speed of traffic, but we do need to keep traffic moving.

Anonymous user's Opinion

There will be major issues trying to merge from 4 lanes to 2 off of the 52 overpass. It is already congested at time!

Anonymous user's Opinion

Compromise would be great. Thanks

Anonymous user's Opinion

I don't see the roads being any safer by reducing to 3 lanes. If you're wanting to make pedestrian and bike crossing safer look to the new implementation of 2nd Street cross walks with the flashing lights/beacons. I feel that this will cause more traffic to flush to other areas and will cause other safety issues

Anonymous user's Opinion

curb bump outs at crosswalk locations adjacent to on-street parking areas would effectively reduce the crossing time necessary for pedestrian traffic. Including flashing crosswalk notifiers and improving crosswalk visibility would also help this.

Anonymous user's Opinion

I resent using consultants who do not live in Rochester telling us what to do.

Anonymous user's Opinion

I use EHD every day to travel to and from work, kids to school etc (I live one block off of EHD. I find the road to be of acceptable speed and functions as it was meant to. During peak travel times it is already difficult to make a turn ON TO EHD, reducing lanes will only exacerbate this problem. I see absolutely zero benefit to ANY of the proposed changes

Anonymous user's Opinion

None

Anonymous user's Opinion

This will not improve safety only cost more to paint and keep up you people need to start thinking with your head not your ass!

Anonymous user's Opinion

Please listen to and prioritize the needs of the majority of people who live along Elton Hills Drive and need to use it every day.

Anonymous user's Opinion

It does not sound like you took into account the school bus traffic turning north off of Elton Hills Drive at about 2:20-2:30PM on school days. There are a large number of buses turning to go to John Adams school and with 3 lanes will make turning left off of 12th Ave NW just about impossible during this time. There is also a time in the morning around 7:30AM that it is difficult to turn left off of 12th Ave NW which the 3-lane alternative will make worst. The one safety improvement I would suggest is to eliminate parking to the left of 22nd St., in both directions, where it intersects Elton Hills Drive to provide cars making left turns clear sight lines to cars approaching. Bike traffic should be shifted to the bike path already in place along Cascade Creek and then it could be continued along Cascade Street to the west. This is a much safer and direct path for bikes. No bike lanes should be added to Elton Hills Drive for safeties sake. I am against (1) Intersection Improvement Alternative at 14th Ave NW. Adding a pedestrian refuge by the school is a bad idea. I would not want to have children on the refuge in addition to being on either side of the street while I am driving by. I am also against (2) Intersection Improvement Alternative Option 2 at 9th Ave NW.

Anonymous user's Opinion

There are worse roads and intersections that need attention. Quit spending money on roads that do not absolutely need work. Ask the public what roads they think need modifications. When you pay for a consultant to study this project, you already have a plan to go through with it, why ask the public for input? Our input is rarely thoroughly considered. I'm 99% sure this is already a green lighted project, and we'll see construction start in a couple years.

Anonymous user's Opinion

The use of the term "safety improvements" is always a warning to me because any statistics of accidents can be manipulated to make a case for removing a lane of traffic or whatever tactic of traffic control you want. Can smaller changes be made to make the traffic flow safer? Sure. But removing lanes of traffic does not make sense except to benefit owners along Elton Hills who knew what they were getting when they purchased those properties. Adding some additional crossing lights at key intersections makes sense and adding more lane space at key corners for traffic - yes. But the use of the term "safety improvements" is a poor application of taking lanes away because of some poor thought out plan.



Anonymous user's Opinion

I think speed limits need to be strictly enforced.



Anonymous user's Opinion

Repair manholes on West end of Elton Hills Drive. They are like hitting large pot holes.

