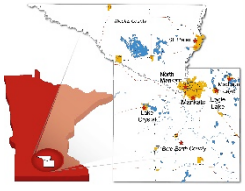
SECOND STREET
CORRIDOR STUDY



City of MANKATO
Leading the way...

Second Street
Corridor Study

October 2022

ACKNOWLEDGEMENTS

The Study was made possible by funding from the Mankato/North Mankato Area Planning Organization (MAPO) in partnership with the City of Mankato. Special thanks to the following partners who provided their expertise, time, and feedback for this Study to ensure it encompassed the needs of Mankato who will benefit from transportation improvements in the study area.

Project Management Team

Michael McCarty, PE – Assistant City Engineer, City of Mankato

Mark Konz – Associate Director of Planning and Development Services, City of Mankato

Edell Fiedler – Communications and Engagement Director, City of Mankato

Charles Androsky, AICP, LEED AP, PTP – Transportation Planner, MAPO

Chris Talamantez – Transportation Planner, MAPO

Consultant Team

Molly Stewart, PE, PTOE – Project Manager

Chris Brown, AICP, PTP – Planning / Multimodal Design

Amber Ortlepp, PE – Design

Dan McNeil, AICP – Community Engagement

SRF Consulting Group, Inc.

TABLE OF CONTENTS

TABLES

FIGURES

APPENDIX

CORRIDOR STUDY FRAMEWORK

This study was developed by the Mankato/North Mankato Area Planning Organization (MAPO) in partnership with the City of Mankato.

The Second Street Corridor Study report is organized into four chapters outlined herein:

Chapter 1: Introduction

Study introduction and overview of previous planning efforts.

Chapter 2: Corridor Review and Issue Identification

Outline of the quantitative and qualitative approach undertaken for the Study and foundational elements to support the planning process.

Chapter 3: Alternative Development and Evaluation

Develop potential infrastructure opportunities and alternatives for Second Street to address known issue areas. Evaluate the alternatives developed for Second Street to identify a locally preferred option quantitatively and qualitatively for implementation.

Chapter 4: Implementation Plan and Next Steps

Actionable next steps to implement the Study's potential improvements and recommendations.

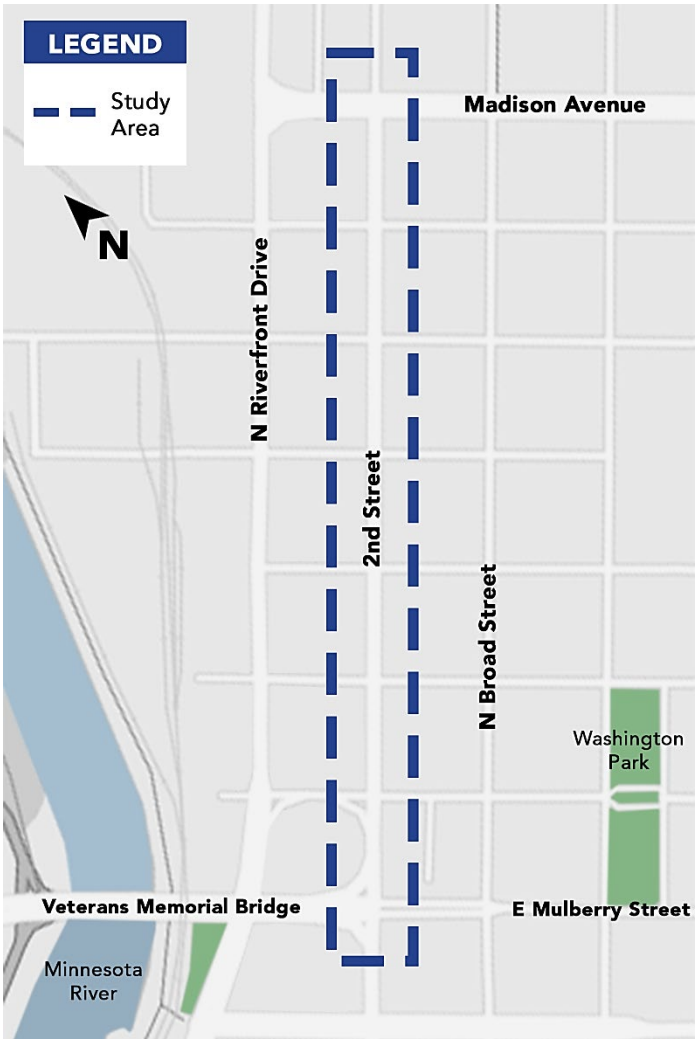
CHAPTER 1: INTRODUCTION

STUDY OVERVIEW

The Second Street Corridor Study (herein known as "the Study") sought to identify opportunities to better accommodate both nonmotorized and motorized users traveling along, and across, Second Street in central Mankato. The Study focused on a 0.6-mile section of Second Street from Madison Avenue to Mulberry Street in central Mankato.

The Study includes the following eight key intersections:

- Mulberry Street
- Plum Street
- Washington Street
- Spring Street
- Elm Street
- Rock Street
- Vine Street
- Madison Avenue



Second Street study area. Source: SRF Consulting Group, 2021

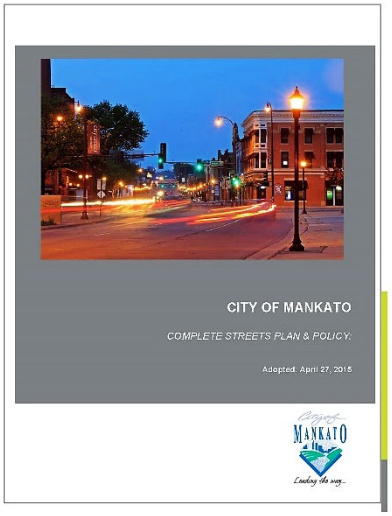
The primary objective of the Study was to complete a technical analysis of potential traffic control and lane configuration changes, as well as multimodal improvements along and across the corridor in preparation for a planned roadway reconstruction project.

Key study goals include:

- Establish a corridor vision for all ages, abilities, and modes of transportation.
- Quantify current and future transportation conditions, issues, and needs.
- Create community-supported alternatives through inclusive stakeholder engagement.
- Develop a fiscally responsible implementation plan that supports the corridor vision.

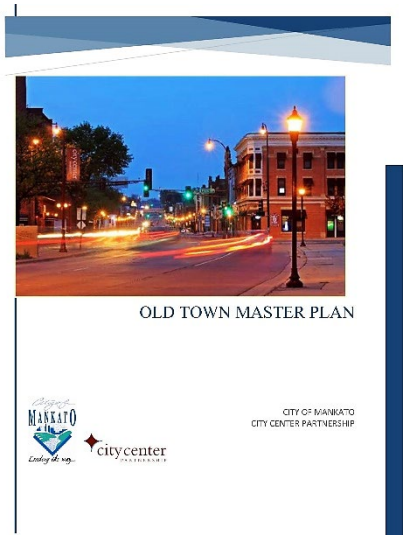
PREVIOUS PLANNING EFFORTS

A review of previous plans was completed to identify supportive planning elements and synergies.



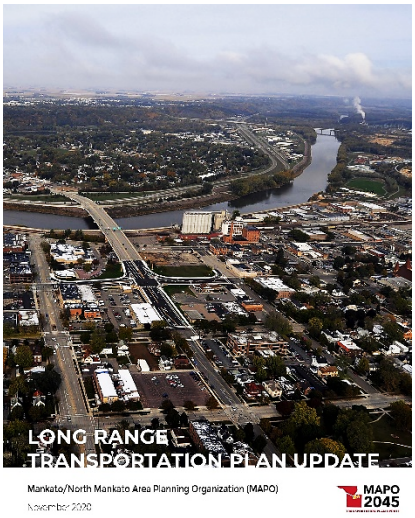
Mankato Complete Streets Plan and Policy (2015)

Identifies an on-street bikeway across Second Street at Elm Street, connecting the Broad Street bikeway to the Minnesota River Trail. Includes bike connections along Mulberry Street at Second Street as well.



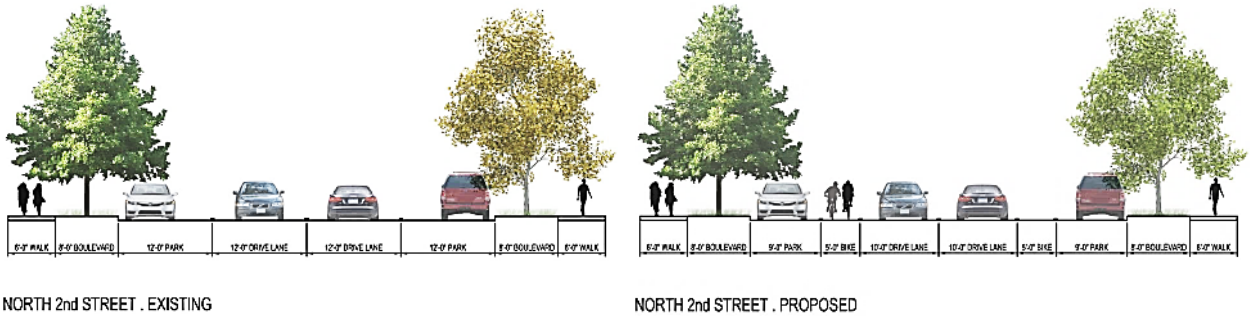
Old Town Master Plan (2016)

Proposes streetscape, traffic calming, and pedestrian improvements along and between Second Street (e.g., pedestrian-scale lighting, widened sidewalks, narrowed travel lanes, curb extensions, etc.). The plan also identifies the key connection Second Street provides between Old Town and the city center core, and the need to create a high-quality pathway between the two areas.



MAPO Long Range Transportation Plan (2020)

Identifies potential roadway congestion by 2045 along Second Street based on forecasted traffic volumes and the number of travel lanes (i.e., vehicle-to-capacity). The roadway reconstruction project on Second Street was identified as a priority in the short-term (less than five years) timeframe.



Existing and proposed (includes bike lanes) cross-section for Second Street in the Old Town Master Plan (2016).

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Meaningful engagement of a wide variety of stakeholders was emphasized throughout the planning process to ensure future improvements were transparently produced and supported by the community. A range of methods were utilized to conduct inclusive outreach by building credibility, educating the community, and fostering support for the Study. A Project Management Team (PMT) comprised of members from the City of Mankato and MAPO guided the Study. All materials can be found in Appendix A.

The process included targeted outreach to adjacent and nearby residents, property owners, businesses, educational centers, and houses of worship. Engagement activities included:

- a corridor walkthrough with nearby and adjacent business owners and institutional leaders
- door-knocking along the corridor to better understand resident and business owner needs
- pop-up events at the local gas station/convenience store
- online engagement via a survey and interactive webmap
- meetings with the Mankato City Council, MAPO TAC, and MAPO Policy Board

The Study was advertised through various mediums including a study website, social media, local news media, the City of Mankato's print and online newsletters, postcards (mailed to all residents within two blocks of Second Street), and fliers. Each outlet was leveraged to inform the community about the Study's progress and milestones, opportunities for engagement and sharing input, and a repository for study information materials.

Field walk with business owners and institutional leaders to understand existing issues. Source: SRF Consulting Group, 2021

CHAPTER 2: CORRIDOR REVIEW AND ISSUE IDENTIFICATION

To develop meaningful transportation solutions, it is important to understand and quantify the existing characteristics of the study area. This process identifies transportation issues and opportunities necessary to provide safe and efficient operations for all users along, and across, Second Street. The following section summarizes the existing conditions, outlines results from the first round of community outreach and engagement, and issues identified from this analysis.

STUDY AREA

The Second Street study area is in the Washington Park neighborhood which is in central Mankato and immediately adjacent to the Old Town historic commercial district along Riverfront Drive.

Land Use

There is considerable synergy between land use and transportation. Land use classifications and densities directly inform the design and function of the transportation system (and vice versa). Within the study area, Second Street is primarily surrounded by a mixture of multi-family residences, commercial businesses, and institutional uses (i.e., Immanuel Lutheran Church and School) (see Figure 1).

Existing land use classifications along Second Street per the City of Mankato include:

- Central Business District (Mulberry Street to Washington Street): Mixture of all land use types and densities within the downtown, Old Town, and south Front Street areas.
- Office Residential (Washington Street to immediately north of Vine Street): Medium and high-density development with a mix of office, institutional, and residential uses.
- Commercial (near Madison Avenue): Broad range of commercial/retail development.

Environmental Features

The Minnesota River travels within 800 feet of the Second Street study area. This proximity could be hazardous, specifically from Mulberry Street to Spring Street as that section of roadway lies within the 500-year floodplain. Central Mankato is protected by a levee so the area represents a minimal flood hazard; however, this could change in the long-term due to a variety of external pressures such as more extreme weather events.

A high-level review of contaminated sites was also completed to understand potential issues upon reconstruction of the roadway. Five sites are identified by the Minnesota Pollution Control Agency along Second Street regarding underground tanks and should be considered as a contingency toward the reconstruction project.

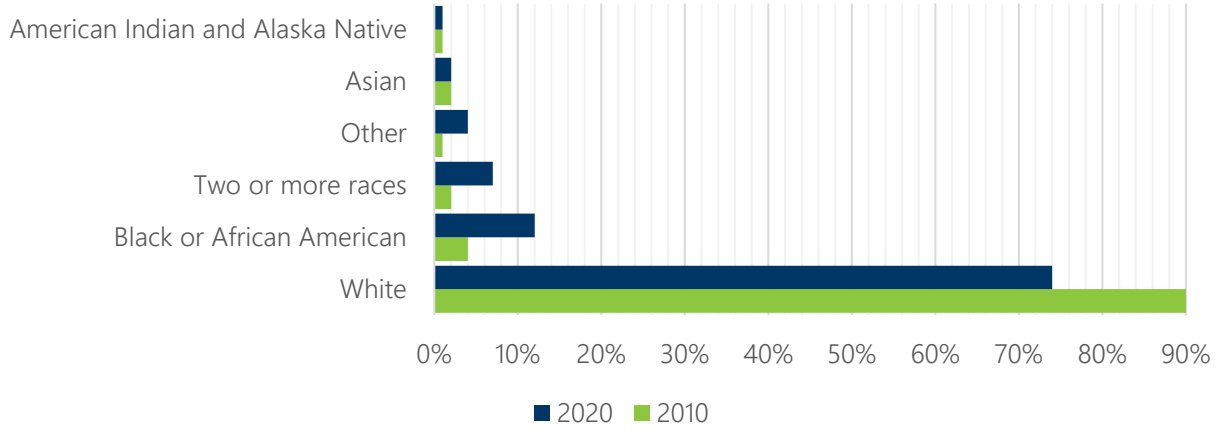
Existing Land Use

Figure 1

Demographics

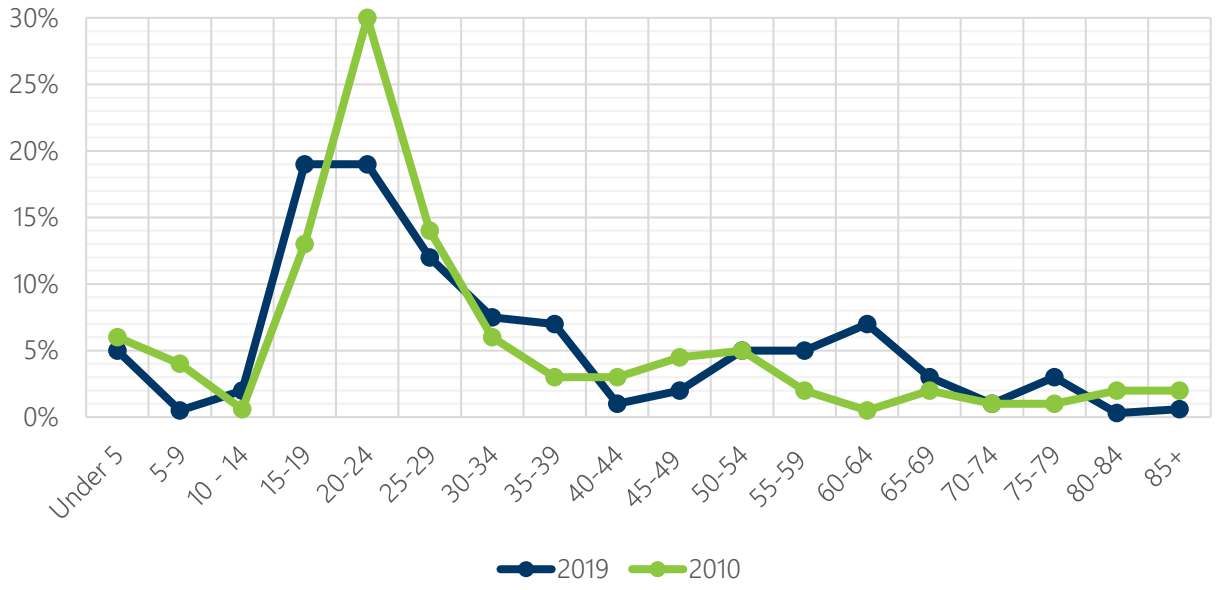
The following illustrates a demographic profile for the U.S. Census Tract (#1706) that encompasses the study area and adjacent neighborhoods roughly bound by Mulberry Street, Riverfront Drive, Vine Street, and Sixth Street (see Figure 2 through Figure 7). As of 2020, the area's total population was 2,373 and grew less than two percent over the last ten years.[1] There are approximately 900 jobs within the study area as of 2019.[2]

Figure 2. Population by Race



Source: U.S. Census Bureau, Decennial Census, 2010, 2020

Figure 3. Population by Age



Source: U.S. Census Bureau, American Community Survey, 2019

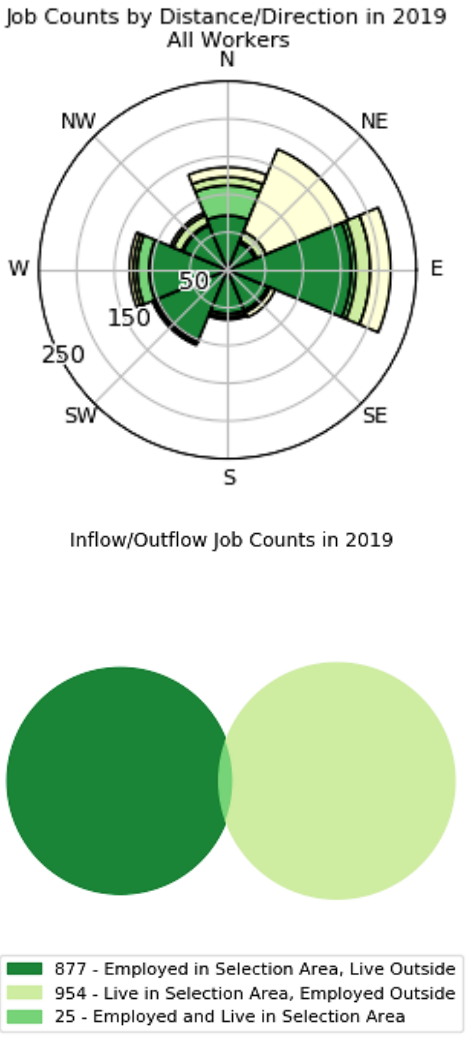
[1] U.S. Census Bureau, Decennial Census, 2010, 2020
[2] U.S. Census Bureau, Longitudinal Employer-Household Dynamics, 2019

Figure 4. Commuting by Transportation Mode

	Drove Alone	Carpool	Public Transit	Walk	Bike	Other[1]	Remote
Study Area	77%	12%	8%	1%	0%	0%	2%
Mankato	80%	6%	3%	4%	1%	1%	5%

[1] Described as a taxicab, motorcycle, or other means. Source: U.S. Census Bureau, American Community Survey, 2019

Figure 5. Job Access



Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics, 2019

Figure 6. Household Ownership

78% Renter | 22% Owner

1,051 Households

Source: U.S. Census Bureau, American Community Survey, 2019

Figure 7. Household Income

$80,300[1] Area Median Income	14% of study area households
$64,400 Low Income (80th percentile)	18%
$48,300 Very Low Income (60th percentile)	32%
$24,150 Extremely Low Income (30th percentile)	36%

[1] Area median income (AMI) for the Mankato/North Mankato Metropolitan Statistical Area (MSA). Source: U.S. Department of Housing and Urban Development, Household Income Limits, 2021; U.S. Census Bureau, American Community Survey, 2019

Key conclusions from the demographic profile for the study area include:

- **People of color:** Non-white populations have nearly tripled between 2010 and 2020 (10 percent to 26 percent, respectively), of which Black or African American populations are nearly half of that total increase.
- **Age:** Aligning with national trends of an aging population, the fastest growing age range from 2010 to 2019 is age 60 to 64. Notably, the 15 to 19 age range also grew over the same period.
- **Mode share:** A much higher percentage of commuters use public transportation or carpool in the study area compared to citywide.
- **Job access:** Those living in the neighborhood do not work where they live. Nearly 20 percent of the community's population travels more than 50 miles to access a job.
- **Household ownership:** Over three-quarters of all households are occupied by renters, many of those in multifamily housing.
- **Household income:** Approximately 86 percent of households earn below the area median income for the Mankato/North Mankato Metropolitan Statistical Area (MSA) and represents the highest poverty Census Tract in the MAPO area. The median household income in Census Tract #1706 is $32,200 as of 2019.

Source: Urban Institute

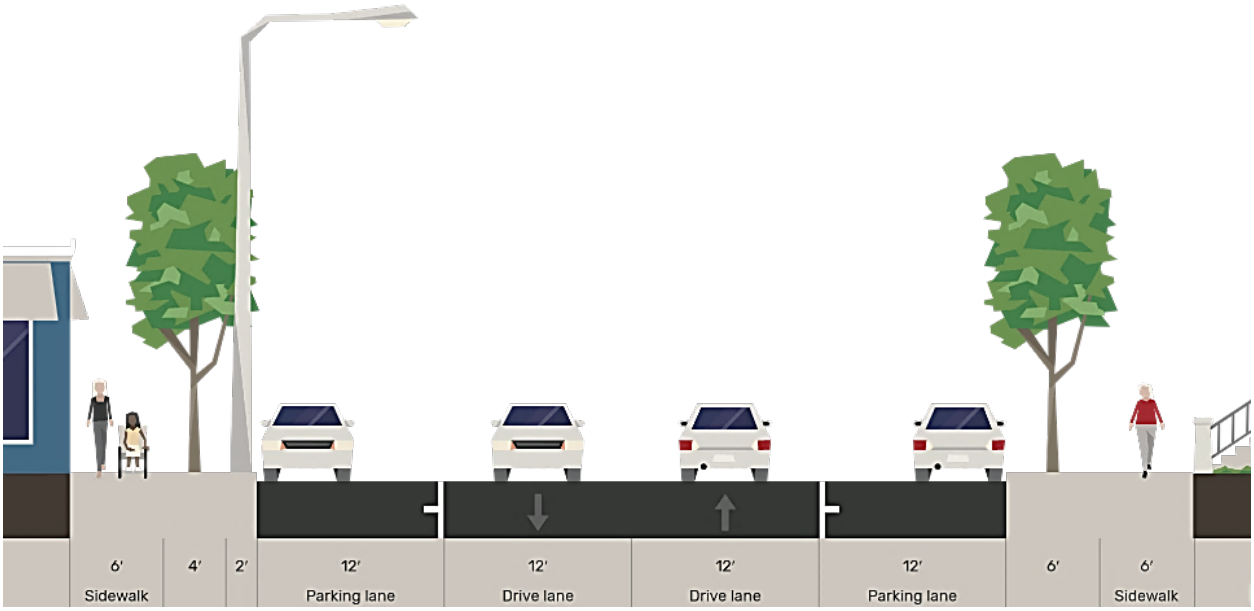
TRANSPORTATION NETWORK

Existing transportation elements along Second Street were reviewed to identify infrastructure for walking, rolling, or bicycling, transit, and driving, as well as the broader network connections to and from the corridor. The following sections summarize each transportation mode as it exists today (see Figure 11).

Typical Roadway Configuration

The existing typical roadway cross-section in the study area primarily consists of one configuration from mid-block between Plum Street and Washington Street to Madison Avenue. The total right-of-way is about 72 feet (see Figure 8). The one block segment from Plum Street to Mulberry Street widens with the addition of turn lanes.

Figure 8. Existing Cross-section



Typical existing cross-section of Second Street. Source: SRF Consulting Group, 2021

Walking and Rolling

The corridor is primarily auto-focused with over two-thirds of the right-of-way (48 of the 72 total feet) devoted to travel lanes or on-street parking (see Figure 8). Sidewalk exists along both sides of the roadway, with six-foot-wide sidewalks and boulevards from Plum Street to Madison Avenue and eight-foot-wide sidewalks with no boulevard from Mulberry Street to Plum Street. Pedestrian-scale lighting is present from Plum Street to Mulberry Street.

Marked crossings exist at six of the eight intersections and all crossing locations use standard crosswalk markings except for the Mulberry Street intersection which has continental style markings. All crossings are uncontrolled except at Mulberry Street and Madison Avenue which are signalized intersections. No crossing enhancements (e.g., curb extensions) exist in the study area.

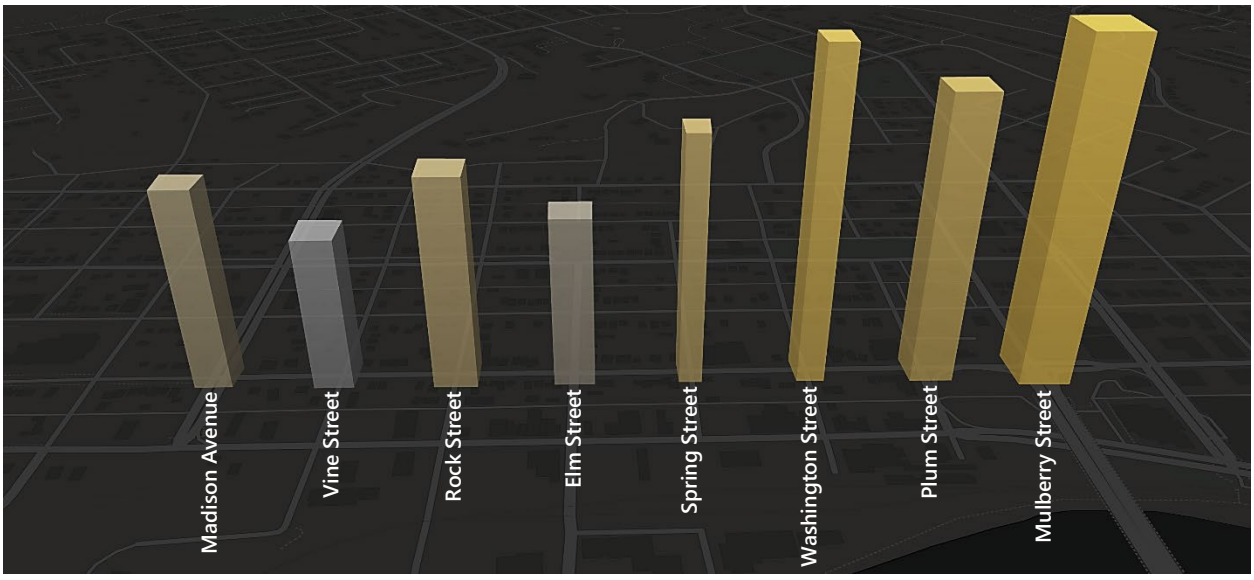
Accessibility

In 2019 the *Americans with Disabilities Act (ADA) Transition Plan and Inventory for Public Rights-of-Way* was completed. It reviewed all public sidewalks and curb ramps in the MAPO area and organized long-term improvements to ensure all public infrastructure is accessible and compliant with federal law. One block of sidewalk along the west side of Second Street from Washington Street to Elm Street is not compliant while all remaining sidewalk sections are either compliant or require monitoring for maintenance. Numerous sidewalk barriers are also identified which include obstructions that reduce access along the sidewalk for someone in a mobility device, etc. Curb ramps at 26 of the 57 existing locations in the study area do not meet accessibility standards today. All eight intersections have at least one non-compliant curb ramp.

Pedestrian Activity

Pedestrian activity was evaluated using StreetLight, a transportation analysis tool, to estimate the frequency of pedestrian crossings at each intersection (see Figure 9). The 2019 data shows daily estimates and does not provide raw counts but rather a level of use that can identify areas of higher activity. The 2019 period was used to represent normal conditions due to the ongoing COVID-19 pandemic. The data is organized using app-based locations cell phone data that is anonymized and organized by StreetLight using proprietary algorithms. Activity is estimated using this data and normalized using sample trip counts and Census Block population information. Key intersections include Mulberry Street, Washington Street, Plum Street, and Spring Street in order.

Figure 9. Level of Pedestrian Activity by Intersection (StreetLight)



Source: StreetLight, 2019; SRF Consulting Group, 2021

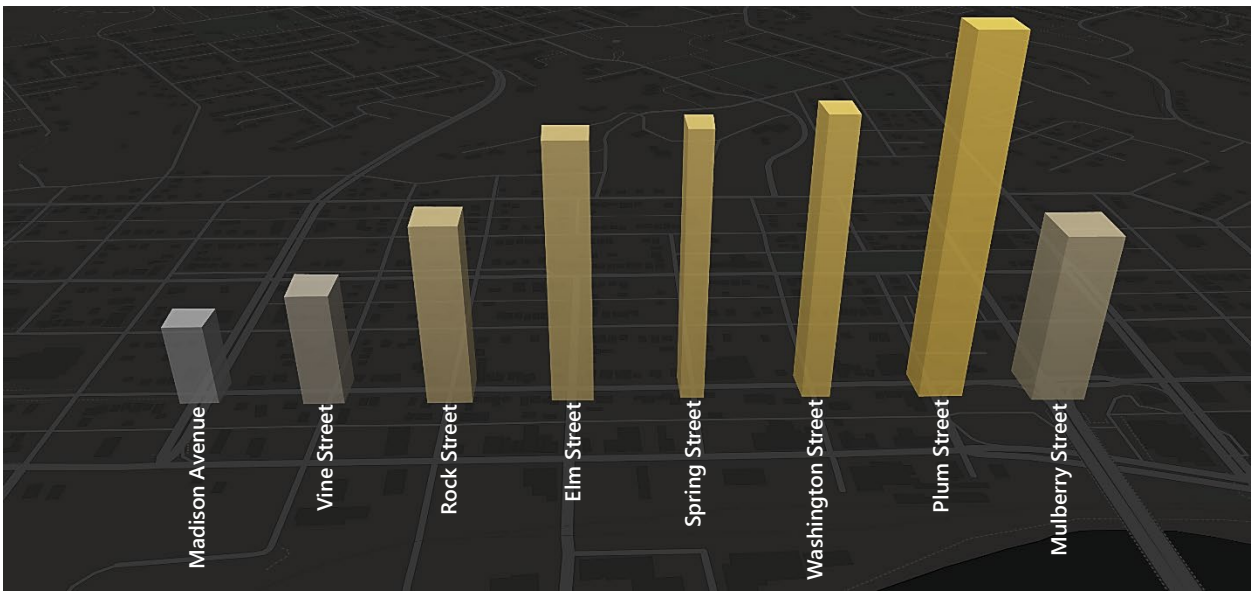
Biking

There are no existing or planned bicycle facilities along Second Street. Broad Street, which runs parallel one block to the east, has an on-street bikeway connecting central Mankato. There is one proposed on-street bicycle connection from Broad Street to Second Street at Elm Street which will provide a direct connection to the Minnesota River Trail in the future.

Biking Activity

Biking activity was studied using the same StreetLight methodology (see Figure 10). Key intersections include Plum Street, Washington Street, Spring Street, and Elm Street in order.

Figure 10. Level of Bicycle Activity by Intersection (StreetLight)



Source: StreetLight, 2019; SRF Consulting Group, 2021

Transit

The Mankato Transit System (MTS) operates two bus routes, Route 5 and Route 7, along Second Street between Mulberry Street and Plum Street before heading to Riverfront Drive. The closest bus stop to the study area is at Washington Street and Riverfront Drive and served by Route 7 which operates every 30 minutes during the weekdays from 10 a.m. to 10 p.m. No transit service is planned along Second Street in the long-term, however, an updated transit development plan is expected after completion of this study.

Mankato Transit System routes. Source: City of Mankato, 2021

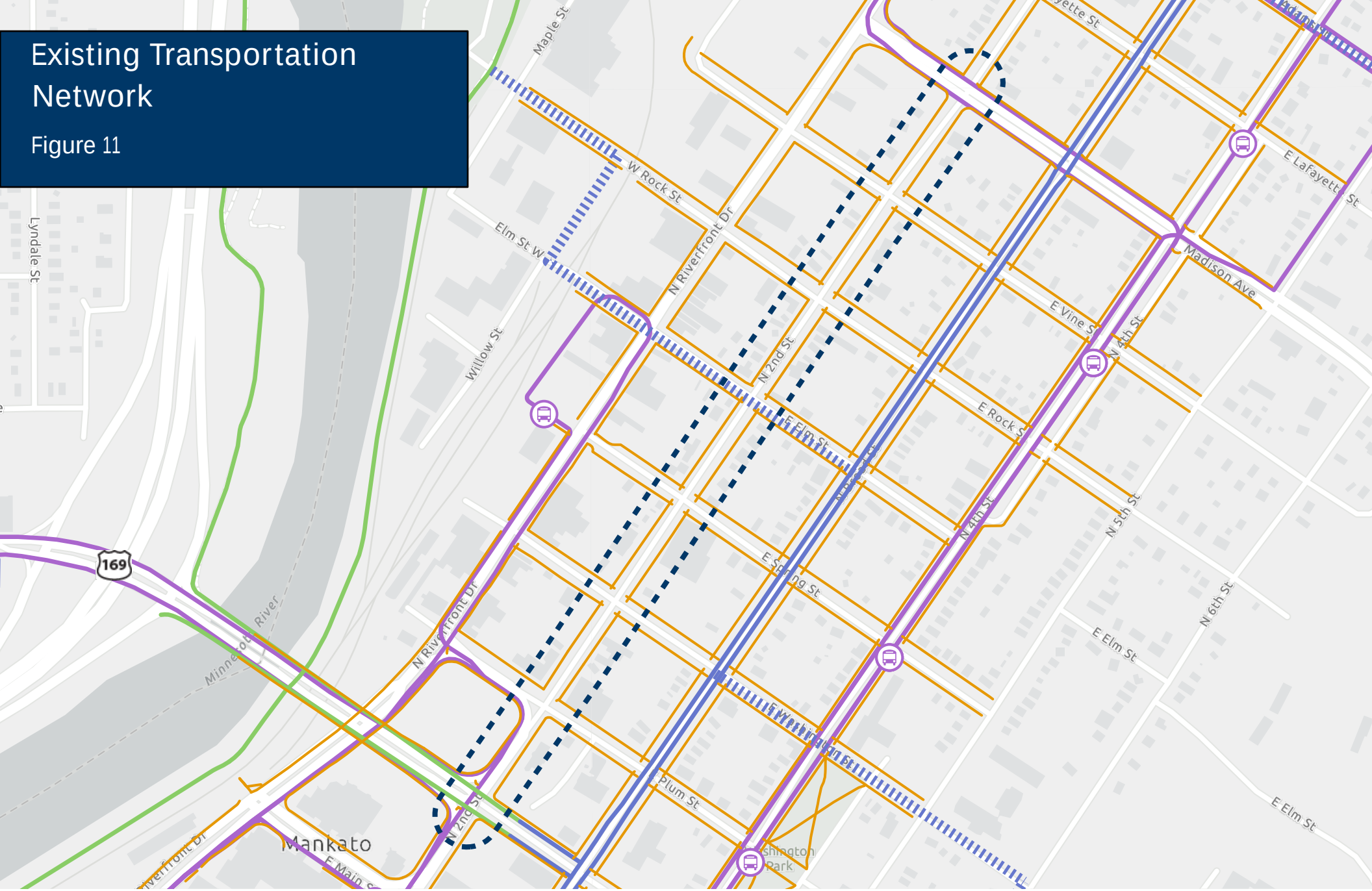
Roadway Network

Second Street is functionally classified as a major collector roadway under the jurisdiction of the City of Mankato. Functional classification is the grouping of roadways into classes that define how the roadway serves vehicular travel within the broader roadway network. Local roadways service short, localized trips and are typically lower volume, while collector roadways provide key connections between local streets and the regional arterial network that services longer distance trips along higher volume roadways. As a major collector, Second Street operates as both a key connector and support route for Riverfront Drive which is a minor arterial and runs parallel to the west. Second Street also interconnects Mulberry Street, a minor arterial connector to US 169 via the Veteran's Memorial Bridge and Madison Avenue, a key east-west minor arterial in Mankato.

Second Street looking east at Spring Street. Source: SRF Consulting Group, 2022

Existing Transportation Network

Figure 11



Study Area
Sidewalk
Bike Lane
Multiuse Trail
Proposed On-street Bicycle Route
Bus Route
Bus Stop

Second Street Corridor Study

TRAFFIC CONDITIONS

Vehicle volumes and intersection traffic operations (existing and future), as well as speeds and how motorists use Riverfront Drive versus Second Street to access the Veteran's Memorial Bridge were reviewed to understand potential issue areas.

Traffic Volume

Vehicular activity was analyzed using annual average daily traffic (AADT) volumes along Second Street from MnDOT's publicly available data, count data collected by the city in September 2021, and StreetLight data from 2019 (see Figure 12). The StreetLight data included hourly traffic volumes and daily estimates during Tuesday through Thursday and was used to organize turning movement counts (TMCs) at each study intersection and calibrated using the city's collected data.

Historic volumes were reviewed from 2013 and showed six percent growth over five years or one percent annual growth. This correlates to the growth rate applied to future volumes shown along Second Street in the MAPO's *Long Range Transportation Plan (2020)*.

Traffic Speed

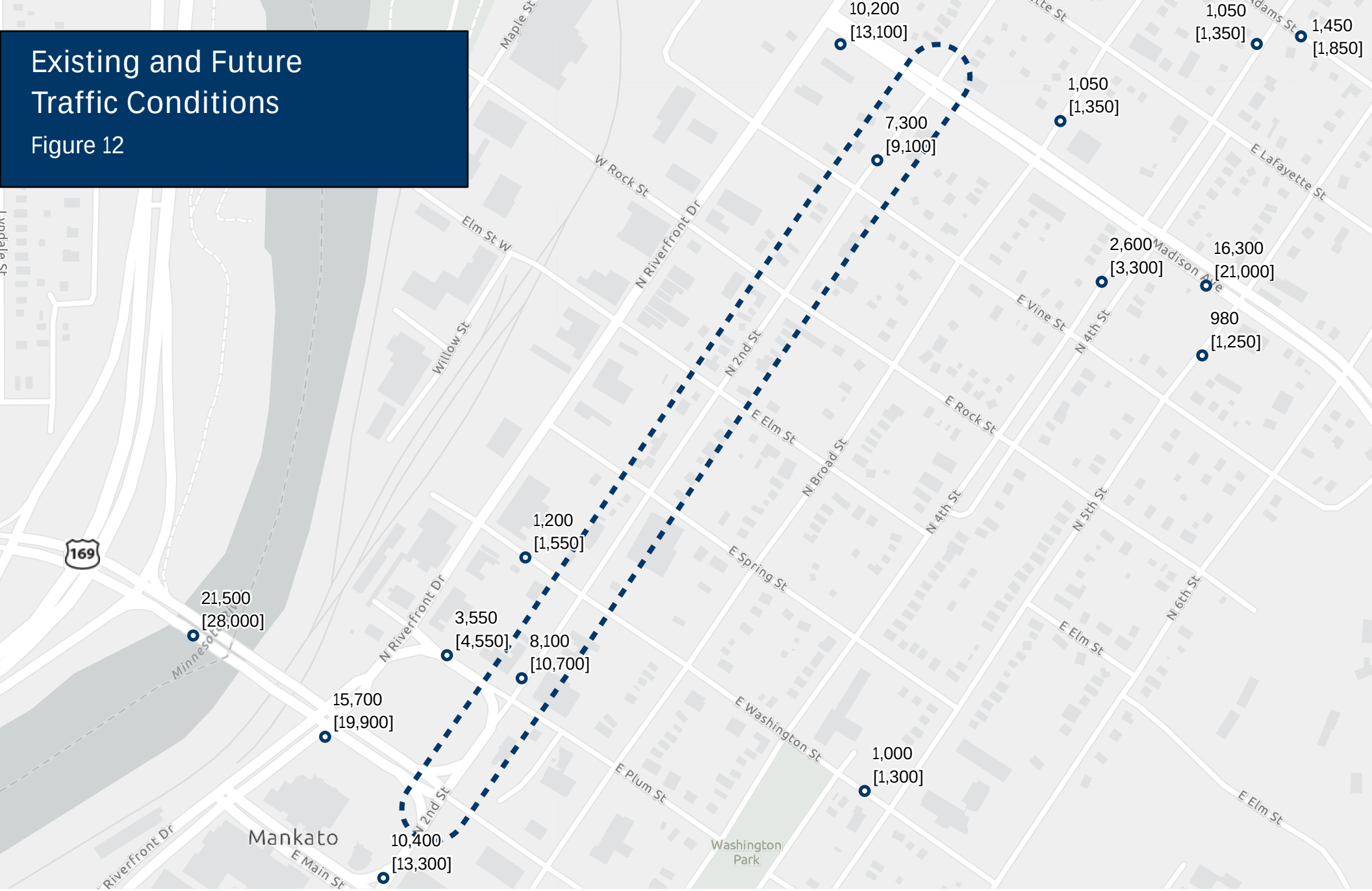
Second Street has a 30 mile per hour (mph) speed limit and a 20-mph school speed zone from Plum Street to Elm Street for the Immanuel Lutheran School. The average and 85th percentile speeds were reviewed using StreetLight data and data collected by the city in September 2021.

- City Data: Average = 30 mph; 85th Percentile = 33 mph
- StreetLight: Average = 29 mph; 85th Percentile = 35 mph

The 85th percentile speed is the industry standard measurement for setting roadways speeds; however, the average speed is also considered by the Institute of Transportation Engineers (ITE) and other multimodal-focused jurisdictions as an alternative threshold when focusing on safety and multimodal comfort as it relates to speed and roadway design.

Existing and Future Traffic Conditions

Figure 12



Study Area

#,### - Existing Average Daily Traffic
[#,###] - 2045 Forecast Daily Traffic

Second Street Corridor Study

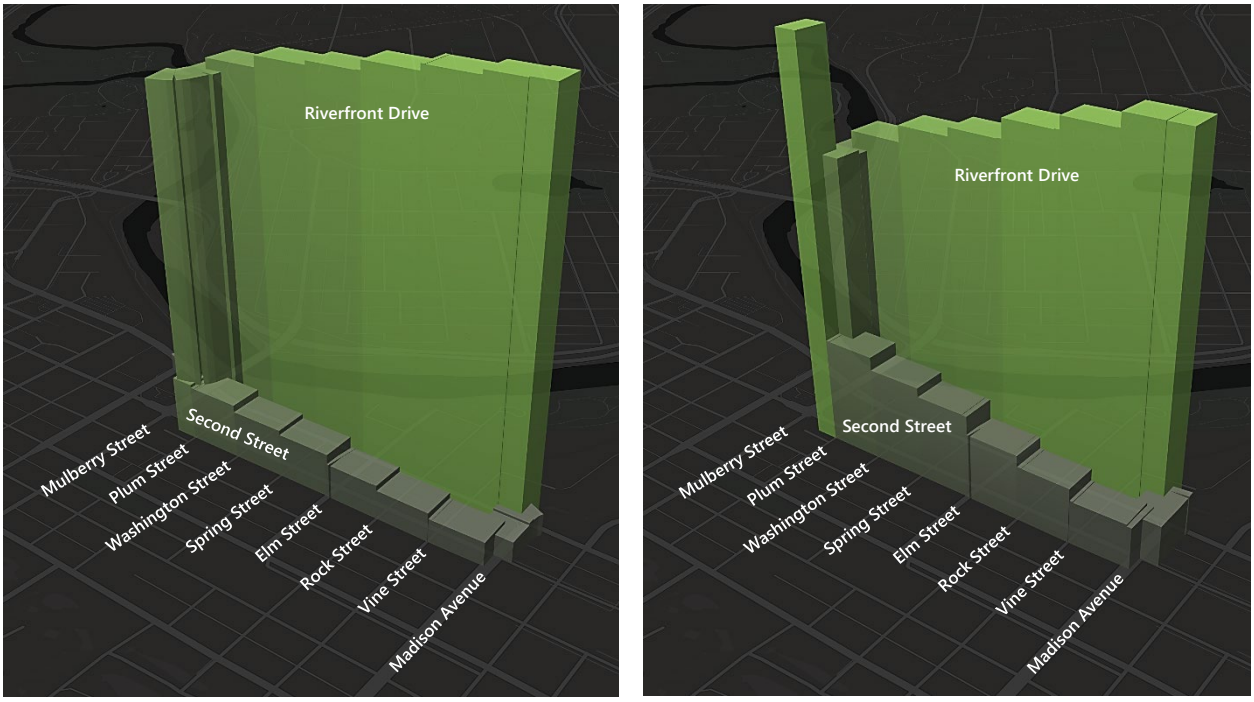
Origin-Destination Analysis

An origin-destination (O/D) analysis was completed using StreetLight data to understand how drivers utilize Riverfront Drive versus Second Street when traveling to/from the Veteran's Memorial Bridge. The 2019 data shows traffic volume estimates between the origin and destination along both corridors, notably the different usage between the two, and was used to represent normal conditions due to the ongoing COVID-19 pandemic.

Southbound motorists traveling from north of Madison Avenue to the bridge favor Riverfront Drive via Plum Street as opposed to using Second Street. Traffic volumes incrementally increase by block on the approach to Mulberry Street.

Northbound motorists traveling from the bridge to north of Madison Avenue use Second Street more, with a gradual decrease approaching Madison Avenue (see Figure 13 and Table 1). Plum Street continues to be a key connector between Riverfront Drive and Second Street.

Figure 13. Origin-Destination Analysis



Left: Northbound vehicles traveling to the bridge. Right: Southbound vehicles traveling from the bridge.
Source: StreetLight, 2019; SRF Consulting Group, 2021

In both directions, usage of Second Street versus Riverfront Drive to access the Veteran's Memorial Bridge is driven by congested periods when more traffic uses Second Street as opposed to weekends when generally less traffic shifts from Riverfront Drive.

An estimate of cut-through traffic using local street connections between Second Street and Riverfront Drive was reviewed. Between Plum Street and Madison Avenue, which most traffic uses (approximately to 82 to 91 percent), Elm Street accounts for three to five percent of cut through traffic which is the highest of all other minor streets between those two bookends.

Table 1. O-D Analysis: Traffic Split between Second Street and Riverfront Drive

Day Type	Time Period	Southbound (to bridge)		Northbound (from bridge)	
		Second	Riverfront	Second	Riverfront
All Days	Peak AM (6 am-10 am)	10%	90%	16%	84%
All Days	Mid-day (10 am - 3 pm)	9%	91%	18%	82%
All Days	Peak PM (3 pm-7 pm)	9%	91%	19%	81%
All Days	**All Day**	**9%**	**91%**	**18%**	**82%**
Weekday	Peak AM (6 am-10 am)	10%	90%	16%	84%
Weekday	Mid-day (10 am - 3 pm)	10%	90%	19%	81%
Weekday	Peak PM (3 pm-7 pm)	9%	91%	18%	82%
Weekday	**All Day**	**10%**	**90%**	**18%**	**82%**
Weekend	Peak AM (6 am-10 am)	6%	94%	17%	83%
Weekend	Mid-day (10 am - 3 pm)	9%	91%	17%	83%
Weekend	Peak PM (3 pm-7 pm)	7%	93%	18%	82%
Weekend	**All Day**	**8%**	**92%**	**18%**	**82%**

Source: StreetLight, 2019; SRF Consulting Group, 2021

Traffic Operations

Traffic operations were studied using existing and estimated future (year 2045) turning movement counts at the eight study intersections. The volumes were developed using StreetLight and validated using count data collected by the City of Mankato. Future traffic volumes were determined using a one percent annual growth rate which was approved by the city. The threshold of acceptable traffic operations for the City of Mankato is a level of service (LOS) D. Traffic was modeled using Synchro/SimTraffic under both conditions (see Appendix B).

All intersections operate acceptably under existing and future traffic conditions during the morning and evening peak hours (see Table 2).

Table 2. Existing and Future Intersection Traffic Operations

Intersection	Traffic Control	Morning Existing	Morning Future	Δ Delay	Evening Existing	Evening Future	Δ Delay
Madison Avenue	Signal	8 sec LOS A	9 sec LOS A	1 sec	11 sec LOS B	15 sec LOS B	4 sec
Vine Street	SSSC	7 sec LOS A	8 sec LOS A	1 sec	11 sec LOS B	17 sec LOS C	6 sec
Rock Street	SSSC	6 sec LOS A	7 sec LOS A	1 sec	10 sec LOS A	13 sec LOS B	3 sec
Elm Street	SSSC	7 sec LOS A	7 sec LOS A	<1 sec	11 sec LOS B	21 sec LOS C	10 sec
Spring Street	SSSC	6 sec LOS A	7 sec LOS A	1 sec	10 sec LOS A	12 sec LOS B	2 sec
Washington Street	SSSC	8 sec LOS A	8 sec LOS A	<1 sec	11 sec LOS B	18 sec LOS C	7 sec
Plum Street	SSSC	2 sec LOS A	2 sec LOS A	<1 sec	2 sec LOS A	3 sec LOS A	1 sec
Mulberry Street	Signal	14 sec LOS B	14 sec LOS B	<1 sec	19 sec LOS B	25 sec LOS C	6 sec

Signal = Traffic Signal; SSSC = Side-Street, Stop-Controlled Source: SRF Consulting Group, 2021

PARKING

On-street parking is available along one, or both sides of the corridor, between Plum Street and Madison Avenue. Existing parking restrictions and utilization per block were studied to understand the current supply and demand.

Parking Regulations

A total of four different parking regulations exists within the study area:

- Time Restrictions (no parking school days from 7 a.m. to 5 p.m.)
- Time Limit (weekday two-hour parking from 8 a.m. to 5 p.m.)
- No Parking – Loading Zone
- No Parking Anytime

On-Street Parking Utilization

On-street parking utilization was reviewed during the weekday and weekend at different time periods within the study area (see Figure 14 and Figure 15).

- Thursday, September 9, 2021 – 10 a.m.
- Thursday, September 9, 2021 – 5 p.m.
- Thursday, September 16, 2021 – 8 p.m.
- Sunday, September 26, 2021 – 10:30 a.m.

Each time represents various peak periods throughout the day, most notably on Sundays along blocks near the Immanuel Lutheran Church and weekdays when local businesses are open.

Parking supply per city block was estimated using the length of the block, minus no parking zones, and divided by the average length of a parallel parking space (about 25 feet). An estimated 120 on-street parking spaces exist in the study area. The maximum demand represents the highest recorded total across all data collection periods and equates to approximately 47 percent of all available spaces (i.e., 25 spaces west side and 31 spaces east side) (see Figure 14). The industry standard 85 percent occupancy threshold, which means one space is expected to be available per block with typical turnover, is not met along any blocks in the study area.[3] The most heavily parked block is Washington Street to Spring Street due to the Immanuel Lutheran Church and School.

Figure 14. Maximum Parking Demand

Graph depicts parking space utilization totals by block reading from left to right (i.e., south to north along the corridor).
Source: SRF Consulting Group, 2021

[3] Kaufman, Matthew, et al. (2012). *Contemporary Approaches to Parking Pricing: A Primer*. FHWA-HOP-12-026, 11, Office of Operations, Federal Highway Administration.

Existing On-Street Parking and Access

Figure 15

Maximum Parking Utilization

- No Parking
- <50%
- 50-65%
- 66-85%
- >85%

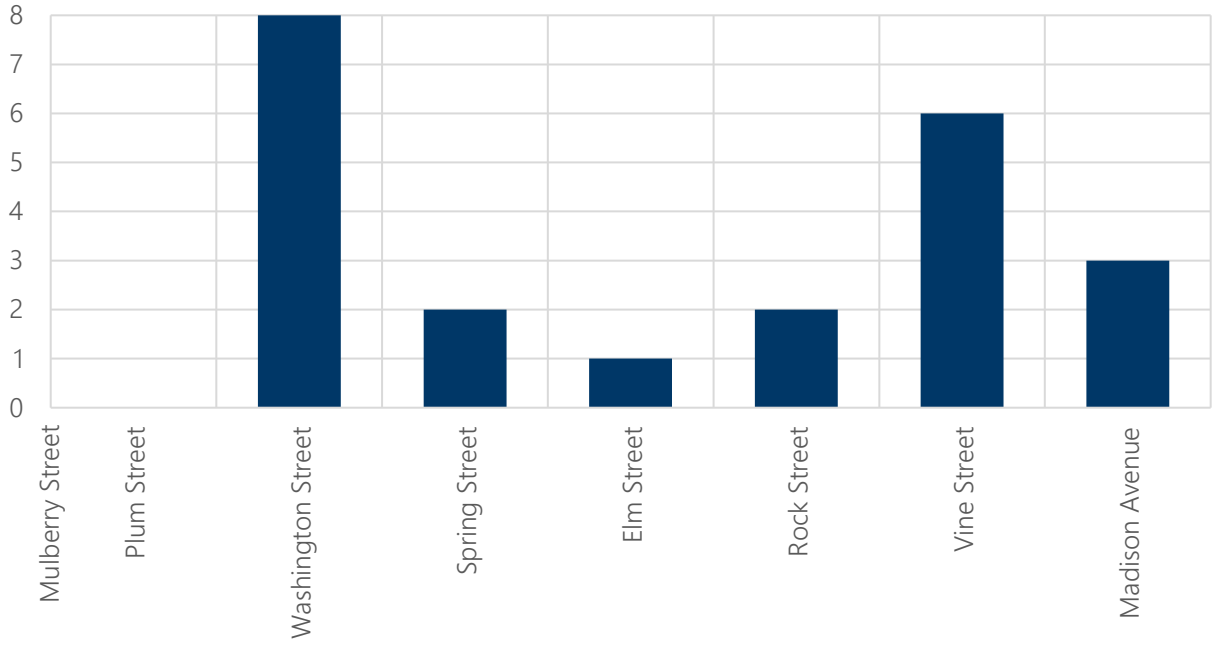
- Access
- Study Area

Second Street Corridor Study

ACCESS

Access points were studied along the corridor, which include alleyways or private driveways for businesses or residences, to understand potential conflict points along Second Street. In total, 22 access points exist along the 0.6-mile section of Second Street (see Figure 16). This exceeds the MAPO Planning Area Access Management Guidance for a Major Collector in an Urban area (nine access per mile) and could negatively impact the safety and mobility of all users traveling along the corridor.

Figure 16. Total Access Points per Block



Graph depicts parking space utilization totals by block reading from left to right (i.e., south to north along the corridor).
Source: SRF Consulting Group, 2021

SAFETY ANALYSIS

Safety is a critical part of the data review process. The analyzed crash data includes ten years of crashes specifically involving a pedestrian or bicyclist, as well as all crashes over the last five years. The manner of collision (e.g., rear end) was also studied over the last five years to determine contributing factors. The data was obtained from MnDOT's Minnesota Crash Mapping Analysis Tool (MnCMAT2) and includes recorded crashes by law enforcement with crash details and approximate location. The analysis of crash data points included those along Second Street, or immediately adjacent to one of the study intersections.

Pedestrian and Bicycle Crashes (2011-2020)

A total of six crashes involving two pedestrians and four bicyclists were recorded in the last ten years, all of which were at an intersection. Due to the smaller number of these types of crashes, ten years of data was studied to provide a larger sample size from which trends could be identified.

- **Mulberry Street:** 3 crashes (1 pedestrian/1 bicyclist: minor injuries; 1 bicyclist: property damage only)
- **Washington Street:** 2 crashes (1 pedestrian: serious injury; 1 bicyclist: possible injury)
- **Plum Street:** 1 crash (1 bicyclist: property damage only)

All Crashes (2016-2020)

A total of 82 crashes were reported along Second Street over the last five years which equates to a crash frequency of over 16 crashes annually along the 0.6-mile corridor (see Table 3, Figure 17 through Figure 19). Of those, approximately 85 percent of crashes occurred at intersections, over half of which at just three intersections in the study area. The remainder occurred at a mid-block location between two intersections with 50 percent of the total occurring along one city block: Rock Street to Vine Street.

Table 3. Crash Analysis by Intersection and Roadway Segment

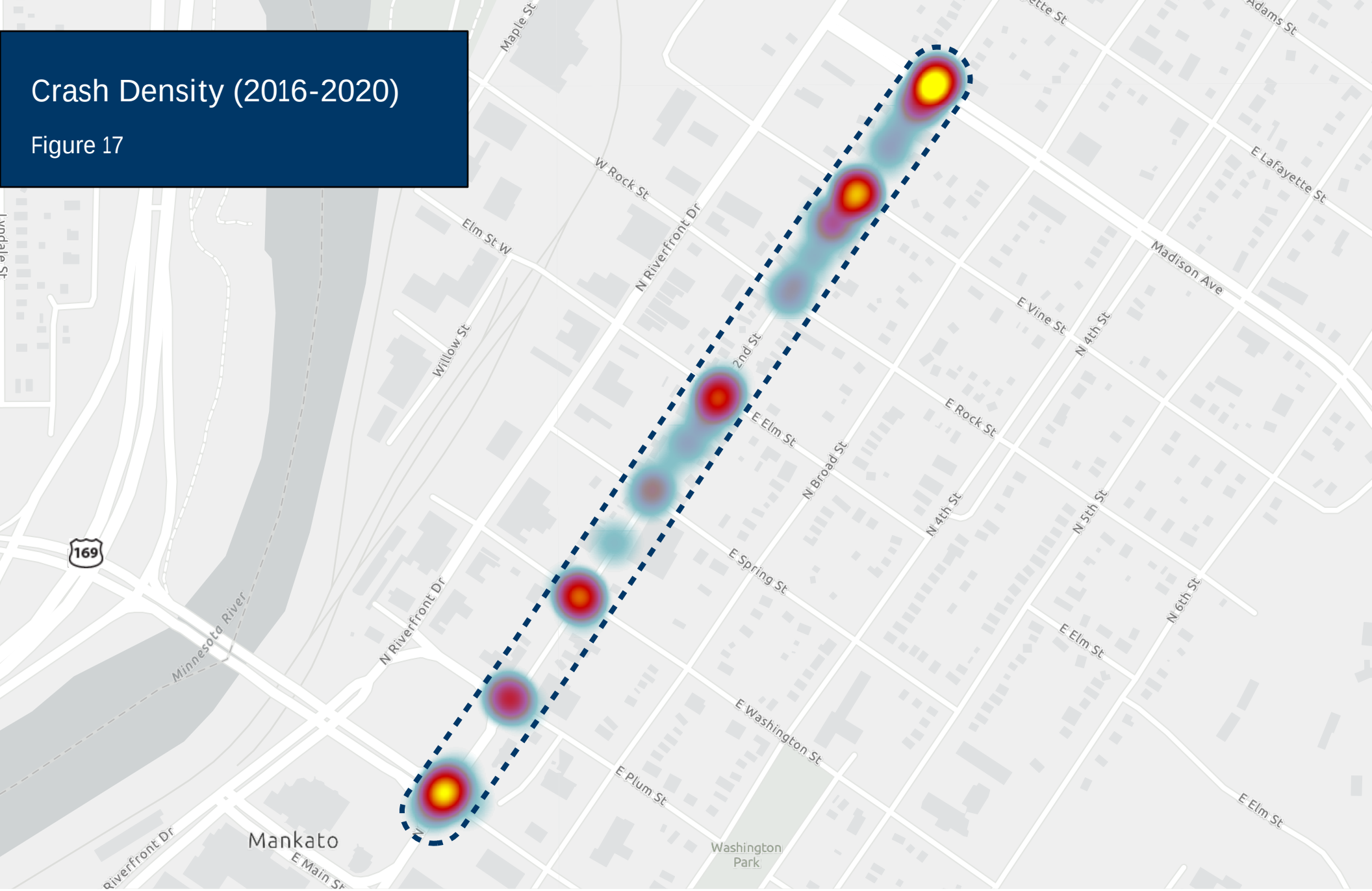
Intersection	Total Crashes	Segment	Total Crashes
Madison Avenue	17	Madison Avenue to Vine Street	3
Vine Street	10	Vine Street to Rock Street	6
Rock Street	2	Elm Street to Spring Street	2
Elm Street	9	Spring Street to Washington Street	1
Spring Street	3	**Total**	**12**
Washington Street	9		
Plum Street	6		
Mulberry Street	14		
Total	**70**		

Source: MnDOT, 2021

The most frequent manner of collision were angle crashes (37 percent of total) involving a turning vehicle crashing into a vehicle traveling through the intersection. This is followed by rear end crashes (16 percent of total) of which nearly half occurred at the Mulberry Street intersection.

Crash Density (2016-2020)

Figure 17

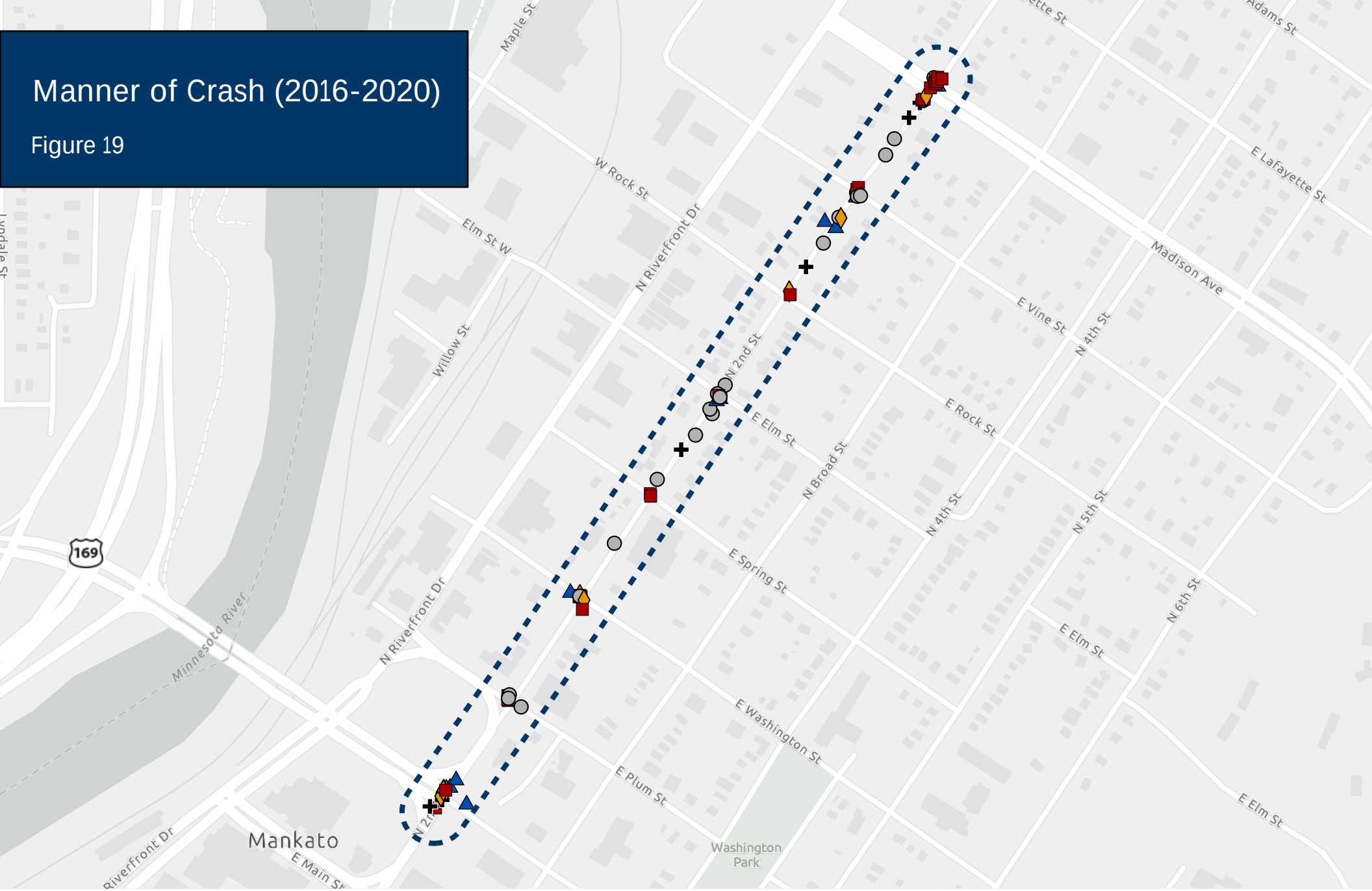


Crash by Severity (2016-2020)

Figure 18

Manner of Crash (2016-2020)

Figure 19



Second Street Corridor Study

COMMUNITY ENGAGEMENT – ROUND 1

To introduce the Study and understand existing issues, needs, and opportunities, the community and stakeholders were engaged with a variety of meetings and activities. The first round of community engagement took place from August to October 2021 and involved several modes of online and in-person informational content, an open house, and one-on-one conversations between project staff and community stakeholders (see Appendix A).

Online Content

The Study included a website (mankatosecondstreet.com) where project information, routine updates, and public engagement opportunities were shared. During Round 1, stakeholders were introduced to the study and encouraged to participate in a variety of ways, including signing up for project updates and taking an online survey. From the website, people could sign up for newsletter updates and e-blasts, as well as access previous meeting content. Alongside the website, project staff utilized social media, Every Voice Mankato, and traditional media (City of Mankato newsletter and the Mankato Free Press) to further engage the public and broaden the Study's reach.

Online Survey Results

The study team developed and sent informational postcards to all residences within two blocks of the study corridor. The postcards introduced the Study and provided information on how to participate, including directing residents to an online survey. This online engagement yielded 226 unique users via an online survey and interactive web map. The survey provided a foundation to identify community priorities that guided the planning process, issues identification, and alternative development. The web map offered an opportunity to add specific locations and corresponding descriptions and comments of perceived areas of issue or need.

Approximately 46 percent of survey respondents travel along, or across Second Street daily and that increases to 84 percent for those traveling at least once per week (see Figure 20).

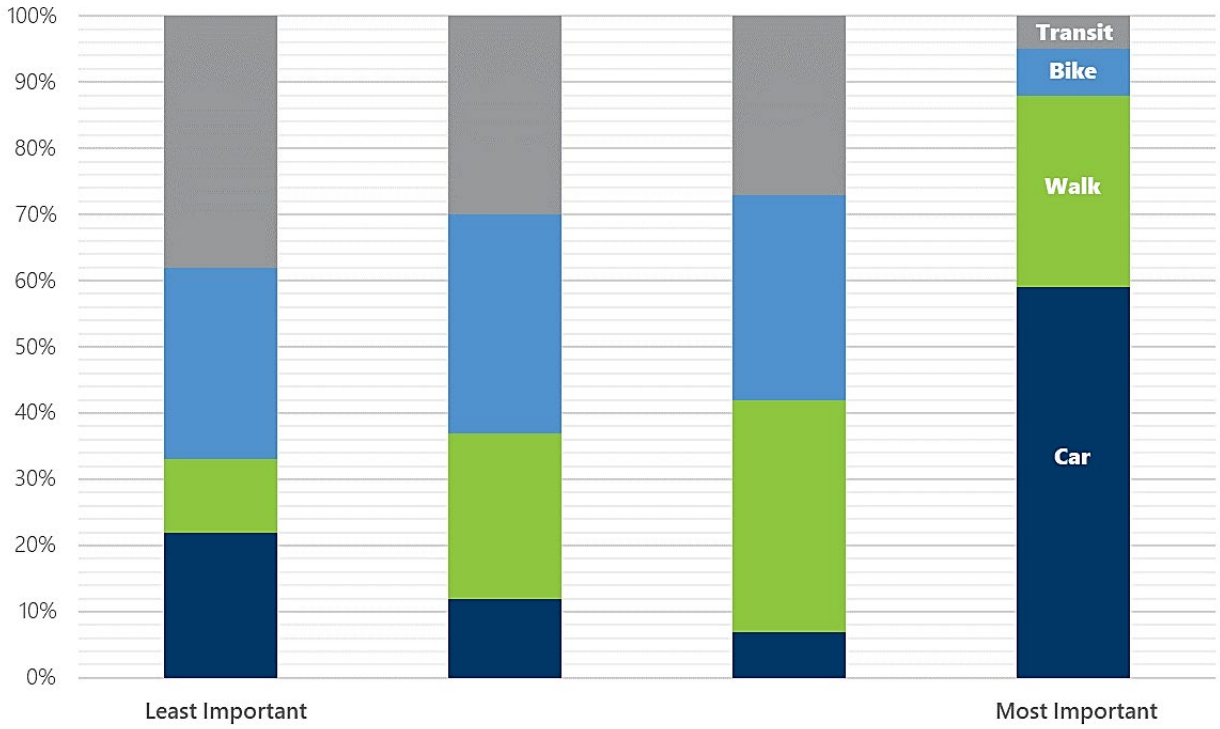
Figure 20. How do you use Second Street?[1]

[1]*One percent chose "other". Source: SRF Consulting Group, 2021*

Respondents ranked each mode with their highest priority including (see Figure 21):

1. Car (59%)
2. Pedestrian (29%)
3. Bicycle (7%)
4. Transit (5%)

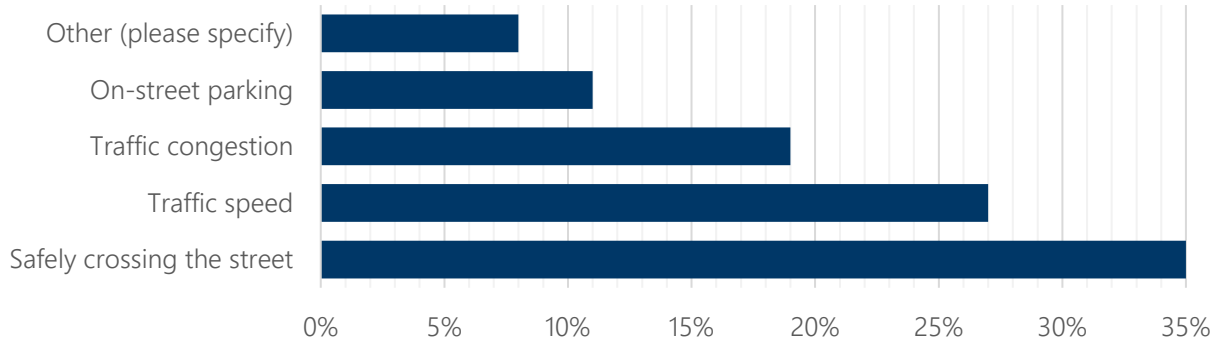
Figure 21. Rank how the transportation modes should be prioritized along Second Street.



Source: SRF Consulting Group, 2021

The community's top three concerns include safely crossing the street, traffic speed, and congestion (see Figure 22).

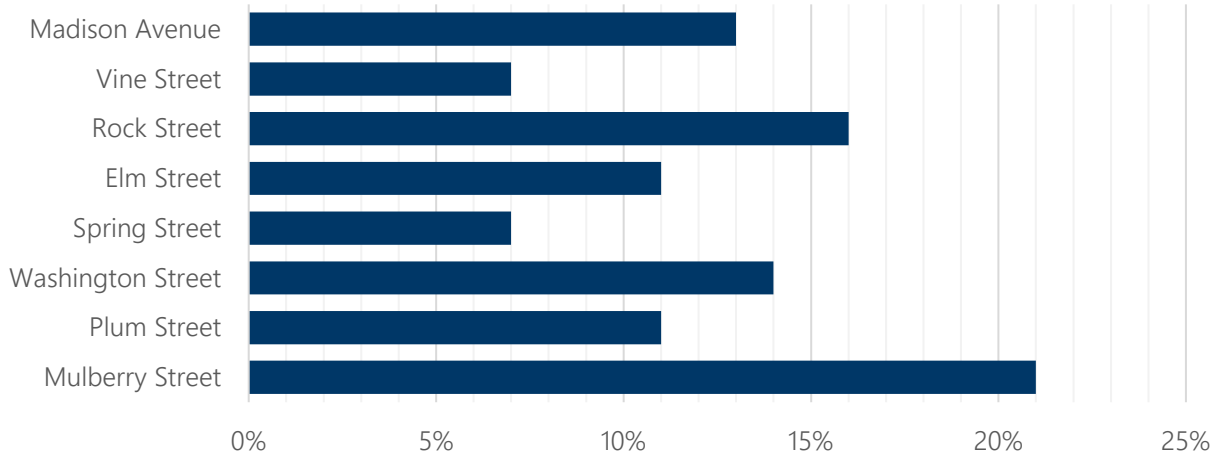
Figure 22. Please identify your top concerns about Second Street.



Source: SRF Consulting Group, 2021

The top five crossing locations include Mulberry Street, Rock Street, Washington Street, Madison Avenue, and Elm Street in order (see Figure 23).

Figure 23. Where do you cross Second Street while walking, rolling, or biking?



Source: SRF Consulting Group, 2021

Of the 62 open-response comments received, a sample of the top themes include:

> Second Street forms a real barrier… it needs to be safer for people who walk and do not have access to cars… cars should be the lowest priority.

> Second Street is a main thoroughfare and alternative to Riverfront Drive when accessing the Veteran's Memorial Bridge.

> Parking near the intersection makes seeing oncoming traffic extremely difficult… traffic moves too fast along Second Street.

Focus Group #1

On September 9, 2021 the study team led five area business and property owners and a representative from the Immanuel Lutheran Church and School, through walkthrough of the study area. The group discussed corridor challenges, issues, opportunities, and future planning efforts. As a continuation of Focus Group #1, on September 13, 2021, the study team met one-on-one with a local developer who is active in the area to discuss similar items from the first meeting.

Pop-up Event #1

On September 9, 2021, the study team hosted a pop-up event at the Clark Gas Station at the corner of Second Street and Washington Avenue to engage with residents and customers familiar with the study area. Study team members concurrently door-knocked along the length of the study area corridor and interacted with residents, business owners, and pedestrians along the sidewalk. Team members introduced the study, held meaningful conversations, disbursed flyers, discussed perceived issues, and had paper surveys that were completed.

Direct Stakeholder Outreach #1

The study team also conducted one-on-one outreach to several groups within the study area including business, education, service, or infrastructure interests, including:

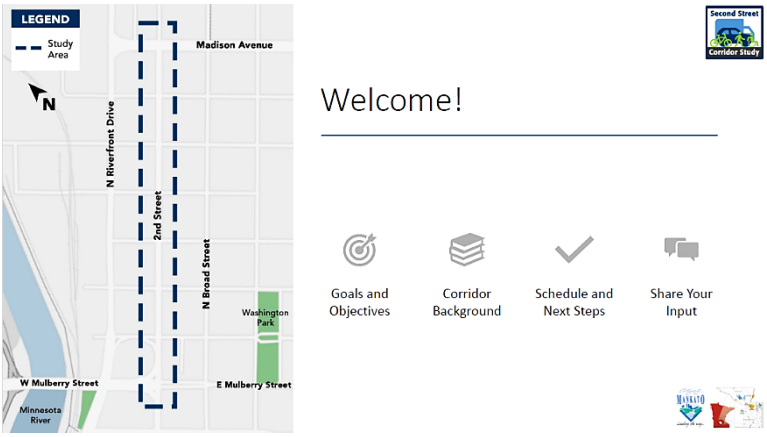
- August 2021: discussed study with Mankato Transit System lead driver
- August 2021: obtained input from Mankato Public Safety
- October 2021: presented to Old Town Business Association
- October 2021: presented to Franklin Elementary School Parent-Teacher Association (PTA)
- October 2021: presented to Gus Johnson Apartments resident meeting
- October 2021: presented to MAPO Technical Advisory Committee (TAC)
- November 2021: discussed study on City of Mankato Citystream Podcast

Each meeting included a presentation of the study, discussion of issues and opportunities, and distribution of paper surveys (excluding the MAPO meetings which were informational).

Open House #1

The first Open House was held in October 2021. The study team advertised widely utilizing both social media and traditional media sources including an emailed notice to the study project list (i.e., emails received via the online survey and website), targeted postcards to residents in the study area, City of Mankato social media, email list notification, newsletter, podcast, and Every Voice Mankato, as well as a press release to the Mankato Free Press and MAPO social media. The open house included a narrated presentation, informational boards, maps of the study area, and an online survey. Materials were available both in-person and via a recorded presentation available 24 hours per day on the project website. Key feedback received included:

- Second Street can be a barrier for pedestrians who want to reach Old Town from the Washington Park neighborhood.
- There are safety issues related to traffic merging near the Veterans Memorial Bridge via the free flow right turn for southbound traffic on Plum Street.
- A need for enhanced pedestrian crossings of Second Street at key locations (e.g., the school).



Slide from the online open house presentation.
Source: SRF Consulting Group, 2021

ISSUE IDENTIFICATION AND NEED SUMMARY

Second Street is an important corridor for all modes of transportation, connecting regional users to the Veteran's Memorial Bridge, and key demographic populations exist which could benefit from greater focus on nonmotorized connections.

Key elements from the corridor review and issue identification analysis are categorized below with a summary for the information documented in the previous sections, as well as the corresponding mitigation strategies.

	Identified Issue	Potential Mitigation Strategies
Multimodal Connections and Demand	▪ Sidewalk and curb ramps exist at all roadway segments and intersections in the study area. Key locations in the study area do not meet accessibility standards. ▪ StreetLight analysis shows the highest **pedestrian** demand at Mulberry Street, Washington Street, Plum Street, Spring Street, and Rock Street in order. ▪ A future bikeway connection across Second Street is planned at Elm Street. ▪ StreetLight analysis shows the highest **bike** demand at Plum Street, Washington Street, Spring Street, Elm Street, and Rock Street in order. ▪ Community input identified the top crossing locations for people walking, rolling, or bicycling at Mulberry Street, Rock Street, Washington Street, Madison Avenue, and Elm Street. ▪ Transit access is lacking for community members.	▪ Sidewalk and curb ramps should be reconstructed to meet accessibility standards. ▪ Key crossing locations should be improved for safe and convenient access for people walking, rolling, or bicycling across Second Street. ▪ Potential crossing location enhancements of Second Street should be analyzed to ensure they align with pedestrian and bicycle demand, future bike connections, key local destinations, and community desires. ▪ A transparent prioritization process should be utilized when selecting alternatives as several crossing locations were identified top priority crossing locations. ▪ Nearby bus stops along Riverfront Drive should be considered in improvements to ease access via Second Street.

Traffic Conditions	▪ Average traffic speeds are at the posted speed limit and 85th percentile speeds range from 33-35 mph. ▪ Southbound traffic accessing the bridge is about a 90/10 split between Riverfront Drive and Second Steet versus an 80/20 split for northbound, respectively. ▪ Traffic operates at an acceptable level of service at all intersections under existing and future conditions.	▪ Traffic calming measures should be explored to reduce traffic speeds that currently exceed the posted speed limit. ▪ Limited regional traffic from the bridge currently uses Second Street and should not be considered beyond the key connection Plum Street provides to Riverfront Drive. ▪ Future traffic control or lane configuration changes should be reviewed to balance multimodal needs while limiting increases in the congestion.
Parking	▪ Overall, parking is not an issue in the study area with more than 50 percent of on-street spaces unused on average. ▪ The highest parked blocks on average include Washington Street to Elm Street.	▪ Parking demand should be accommodated at key locations to meet identified needs.
Safety	▪ Three intersections have pedestrian or bicycle crashes: Mulberry Street (3), Washington Street (2), and Plum Street (1). ▪ Half of all crashes recorded in the study area (70) occurred at Madison Avenue (17), Mulberry Street, (14), and Vine Street (10).	▪ Potential alternatives should strive to mitigate the crash issues at key intersections that represent higher crash locations.
Social, Economic, and Environmental Context	▪ Over 25 percent of surrounding residents are people of color and over 85 percent are economically challenged. ▪ A portion of the study area is within the 500-year floodplain. ▪ The land use in the study area is largely mixed-use or commercial, with multi-unit housing, representing higher activity for all modes of travel.	▪ Potential alternatives should be mindful of the potential impacts to disadvantaged populations within the study area. ▪ Potential recommendations should align with existing and planned development. ▪ Potential flooding should be considered to mitigate potential future issues.

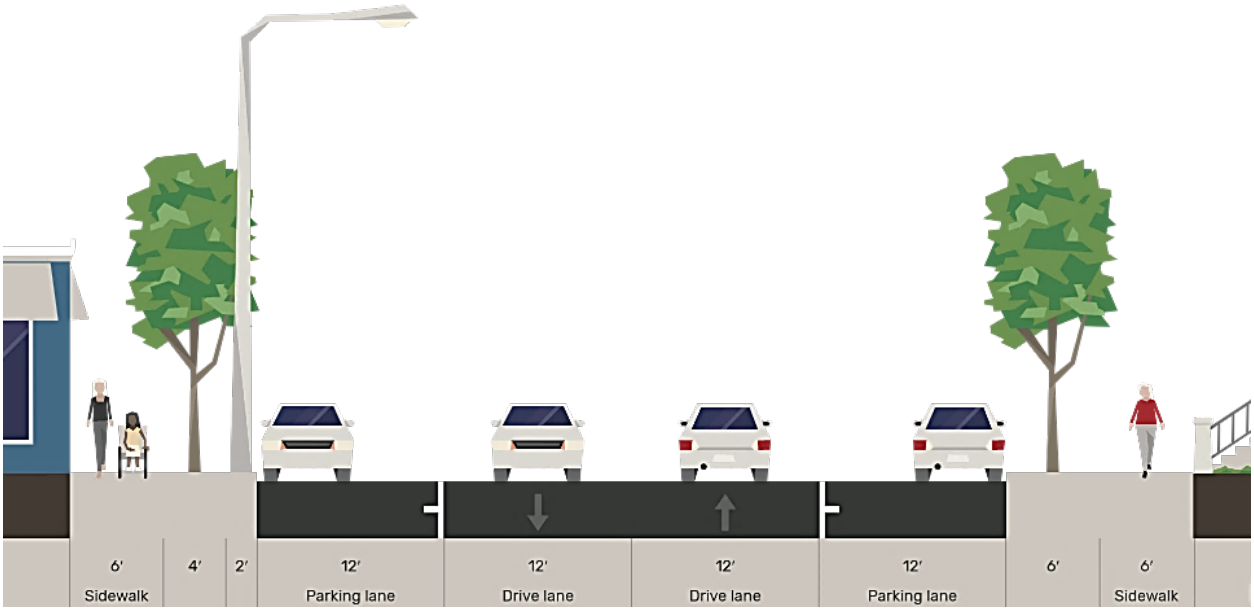
CHAPTER 3: ALTERNATIVE DEVELOPMENT AND EVALUATION

Alternatives for Second Street were developed to achieve the community feedback received in the first round of engagement. This section details the alternatives developed, the evaluation process, and final recommendations. Input was gathered from the MAPO, City of Mankato, and community stakeholders throughout the alternative development and evaluation process.

ALTERNATIVE DEVELOPMENT

The following roadway alternatives were considered and evaluated quantitatively and qualitatively. The evaluation process included:

1. Review of issues identified by community stakeholders and study partners.
2. Consideration of current and existing traffic demand conditions.
3. Evaluation of two roadway alternatives.
4. Presentation of two alternatives to the community, MAPO TAC, MAPO Policy Board, and Mankato City Council for input on preference and priority.
5. Evaluation by the PMT of input collected and confirmation of a recommended alternative.



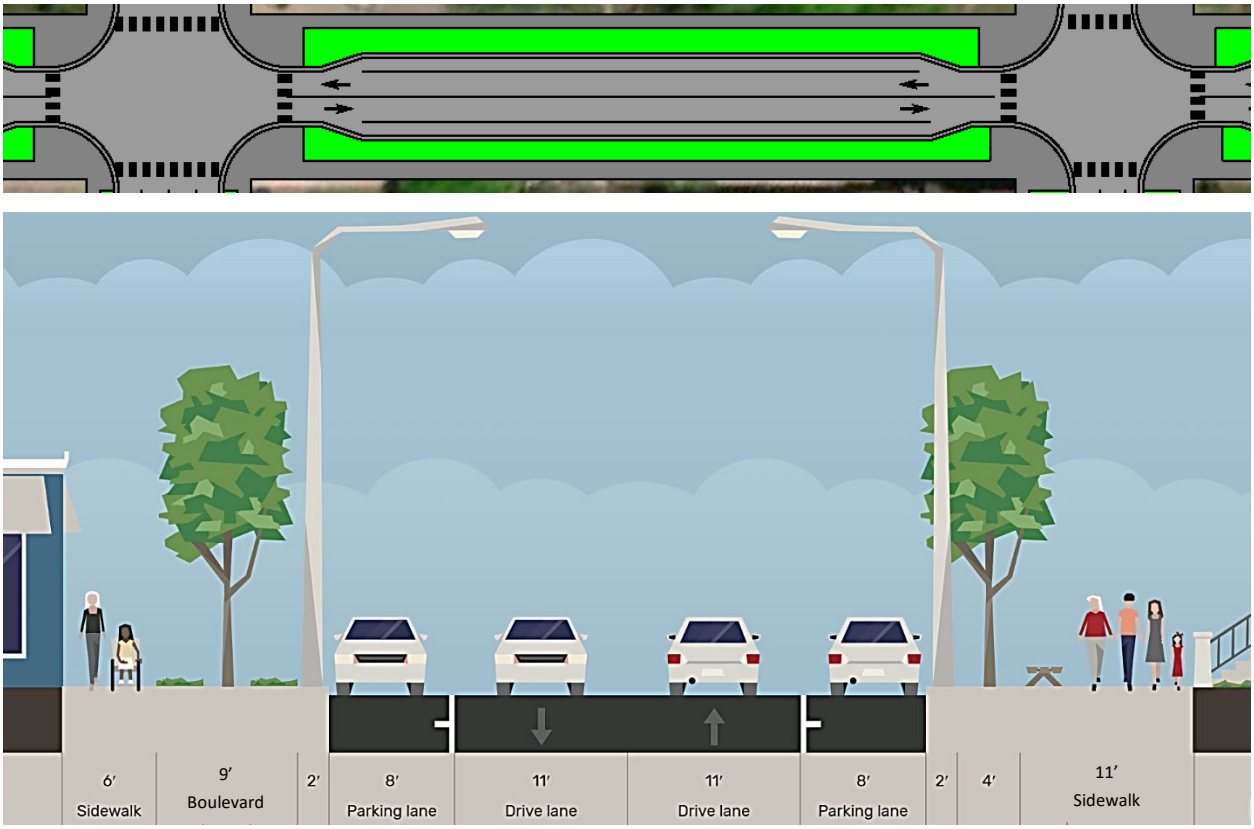
Typical existing cross-section of Second Street. Source: SRF Consulting Group, 2021

Two alternatives were developed and evaluated for consideration of the future reconstruction project (Alternative A and B).

Alternative A

Alternative A proposes to maintain the existing function and design of the roadway as it exists today with two travel lanes and parking along both sides (see Figure 24). It narrows all lanes to align with existing best practices for enhanced safety. The extra space with the reduction in lane width could either expand the boulevard (area between the sidewalk and roadway) *or* widen the sidewalk space along both sides of the roadway. This could also vary block by block though this will be determined through final design.

Figure 24. Alternative A



Source: SRF Consulting Group, 2022

Same sidewalk width *and* five feet of expanded boulevard space (trees, public space, etc.).

Same boulevard width *and* five feet of expanded sidewalk space.

Opportunities

- Maintains on-street parking along both sides of the roadway.
- Narrows the roadway for expanded sidewalk and landscaping/amenities.
- Shortens crossing distance for pedestrian and bicyclists by ten feet.

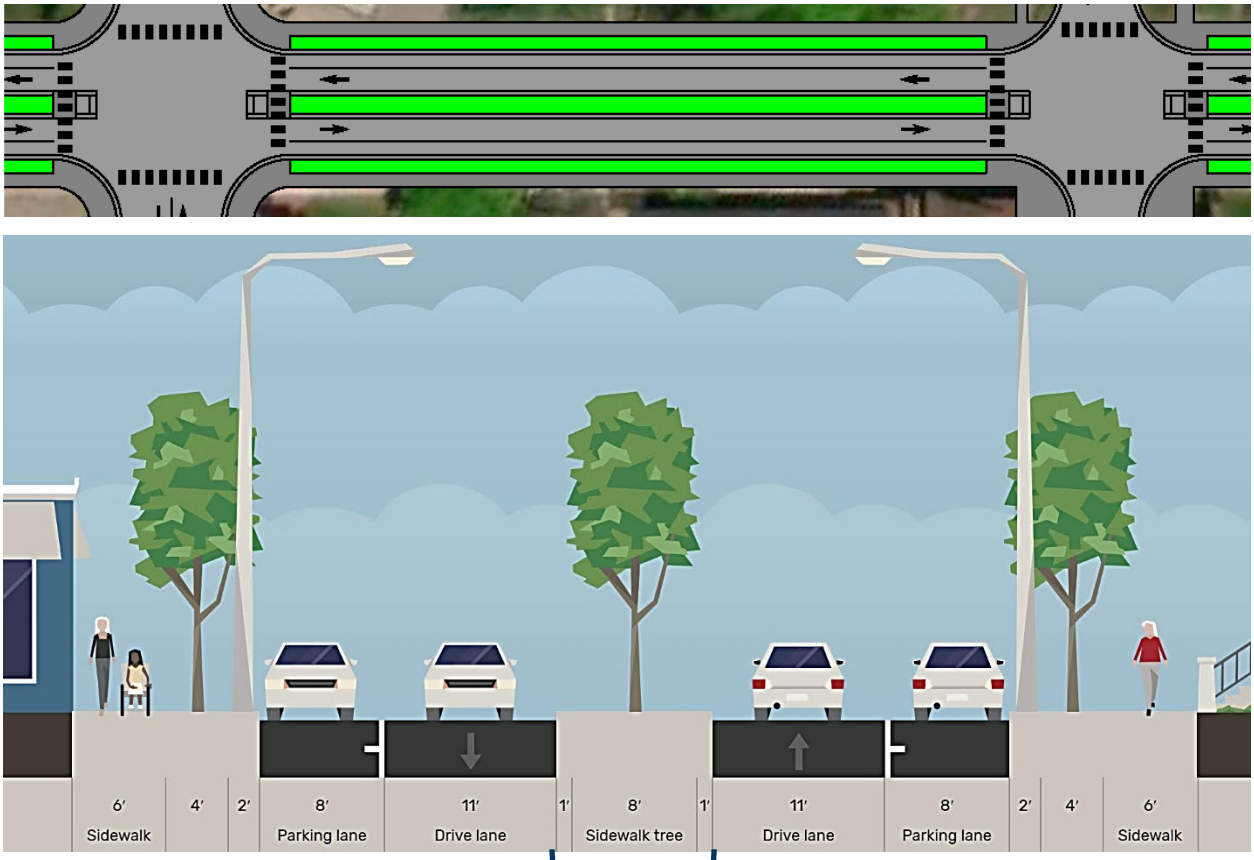
Challenges

- Maintains existing lane configuration which could encourage speeding.
- Does not manage access which exceeds the recommended spacing per the MAPO's guidance.

Alternative B

Alternative B proposes modification of Second Street into a divided roadway though maintains the existing function as it exists today with two travel lanes and parking along both sides (see Figure 25). It narrows all lanes to align with existing best practices for enhanced safety. The extra space with the reduction in lane width is allocated to a landscaped median.

Figure 25. Alternative B



Source: SRF Consulting Group, 2022

Opportunities

- Maintains on-street parking along both sides of the roadway.
- Provides traffic calming and improves safety by managing access with the addition of a median.
- Shortens the crossing distance and provides a two-stage crossing for pedestrians and bicyclists with the addition of a median.

Challenges

- Maintains existing sidewalk and boulevard widths which reduces opportunity for an expanded public realm.
- Could affect private access with the addition of a median.

ALTERNATIVE EVALUATION

An alternatives evaluation was completed using quantitative and qualitative metrics (see Table 4).

- **Pedestrian and Bicycle Safety:** Implement pedestrian and bicycle safety enhancements.
- **Access:** Construct accessible infrastructure for those of all ages and abilities.
- **Traffic Speed:** Reduce traffic speeds via traffic calming measures.
- **Intersection Safey:** Improve intersections for the safety of all users.
- **Maintenance:** Cost borne by the city to maintain the roadway and associated sidewalk, landscaping, etc.
- **On-Street Parking:** Maintain on-street parking when possible.
- **Economic Development:** Support economic development for surrounding businesses.
- **Community Support:** Support from the CRP and broader community.

Table 4. Alternative Evaluation Matrix

Evaluation Measure	Alternative A	Alternative B	Key Notes
Ped/Bike Safety	✚	✚	
Access	✚	✖	Potential access closures to homes and businesses due to the median.
Traffic Speed	✖	✚	Existing configuration allows for the potential of higher speeds.
Intersection Safety	✚	✚	
Maintenance	✚	✖	Median presents more intensive maintenance (e.g., landscaping).
On-street Parking	✚	✚	
Economic Development	✚	✚	
Community Support	✚	✖	The community supported Alternative A.

Meets evaluation measure = ✚ *Does not meet evaluation measure =* ✖

COMMUNITY ENGAGEMENT – ROUND 2

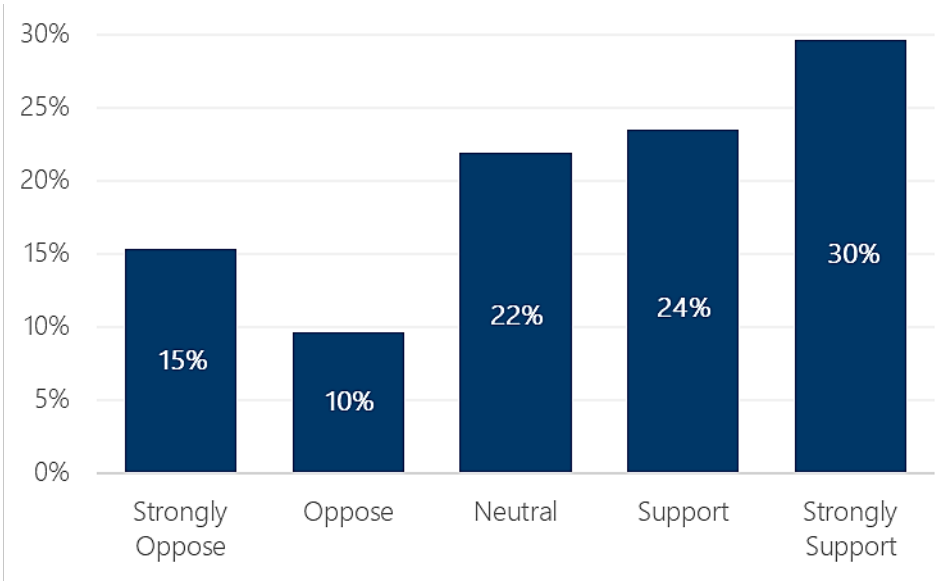
The second round of community engagement took place in April 2022. Similar online and in-person outreach to Round 1 was completed though this round focused on meaningfully engaging stakeholders during the alternative evaluation process. The study team presented Alternatives A and B to stakeholders in a variety of venues and gathered input on preferences and priorities (see Appendix A).

Online Survey #2

A second online survey was administered from mid-April to early-May and 425 total responses were recorded. The survey allowed respondents to review the alternatives and provide input on their preferences regarding Alternatives A and B (see Figure 26 and Figure 27).

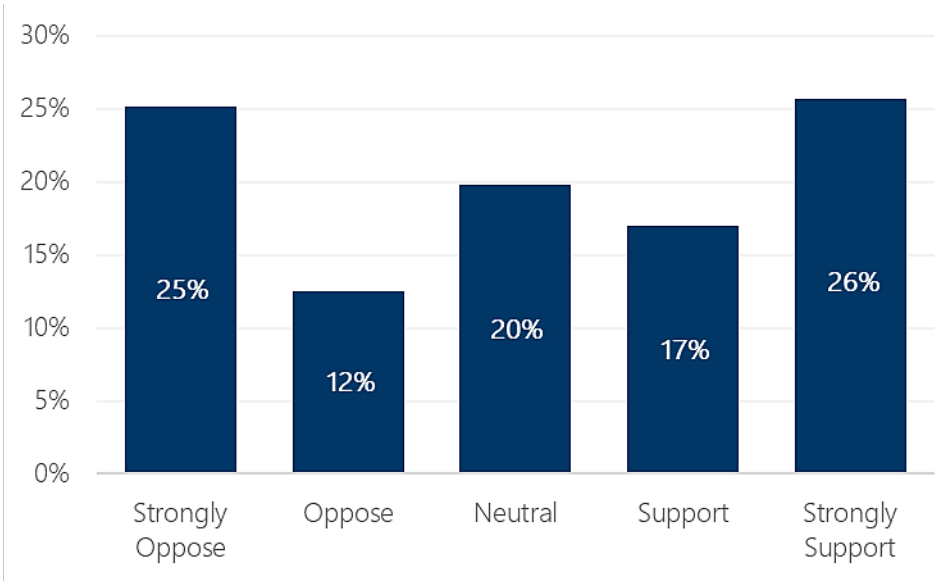
The community supports or strongly supports Alternative A and Alternative B at 54 percent and 43 percent, respectively. A key difference is the higher number of strong opposition votes for Alternative B.

Figure 26. What is your level of support for Alternative A?



Source: SRF Consulting Group, 2022

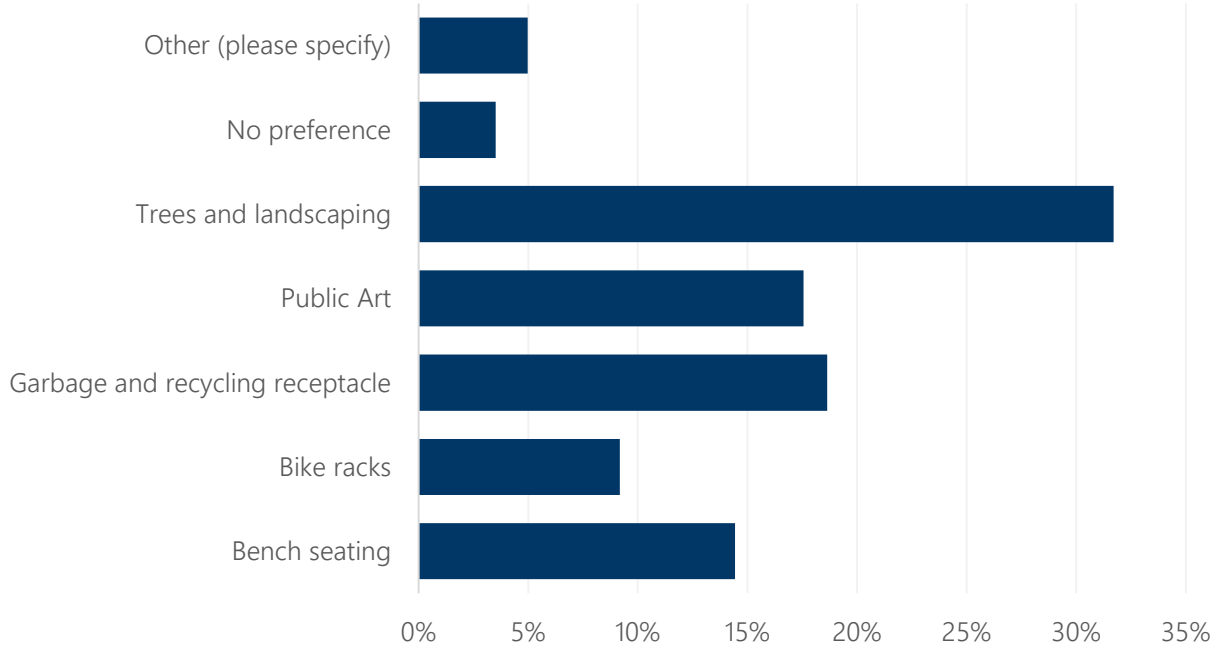
Figure 27. What is your level of support for Alternative B?



Source: SRF Consulting Group, 2022

The top amenities that the community would like to see along Second Street in the public right-of-way includes additional trees and landscaping, garbage/recycling receptacles, public artwork, and seating in order. This question provides additional considerations upon completion of future design to ensure the aesthetic of the roadway aligns with community desires and long-term aspirations for this neighborhood corridor.

Figure 28. Which amenities would you like to see in the sidewalk space?



Source: SRF Consulting Group, 2022

Focus Group #2

On April 26, 2022, the study team held a second focus group with four area business and property owners in the study area. The meeting was held adjacent to the corridor at the Wooden Spoon and provided stakeholders an opportunity to share input and preferences regarding the roadway alternatives.

Pop-up Event #2

On April 26, 2022 the study team hosted a pop-up event at the Clark Gas Station to engage with residents and customers familiar with the study area. Study team members concurrently door-knocked along the length of the study area corridor and interacted with residents and business owners. Team members introduced the roadway alternatives and solicited feedback, as well as shared next steps for the long-term implementation of the project.

Direct Stakeholder Outreach #2

The study team also conducted one-on-one outreach to several groups within the study area, including:

- Notified Franklin Elementary and Immanuel Lutheran School.
- April 2022: Immanuel Lutheran Church
- April 2022: presented to Gus Johnson Apartments resident meeting
- August 2022: presented to MAPO Technical Advisory Committee (TAC)
- November 2022: presented to MAPO Policy Board

Each meeting included a presentation of the study progress, discussion of the alternatives, and distribution of paper surveys to provide feedback on the support of the alternatives (excluding the MAPO meetings which were informational).

City Council Meeting

A presentation to the Mankato City Council was completed on May 23, 2022. The presentation included discussion of the entire planning process to-date, key existing conditions, community engagement, alternative development and evaluation, project recommendation, and next steps. No major questions or concerns were shared by councilmembers regarding the findings, project recommendation, or direction of the study.

Of note, a final City Council presentation was completed by city staff to close out this study.

Open House #2

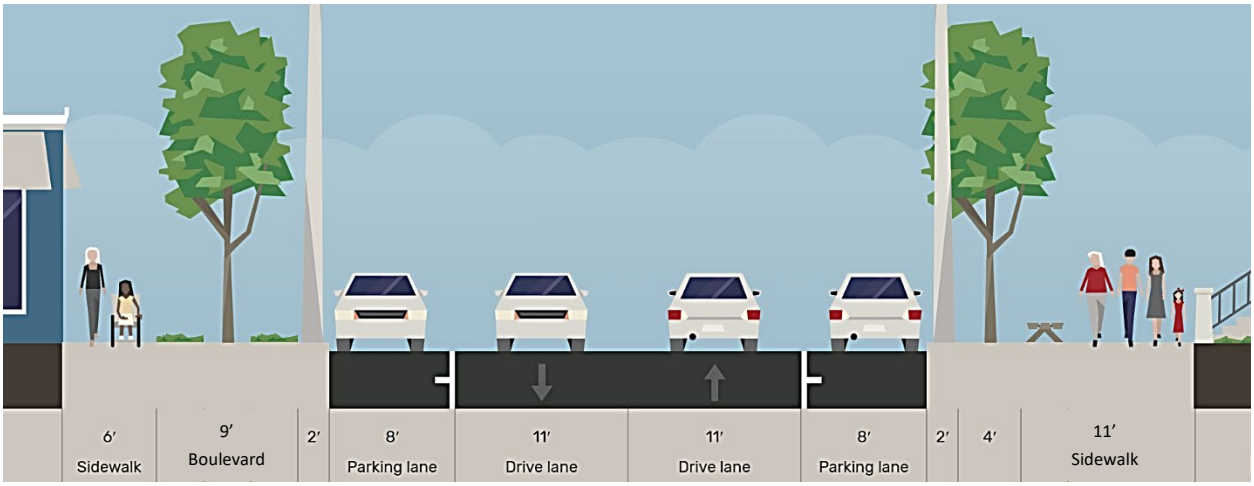
The second Open House was held in October 2022. The open house included a narrated presentation describing the entire study process and final recommendations and was available via a recorded presentation available on the project website.

PROJECT RECOMMENDATION

Based upon the evaluation matrix and support by the community, stakeholders, PMT, and elected officials, Alternative A is the locally preferred alternative and recommended for future implementation by the City of Mankato. The following sections detail recommendations for roadway, intersection, and pedestrian/bicycle crossing enhancements. A high-level conceptual design and cost estimate can be found in Appendix C. The estimated planning-level project cost is about $5.2 million, though this conceptual design is subject to change as final engineering and design are completed following the conclusion of this study.

Roadway

Maintain the existing roadway configuration with two travel lanes and parking along both sides. Narrow the travel lanes from 12 feet to 11 feet wide and the parking lanes from 12 feet to 8 feet wide which reduces the curb-to-curb width of the roadway from 48 feet to 38 feet and reallocates that space to non-motorized users. A wider sidewalk is recommended from Plum Street to Washington Street, transitioning to a wider boulevard and maintaining the existing sidewalk width for the remainder of the study corridor. Based upon forecasted traffic volume trends, the roadway will maintain adequate vehicular capacity in the long-term with this configuration.



Proposed roadway cross-section for Second Street. Source: SRF Consulting Group, 2022

Key Intersections

The following sections detail improvements proposed at the Madison Avenue, Plum Street, and Mulberry Street intersections. Existing and future intersection traffic operations analysis was completed under "no build" and "build" scenarios. This aided in understanding potential impacts from recommended intersection improvements proposed as a part of the near-term reconstruction project and illustrative options at Mulberry Street.

Madison Avenue

Madison Avenue is a busy corridor and key barrier between the study area and neighborhoods to the north, Franklin Elementary School, and other destinations. Proposed improvements could enhance the comfort and safety of people walking, rolling, and bicycling (see Table 5).

Table 5. Crossing Infrastructure Options at Madison Avenue

Infrastructure	Recommendation	CMF
High Visibility Crosswalk Markings and Stop Bar	Continental design crosswalk markings of all intersection legs. Stop bar minimum 4 feet, up to 8 feet from crosswalk to limit vehicle encroachment at all intersection legs.	0.6
Pedestrian Refuge Island	Extend the nose of the existing median to encompass the crosswalk and provide refuge while slowing left-turn vehicle speeds.	0.46 – 0.54
Leading Pedestrian Interval (LPI)[1] with No Right-turn on Red	LPIs provide people crossing a minimum 3 second and maximum 10 second head start to enter the intersection while vehicles are held. A No Right-turn on Red blank out sign further defines this hold for motorists during the LPI. Reduces conflicts by restricting right-turns at high-volume intersections.	0.87
Flashing Yellow Arrow	Modify signal heads to include a flashing yellow arrow for eastbound and westbound traffic.	0.86

[1] LPI is determined by measuring the distance to clear one travel lane at 3 feet/second to 3.5 feet/second. Further analysis required.
Source: Minnesota's Best Practices for Pedestrian and Bicycle Safety, MnDOT (2021); Manual on Uniform Traffic Control Devices (September 2020); Crash Modification Factors Clearinghouse

A traffic analysis was completed using SimTraffic to understand potential impacts. It was concluded that delay could increase, however remains acceptable under all conditions (see Table 6).

Table 6. Madison Avenue Alternative Traffic Operations Analysis

Time Period	Traffic Control	Morning		Δ Delay	Evening		Δ Delay
		Existing	Alternative		Existing	Alternative	
Existing	Signal	8 sec LOS A	13 sec LOS B	5 sec	9 sec LOS A	13 sec LOS B	4 sec
Future (2045)	Signal	11 sec LOS B	15 sec LOS B	4 sec	16 sec LOS B	18 sec LOS B	2 sec

Source: SRF Consulting Group, 2021

Plum Street

Plum Street has more than adequate capacity for existing and future traffic volumes. The west intersection leg presents a barrier to cross the street safely or comfortably due to the channelized right-turn and overall crossing distance via the number of lanes. Proposed improvements could enhance the comfort and safety of people walking, rolling, and bicycling (see Table 7).

Table 7. Crossing Infrastructure Options at Plum Street

Infrastructure	Recommendation	CMF
High Visibility Crosswalk Markings and Stop Bar	Continental design crosswalk markings of all intersection legs. Stop bar minimum 4 feet, up to 8 feet from crosswalk to limit vehicle encroachment at all intersection legs.	0.6
Pedestrian Refuge Island	Implement a pedestrian refuge island for the north leg crossing and remove the existing low volume left-turn lane.	0.46 – 0.54
Curb Extension	Curb extensions shorten crossing distance, reduce exposure, and slow turning vehicles. Maximize extension as it aligns with applicable design vehicle turning radius. Three of four intersection quadrants.	0.55
Lane Reductions	Remove the channelized right-turn and one through lane in each direction (five-lane to three-lane section).	N/A
Pedestrian-scale Lighting	Adheres to illumination guidance.	0.55

Source: Minnesota's Best Practices for Pedestrian and Bicycle Safety, MnDOT (2021); Manual on Uniform Traffic Control Devices (September 2020); Crash Modification Factors Clearinghouse

A traffic analysis was completed using SimTraffic to understand potential impacts. It was concluded that delay could marginally increase, however remains acceptable in all conditions (see Table 8).

Table 8. Plum Street Alternative Traffic Operations Analysis

Time Period	Traffic Control	Morning		Δ Delay	Evening		Δ Delay
		Existing	Alternative		Existing	Alternative	
Existing	SSSC	2 sec LOS A	2 sec LOS A	<1 sec	3 sec LOS A	3 sec LOS A	<1 sec
Future (2045)	SSSC	2 sec LOS A	3 sec LOS A	1 sec	3 sec LOS A	4 sec LOS A	1 sec

Source: SRF Consulting Group, 2021

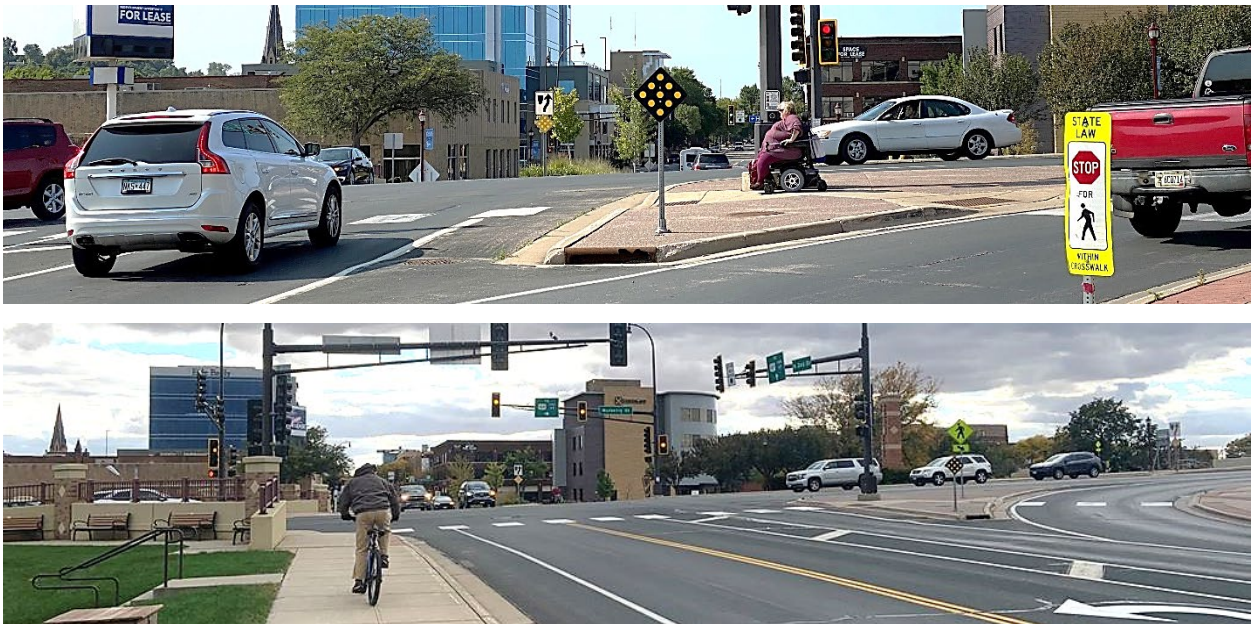
Mulberry Street

Mulberry Street is the busiest intersection in the study area, and a significant barrier between downtown Mankato and the Old Town/Washington Park neighborhoods. Proposed improvements could enhance the comfort and safety of people walking, rolling, and bicycling (see Table 9).

Table 9. Crossing Infrastructure Options at Mulberry Street

Infrastructure	Recommendation	CMF
High Visibility Crosswalk Markings and Stop Bar	Continental design crosswalk markings of all intersection legs. Stop bar minimum 4 feet, up to 8 feet from crosswalk to limit vehicle encroachment at all intersection legs.	0.6
Pedestrian Refuge Island	Extend the nose of the existing median to encompass the crosswalk and provide refuge while slowing left-turn vehicle speeds.	0.46 – 0.54
Leading Pedestrian Interval (LPI)[1] with No Right-turn on Red	LPIs provide people crossing a minimum 3 second and maximum 10 second head start to enter the intersection while vehicles are held. A No Right-turn on Red blank out sign further defines this hold for motorists during the LPI. Reduces conflicts by restricting right-turns at high-volume intersections.	0.87
Channelized Right-turn	Modify the geometry of the channelized right-turn to slow vehicle turning speeds. Consider adding pedestrian-activated LED flashing signage (same as what is existing at the free flow westbound right-turn onto US 169 upon existing the Veteran's Memorial Bridge).	N/A
Flashing Yellow Arrow	Modify signal heads to include a flashing yellow arrow for eastbound and westbound traffic. Operate protected-only phasing during peak hours.	0.86

[1] LPI is determined by measuring the distance to clear one travel lane at 3 feet/second to 3.5 feet/second. Further analysis required.
Source: Minnesota's Best Practices for Pedestrian and Bicycle Safety, MnDOT (2021); Manual on Uniform Traffic Control Devices (September 2020); Crash Modification Factors Clearinghouse



Mobility device crossing at Mulberry Street (top). Cyclist at Mulberry Street looking south (bottom).
Source: SRF Consulting Group, 2022

The image below illustrates the large and sweeping angle of the channelized right-turn for westbound right-turning traffic versus the proposed tighter radius which slows vehicle speeds and improves motorist vision for people traveling in the crosswalk or through the intersection. This could be pared with pedestrian-activated LED flashing signage to provide additional warning due to the very high turning volumes (an example exists nearby at Belgrade Avenue and US 169).

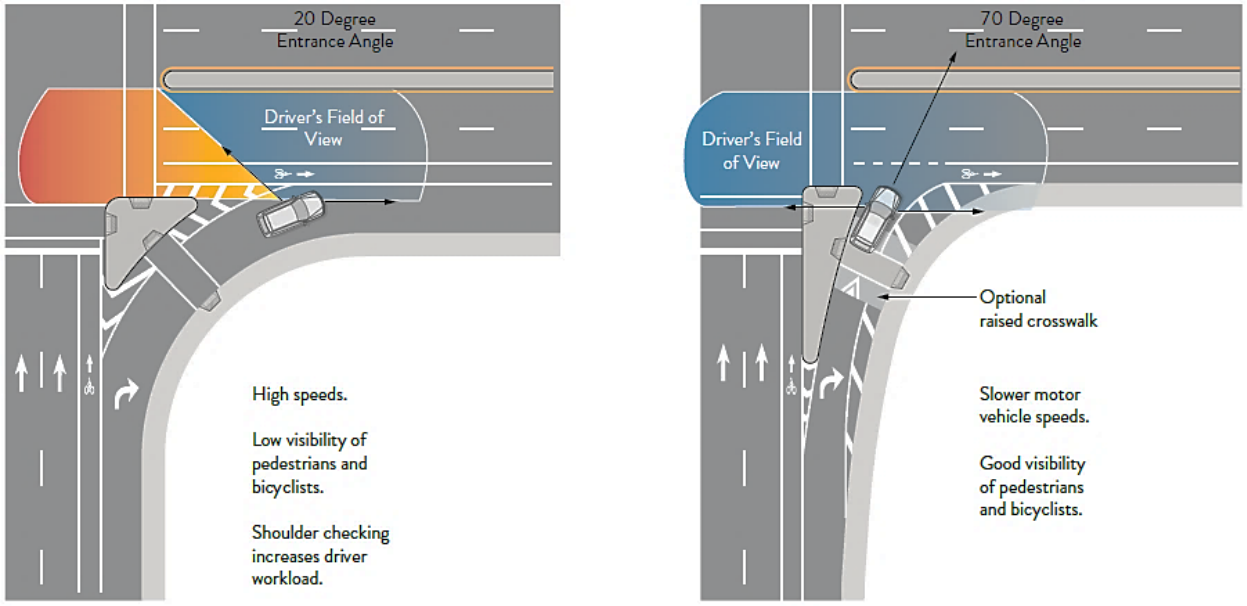


Illustration of channelized right-turn best practice (top). Example of LED pedestrian warning signage at a channelized right-turn along TH 13 in Burnsville (bottom).

A traffic analysis was completed using SimTraffic to understand potential impacts. It was concluded that delay could increase, however remains acceptable under all conditions (see Table 10).

Table 10. Mulberry Street Alternative Traffic Operations Analysis

Alternative	Morning		Δ Delay[1]	Evening		Δ Delay[1]
	Existing	Future		Existing	Future	
Existing Configuration	14 sec LOS B	14 sec LOS B	-	19 sec LOS B	25 sec LOS C	-
Protected-only EB/WB Left-turns (Proposed)	16 sec LOS A	18 sec LOS A	2 | 4 sec	19 sec LOS B	31 sec LOS C	<1 | 6 sec
Remove 1 EB/WB Travel Lane (Illustrative)	14 sec LOS A	14 sec LOS A	<1 | <1 sec	19 sec LOS A	35 sec LOS A	<1 | 10 sec

[1] *Existing change in delay | future change in delay Source: SRF Consulting Group, 2021*

Signalized Intersection Improvements

The following describes the potential improvements included at signalized intersections.

- Signal Timing: Appropriate walk and pedestrian clearance time for people that may walk slower, such as children or older adults, is important to ensure crossings are accessible. The Minnesota Manual of Uniform Traffic Control Devices (MN MUTCD) includes a walk time of at least seven seconds. Pedestrian clearance across all signalized intersection legs should be reviewed to ensure the timing is appropriate with a goal of three feet per second if possible. Future timing is dependent upon curb extensions and revised crossing distances.
- Protected or Protected/Permissive Left-turns: Permissive left-turn phasing can create conflict points for pedestrians crossing the street with a green light parallel to turning vehicles and motorists only looking for a gap in traffic. Implementing protected-permissive (using a flashing yellow arrow), or protected-only left-turns, would partially or fully separate left-turning traffic from pedestrians crossing.
- No Right-Turn on Red: Prohibiting right-turns on red can potentially reduce crashes that involve turning vehicles and pedestrians by eliminating motorists looking for gaps in traffic to complete their turn while not seeing if someone is crossing. Static or electronic signs can be used (example of a LED sign at right). Right-turn prohibitions may be signed to occur during specific times of day or can be blank-out which means it is dark unless activated by a crosswalk-push button.

- Leading Pedestrian Interval (LPI): The MN MUTCD has guidance for LPIs stating that at least a three second duration and up to ten seconds may be used to provide pedestrians enough time to cross at least one lane of traffic, or far enough to position pedestrians ahead of turning vehicles before traffic is released. To identify a reasonable time for crossing one lane of each intersection approach, a walking speed measure of three feet per second should be used to accommodate children or older adults who inherently walk slower. LPIs should be considered for implementation at all crossings within the study area.

Uncontrolled Crossings

Two intersections are specifically identified for additional enhancements due to pedestrian/bicycle demand, nearby destinations, and community feedback: 1) Washington Street and 2) Elm Street *or* Rock Street (improvement location dependent upon future bikeway location and corresponding Riverfront Drive improvements). Potential crossing improvements were analyzed to increase safety and comfort at these locations (see Table 11).

Due to the urban context, higher pedestrian and bicycle volumes, existing traffic volumes and truck traffic, and adjacent destinations such as the Immanuel Lutheran School, it is recommended that rectangular rapid flashing beacons (RRFBs) are implemented at both proposed crossing locations. RRFBs are a proven safety countermeasure by MnDOT and the Federal Highway Administration (FHWA) and produce notable results for driver stop compliance when applied in the correct roadway and land use contexts.

Posted mounted, solar powered RRFB (right); Example of additional warning signage for the RRFB user, created in collabroation with SRF and Dakota County to provide extra warning before crossing (far right).

Table 11. Crossing Infrastructure Options at Uncontrolled Crossings

Infrastructure	Recommendation	CMF
High Visibility Crosswalk Markings and Stop Bar	Continental design crosswalk markings of all intersection legs. Stop bar minimum 4 feet, up to 8 feet from crosswalk to limit vehicle encroachment at all intersection legs.	0.6
Rectangular Rapid Flashing Beacon (RRFB)	Increases driver awareness of pedestrians crossing and has shown to produce motorist yield compliance of 70 to 95 percent.	0.53
Pedestrian-scale Lighting	Adheres to illumination guidance.	0.55
Pedestrian Refuge Island	Provides a two-stage crossing and shortens the overall crossing distance.	0.46 – 0.54
Curb Extension	Curb extensions shorten crossing distance, reduce exposure, and slow turning vehicles. Maximize extension as it aligns with applicable design vehicle turning radius. Three of four intersection quadrants.	0.55

Source: Minnesota's Best Practices for Pedestrian and Bicycle Safety, MnDOT (2021); Manual on Uniform Traffic Control Devices (September 2020); Crash Modification Factors Clearinghouse

Side-Street Crossings

Currently, most side-street crossings in the study area are wider than needed for existing traffic. Curb extensions could be implemented at all locations where feasible to reduce the crossing distance of these side-street crossing locations as well.

The west leg of Rock Street is 60-feet wide which is a significantly wide for a two-lane local side-street. Source: Google Streetview

School Speed Zone

The Immanuel Lutheran School is located on Second Street in the study area and currently has a school speed zone with static signage. The MN MUTCD provides guidance for establishing and designing school speed zones. The school zone may be located 100 feet from the school property, 200 feet from a school crossing, or near to the practical point where the school zone speed should reasonably begin. School zones must be equidistant on either side of a marked crosswalk if applicable.[4]

The school speed is typically 10 to 15 mph lower than the posted speed limit, which is shown to be the most effective reduction range and cannot be more than 30 mph below to preclude creation of hazardous conditions.[5] School speed zone lengths are another factor considered by MnDOT. The minimum motorist speed is usually reached within the initial 15 to 30 percent of the school zone or the first 350 to 800 feet depending on if the roadway is lower speed or higher speed (≤ 35 mph), regardless of overall school zone length or speed. At most, the school zone speed is mainly achieved within the first half of the zone and rarely maintained throughout.[6] Of note, state statute identifies a base surcharge of $25 to speeding tickets in a school zone (though this can be higher dependent upon local policy).

To ensure better compliance of the existing school speed zone, it is recommended that both dynamic speed signs and speed enforcement during peak school periods be considered. A review of MnDOT-approved dynamic speeds signs showed one option with speed feedback display and flashers to further draw a motorist's attention for compliance (see example image at right). Flashers could use the auburn lights (as shown) or LED border surrounding the sign. Both options draw motorists' attention and make them aware of their current speed. The flashing sign also alerts the school zone speed limit and can be programmed for specific time of day, day of week, and month of year to ensure it is active only when needed.

Source: RU2 Systems, Fast-250 Radar Speed Feedback Sign

[4] Minnesota Department of Transportation. (2020). *Manual of Uniform Traffic Control Devices*, page 7E-12.
[5] Minnesota Department of Transportation. (2020). *Manual of Uniform Traffic Control Devices*, page 7E-3.
[6] Minnesota Department of Transportation. (2020). *Manual of Uniform Traffic Control Devices*, page 7E-11.

Environmental Scan

A high-level environmental scan was completed to determine any potential contingency considerations as the project is further designed and eventually implemented. This review does not constitute any formal environmental process (e.g., NEPA) and is meant for planning purposes only.

Potential Polluted Sites

Future development and construction within the study area will entail a more thorough analysis of potential environmental issues. A planning-level review indicates there are five locations that should be considered when reconstruction occurs. These five sites are all reported by the Minnesota Pollution Control Agency (MPCA) as having an underground storage tank site with at least one tank on the premises. The accuracy and issues this may pose are currently unknown and reliant upon further review.

- 709 N 2nd Street
- 402 N 2nd Street
- 421 N 2nd Street
- 329 N 2nd Street
- 301 N 2nd Street

Floodplain

As noted previously, the Minnesota River travels within 800 feet of the Second Street study area. This proximity could be hazardous, specifically from Mulberry Street to Spring Street as that section of roadway lies within the 500-year floodplain. Central Mankato is protected by a levee, meaning the area represents a minimal flood hazard; however, this could change in the long term due to a variety of external pressures such as more extreme weather events. Considerations should be made toward resilient infrastructure and stormwater best management practices to decrease flood risk due to long-term climate change.

Source: SRF Consulting Group, 2021

CHAPTER 4: IMPLEMENTATION PLAN AND NEXT STEPS

This document provides several recommendations for implementation within the study area. The proposed next steps are important as they will seek to maximize the Study's analysis and potential improvements that will enhance travel through a vital corridor in central Mankato.

The City of Mankato can use this document as a framework when proceeding into final design and implementation. It is anticipated that design elements will be brought forward to the community in the future via Mankato's Community Investment Plan adoption process. The estimated timeline, uncertain at this time, will include fully designing the roadway over a one-to-two-year process, bidding the project for construction and obtaining necessary permits, and completing a full reconstruction over a one-year period.

FUNDING STRATEGIES

The Second Street reconstruction project is not currently programmed in the City's CIP and the implementation date is uncertain as of the completion of this study. The MAPO, in coordination with the City of Mankato, is encouraged to review funding solicitations as they arise to determine their applicability for the future project. The following are some strategies that could be considered by the city as they identify funding for their portion of the near-term project.

The most significant source of upcoming funds will be through the Infrastructure Investment and Jobs Act (IIJA) which will provide increased funds to a variety of existing federal formula programs, as well as funding for newly created funding programs. It is recommended that this be closely tracked as opportunities arise.

- Transportation Alternatives Program (TAP): This is a federal funding source that is administered through MnDOT. The next solicitation for funds starting in 2027 for Greater Minnesota is planned to start October 3, 2022, with applications due January 13, 2023 (and letters of intent on November 4, 2022). There technically is not an explicit maximum though the recommended cap per project is $1 million due to the limited available funding per ATP. A 20 percent local match is required.
- Highway Safety Improvement Program (HSIP): This is a federal funding source that is administered through MnDOT. The solicitation for funding years 2024-2027 is active through November 23 historically the program is on a two-year solicitation cycle. The maximum award amount is $750,000 per project and a 10 percent local match is required.
- Local Road Improvement Program: State funding source administered by MnDOT. Funding is typically held annually, though due to the 2022 budget impasse at the legislature funding is not identified at the writing of this report. The maximum aware amount for the 2021 round was $1,250,000 per project and no match is required if all project costs are eligible.

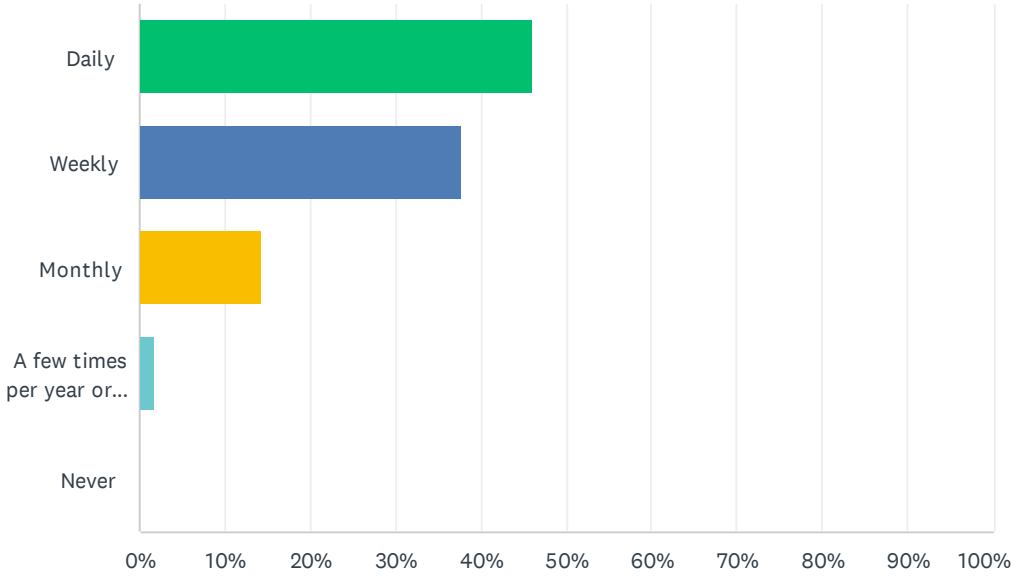
- State-Aid: Majority of the roadways within the study area are designed as Municipal State Aid Streets (MSASs) and are therefore eligible for State-Aid funding. State-Aid is a primary source of transportation funding in Minnesota. It is a reliable, predictable, and ongoing source of funds for many transportation needs. State-Aid can be used by cities for construction, improvement, or maintenance expenses and does not need to be paid back.
- Surface Transportation Block Grant Program: This is a federal funding source administered through MnDOT. This funding is flexible, and it is suggested to closely coordinate with the ATP to learn more.

A rendering showing potential improvements at the Plum Street and Second Street intersection looking southwest toward downtown Mankato. Source, SRF Consulting Group, 2022

APPENDIX A – COMMUNITY ENGAGEMENT RESULTS

Q1 How often do you travel along, or across, Second Street?

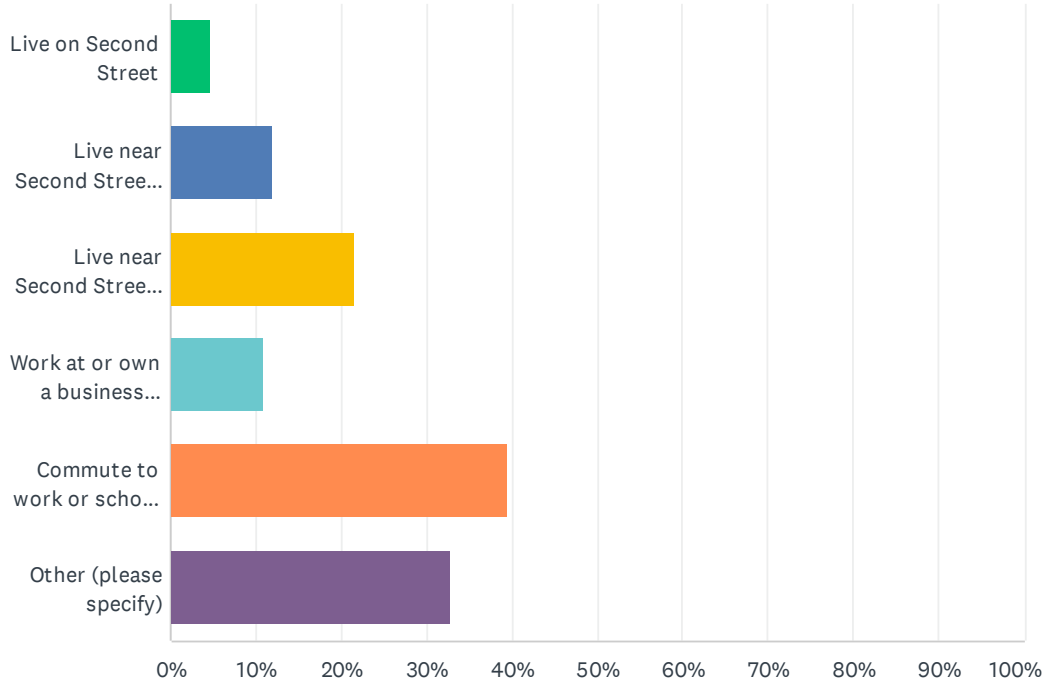
Answered: 167 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	46.11%	77
Weekly	37.72%	63
Monthly	14.37%	24
A few times per year or less	1.80%	3
Never	0.00%	0
TOTAL		167

Q2 Do you... (check all that apply)

Answered: 167 Skipped: 0



ANSWER CHOICES	RESPONSES	
Live on Second Street	4.79%	8
Live near Second Street (within two city blocks)	11.98%	20
Live near Second Street (outside two city blocks)	21.56%	36
Work at or own a business along Second Street	10.78%	18
Commute to work or school along Second Street	39.52%	66
Other (please specify)	32.93%	55
Total Respondents: 167		

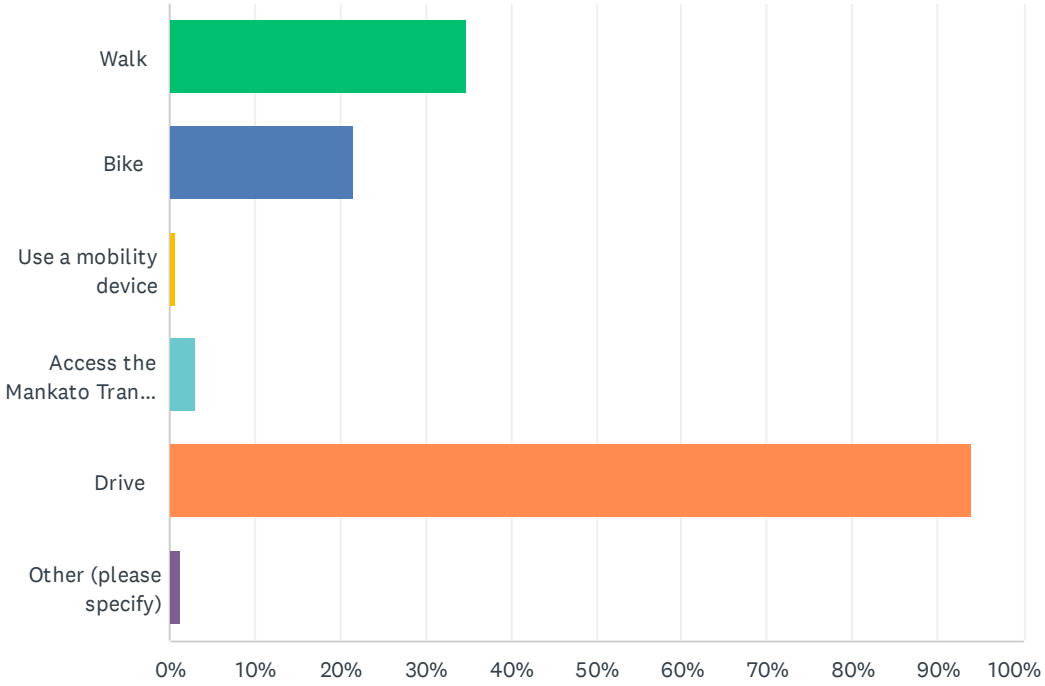
#	OTHER (PLEASE SPECIFY)	DATE
1	Use Second to visit local businesses	11/3/2021 8:22 AM
2	Travel down it to pick up kids from school	10/28/2021 6:39 AM
3	Use second street to get to Madison Avenue to head uptown	10/27/2021 1:15 PM
4	Use route to get from my home to downtown area.	10/27/2021 9:25 AM
5	piano lessons near 2nd street	10/26/2021 8:23 AM
6	avoided it to bike to Nicolet bike shop	10/24/2021 1:26 PM
7	None of the above. Just use it as I travel through Mankato	10/24/2021 12:20 PM
8	Drive for personal/business purposes regularly.	10/23/2021 2:22 PM

9	Attend church and help school	10/23/2021 9:21 AM
10	Work nearby, utilize fairly often	10/23/2021 9:20 AM
11	Sometimes use street when running errands	10/23/2021 6:50 AM
12	Only use 2nd St. when needed	10/23/2021 6:50 AM
13	Work nearby	10/22/2021 10:57 PM
14	Visit Riverfront businesses	10/22/2021 3:47 PM
15	Delivery driver that crosses the street daily	10/22/2021 3:43 PM
16	Own and work at a business near 2nd street.	10/22/2021 1:53 PM
17	Use this route to get across town and hilltop vs Riverfront or 169/14	10/22/2021 12:23 PM
18	errands, shopping, and church several times per week.	10/22/2021 12:21 PM
19	Access Minnesota Valley Action Council weekly	10/22/2021 11:27 AM
20	travel to visit a business that is on Riverfreont Drive or to travel to Madison Ave.	10/22/2021 11:25 AM
21	I use it to get from hilltop to lower north.	10/22/2021 11:16 AM
22	Just driving	10/22/2021 11:08 AM
23	Use it to cross from Madison avenue to Downtown Mankato	10/22/2021 11:01 AM
24	Use street to travel in town	10/22/2021 10:47 AM
25	Near MNSU campus	10/22/2021 10:19 AM
26	Drive that way to get to businesses frequently	10/22/2021 10:17 AM
27	Bring kids to/from daycare	10/22/2021 10:14 AM
28	Drive by a few times a year	10/22/2021 10:00 AM
29	Access to business off of 2nd Street	10/22/2021 9:57 AM
30	visit a friend	10/22/2021 9:55 AM
31	I used to live within two city blocks of 2nd street	10/22/2021 9:50 AM
32	Travel through town	10/22/2021 9:49 AM
33	Walk across second to go to hyvee and Clark’s gas station	10/21/2021 11:39 PM
34	Use it to go to my bank, downtown events, my groceries and my works bank	10/21/2021 8:10 PM
35	Use the street for access	10/21/2021 6:55 PM
36	Cross 2nd St 6 times per week	10/21/2021 6:33 PM
37	Grew up in the 1600 block of second st. Had to leave town because I was sick of the city always trying to grow and dumping more traffic on Second st.	10/21/2021 10:45 AM
38	Work at a business near Second Street	10/21/2021 10:12 AM
39	As a north end resident the N second st corridor is the main route to travel to downtown (n riverfront is difficult to access and turn south. Broad st is closed off. As a n broad resident I see vehicles travel down thompson ravene, broad st, turn on madison and use the n second st corridor to go to: north kato, south on 169, west mankato.	10/21/2021 8:13 AM
40	Use Second Street almost every day.	10/20/2021 4:57 PM
41	Commute throughout the community for work	10/20/2021 1:54 PM
42	Do not live near Second St, but occasionally drive it to/from downtown	10/20/2021 12:57 PM
43	Use second street to get from N Mankato to Madison Ave	10/20/2021 12:26 PM
44	I drive from hilltop to downtown and back often	10/18/2021 8:39 PM

45	Own a business and a building on Riverfront	10/18/2021 5:58 PM
46	Visit family who lives near 2nd street	10/18/2021 4:14 PM
47	Commute from church to home	10/18/2021 11:51 AM
48	East High	10/1/2021 3:26 PM
49	House is a duplex used by others.	10/1/2021 12:23 AM
50	Often take it from upper north…travel down lookout, across bridge, along 2nd and up Madison as an alternative to jumping on Hwy 14 and going all the way around town.	9/11/2021 2:07 PM
51	Live in Lincoln Park neighborhood, but travel around Mankato	9/3/2021 11:47 AM
52	Its a common use bike route through town	9/3/2021 9:33 AM
53	Rental property	9/3/2021 8:06 AM
54	Shop in the area	9/3/2021 8:06 AM

Q3 How do you use Second Street? (check all that apply)

Answered: 167 Skipped: 0

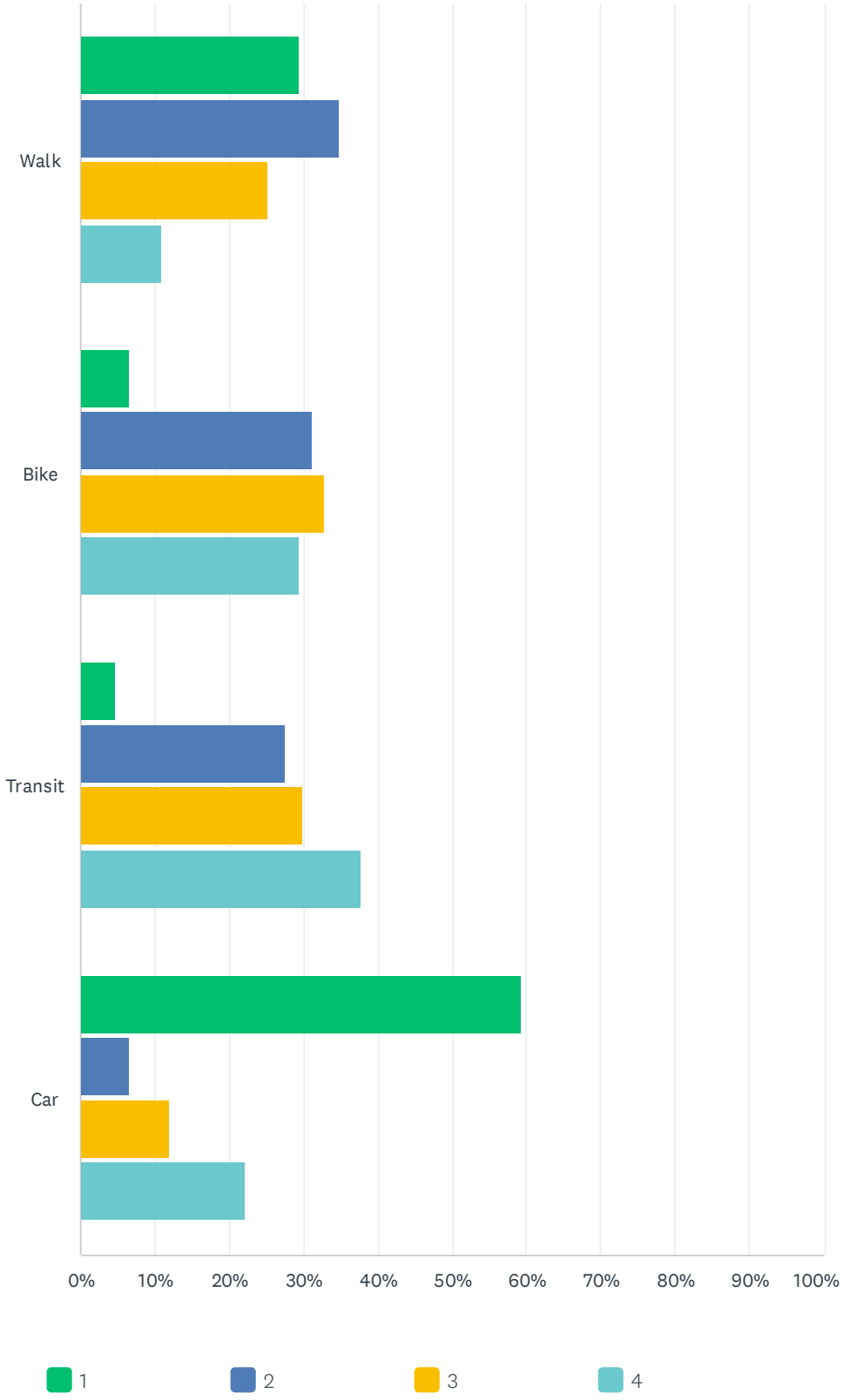


ANSWER CHOICES	RESPONSES	
Walk	34.73%	58
Bike	21.56%	36
Use a mobility device	0.60%	1
Access the Mankato Transit System	2.99%	5
Drive	94.01%	157
Other (please specify)	1.20%	2
Total Respondents: 167		

#	OTHER (PLEASE SPECIFY)	DATE
1	Only drive	10/23/2021 6:50 AM
2	Occasionally park and or cross the road	9/3/2021 11:29 PM

Q4 Rank how the transportation modes should be prioritized along Second Street.

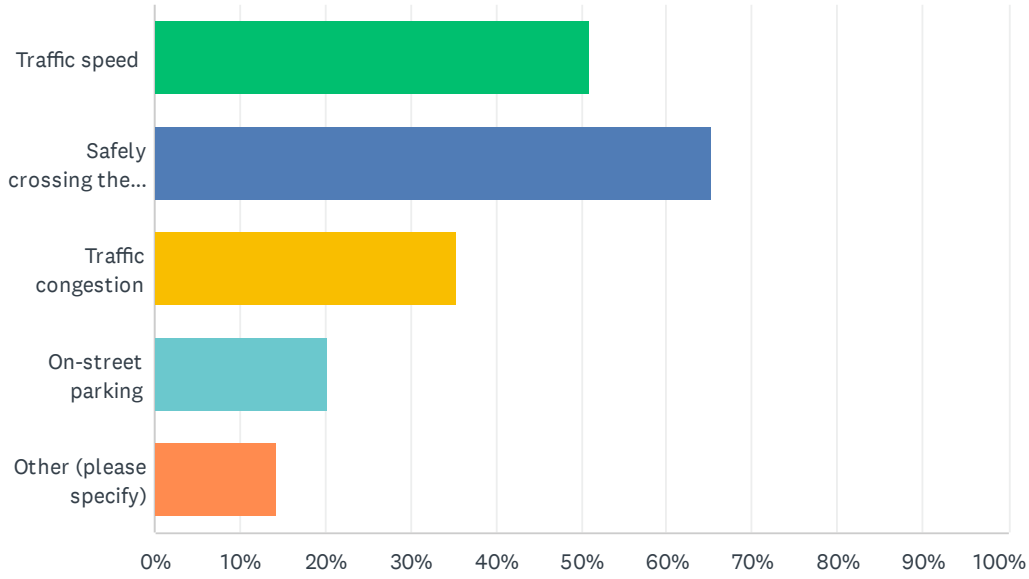
Answered: 167 Skipped: 0


Walk
Bike
Transit
Car
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1
2
3
4

	1	2	3	4	TOTAL	SCORE
Walk	29.34% 49	34.73% 58	25.15% 42	10.78% 18	167	2.83
Bike	6.59% 11	31.14% 52	32.93% 55	29.34% 49	167	2.15
Transit	4.79% 8	27.54% 46	29.94% 50	37.72% 63	167	1.99
Car	59.28% 99	6.59% 11	11.98% 20	22.16% 37	167	3.03

Q5 Please identify your top two concerns about Second Street (check the two that apply).

Answered: 167 Skipped: 0



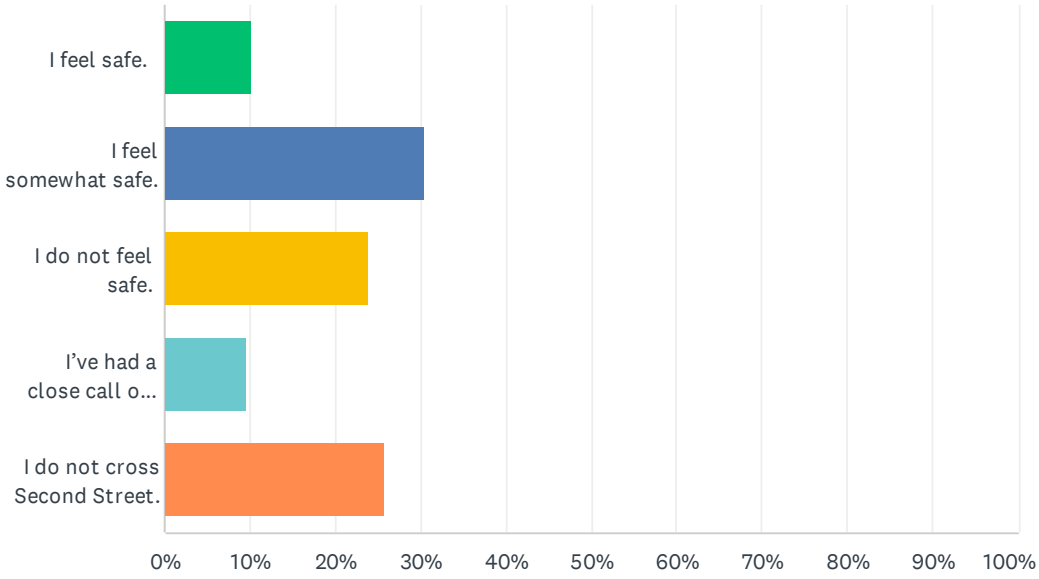
ANSWER CHOICES	RESPONSES	
Traffic speed	50.90%	85
Safely crossing the street	65.27%	109
Traffic congestion	35.33%	59
On-street parking	20.36%	34
Other (please specify)	14.37%	24
Total Respondents: 167		

#	OTHER (PLEASE SPECIFY)	DATE
1	Crime	10/28/2021 6:01 PM
2	Curbcuts and sidewalks clean/clear of any debris, snow/ice. Etc	10/28/2021 1:45 PM
3	We need a walkable, bikable and breathable downtown, and its surrounding areas need to mirror this as well. As a nearby resident I find that cars make it difficult to physically enjoy the downtown area. Not just due to noise, but their speed, the litter that comes with traffic, accommodating cars instead of prioritizing spaces for people and many other things make it hard to experience the area.	10/24/2021 11:54 PM
4	lack of Bicycle awareness from divers	10/24/2021 1:26 PM
5	There's a resident on a corner street who causes high concern from neighbors and drivers.	10/24/2021 12:48 PM
6	Playground safety	10/23/2021 9:21 AM
7	Narrow road for amount of traffic.	10/22/2021 8:29 PM
8	Bike lane!	10/22/2021 7:29 PM

9	Needs bike lanes, sidewalks, and a blinking crossing light like msu has	10/22/2021 12:21 PM
10	Plum at 2nd Street crossing unsafe currently	10/22/2021 11:27 AM
11	NA	10/22/2021 10:14 AM
12	The city screwing up this street like they want to screw up Riverfront drive. We need a quick route through downtown, not a slower one..	10/22/2021 10:14 AM
13	Sight lines with so many vehicles parked on the street	10/22/2021 9:49 AM
14	The city’s spending to change 2nd St	10/21/2021 4:21 PM
15	Visibility when turning onto 2nd	10/21/2021 4:14 PM
16	2nd and Madison intersection is very dangerous and poorly thought out	10/21/2021 1:06 PM
17	Bottlenecking of traffic on nearby streets	10/21/2021 1:03 PM
18	Children walking to and from school (Franklinand Immanuel)	10/21/2021 12:57 PM
19	Difficulty to see oncoming traffic when using cross streets	10/20/2021 12:29 PM
20	Walking and biking safety	10/18/2021 2:37 PM
21	Keeping it moving…”stop free” makes it an attractive way to avoid highways and Riverfront	9/11/2021 2:07 PM
22	Building modernization and changes made along second street and inside Old Town against the local majority's interests.	9/10/2021 3:51 PM
23	People on bikes using traffic lanes instead of provided sidewalk	9/3/2021 11:29 PM
24	BIG bike lane	9/3/2021 9:33 AM

Q6 How safe do you feel crossing Second Street while walking, rolling, or bicycling?

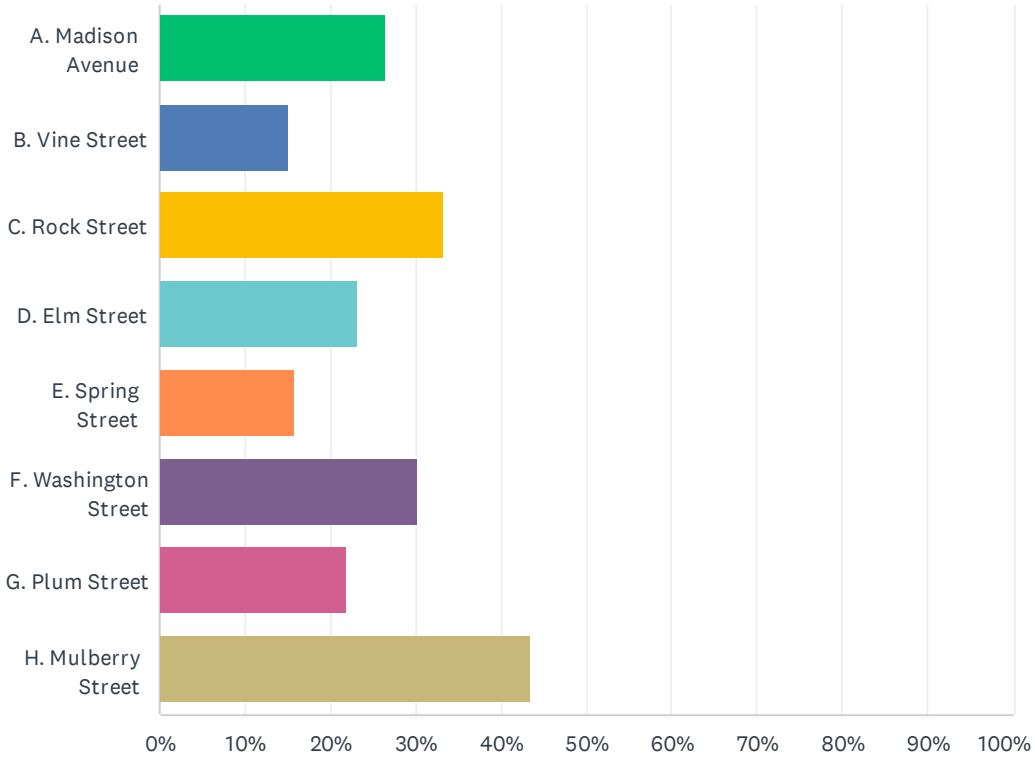
Answered: 167 Skipped: 0



ANSWER CHOICES	RESPONSES	
I feel safe.	10.18%	17
I feel somewhat safe.	30.54%	51
I do not feel safe.	23.95%	40
I've had a close call or have been hit.	9.58%	16
I do not cross Second Street.	25.75%	43
TOTAL		167

Q7 Where do you cross Second Street while walking, rolling, or bicycling using the corresponding letter shown at each intersection (check up to your top three)?

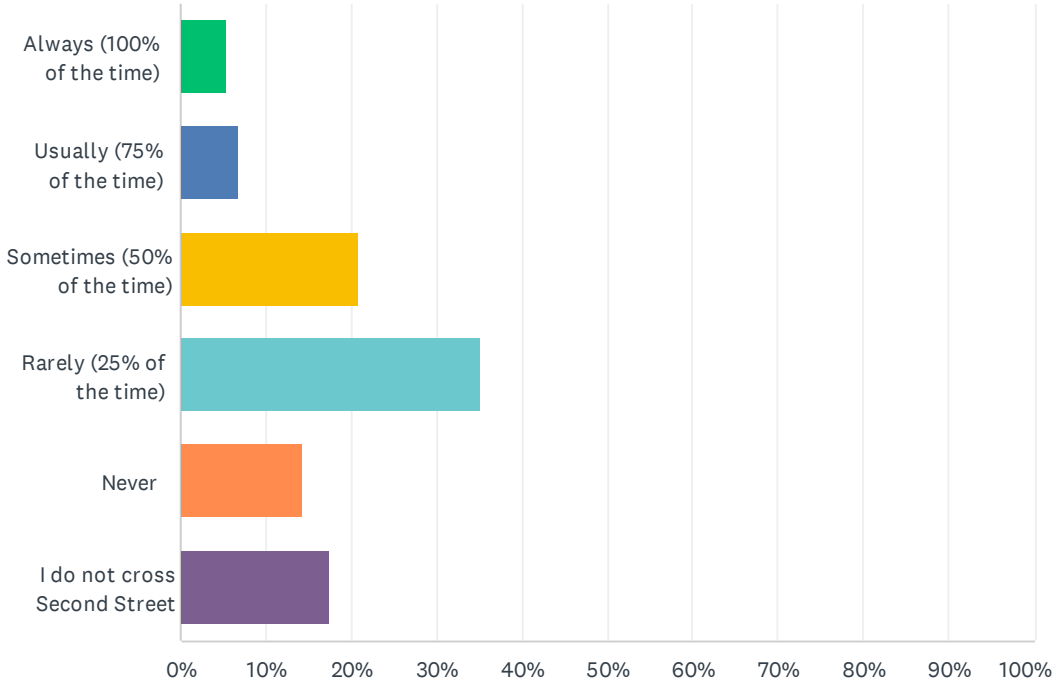
Answered: 159 Skipped: 8



ANSWER CHOICES	RESPONSES	
A. Madison Avenue	26.42%	42
B. Vine Street	15.09%	24
C. Rock Street	33.33%	53
D. Elm Street	23.27%	37
E. Spring Street	15.72%	25
F. Washington Street	30.19%	48
G. Plum Street	22.01%	35
H. Mulberry Street	43.40%	69
Total Respondents: 159		

Q8 How often do vehicles stop for you when crossing Second Street?

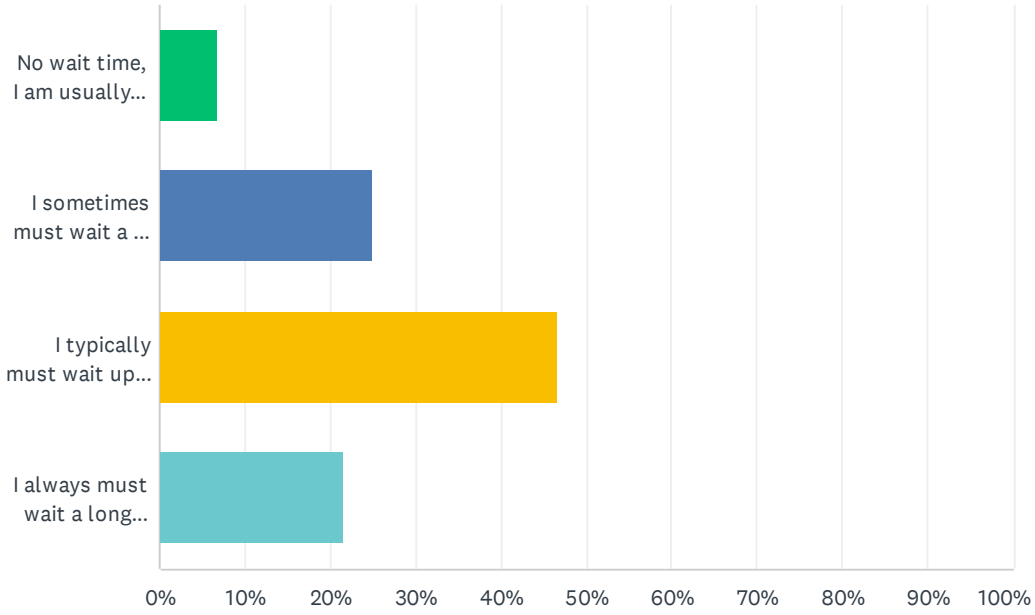
Answered: 148 Skipped: 19



ANSWER CHOICES	RESPONSES	
Always (100% of the time)	5.41%	8
Usually (75% of the time)	6.76%	10
Sometimes (50% of the time)	20.95%	31
Rarely (25% of the time)	35.14%	52
Never	14.19%	21
I do not cross Second Street	17.57%	26
TOTAL		148

Q9 When you cross Second Street while walking, rolling, bicycling, or driving, how long do you typically have to wait?

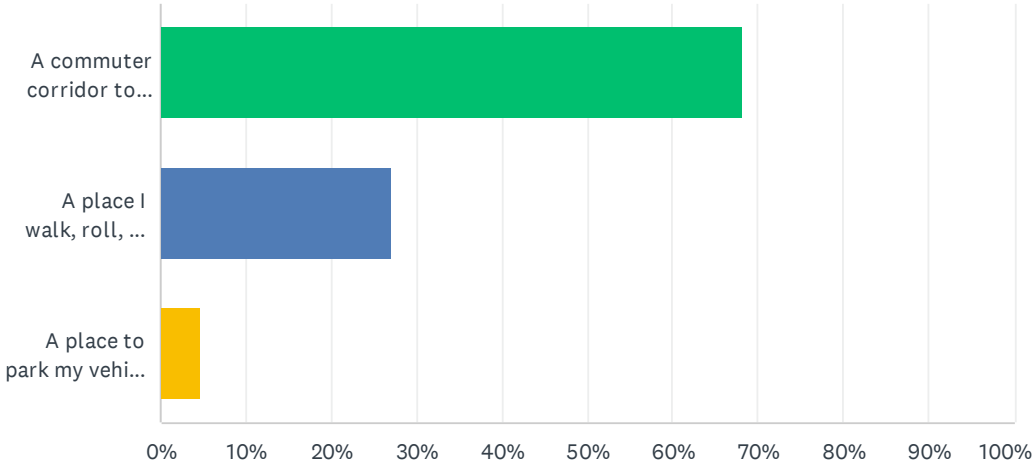
Answered: 148 Skipped: 19



ANSWER CHOICES	RESPONSES	
No wait time, I am usually able to cross when I would like to.	6.76%	10
I sometimes must wait a few seconds.	25.00%	37
I typically must wait up to a minute.	46.62%	69
I always must wait a long time (more than one minute).	21.62%	32
TOTAL		148

Q10 What is Second Street to you?

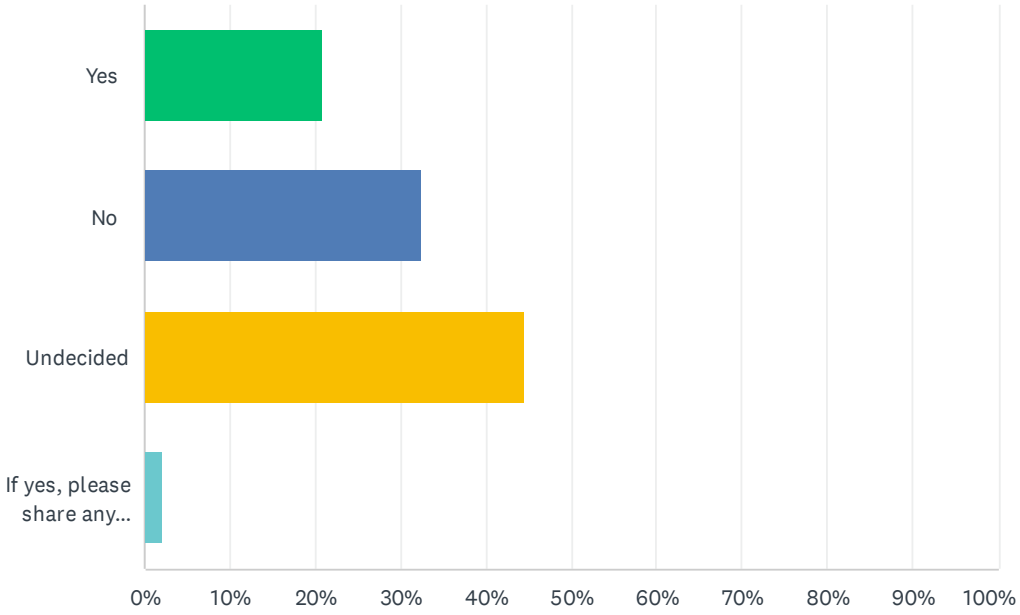
Answered: 148 Skipped: 19



ANSWER CHOICES	RESPONSES	
A commuter corridor to access major roadways or destinations (e.g., Riverfront Drive, Madison Avenue, the Minnesota River Bridge, etc.).	68.24%	101
A place I walk, roll, or bike along/across to access nearby destinations or where I live.	27.03%	40
A place to park my vehicle to access nearby destinations or where I live.	4.73%	7
TOTAL		148

Q11 Would you desire a Mankato Transit System bus route along Second Street?

Answered: 148 Skipped: 19



ANSWER CHOICES	RESPONSES	
Yes	20.95%	31
No	32.43%	48
Undecided	44.59%	66
If yes, please share any additional details about your interest in transit along Second Street.	2.03%	3
TOTAL		148

Q12 Do you have any additional comments or questions about the Second Street Corridor Study?

Answered: 72 Skipped: 95

#	RESPONSES	DATE
1	With on street parking it would be very easy for a pedestrian to be hit given current speeds that are used on that road always well over 30mph.	11/1/2021 10:55 AM
2	The on-street parking hinders pedestrians from seeing oncoming traffic prior to crossing. Most intersections require the pedestrian to walk out onto the street to see the traffic. Yellow curb should be on all intersections to signal the 25 feet from the intersection that cars are not supposed to be parked in.	10/31/2021 8:12 AM
3	2nd Street currently forms a real barrier between the Washington Park neighborhood and Old Town.	10/31/2021 1:44 AM
4	Second Street needs to remain a vehicle thoroughfare.	10/28/2021 6:02 PM
5	A lot of people in mobility devices so very important to look at accessibility issues	10/28/2021 1:49 PM
6	I live in the 600 block of north Broad St. I cross 2nd St. frequently mainly to get to Riverfront. On street parking severely limits sight lines to see approaching traffic which coupled with vehicle speed makes crossing treacherous.	10/27/2021 11:23 AM
7	Any traffic changes to 2nd st need to be done in conjunction with any changes done along the same section of Riverfront - the 2 are interconnected. If you want to push vehicles off 2nd st and on to Riverfront, the changes made to Riverfront should have the capacity for the additional vehicle traffic.	10/27/2021 10:59 AM
8	between 4:30-5:30 pm, 2nd street is extremely busy with cars speeding through. lots of cars parked on the side of the road. Makes it really hard to cross 2nd street when it's hard to see what is coming or there is a lot of cars coming.	10/26/2021 8:26 AM
9	I don't need transit there, but I know residents of that street would benefit.	10/25/2021 4:36 PM
10	It makes sense to me that if we connected Second Street to a route that not only would more people be inclined to travel via transit instead of private vehicles (thereby reducing traffic, emissions, litter etc.) but also that because of the connection to the wider reaches of Mankato, that Second Street would attract more people to downtown/local residents to other stop areas, more walkable and bikeable experiences being opened up for people but also lower traffic and potentially slow down existing traffic as a bus is pulled off to the side of the road or ahead of drivers.	10/24/2021 11:58 PM
11	N/A	10/24/2021 12:50 PM
12	I do not walk or cross 2nd street, but answers to the most crossed intersections was required. I chose the 2 that I see the most pedestrians crossing. In addition, I do not know how long a pedestrian waits and how frequently cars stop. I estimated the answers to these 2 questions.	10/24/2021 12:34 PM
13	My daughter did a running event with the shoe store and it was very unsafe with normal traffic patterns. Hard to cross streets and the speed of traffic make it hard to create foot traffic for businesses along with being unfriendly for the neighborhood.	10/23/2021 11:15 PM
14	Second Street feels pretty hostile to pedestrians. Because it has no stop signs and is a connector between Madison Ave and Mulberry/US-169, people tend to drive pretty fast down the street. I love walking to the shops/restaurants/bars in Old Town, but those places being sandwiched between two pedestrian unfriendly roads in Riverfront and Second Street discourages me from going to them.	10/23/2021 5:32 PM
15	Visibility when driving is a huge issue due to the on-street parking going all the way to the corner on nearly every street.	10/23/2021 2:23 PM

16	A bus stop might allow more people to attend church.	10/23/2021 9:25 AM
17	The street should serve the neighborhood not through traffic. Narrow the street, calm the traffic, make it safer for non-motorized users.	10/23/2021 9:22 AM
18	I don't even understand how the bus route does not go on second street. It is a Main Street in mankato that connects to several other main streets as well as is residential.	10/23/2021 9:01 AM
19	Back when the work was done to 2nd st, Broad, and 4th st, the intention was to funnel more traffic through downtown and old town to revitalize the businesses down there. Now it has created too much traffic on 2nd st. I say simply revert 4th st and Broad st back to the way they were. Less stop signs, and access to and from Madison ave. This would reduce traffic on 2nd street. I for one, would use 4th st most of the time when need to get through that area. And those looking to access downtown, could still use 2nd st.	10/23/2021 6:58 AM
20	No	10/22/2021 10:58 PM
21	I think the previous route between Mulberry and Madison (one-way corridors on Broad and Fourth Streets) functioned more efficiently. Because of the flow of traffic to and from the bridge, there needs to be an efficient routing of traffic from Mulberry to Madison. There are two spots on this survey that didn't allow an appropriate answer. When I stated that I do not cross Second Street, I was still required to answer two questions about crossing it.	10/22/2021 8:37 PM
22	This street is very loud for someone who lives on it. Especially because the houses are very old so there's little noise barriers.	10/22/2021 7:36 PM
23	I think it should be made a one-way, alongside Broad St, to make it safer. Then you could have room for bikes lanes, etc	10/22/2021 3:50 PM
24	The city needs to decide if they want 2nd St. to be a busy road or not. If the city wants 2nd St. to be a busy road then this can't be a residential neighborhood and needs to be rezoned. If the city wants it to be a residential neighborhood they need to reroute traffic around this area. The city can't have both.	10/22/2021 3:45 PM
25	This neighborhood is primarily low income rental housing. It does not need to be promoted as a place to be biking or walking around. Most of it isn't even safe after dark. Leave 2nd street the way it is. If accidents have been a problem. Add a stop sign at vine st. to slow down traffic.	10/22/2021 2:03 PM
26	focus on more safety for family and children	10/22/2021 11:35 AM
27	2nd Street should be one-way going north and Riverfront one-way going south. There should be a signal at Plum and N. 2nd.	10/22/2021 11:27 AM
28	As long as Riverfront Drive continues to shrink for automobile traffic Broad Street needs to remain a main thoroughfare for traffic traveling between downtown and Madison Avenue.	10/22/2021 10:50 AM
29	The current approach to 2nd St is a super-critical commuter/driving corridor between Madison Ave and the MN River Bridge aka Veterans Memorial Bridge. Given that, it's hard to see 2nd St as a multi-modal option. It feels like trying to serve all modes will result in a sub-par experience for all users. I support the study, but I would encourage the group to be honest with themselves and each other if 2nd St can truly be multi-modal or if vehicle traffic needs to be moved elsewhere vs significantly limiting pedestrian crossing options or on-street parking .	10/22/2021 10:49 AM
30	This should not be a driving corridor. Slow the speeds down and force through traffic to Riverfront. 2nd street should strictly be residential and closing the Madison Ave access point would deter any traffic to drive down the stretch of homes.	10/22/2021 10:20 AM
31	No	10/22/2021 10:18 AM
32	Dont mess with it.	10/22/2021 10:16 AM
33	* Instead of a thoroughfare, I would advise calming devices to slow the speed of the traffic. * I am particularly concerned for the children at the private school who are trying to cross the street. * I wonder if public art can be expanded into the area? * I would like to see more trees and landscaping.	10/22/2021 10:04 AM
34	no	10/22/2021 9:56 AM
35	Needs to be safer for the people who walk because they don't have access to cars	10/21/2021 11:41 PM
36	It's really busy and hard to cross. Even left turns can be tough.	10/21/2021 10:03 PM

37	You wanted 2nd St to be a main corridor and now it’s congested?? You can’t expect anything else when you basically shut down 4th and Broad St with all the stop signs	10/21/2021 8:03 PM
38	No	10/21/2021 6:56 PM
39	I drive across 2nd every day for work and always have a difficult time seeing around parked cars. The speed limits are also confusing because they change during school hours and when kids are around. It seems like no one drives 20 mph when kids are around though.	10/21/2021 6:50 PM
40	No	10/21/2021 6:36 PM
41	Keep the sidewalks clear of snow and ice	10/21/2021 4:29 PM
42	prioritize slowing down the speed of vehicle traffic	10/21/2021 3:32 PM
43	This should be one way and Riverfront one way if they want to reduce lanes on Riverfront.	10/21/2021 2:55 PM
44	Please remove the 2nd Street and Madison lights, extend the median like broad street, and have major traffic use riverfront. Having large amounts of traffic route through a neighborhood with a school makes no sense when a 4 lane road is literally one block over. Not to mention having two stops lights within 1 block is terrible road design in general. Traffic for Franklin can enter on 4th st and actually use the one way road design instead of clogging 2nd st.	10/21/2021 1:16 PM
45	I would like to see a stop sign or 2 in this area. Please do NOT take away the on street parking. Increased safety for non motorized mode s of transportation would also be beneficial.	10/21/2021 1:01 PM
46	1. This is a major artery. If I drive 20mph in the school zone I have all vehicles backed up and irate drivers. Remove the school zone or work something out with the school. 2.Remove parking on the west side. Get some clear sight lines and a safe zone from parked cars. 3.work out a plan to put public parking on each block (buy and remove a house). Gives residents a place to park. But force the landlords to provide maintenance for each parking hub- snow removal etc. They are reaping the benefits, time to make it more livable and help with this travel corridor. 4. Bigger police presence in this area. One of the few really unsafe areas in Mankato	10/21/2021 11:34 AM
47	You caused the problem when you prohibited going down Broad by creating a median on Madison. This city is constantly messing things up.	10/21/2021 10:51 AM
48	Measures must be taken to calm motorists' speed and awareness of pedestrians crossing 2nd street. With how far parking extends out to the corner of each block, and motorists regularly exceeding 30mph even during school hours, it is hazardous for cross traffic, bikers, and pedestrians. As a resident on Broad, I honestly feel that the sheer volume and aggressiveness of drivers on 2nd street are an impediment to making Riverfront accessible to me and my neighbors. They are an obstacle to me frequenting businesses and Old Town and being a patron there.	10/21/2021 6:55 AM
49	There needs to be more speeding enforcement/ police patrols.	10/21/2021 5:12 AM
50	Need legitimate cross walks and then people can push button and have flashing crosswalk lights. Residents need places to park their cars. Don't allow parking to close to the intersection to eliminate blind spots. Foot traffic could be heavy for Vetter Stone Amp. shows....	10/20/2021 5:19 PM
51	For the amount of traffic, etc., on this corridor, the city should try to make it more attractive as well as safe.	10/20/2021 5:00 PM
52	If 4th and Broad were left as one ways the impact of traffic on 2nd street would be little to nothing. Those streets have impact the amount and type of traffic that now utilize that road way.	10/20/2021 4:00 PM
53	Too many questions on the survey required an answer even though I had previously stated that I do not cross this street. That could skew your results	10/20/2021 1:00 PM
54	Traveling from one job to another, I turn left onto Second Street (so I'm going toward downtown) from Washington Street. It is very hard to see the traffic on Second Street with all the cars parked on Second Street. Wish there was less parking on the street to make it easier to see oncoming traffic. Maybe keep the corners clear of parked cars (maybe a couple of car lengths).	10/20/2021 12:38 PM
55	Its just a giant bypass for Riverfront ever since the bridge opened.	10/20/2021 12:08 PM

56	Don't just do something just to do it. If it ain't broke don't fix.	10/18/2021 8:40 PM
57	With the consideration of slowing down and reducing Riverfront it will be important to keep 2nd street moving.	10/18/2021 5:43 PM
58	School slow down times are hard to read. I drive it daily and still don't know what they say. Cross traffice is dangerous for cars and pedestrians. I have to very carefully watch all the time to ensure safety for all.	10/18/2021 4:47 PM
59	Second street is faster than Riverfront after the narrowing of Riverfront many years ago. Don't do the same thing to Second street. There still needs to be a fast way to get across town. Don't add more stop signs and signals like every other Mankato thoroughfare.	10/18/2021 4:17 PM
60	There needs to be more consideration for walking and biking. There was effort made when riverfront drive was done, but ultimately cars took priority over all else	10/18/2021 2:42 PM
61	As a driver, Second Street is the most direct access to the Veteran’s Bridge. However, knowing how much residential ped & bike traffic is there, I feel that cars should be lowest priority.	10/18/2021 11:57 AM
62	Traffic simply does not stop. During AM & PM commute times 1 out of 25 cars. If one car stops on opposing on coming traffic does not stop. Continuous distracted driving, cell phones mostly.	10/1/2021 6:23 PM
63	Not at this time.	10/1/2021 12:26 AM
64	Great study!	9/11/2021 2:08 PM
65	No.	9/10/2021 3:52 PM
66	no	9/10/2021 11:22 AM
67	I think if we’re going to leave riverfront 4 lanes then we need to encourage traffic there and make second street safer for pedestrians and the folks who live on second street.	9/8/2021 11:49 AM
68	A couple speed bumps would be helpful to encourage careful driving	9/5/2021 7:29 PM
69	Parking is horrible on second street and the surrounding streets during events at Riverfront Park. There needs to be more parking incorporated in the area.	9/4/2021 7:51 PM
70	I would love to see a separate bike lane on 2nd Street or Broad Street as I use both a lot when biking around town.	9/3/2021 1:46 PM
71	Parking near the intersections makes seeing oncoming traffic extremely difficult.	9/3/2021 8:08 AM
72	No	9/3/2021 8:07 AM

Q13 What is your Zip Code?

Answered: 145 Skipped: 22

#	RESPONSES	DATE
1	56001	4/25/2022 1:49 PM
2	56001	11/3/2021 8:25 AM
3	56001	11/1/2021 10:55 AM
4	56001	10/31/2021 3:46 PM
5	56003	10/31/2021 8:32 AM
6	56001	10/31/2021 8:13 AM
7	56001	10/31/2021 1:45 AM
8	56001	10/30/2021 1:17 PM
9	56001	10/28/2021 6:03 PM
10	56001	10/28/2021 1:50 PM
11	56001	10/28/2021 11:49 AM
12	56024	10/28/2021 6:42 AM
13	56001	10/27/2021 1:52 PM
14	56003	10/27/2021 1:16 PM
15	56001	10/27/2021 12:28 PM
16	56001	10/27/2021 11:24 AM
17	56001	10/27/2021 11:00 AM
18	56001	10/27/2021 9:27 AM
19	56001	10/27/2021 8:52 AM
20	56003	10/26/2021 9:22 PM
21	56001	10/26/2021 10:23 AM
22	56001	10/26/2021 8:26 AM
23	56001	10/25/2021 4:36 PM
24	56055	10/25/2021 11:05 AM
25	56001	10/24/2021 11:59 PM
26	56001	10/24/2021 4:38 PM
27	56001	10/24/2021 1:28 PM
28	56001	10/24/2021 12:51 PM
29	56001	10/24/2021 12:34 PM
30	56003	10/24/2021 10:09 AM
31	56001	10/24/2021 12:36 AM
32	56001	10/23/2021 11:16 PM
33	56001	10/23/2021 5:32 PM

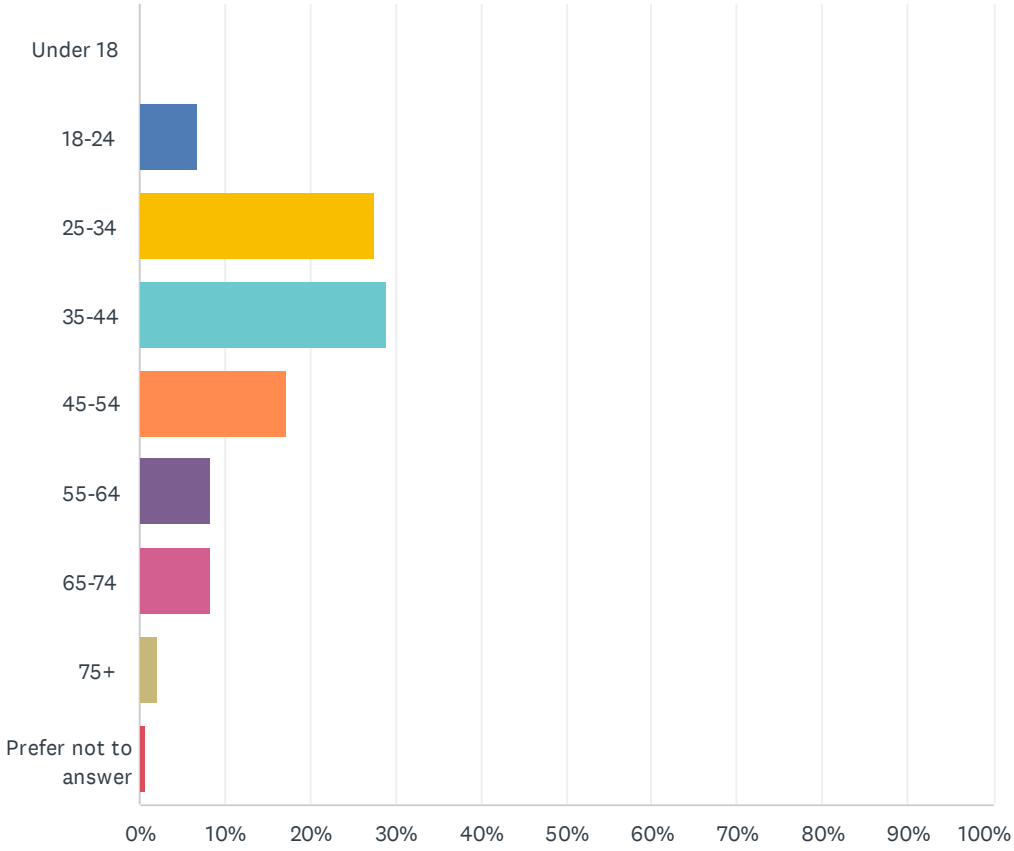
34	56001	10/23/2021 2:24 PM
35	56001	10/23/2021 9:27 AM
36	56001	10/23/2021 9:23 AM
37	56024	10/23/2021 9:01 AM
38	56001	10/23/2021 7:20 AM
39	56001	10/23/2021 6:59 AM
40	56001	10/23/2021 6:51 AM
41	56001	10/22/2021 10:58 PM
42	56001	10/22/2021 8:37 PM
43	56001	10/22/2021 7:37 PM
44	56001	10/22/2021 3:50 PM
45	56001	10/22/2021 3:45 PM
46	56001	10/22/2021 3:37 PM
47	56001	10/22/2021 2:04 PM
48	56001	10/22/2021 1:59 PM
49	56001	10/22/2021 1:21 PM
50	56001	10/22/2021 12:33 PM
51	56001	10/22/2021 12:25 PM
52	56001	10/22/2021 12:24 PM
53	56001	10/22/2021 11:35 AM
54	56001	10/22/2021 11:34 AM
55	56001	10/22/2021 11:28 AM
56	56001	10/22/2021 11:27 AM
57	56003	10/22/2021 11:18 AM
58	56001	10/22/2021 11:10 AM
59	56001	10/22/2021 11:02 AM
60	56024	10/22/2021 10:53 AM
61	56001	10/22/2021 10:50 AM
62	56001	10/22/2021 10:50 AM
63	56001	10/22/2021 10:41 AM
64	56001	10/22/2021 10:21 AM
65	56001	10/22/2021 10:19 AM
66	56001	10/22/2021 10:16 AM
67	56001	10/22/2021 10:04 AM
68	56001	10/22/2021 9:57 AM
69	56001	10/22/2021 9:51 AM
70	56001	10/22/2021 2:51 AM
71	56001	10/22/2021 1:18 AM

72	56001	10/21/2021 11:42 PM
73	56001	10/21/2021 11:13 PM
74	56001	10/21/2021 10:03 PM
75	56001	10/21/2021 9:08 PM
76	56001	10/21/2021 8:12 PM
77	56001	10/21/2021 8:04 PM
78	56001	10/21/2021 7:05 PM
79	56001	10/21/2021 6:56 PM
80	56001	10/21/2021 6:50 PM
81	56001	10/21/2021 6:36 PM
82	56001	10/21/2021 5:56 PM
83	56001	10/21/2021 5:49 PM
84	56001	10/21/2021 5:44 PM
85	56001	10/21/2021 4:29 PM
86	56003	10/21/2021 4:23 PM
87	56001	10/21/2021 4:18 PM
88	56003	10/21/2021 3:33 PM
89	56001	10/21/2021 3:06 PM
90	56001	10/21/2021 2:55 PM
91	56001	10/21/2021 1:56 PM
92	56001	10/21/2021 1:16 PM
93	56001	10/21/2021 1:02 PM
94	56001	10/21/2021 11:35 AM
95	56093	10/21/2021 11:09 AM
96	56090	10/21/2021 10:52 AM
97	56001	10/21/2021 10:14 AM
98	56001	10/21/2021 8:32 AM
99	56001	10/21/2021 6:55 AM
100	56001	10/21/2021 6:17 AM
101	56003	10/21/2021 5:17 AM
102	56001	10/21/2021 5:12 AM
103	56055	10/20/2021 7:43 PM
104	56024	10/20/2021 7:33 PM
105	56001	10/20/2021 5:20 PM
106	56001	10/20/2021 5:01 PM
107	56001	10/20/2021 4:00 PM
108	56001	10/20/2021 1:00 PM
109	56001	10/20/2021 12:38 PM

110	56001	10/20/2021 12:30 PM
111	56001	10/20/2021 12:08 PM
112	56001	10/20/2021 8:03 AM
113	56001	10/20/2021 5:35 AM
114	56003	10/19/2021 10:06 PM
115	56001	10/18/2021 8:41 PM
116	56001	10/18/2021 7:36 PM
117	56003	10/18/2021 6:00 PM
118	56001	10/18/2021 5:44 PM
119	56001	10/18/2021 4:48 PM
120	55378	10/18/2021 4:17 PM
121	56001	10/18/2021 2:43 PM
122	56001	10/18/2021 11:57 AM
123	56001	10/18/2021 11:12 AM
124	56001	10/18/2021 10:54 AM
125	56096	10/8/2021 3:52 PM
126	56001	10/1/2021 6:25 PM
127	56001	10/1/2021 3:27 PM
128	56001	10/1/2021 1:58 PM
129	56001	10/1/2021 12:28 AM
130	56001	9/14/2021 9:24 AM
131	56003	9/11/2021 2:09 PM
132	56001	9/10/2021 3:52 PM
133	56001	9/10/2021 11:22 AM
134	56001	9/9/2021 7:06 PM
135	56001	9/8/2021 11:49 AM
136	56001	9/5/2021 7:29 PM
137	56001	9/5/2021 3:00 PM
138	56001	9/4/2021 7:51 PM
139	56001	9/4/2021 12:15 AM
140	56001	9/3/2021 1:47 PM
141	56001	9/3/2021 11:48 AM
142	56001	9/3/2021 8:20 AM
143	56001	9/3/2021 8:08 AM
144	56017	9/3/2021 8:07 AM
145	56001	9/3/2021 8:07 AM

Q14 What category contains your age?

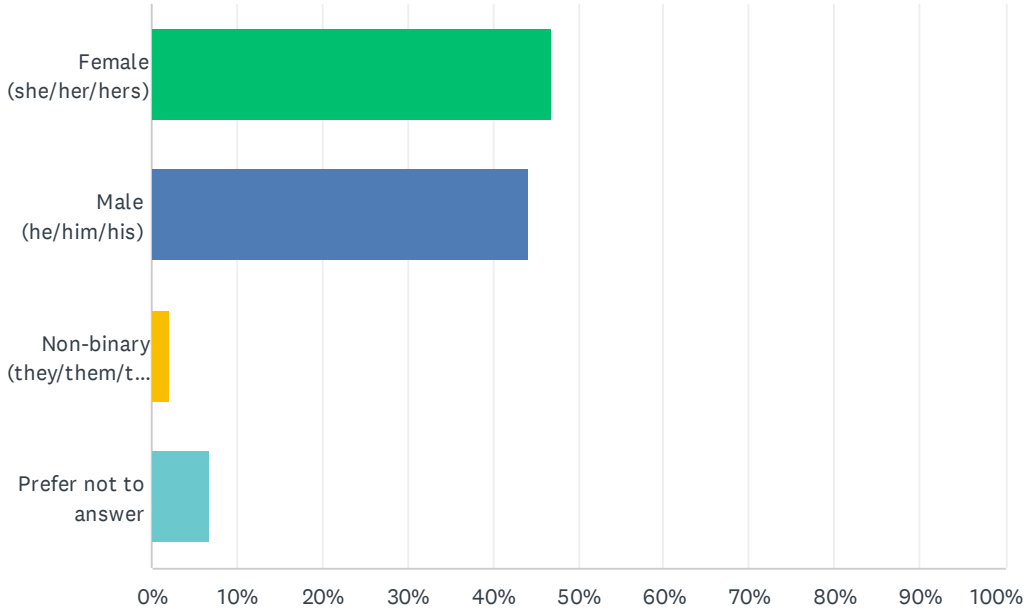
Answered: 145 Skipped: 22



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	6.90%	10
25-34	27.59%	40
35-44	28.97%	42
45-54	17.24%	25
55-64	8.28%	12
65-74	8.28%	12
75+	2.07%	3
Prefer not to answer	0.69%	1
TOTAL		145

Q15 How do you self-identify in terms of gender?

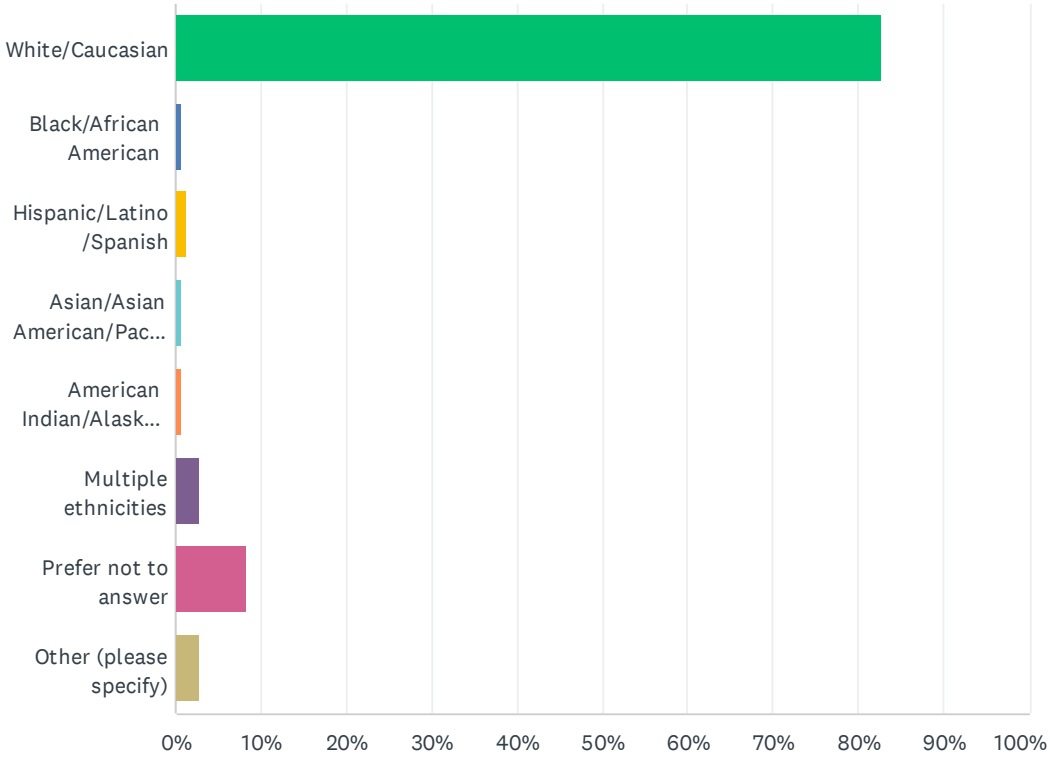
Answered: 145 Skipped: 22



ANSWER CHOICES	RESPONSES	
Female (she/her/hers)	46.90%	68
Male (he/him/his)	44.14%	64
Non-binary (they/them/theirs)	2.07%	3
Prefer not to answer	6.90%	10
TOTAL		145

Q16 What race/ethnicity best describes you?

Answered: 145 Skipped: 22



ANSWER CHOICES	RESPONSES	
White/Caucasian	82.76%	120
Black/African American	0.69%	1
Hispanic/Latino/Spanish	1.38%	2
Asian/Asian American/Pacific Islander	0.69%	1
American Indian/Alaskan Native	0.69%	1
Multiple ethnicities	2.76%	4
Prefer not to answer	8.28%	12
Other (please specify)	2.76%	4
TOTAL		145

#	OTHER (PLEASE SPECIFY)	DATE
1	Why does it matter? Am I more or less important depending on my race or gender?	10/28/2021 6:42 AM
2	White & Native American	10/24/2021 11:59 PM
3	Why do you care?	10/22/2021 10:16 AM
4	American	10/21/2021 4:18 PM

Q17 Share your email to opt in for study updates and future engagement opportunities!

Answered: 50 Skipped: 117

#	RESPONSES	DATE
1	rkeir@hickorytech.net	11/3/2021 8:25 AM
2	ckwinters2002@yahoo.com	10/31/2021 3:46 PM
3	unraveledpoet@gmail.com	10/31/2021 8:32 AM
4	sportyhorse@charter.net	10/31/2021 8:13 AM
5	john.zehnder37@gmail.com	10/31/2021 1:45 AM
6	Amanda.gerdts@gmail.com	10/30/2021 1:17 PM
7	Wheelgal13@gmail.com	10/28/2021 1:50 PM
8	clanmaccabee@gmail.com	10/27/2021 12:28 PM
9	jerstump@charter.net	10/27/2021 11:24 AM
10	awilke@greatermankato.com	10/27/2021 11:00 AM
11	anna.wencl@gmail.com	10/26/2021 9:22 PM
12	CleaverFever2001@gmail.com	10/24/2021 11:59 PM
13	jcordero.mn@gmail.com	10/24/2021 12:51 PM
14	Jacob4635@gmail.com	10/24/2021 12:36 AM
15	laner1599@gmail.com	10/23/2021 11:16 PM
16	awesometre7@yahoo.com	10/23/2021 6:59 AM
17	Abbyruthe@gmail.com	10/22/2021 7:37 PM
18	katowilson3@gmail.com	10/22/2021 3:45 PM
19	jebennett1979@gmail.com	10/22/2021 2:04 PM
20	ebunde42@gmail.com	10/22/2021 12:33 PM
21	leighp@red-jacket.com	10/22/2021 11:28 AM
22	richard.wheeler@mnsu.edu	10/22/2021 11:27 AM
23	toocruel2bkind@yahoo.com	10/22/2021 10:50 AM
24	JohnBranstad@gmail.com	10/22/2021 10:50 AM
25	No	10/22/2021 10:19 AM
26	savedade@yahoo.com	10/22/2021 10:04 AM
27	.	10/22/2021 2:51 AM
28	mrjohnnylipps@gmail.com	10/22/2021 1:18 AM
29	N/A	10/21/2021 11:13 PM
30	cassattna@gmail.com	10/21/2021 6:50 PM
31	ronpankake@gmail.com	10/21/2021 5:49 PM

32	hottoward@gmail.com	10/21/2021 10:52 AM
33	schmda04@luther.edu	10/21/2021 6:55 AM
34	Cody.meyer@live.com	10/21/2021 6:17 AM
35	darineischens@gmail.com	10/21/2021 5:12 AM
36	pam.showers48@yahoo.com	10/20/2021 5:01 PM
37	Restorations2@hotmail.com	10/20/2021 8:03 AM
38	natasha@woodenspoonmn.com	10/18/2021 6:00 PM
39	no thank you	10/18/2021 5:44 PM
40	pattysalmon@gmail.com	10/8/2021 3:52 PM
41	carey.lenn@gmail.com	10/1/2021 6:25 PM
42	jld@aplusworld.com	10/1/2021 1:58 PM
43	Restorations2@hotmail.com	10/1/2021 12:28 AM
44	Annie.Escalera@me.com	9/11/2021 2:09 PM
45	No	9/10/2021 3:52 PM
46	caitiemae@gmail.com	9/10/2021 11:22 AM
47	Wyattgag@gmail.com	9/8/2021 11:49 AM
48	libby.r@gmail.com	9/5/2021 7:29 PM
49	ckwinters2002@yahoo.com	9/3/2021 1:47 PM
50	zickster@hotmail.com	9/3/2021 8:07 AM

ID	Category	Initial Comment	Creator ID	Creator	Create Date	Comment ID	Comment	Commenter	Comment Date	Net Like	Like	Dislike
416585	Walking	Important crossing to access the gas station and places along Riverfront.	287971	Guest	7-Oct-21	348503	This intersection is particularly difficult to cross especially heading west due to it being a blind intersection when cars are parked in front of Emmanuel school.	Guest	10/22/2021 17:37	0	1	1
416586	Bicycling	Crossing here to connect Broad and river trail.	287971	Guest	7-Oct-21	348920	I Agree		10/31/2021 21:05	3	4	1
416587	Safety	Cars go fast!	287971	Guest	7-Oct-21	348555	I Disagree they speed on all roads		10/24/2021 15:10	4	6	2
416587	Safety	Cars go fast!	287971	Guest	7-Oct-21	348842	I Agree		10/30/2021 18:25	4	6	2
416587	Safety	Cars go fast!	287971	Guest	7-Oct-21	348917	I Agree		10/31/2021 21:03	4	6	2
416588	Bicycling	Would love to see bike lanes.	287971	Guest	7-Oct-21	348840	I Agree as long as parking does not get taken away		10/30/2021 18:23	4	4	0
416588	Bicycling	Would love to see bike lanes.	287971	Guest	7-Oct-21	348915	I Agree		10/31/2021 21:02	4	4	0
416674	Safety	Is it possible to add a speed bump somewhere along here? Drivers ZOOM through at all hours, regardless of posted school zone signs	327694		18-Oct-21	348449	Difficult to see around parked cars when crossing 2nd St.	Anonymous	10/20/2021 17:31	0	2	2
416674	Safety	Is it possible to add a speed bump somewhere along here? Drivers ZOOM through at all hours, regardless of posted school zone signs	327694		18-Oct-21	348561	That's all over not just 2nd street.		10/24/2021 15:19	0	2	2
416674	Safety	Is it possible to add a speed bump somewhere along here? Drivers ZOOM through at all hours, regardless of posted school zone signs	327694		18-Oct-21	348845	I Agree		10/30/2021 18:30	0	2	2
416716	Safety	Speeding traffic is a concern. The whole area is primarily residential with children. I have heard the screeching tires to avoid hitting pets and balls that roll or run onto the street.	327791		20-Oct-21					2	2	0
416720	Driving	It is difficult to see past the parked cars when crossing 2nd St.	183489	Anonymous	20-Oct-21	348516	I Agree		10/22/2021 20:47	3	3	0
416721	Other	Wider boulevards would be nice so trees can be planted. A little greenery would help enhance the neighborhood	183489	Anonymous	20-Oct-21	348500	I Agree		10/22/2021 16:46	8	8	0
416721	Other	Wider boulevards would be nice so trees can be planted. A little greenery would help enhance the neighborhood	183489	Anonymous	20-Oct-21	348515	If the city wants this to be a high traffic area splitting the traffic would be a great idea.		10/22/2021 20:46	8	8	0
416721	Other	Wider boulevards would be nice so trees can be planted. A little greenery would help enhance the neighborhood	183489	Anonymous	20-Oct-21	348846	I Agree		10/30/2021 18:31	8	8	0
416721	Other	Wider boulevards would be nice so trees can be planted. A little greenery would help enhance the neighborhood	183489	Anonymous	20-Oct-21	348925	I Agree		10/31/2021 21:11	8	8	0
416728	Walking	Flashing pedestrian cross walk signs to get to riverfront park safely.	327854		21-Oct-21	348525	It would be better to design the road to serve the urban residential neighborhood it is in by calming traffic and reducing crossing distances. There are a variety of way those two objectives could be achieved that would negate the need for a suburban solution like an RRFB which signals that pedestrian are just an afterthought.	andrewboyle	10/23/2021 14:28	2	3	1
416729	Safety	Cars are always speeding through the school zone.	327854		21-Oct-21	348501	I Agree		10/22/2021 16:47	4	4	0
416729	Safety	Cars are always speeding through the school zone.	327854		21-Oct-21	348557	That's all over not just on 2nd street		10/24/2021 15:12	4	4	0
416729	Safety	Cars are always speeding through the school zone.	327854		21-Oct-21	348922	I Agree		10/31/2021 21:09	4	4	0
416742	Driving	During certain times, northbound traffic can get backed up on 2nd St heading toward the intersection with Madison Ave. It feels like this intersection would benefit from a dedicated Right-Turn Only lane as opposed to the current Right-Turn and Straight lane. A dedicated Right-Turn Only lane would also provide an opportunity for a right-turn Green Arrow for 2nd St vehicles turning right onto Madison Ave when there is a left-turn Green Arrow for westbound Madison Ave vehicles turning onto 2nd St. A successful example of this approach is the right-turn Green Arrow for vehicles on westbound Raintree Rd turning right onto N Victory Drive. Taking a similar approach for northbound 2nd St vehicles turning right onto Madison Ave would help with congestion in this area.	327903		22-Oct-21	348839	I Agree but I do want to be sure parking is still available on this block!		10/30/2021 18:22	1	2	1

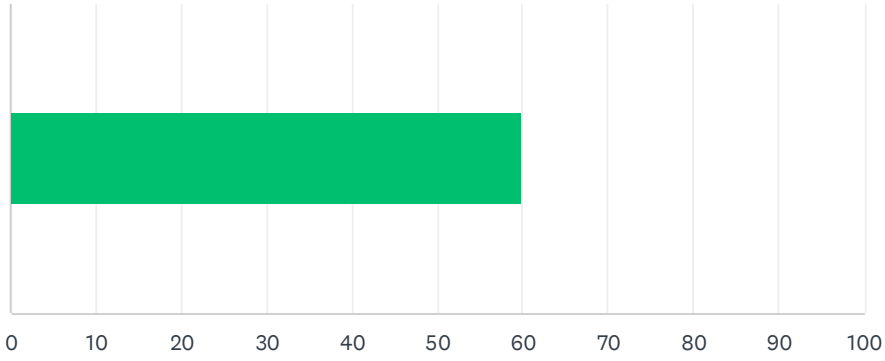
416742	Driving	During certain times, northbound traffic can get backed up on 2nd St heading toward the intersection with Madison Ave. It feels like this intersection would benefit from a dedicated Right-Turn Only lane as opposed to the current Right-Turn and Straight lane. A dedicated Right-Turn Only lane would also provide an opportunity for a right-turn Green Arrow for 2nd St vehicles turning right onto Madison Ave when there is a left-turn Green Arrow for westbound Madison Ave vehicles turning onto 2nd St. A successful example of this approach is the right-turn Green Arrow for vehicles on westbound Raintree Rd turning right onto N Victory Drive. Taking a similar approach for northbound 2nd St vehicles turning right onto Madison Ave would help with congestion in this area.	327903		22-Oct-21	348914	I Disagree, this comment is focused on the driver and doesn't take into consideration of how a dedicated right turn lane affects the safety for people that walk or bicycle through that area.		10/31/2021 21:01	1	2	1
416743	Driving	Difficult to cross N. 2nd at Plum St. Needs traffic signal.	327910		22-Oct-21					-1	0	1
416744	Driving	N. 2nd should be one-way going north.	327910		22-Oct-21	348502	I Agree. Having to be a one-way would reduce traffic density.		10/22/2021 16:47	0	1	1
416745	Driving	Riverfront should be one-way going south.	327910		22-Oct-21	348513	I Disagree - I think it would be better to have 2nd (south) and Broad (north) be the one-ways. Then we could more easily add bike lanes without eating into the yards of residents.	Guest	10/22/2021 20:43	-2	0	2
416745	Driving	Riverfront should be one-way going south.	327910		22-Oct-21	348847	I Disagree		10/30/2021 18:32	-2	0	2
416746	Safety	Traffic moves way too fast along here. More stops or other measures needed to slow down traffic.	327914		22-Oct-21	348526	I agree. At ~46 feet wide with just 2 lanes of traffic and just 50% parking utilization at peak it is not surprising that people speed. Not to mention 30 mph is too fast a design speed or speed limit for a residential street to begin with. Narrowing lanes (this isn't a truck route), widening boulevards, planting more trees, bump outs, and chicanes would all be great ways to calm the traffic and improve the safety of the street.	andrewboyle	10/23/2021 14:33	3	3	0
416746	Safety	Traffic moves way too fast along here. More stops or other measures needed to slow down traffic.	327914		22-Oct-21	348921	I Agree, more traffic calming measure are needed along this corridor to make it safer for people who walk or bicycle and also make the area more aesthetically appealing.		10/31/2021 21:08	3	3	0
416747	Bicycling	Would love to see a safe bike/walk crossing here to help get from the bike lane on Broad Street to the bike trail at Riverfront Park.	327918	Guest	22-Oct-21							
416749	Safety	Traffic exiting the bridge that is trying to then take a left on the Main St. frequently yield here even though there is no sign. This makes rear ending someone a real possibility.	327924		22-Oct-21	348558	Maybe people should learn to pay attention and drive instead of playing with their phones or being on them.		10/24/2021 15:15			
416750	Driving	Right of way is confusing here leading to drivers cutting off other drivers when trying to turn right onto the bridge.	327924		22-Oct-21	348560	It's not confusing its common sense which people dont have anymore		10/24/2021 15:18	0	1	1
416750	Driving	Right of way is confusing here leading to drivers cutting off other drivers when trying to turn right onto the bridge.	327924		22-Oct-21	348927	I Agree		10/31/2021 21:12	0	1	1
416752	Safety	Walkers that parked on or near 2nd St. are very often seen jaywalking across this section of riverfront. A traffic light or pedestrian crossing should be considered.	327924		22-Oct-21	348556	Then maybe people.shouldnt J walk.		10/24/2021 15:12	2	2	0
416752	Safety	Walkers that parked on or near 2nd St. are very often seen jaywalking across this section of riverfront. A traffic light or pedestrian crossing should be considered.	327924		22-Oct-21	348843	I Agree		10/30/2021 18:26	2	2	0
416754	Safety	Adding the bump outs at intersections (like Cherry St) would make it easier to see traffic and easier to cross for cars, pedestrians, and bicycles.	327927	Guest	22-Oct-21	348919	I Agree		10/31/2021 21:05	1	1	0

416757	Walking	This intersection is terrible for walking and is designed to serve automobile traffic only, even that not well. There is an excessive number or lanes on all approaches and the right turn out lanes are very dangerous for pedestrians. Consider removing the turn out lanes and reducing the number of lanes on Mulberry, particularly to the SE where the street quickly becomes residential and ends in 3 blocks. That does not require 5 lanes or ~70 feet of width. The stop light also incentivizes people to speed to get through the light rather than wait, which is dangerous. This seems like a perfect location for a single lane roundabout to slow and control traffic as well as allow easier crossing for bikes and pedestrians, and there is plenty of space to work with.	67094	andrewboyle	23-Oct-21	348559	Many things that are described are driver and pedestrian error. Everything else then driving is more important and everyone is entitled not to wait.		10/24/2021 15:17	1	1	0
416758	Walking	The right turn out lane incentivizes automobile travel at the expense of safety for everyone else, especially those outside of cars. Remove it to create a safer non-motorized environment.	67094	andrewboyle	23-Oct-21	348926	I Agree		10/31/2021 21:11	1	1	0
416759	Safety	Consider adding bumpouts at every intersection to control vehicle speed and allow better sight distance and shorter crossing distance for pedestrians.	67094	andrewboyle	23-Oct-21	348923	I Agree		10/31/2021 21:09	1	1	0
416760	Other	Plant more street trees! They offer a multitude of safety, health and environmental benefits. Boulevards could be widened to better accomodate them.	67094	andrewboyle	23-Oct-21	348565	I Agree		10/24/2021 20:18	3	3	0
416760	Other	Plant more street trees! They offer a multitude of safety, health and environmental benefits. Boulevards could be widened to better accomodate them.	67094	andrewboyle	23-Oct-21	348841	I Agree, this would also be a great area to expand the art walk or purchase a few of the statues to encourage walking and exploring		10/30/2021 18:24	3	3	0
416760	Other	Plant more street trees! They offer a multitude of safety, health and environmental benefits. Boulevards could be widened to better accomodate them.	67094	andrewboyle	23-Oct-21	348916	I Agree		10/31/2021 21:03	3	3	0
416797	Driving	This is a confusing intersection for some who think its a 4-way stop.	328130		27-Oct-21							
416798	Safety	Need better signage to notify drivers of school zone. Its hard to see. Also, who knows when school is in session? Since its a private school, its hard to know.	328130		27-Oct-21	348844	I Agree		10/30/2021 18:29	1	1	0
416799	Safety	Left turn from northbound 2nd to westbound Madison should be restricted.	328130		27-Oct-21	348837	I Disagree		10/30/2021 18:19	-1	0	1
416800	Driving	Add a dedicated turn lane from northbound 2nd to eastbound Madison.	328130		27-Oct-21	348838	I Agree		10/30/2021 18:20	1	1	0
416801	Driving	Restrict or eliminate traffic from crossing Madison. This could eliminate the stop light all together.	328130		27-Oct-21							
416903	Safety	This is a very dangerous intersection for both cars and pedestrians. 2nd Street is difficult to cross here as cars come streaming off the bridge. Perhaps a 4-way stop or traffic signal would give crossing traffic and walkers a chance.	328245		31-Oct-21							
416904	Walking	It has always seemed strange and inconvenient that there is no pedestrian crosswalk on the west side of the intersection. There are many cases where someone wants to walk from a 2nd St business to a Riverfront business and has to do triple the number of crossings to navigate this intersection safely and legally.	328245		31-Oct-21	348928	I Agree, pedestrians are the last prioritized group in the current design of this intersection.		10/31/2021 21:16	1	1	0
416905	Walking	This is an important crossing for reaching Riverfront businesses like the Coffee Hag. However, 2nd St traffic moves extremely quickly and during peak periods there is no break in vehicles. Perhaps cub bump-outs would make the crossing easier by narrowing the street as well a slightly slowing traffic.	328245		31-Oct-21	348924	I Agree		10/31/2021 21:10	1	1	0
416906	Walking	This is an important intersection for reaching Riverfront businesses as well as the Riverfront park. Perhaps cub bump outs would help by shortening the crossing and slowing traffic.	328245		31-Oct-21	348918	I Agree		10/31/2021 21:03	1	1	0

416907	Driving	I believe that making 2nd street one-way would only encourager motorists to drive faster. Perhaps some traffic calming measures like 4-way stops or curb bump-outs/chicanes would slow traffic down and make the street less of a barrier for pedestrians trying to reach Old Town.	328245		31-Oct-21								
416920	Safety	I disagree that Riverfront should be one way. This only promotes speed and is detrimental to the businesses located along the corridor.	328255		31-Oct-21								
416985	Safety	Please do not use bump-outs. They would need to be at every intersection, meaning that anyone pulling a trailer or driving a school bus would have to stay away from this street. Alternatively, consider enforcing NO PARKING within 45ft of an intersection. The sight lines are the most important value of safety.	328616		9-Nov-21								

Q1 What is your level of support for Alternative A?

Answered: 425 Skipped: 0



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	60	25,485	425
Total Respondents: 425			

#		DATE
1	3	5/5/2022 5:57 AM
2	100	5/4/2022 11:45 PM
3	55	5/4/2022 8:22 PM
4	48	5/4/2022 1:38 PM
5	51	5/4/2022 10:06 AM
6	30	5/4/2022 7:40 AM
7	90	5/3/2022 4:48 PM
8	20	5/3/2022 3:44 PM
9	25	5/3/2022 3:44 PM
10	100	5/3/2022 3:14 PM
11	83	5/3/2022 3:01 PM
12	0	5/3/2022 2:56 PM
13	4	5/3/2022 2:17 PM
14	63	5/3/2022 2:02 PM
15	65	5/3/2022 1:54 PM
16	51	5/3/2022 1:52 PM
17	56	5/3/2022 1:52 PM
18	75	5/3/2022 1:37 PM
19	85	5/3/2022 1:27 PM
20	100	5/2/2022 3:22 PM

21	31	5/2/2022 10:25 AM
22	31	5/2/2022 9:19 AM
23	61	5/2/2022 8:44 AM
24	90	5/2/2022 8:08 AM
25	100	5/2/2022 12:10 AM
26	0	5/1/2022 11:26 PM
27	80	5/1/2022 7:13 PM
28	0	5/1/2022 7:04 PM
29	100	5/1/2022 6:14 PM
30	100	5/1/2022 5:34 PM
31	0	5/1/2022 1:19 PM
32	0	5/1/2022 12:52 PM
33	28	4/30/2022 11:14 PM
34	81	4/29/2022 8:58 PM
35	28	4/29/2022 10:04 AM
36	64	4/28/2022 10:23 PM
37	93	4/28/2022 9:25 PM
38	90	4/28/2022 7:17 PM
39	68	4/28/2022 7:14 PM
40	100	4/28/2022 5:54 PM
41	40	4/28/2022 2:53 PM
42	63	4/28/2022 2:28 PM
43	50	4/28/2022 2:27 PM
44	35	4/28/2022 2:10 PM
45	0	4/28/2022 2:08 PM
46	35	4/28/2022 2:07 PM
47	60	4/28/2022 1:59 PM
48	35	4/28/2022 1:58 PM
49	8	4/28/2022 12:00 PM
50	1	4/28/2022 7:30 AM
51	0	4/27/2022 11:07 PM
52	69	4/27/2022 9:35 PM
53	96	4/27/2022 8:18 PM
54	100	4/27/2022 5:00 PM
55	75	4/27/2022 4:56 PM
56	0	4/27/2022 2:41 PM
57	0	4/27/2022 7:23 AM
58	71	4/27/2022 5:13 AM

59	26	4/26/2022 10:27 PM
60	50	4/26/2022 8:41 PM
61	50	4/26/2022 7:03 PM
62	25	4/26/2022 3:34 PM
63	75	4/26/2022 2:58 PM
64	62	4/26/2022 2:37 PM
65	90	4/26/2022 2:19 PM
66	99	4/26/2022 2:17 PM
67	83	4/26/2022 2:01 PM
68	100	4/26/2022 1:58 PM
69	25	4/26/2022 1:52 PM
70	100	4/26/2022 1:47 PM
71	100	4/26/2022 1:20 PM
72	80	4/26/2022 1:13 PM
73	70	4/26/2022 12:55 PM
74	100	4/26/2022 12:17 PM
75	100	4/26/2022 11:35 AM
76	80	4/26/2022 10:57 AM
77	8	4/26/2022 10:01 AM
78	100	4/26/2022 9:43 AM
79	82	4/26/2022 9:36 AM
80	64	4/26/2022 8:46 AM
81	5	4/26/2022 7:40 AM
82	80	4/26/2022 7:23 AM
83	100	4/26/2022 6:01 AM
84	49	4/25/2022 9:16 PM
85	50	4/25/2022 6:57 PM
86	1	4/25/2022 5:32 PM
87	32	4/25/2022 4:34 PM
88	62	4/25/2022 4:06 PM
89	85	4/25/2022 3:16 PM
90	0	4/25/2022 3:07 PM
91	0	4/25/2022 3:06 PM
92	100	4/25/2022 3:05 PM
93	75	4/25/2022 3:01 PM
94	50	4/25/2022 2:59 PM
95	90	4/25/2022 2:58 PM
96	100	4/25/2022 2:54 PM

97	100	4/25/2022 2:49 PM
98	50	4/25/2022 2:47 PM
99	0	4/25/2022 1:55 PM
100	98	4/25/2022 11:34 AM
101	25	4/25/2022 10:40 AM
102	39	4/25/2022 9:33 AM
103	88	4/25/2022 9:09 AM
104	50	4/25/2022 8:41 AM
105	75	4/25/2022 7:31 AM
106	100	4/25/2022 2:30 AM
107	15	4/25/2022 1:01 AM
108	62	4/24/2022 9:52 PM
109	75	4/24/2022 9:48 PM
110	55	4/24/2022 9:24 PM
111	33	4/24/2022 9:05 PM
112	95	4/24/2022 6:03 PM
113	7	4/24/2022 5:19 PM
114	100	4/24/2022 5:11 PM
115	64	4/24/2022 4:44 PM
116	50	4/24/2022 4:30 PM
117	3	4/24/2022 4:10 PM
118	51	4/24/2022 3:08 PM
119	100	4/24/2022 2:23 PM
120	7	4/24/2022 2:12 PM
121	80	4/24/2022 12:22 PM
122	52	4/24/2022 12:06 PM
123	82	4/24/2022 11:41 AM
124	2	4/24/2022 11:20 AM
125	51	4/24/2022 11:09 AM
126	100	4/24/2022 10:08 AM
127	67	4/24/2022 9:59 AM
128	80	4/24/2022 9:47 AM
129	48	4/24/2022 9:10 AM
130	100	4/24/2022 9:08 AM
131	47	4/24/2022 9:05 AM
132	13	4/24/2022 9:00 AM
133	85	4/24/2022 8:58 AM
134	70	4/24/2022 8:57 AM

135	15	4/24/2022 8:29 AM
136	50	4/24/2022 8:21 AM
137	65	4/24/2022 8:19 AM
138	0	4/24/2022 8:11 AM
139	43	4/24/2022 7:51 AM
140	9	4/24/2022 6:16 AM
141	67	4/24/2022 4:20 AM
142	100	4/23/2022 10:47 PM
143	4	4/23/2022 10:25 PM
144	75	4/23/2022 9:30 PM
145	80	4/23/2022 9:20 PM
146	47	4/23/2022 9:18 PM
147	5	4/23/2022 7:50 PM
148	100	4/23/2022 7:04 PM
149	25	4/23/2022 5:45 PM
150	58	4/23/2022 4:27 PM
151	50	4/23/2022 4:02 PM
152	60	4/23/2022 3:15 PM
153	88	4/23/2022 1:17 PM
154	1	4/23/2022 12:19 PM
155	50	4/23/2022 12:09 PM
156	90	4/23/2022 10:56 AM
157	1	4/23/2022 10:39 AM
158	62	4/23/2022 5:59 AM
159	51	4/23/2022 5:16 AM
160	100	4/23/2022 12:23 AM
161	0	4/22/2022 7:03 PM
162	56	4/22/2022 6:30 PM
163	0	4/22/2022 5:48 PM
164	80	4/22/2022 5:22 PM
165	29	4/22/2022 5:17 PM
166	78	4/22/2022 5:12 PM
167	90	4/22/2022 4:54 PM
168	100	4/22/2022 4:00 PM
169	50	4/22/2022 3:47 PM
170	90	4/22/2022 3:32 PM
171	60	4/22/2022 3:25 PM
172	47	4/22/2022 3:23 PM

173	90	4/22/2022 3:13 PM
174	100	4/22/2022 2:56 PM
175	49	4/22/2022 2:49 PM
176	75	4/22/2022 2:48 PM
177	57	4/22/2022 2:45 PM
178	100	4/22/2022 2:38 PM
179	72	4/22/2022 2:25 PM
180	76	4/22/2022 1:59 PM
181	76	4/22/2022 1:51 PM
182	59	4/22/2022 1:51 PM
183	75	4/22/2022 1:48 PM
184	100	4/22/2022 1:47 PM
185	72	4/22/2022 1:16 PM
186	70	4/22/2022 1:13 PM
187	100	4/22/2022 12:49 PM
188	75	4/22/2022 12:43 PM
189	75	4/22/2022 12:41 PM
190	78	4/22/2022 12:24 PM
191	75	4/22/2022 12:06 PM
192	68	4/22/2022 12:04 PM
193	49	4/22/2022 11:54 AM
194	69	4/22/2022 11:51 AM
195	100	4/22/2022 11:42 AM
196	48	4/22/2022 11:42 AM
197	99	4/22/2022 11:34 AM
198	49	4/22/2022 11:32 AM
199	79	4/22/2022 11:08 AM
200	78	4/22/2022 11:07 AM
201	96	4/22/2022 11:00 AM
202	50	4/22/2022 10:59 AM
203	44	4/22/2022 10:45 AM
204	77	4/22/2022 10:36 AM
205	51	4/22/2022 10:35 AM
206	95	4/22/2022 10:28 AM
207	40	4/22/2022 10:13 AM
208	100	4/22/2022 10:05 AM
209	0	4/22/2022 10:05 AM
210	98	4/22/2022 10:03 AM

211	77	4/22/2022 9:59 AM
212	100	4/22/2022 9:25 AM
213	100	4/22/2022 9:17 AM
214	2	4/22/2022 9:13 AM
215	1	4/22/2022 9:07 AM
216	71	4/22/2022 9:03 AM
217	92	4/22/2022 8:58 AM
218	50	4/22/2022 8:43 AM
219	95	4/22/2022 8:30 AM
220	77	4/22/2022 8:10 AM
221	71	4/22/2022 8:04 AM
222	99	4/22/2022 8:00 AM
223	95	4/22/2022 7:59 AM
224	50	4/22/2022 7:50 AM
225	66	4/22/2022 7:48 AM
226	73	4/22/2022 7:43 AM
227	99	4/22/2022 7:34 AM
228	50	4/22/2022 7:28 AM
229	100	4/22/2022 7:23 AM
230	93	4/22/2022 7:22 AM
231	90	4/22/2022 7:13 AM
232	48	4/22/2022 7:11 AM
233	98	4/22/2022 7:10 AM
234	72	4/22/2022 7:01 AM
235	84	4/22/2022 6:48 AM
236	100	4/22/2022 6:34 AM
237	70	4/22/2022 6:30 AM
238	51	4/22/2022 6:17 AM
239	100	4/22/2022 6:11 AM
240	53	4/22/2022 5:34 AM
241	100	4/22/2022 5:29 AM
242	68	4/22/2022 5:22 AM
243	100	4/22/2022 5:17 AM
244	51	4/22/2022 5:14 AM
245	80	4/22/2022 4:49 AM
246	38	4/22/2022 3:18 AM
247	100	4/22/2022 2:10 AM
248	51	4/22/2022 1:51 AM

249	50	4/22/2022 1:50 AM
250	51	4/22/2022 1:40 AM
251	100	4/22/2022 12:50 AM
252	100	4/21/2022 11:56 PM
253	10	4/21/2022 11:04 PM
254	50	4/21/2022 11:04 PM
255	50	4/21/2022 10:24 PM
256	49	4/21/2022 10:15 PM
257	50	4/21/2022 10:14 PM
258	82	4/21/2022 10:01 PM
259	1	4/21/2022 9:41 PM
260	0	4/21/2022 9:33 PM
261	15	4/21/2022 9:19 PM
262	52	4/21/2022 9:00 PM
263	84	4/21/2022 8:59 PM
264	96	4/21/2022 8:49 PM
265	1	4/21/2022 8:43 PM
266	100	4/21/2022 8:36 PM
267	0	4/21/2022 8:33 PM
268	81	4/21/2022 8:31 PM
269	100	4/21/2022 8:22 PM
270	1	4/21/2022 8:17 PM
271	2	4/21/2022 8:17 PM
272	0	4/21/2022 8:07 PM
273	49	4/21/2022 8:06 PM
274	61	4/21/2022 7:58 PM
275	73	4/21/2022 7:57 PM
276	9	4/21/2022 7:38 PM
277	50	4/21/2022 7:34 PM
278	29	4/21/2022 7:26 PM
279	90	4/21/2022 7:15 PM
280	80	4/21/2022 6:57 PM
281	83	4/21/2022 6:56 PM
282	89	4/21/2022 6:24 PM
283	53	4/21/2022 6:24 PM
284	100	4/21/2022 6:21 PM
285	100	4/21/2022 6:17 PM
286	80	4/21/2022 6:13 PM

287	86	4/21/2022 6:11 PM
288	19	4/21/2022 5:50 PM
289	90	4/21/2022 5:45 PM
290	35	4/21/2022 5:36 PM
291	21	4/21/2022 5:25 PM
292	100	4/21/2022 5:22 PM
293	25	4/21/2022 5:19 PM
294	74	4/21/2022 5:05 PM
295	50	4/21/2022 4:57 PM
296	70	4/21/2022 4:47 PM
297	73	4/21/2022 4:37 PM
298	0	4/21/2022 4:34 PM
299	50	4/21/2022 4:32 PM
300	41	4/21/2022 4:25 PM
301	0	4/21/2022 4:20 PM
302	85	4/21/2022 4:18 PM
303	52	4/21/2022 4:14 PM
304	29	4/21/2022 4:07 PM
305	1	4/21/2022 4:05 PM
306	100	4/21/2022 4:04 PM
307	98	4/21/2022 4:01 PM
308	78	4/21/2022 4:01 PM
309	48	4/21/2022 3:59 PM
310	50	4/21/2022 3:49 PM
311	60	4/21/2022 3:48 PM
312	80	4/21/2022 3:44 PM
313	90	4/21/2022 3:40 PM
314	50	4/21/2022 3:33 PM
315	48	4/21/2022 3:28 PM
316	20	4/21/2022 3:25 PM
317	35	4/21/2022 3:24 PM
318	100	4/21/2022 3:24 PM
319	51	4/21/2022 3:23 PM
320	80	4/21/2022 3:23 PM
321	100	4/21/2022 3:19 PM
322	100	4/21/2022 3:18 PM
323	98	4/21/2022 3:18 PM
324	100	4/21/2022 3:15 PM

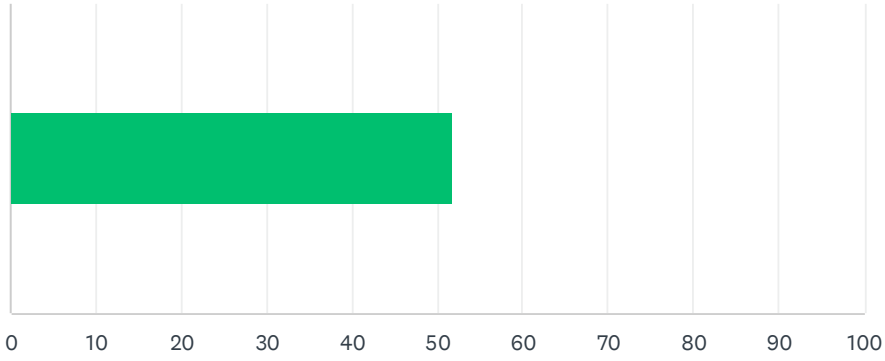
325	70	4/21/2022 3:14 PM
326	100	4/21/2022 3:12 PM
327	1	4/21/2022 3:11 PM
328	80	4/21/2022 3:06 PM
329	65	4/21/2022 3:05 PM
330	100	4/21/2022 3:04 PM
331	90	4/21/2022 3:04 PM
332	40	4/21/2022 2:58 PM
333	49	4/21/2022 2:57 PM
334	90	4/21/2022 2:56 PM
335	0	4/21/2022 2:56 PM
336	93	4/21/2022 2:55 PM
337	38	4/21/2022 2:55 PM
338	40	4/21/2022 2:55 PM
339	29	4/21/2022 2:55 PM
340	73	4/21/2022 2:54 PM
341	74	4/21/2022 2:51 PM
342	51	4/21/2022 2:51 PM
343	72	4/21/2022 2:50 PM
344	50	4/21/2022 2:50 PM
345	66	4/21/2022 2:49 PM
346	90	4/21/2022 2:49 PM
347	50	4/21/2022 2:49 PM
348	63	4/21/2022 2:48 PM
349	51	4/21/2022 2:48 PM
350	48	4/21/2022 2:47 PM
351	53	4/21/2022 2:47 PM
352	30	4/21/2022 2:47 PM
353	49	4/21/2022 2:47 PM
354	100	4/21/2022 2:44 PM
355	50	4/21/2022 2:42 PM
356	33	4/21/2022 2:40 PM
357	50	4/21/2022 2:37 PM
358	1	4/21/2022 8:26 AM
359	100	4/21/2022 7:50 AM
360	70	4/21/2022 6:35 AM
361	100	4/20/2022 11:30 PM
362	55	4/20/2022 6:28 PM

363	29	4/20/2022 6:11 PM
364	14	4/20/2022 2:22 PM
365	33	4/20/2022 2:22 PM
366	79	4/20/2022 9:56 AM
367	65	4/20/2022 9:32 AM
368	35	4/20/2022 6:32 AM
369	1	4/19/2022 11:39 PM
370	50	4/19/2022 11:21 PM
371	24	4/19/2022 10:08 PM
372	90	4/19/2022 9:49 PM
373	49	4/19/2022 9:43 PM
374	100	4/19/2022 9:42 PM
375	100	4/19/2022 9:10 PM
376	63	4/19/2022 8:52 PM
377	53	4/19/2022 8:43 PM
378	100	4/19/2022 8:41 PM
379	26	4/19/2022 6:50 PM
380	5	4/19/2022 5:31 PM
381	65	4/19/2022 4:54 PM
382	0	4/19/2022 4:07 PM
383	100	4/19/2022 4:00 PM
384	40	4/19/2022 3:59 PM
385	73	4/19/2022 3:57 PM
386	70	4/19/2022 3:10 PM
387	100	4/19/2022 3:02 PM
388	65	4/19/2022 1:56 PM
389	99	4/19/2022 1:53 PM
390	12	4/19/2022 1:50 PM
391	73	4/19/2022 1:36 PM
392	64	4/19/2022 1:26 PM
393	96	4/19/2022 1:25 PM
394	50	4/19/2022 1:12 PM
395	1	4/19/2022 1:11 PM
396	49	4/19/2022 1:09 PM
397	56	4/19/2022 1:08 PM
398	50	4/19/2022 1:07 PM
399	65	4/19/2022 1:05 PM
400	50	4/19/2022 1:03 PM

401	76	4/19/2022 1:02 PM
402	52	4/19/2022 1:01 PM
403	7	4/19/2022 12:58 PM
404	35	4/19/2022 12:56 PM
405	90	4/19/2022 10:58 AM
406	100	4/19/2022 10:40 AM
407	71	4/19/2022 10:30 AM
408	48	4/19/2022 10:00 AM
409	70	4/19/2022 9:25 AM
410	75	4/19/2022 9:24 AM
411	65	4/19/2022 8:54 AM
412	51	4/19/2022 8:53 AM
413	89	4/19/2022 8:38 AM
414	27	4/19/2022 8:31 AM
415	100	4/19/2022 8:30 AM
416	0	4/19/2022 8:20 AM
417	100	4/19/2022 7:51 AM
418	68	4/18/2022 10:34 PM
419	73	4/18/2022 6:56 PM
420	95	4/18/2022 6:42 PM
421	73	4/18/2022 6:26 PM
422	50	4/18/2022 5:11 PM
423	75	4/18/2022 4:06 PM
424	4	4/18/2022 3:55 PM
425	66	4/18/2022 3:54 PM

Q2 What is your level of support for Alternative B?

Answered: 425 Skipped: 0



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	52	21,999	425
Total Respondents: 425			

#		DATE
1	3	5/5/2022 5:57 AM
2	45	5/4/2022 11:45 PM
3	51	5/4/2022 8:22 PM
4	1	5/4/2022 1:38 PM
5	75	5/4/2022 10:06 AM
6	70	5/4/2022 7:40 AM
7	90	5/3/2022 4:48 PM
8	60	5/3/2022 3:44 PM
9	75	5/3/2022 3:44 PM
10	51	5/3/2022 3:14 PM
11	10	5/3/2022 3:01 PM
12	100	5/3/2022 2:56 PM
13	2	5/3/2022 2:17 PM
14	23	5/3/2022 2:02 PM
15	37	5/3/2022 1:54 PM
16	30	5/3/2022 1:52 PM
17	30	5/3/2022 1:52 PM
18	18	5/3/2022 1:37 PM
19	61	5/3/2022 1:27 PM
20	50	5/2/2022 3:22 PM

21	86	5/2/2022 10:25 AM
22	0	5/2/2022 9:19 AM
23	20	5/2/2022 8:44 AM
24	10	5/2/2022 8:08 AM
25	50	5/2/2022 12:10 AM
26	0	5/1/2022 11:26 PM
27	20	5/1/2022 7:13 PM
28	0	5/1/2022 7:04 PM
29	17	5/1/2022 6:14 PM
30	80	5/1/2022 5:34 PM
31	100	5/1/2022 1:19 PM
32	0	5/1/2022 12:52 PM
33	83	4/30/2022 11:14 PM
34	36	4/29/2022 8:58 PM
35	100	4/29/2022 10:04 AM
36	88	4/28/2022 10:23 PM
37	85	4/28/2022 9:25 PM
38	50	4/28/2022 7:17 PM
39	41	4/28/2022 7:14 PM
40	65	4/28/2022 5:54 PM
41	67	4/28/2022 2:53 PM
42	100	4/28/2022 2:28 PM
43	75	4/28/2022 2:27 PM
44	100	4/28/2022 2:10 PM
45	0	4/28/2022 2:08 PM
46	100	4/28/2022 2:07 PM
47	85	4/28/2022 1:59 PM
48	100	4/28/2022 1:58 PM
49	10	4/28/2022 12:00 PM
50	1	4/28/2022 7:30 AM
51	0	4/27/2022 11:07 PM
52	31	4/27/2022 9:35 PM
53	94	4/27/2022 8:18 PM
54	30	4/27/2022 5:00 PM
55	51	4/27/2022 4:56 PM
56	0	4/27/2022 2:41 PM
57	0	4/27/2022 7:23 AM
58	68	4/27/2022 5:13 AM

59	0	4/26/2022 10:27 PM
60	87	4/26/2022 8:41 PM
61	38	4/26/2022 7:03 PM
62	88	4/26/2022 3:34 PM
63	50	4/26/2022 2:58 PM
64	73	4/26/2022 2:37 PM
65	50	4/26/2022 2:19 PM
66	5	4/26/2022 2:17 PM
67	85	4/26/2022 2:01 PM
68	48	4/26/2022 1:58 PM
69	25	4/26/2022 1:52 PM
70	0	4/26/2022 1:47 PM
71	0	4/26/2022 1:20 PM
72	28	4/26/2022 1:13 PM
73	80	4/26/2022 12:55 PM
74	65	4/26/2022 12:17 PM
75	51	4/26/2022 11:35 AM
76	50	4/26/2022 10:57 AM
77	73	4/26/2022 10:01 AM
78	100	4/26/2022 9:43 AM
79	50	4/26/2022 9:36 AM
80	90	4/26/2022 8:46 AM
81	1	4/26/2022 7:40 AM
82	100	4/26/2022 7:23 AM
83	50	4/26/2022 6:01 AM
84	100	4/25/2022 9:16 PM
85	100	4/25/2022 6:57 PM
86	99	4/25/2022 5:32 PM
87	68	4/25/2022 4:34 PM
88	0	4/25/2022 4:06 PM
89	50	4/25/2022 3:16 PM
90	100	4/25/2022 3:07 PM
91	100	4/25/2022 3:06 PM
92	25	4/25/2022 3:05 PM
93	40	4/25/2022 3:01 PM
94	50	4/25/2022 2:59 PM
95	25	4/25/2022 2:58 PM
96	50	4/25/2022 2:54 PM

97	0	4/25/2022 2:49 PM
98	75	4/25/2022 2:47 PM
99	98	4/25/2022 1:55 PM
100	0	4/25/2022 11:34 AM
101	90	4/25/2022 10:40 AM
102	12	4/25/2022 9:33 AM
103	8	4/25/2022 9:09 AM
104	76	4/25/2022 8:41 AM
105	0	4/25/2022 7:31 AM
106	1	4/25/2022 2:30 AM
107	1	4/25/2022 1:01 AM
108	35	4/24/2022 9:52 PM
109	50	4/24/2022 9:48 PM
110	92	4/24/2022 9:24 PM
111	87	4/24/2022 9:05 PM
112	40	4/24/2022 6:03 PM
113	100	4/24/2022 5:19 PM
114	55	4/24/2022 5:11 PM
115	46	4/24/2022 4:44 PM
116	60	4/24/2022 4:30 PM
117	96	4/24/2022 4:10 PM
118	33	4/24/2022 3:08 PM
119	37	4/24/2022 2:23 PM
120	0	4/24/2022 2:12 PM
121	60	4/24/2022 12:22 PM
122	6	4/24/2022 12:06 PM
123	23	4/24/2022 11:41 AM
124	2	4/24/2022 11:20 AM
125	56	4/24/2022 11:09 AM
126	53	4/24/2022 10:08 AM
127	80	4/24/2022 9:59 AM
128	51	4/24/2022 9:47 AM
129	91	4/24/2022 9:10 AM
130	100	4/24/2022 9:08 AM
131	68	4/24/2022 9:05 AM
132	100	4/24/2022 9:00 AM
133	52	4/24/2022 8:58 AM
134	57	4/24/2022 8:57 AM

135	67	4/24/2022 8:29 AM
136	1	4/24/2022 8:21 AM
137	80	4/24/2022 8:19 AM
138	81	4/24/2022 8:11 AM
139	79	4/24/2022 7:51 AM
140	100	4/24/2022 6:16 AM
141	88	4/24/2022 4:20 AM
142	70	4/23/2022 10:47 PM
143	100	4/23/2022 10:25 PM
144	0	4/23/2022 9:30 PM
145	0	4/23/2022 9:20 PM
146	1	4/23/2022 9:18 PM
147	4	4/23/2022 7:50 PM
148	28	4/23/2022 7:04 PM
149	95	4/23/2022 5:45 PM
150	47	4/23/2022 4:27 PM
151	50	4/23/2022 4:02 PM
152	19	4/23/2022 3:15 PM
153	91	4/23/2022 1:17 PM
154	1	4/23/2022 12:19 PM
155	83	4/23/2022 12:09 PM
156	45	4/23/2022 10:56 AM
157	3	4/23/2022 10:39 AM
158	31	4/23/2022 5:59 AM
159	63	4/23/2022 5:16 AM
160	25	4/23/2022 12:23 AM
161	0	4/22/2022 7:03 PM
162	53	4/22/2022 6:30 PM
163	100	4/22/2022 5:48 PM
164	20	4/22/2022 5:22 PM
165	77	4/22/2022 5:17 PM
166	3	4/22/2022 5:12 PM
167	100	4/22/2022 4:54 PM
168	0	4/22/2022 4:00 PM
169	50	4/22/2022 3:47 PM
170	67	4/22/2022 3:32 PM
171	80	4/22/2022 3:25 PM
172	96	4/22/2022 3:23 PM

173	83	4/22/2022 3:13 PM
174	1	4/22/2022 2:56 PM
175	75	4/22/2022 2:49 PM
176	90	4/22/2022 2:48 PM
177	63	4/22/2022 2:45 PM
178	0	4/22/2022 2:38 PM
179	54	4/22/2022 2:25 PM
180	19	4/22/2022 1:59 PM
181	56	4/22/2022 1:51 PM
182	100	4/22/2022 1:51 PM
183	25	4/22/2022 1:48 PM
184	1	4/22/2022 1:47 PM
185	49	4/22/2022 1:16 PM
186	50	4/22/2022 1:13 PM
187	40	4/22/2022 12:49 PM
188	31	4/22/2022 12:43 PM
189	49	4/22/2022 12:41 PM
190	23	4/22/2022 12:24 PM
191	90	4/22/2022 12:06 PM
192	87	4/22/2022 12:04 PM
193	88	4/22/2022 11:54 AM
194	69	4/22/2022 11:51 AM
195	49	4/22/2022 11:42 AM
196	14	4/22/2022 11:42 AM
197	51	4/22/2022 11:34 AM
198	100	4/22/2022 11:32 AM
199	13	4/22/2022 11:08 AM
200	49	4/22/2022 11:07 AM
201	69	4/22/2022 11:00 AM
202	100	4/22/2022 10:59 AM
203	83	4/22/2022 10:45 AM
204	26	4/22/2022 10:36 AM
205	51	4/22/2022 10:35 AM
206	52	4/22/2022 10:28 AM
207	80	4/22/2022 10:13 AM
208	85	4/22/2022 10:05 AM
209	0	4/22/2022 10:05 AM
210	38	4/22/2022 10:03 AM

211	31	4/22/2022 9:59 AM
212	75	4/22/2022 9:25 AM
213	20	4/22/2022 9:17 AM
214	100	4/22/2022 9:13 AM
215	2	4/22/2022 9:07 AM
216	16	4/22/2022 9:03 AM
217	54	4/22/2022 8:58 AM
218	100	4/22/2022 8:43 AM
219	90	4/22/2022 8:30 AM
220	41	4/22/2022 8:10 AM
221	88	4/22/2022 8:04 AM
222	0	4/22/2022 8:00 AM
223	81	4/22/2022 7:59 AM
224	13	4/22/2022 7:50 AM
225	12	4/22/2022 7:48 AM
226	49	4/22/2022 7:43 AM
227	4	4/22/2022 7:34 AM
228	50	4/22/2022 7:28 AM
229	0	4/22/2022 7:23 AM
230	50	4/22/2022 7:22 AM
231	33	4/22/2022 7:13 AM
232	100	4/22/2022 7:11 AM
233	51	4/22/2022 7:10 AM
234	51	4/22/2022 7:01 AM
235	18	4/22/2022 6:48 AM
236	0	4/22/2022 6:34 AM
237	78	4/22/2022 6:30 AM
238	100	4/22/2022 6:17 AM
239	0	4/22/2022 6:11 AM
240	74	4/22/2022 5:34 AM
241	0	4/22/2022 5:29 AM
242	46	4/22/2022 5:22 AM
243	1	4/22/2022 5:17 AM
244	75	4/22/2022 5:14 AM
245	0	4/22/2022 4:49 AM
246	67	4/22/2022 3:18 AM
247	0	4/22/2022 2:10 AM
248	75	4/22/2022 1:51 AM

249	85	4/22/2022 1:50 AM
250	100	4/22/2022 1:40 AM
251	0	4/22/2022 12:50 AM
252	50	4/21/2022 11:56 PM
253	79	4/21/2022 11:04 PM
254	90	4/21/2022 11:04 PM
255	17	4/21/2022 10:24 PM
256	4	4/21/2022 10:15 PM
257	100	4/21/2022 10:14 PM
258	40	4/21/2022 10:01 PM
259	100	4/21/2022 9:41 PM
260	100	4/21/2022 9:33 PM
261	100	4/21/2022 9:19 PM
262	31	4/21/2022 9:00 PM
263	63	4/21/2022 8:59 PM
264	96	4/21/2022 8:49 PM
265	1	4/21/2022 8:43 PM
266	40	4/21/2022 8:36 PM
267	100	4/21/2022 8:33 PM
268	24	4/21/2022 8:31 PM
269	30	4/21/2022 8:22 PM
270	1	4/21/2022 8:17 PM
271	0	4/21/2022 8:17 PM
272	97	4/21/2022 8:07 PM
273	8	4/21/2022 8:06 PM
274	36	4/21/2022 7:58 PM
275	22	4/21/2022 7:57 PM
276	98	4/21/2022 7:38 PM
277	51	4/21/2022 7:34 PM
278	59	4/21/2022 7:26 PM
279	72	4/21/2022 7:15 PM
280	20	4/21/2022 6:57 PM
281	48	4/21/2022 6:56 PM
282	100	4/21/2022 6:24 PM
283	14	4/21/2022 6:24 PM
284	1	4/21/2022 6:21 PM
285	1	4/21/2022 6:17 PM
286	50	4/21/2022 6:13 PM

287	17	4/21/2022 6:11 PM
288	91	4/21/2022 5:50 PM
289	42	4/21/2022 5:45 PM
290	51	4/21/2022 5:36 PM
291	76	4/21/2022 5:25 PM
292	1	4/21/2022 5:22 PM
293	75	4/21/2022 5:19 PM
294	53	4/21/2022 5:05 PM
295	70	4/21/2022 4:57 PM
296	50	4/21/2022 4:47 PM
297	41	4/21/2022 4:37 PM
298	1	4/21/2022 4:34 PM
299	75	4/21/2022 4:32 PM
300	77	4/21/2022 4:25 PM
301	89	4/21/2022 4:20 PM
302	9	4/21/2022 4:18 PM
303	95	4/21/2022 4:14 PM
304	95	4/21/2022 4:07 PM
305	2	4/21/2022 4:05 PM
306	48	4/21/2022 4:04 PM
307	68	4/21/2022 4:01 PM
308	50	4/21/2022 4:01 PM
309	65	4/21/2022 3:59 PM
310	80	4/21/2022 3:49 PM
311	70	4/21/2022 3:48 PM
312	58	4/21/2022 3:44 PM
313	55	4/21/2022 3:40 PM
314	99	4/21/2022 3:33 PM
315	72	4/21/2022 3:28 PM
316	85	4/21/2022 3:25 PM
317	100	4/21/2022 3:24 PM
318	80	4/21/2022 3:24 PM
319	64	4/21/2022 3:23 PM
320	21	4/21/2022 3:23 PM
321	0	4/21/2022 3:19 PM
322	0	4/21/2022 3:18 PM
323	0	4/21/2022 3:18 PM
324	100	4/21/2022 3:15 PM

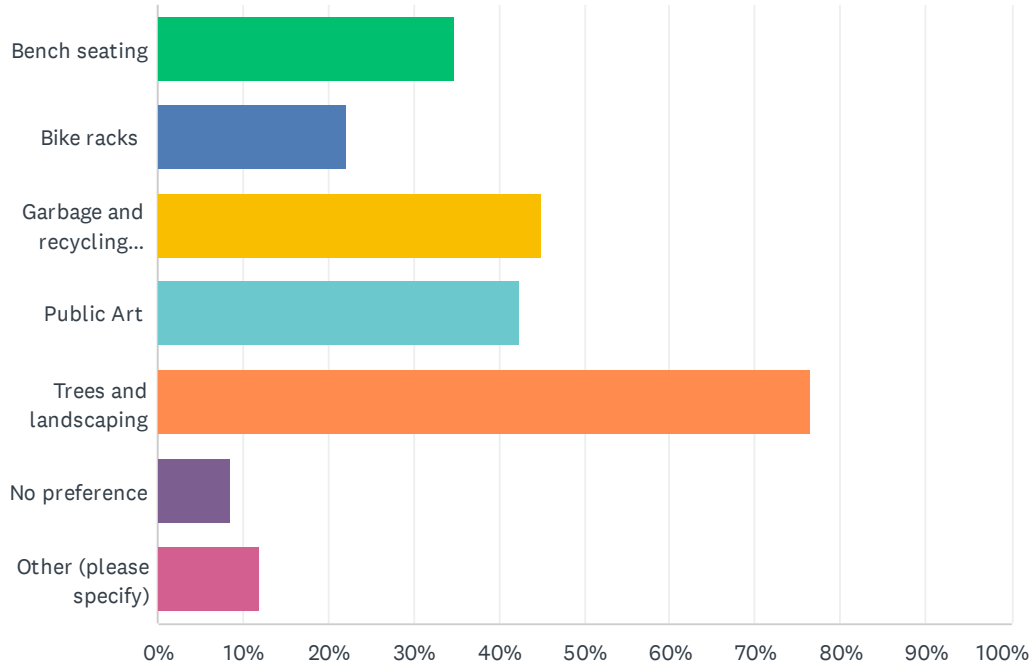
325	26	4/21/2022 3:14 PM
326	90	4/21/2022 3:12 PM
327	100	4/21/2022 3:11 PM
328	10	4/21/2022 3:06 PM
329	100	4/21/2022 3:05 PM
330	35	4/21/2022 3:04 PM
331	30	4/21/2022 3:04 PM
332	40	4/21/2022 2:58 PM
333	100	4/21/2022 2:57 PM
334	60	4/21/2022 2:56 PM
335	0	4/21/2022 2:56 PM
336	60	4/21/2022 2:55 PM
337	80	4/21/2022 2:55 PM
338	80	4/21/2022 2:55 PM
339	0	4/21/2022 2:55 PM
340	65	4/21/2022 2:54 PM
341	90	4/21/2022 2:51 PM
342	100	4/21/2022 2:51 PM
343	43	4/21/2022 2:50 PM
344	8	4/21/2022 2:50 PM
345	96	4/21/2022 2:49 PM
346	30	4/21/2022 2:49 PM
347	69	4/21/2022 2:49 PM
348	49	4/21/2022 2:48 PM
349	75	4/21/2022 2:48 PM
350	53	4/21/2022 2:47 PM
351	67	4/21/2022 2:47 PM
352	100	4/21/2022 2:47 PM
353	100	4/21/2022 2:47 PM
354	0	4/21/2022 2:44 PM
355	100	4/21/2022 2:42 PM
356	100	4/21/2022 2:40 PM
357	65	4/21/2022 2:37 PM
358	3	4/21/2022 8:26 AM
359	34	4/21/2022 7:50 AM
360	80	4/21/2022 6:35 AM
361	49	4/20/2022 11:30 PM
362	54	4/20/2022 6:28 PM

363	75	4/20/2022 6:11 PM
364	100	4/20/2022 2:22 PM
365	87	4/20/2022 2:22 PM
366	75	4/20/2022 9:56 AM
367	93	4/20/2022 9:32 AM
368	70	4/20/2022 6:32 AM
369	1	4/19/2022 11:39 PM
370	100	4/19/2022 11:21 PM
371	60	4/19/2022 10:08 PM
372	55	4/19/2022 9:49 PM
373	75	4/19/2022 9:43 PM
374	75	4/19/2022 9:42 PM
375	33	4/19/2022 9:10 PM
376	100	4/19/2022 8:52 PM
377	100	4/19/2022 8:43 PM
378	100	4/19/2022 8:41 PM
379	51	4/19/2022 6:50 PM
380	68	4/19/2022 5:31 PM
381	40	4/19/2022 4:54 PM
382	0	4/19/2022 4:07 PM
383	0	4/19/2022 4:00 PM
384	100	4/19/2022 3:59 PM
385	21	4/19/2022 3:57 PM
386	4	4/19/2022 3:10 PM
387	48	4/19/2022 3:02 PM
388	0	4/19/2022 1:56 PM
389	45	4/19/2022 1:53 PM
390	0	4/19/2022 1:50 PM
391	91	4/19/2022 1:36 PM
392	94	4/19/2022 1:26 PM
393	50	4/19/2022 1:25 PM
394	100	4/19/2022 1:12 PM
395	1	4/19/2022 1:11 PM
396	100	4/19/2022 1:09 PM
397	75	4/19/2022 1:08 PM
398	99	4/19/2022 1:07 PM
399	67	4/19/2022 1:05 PM
400	31	4/19/2022 1:03 PM

401	56	4/19/2022 1:02 PM
402	26	4/19/2022 1:01 PM
403	75	4/19/2022 12:58 PM
404	65	4/19/2022 12:56 PM
405	48	4/19/2022 10:58 AM
406	0	4/19/2022 10:40 AM
407	51	4/19/2022 10:30 AM
408	26	4/19/2022 10:00 AM
409	15	4/19/2022 9:25 AM
410	80	4/19/2022 9:24 AM
411	58	4/19/2022 8:54 AM
412	100	4/19/2022 8:53 AM
413	1	4/19/2022 8:38 AM
414	63	4/19/2022 8:31 AM
415	39	4/19/2022 8:30 AM
416	0	4/19/2022 8:20 AM
417	30	4/19/2022 7:51 AM
418	38	4/18/2022 10:34 PM
419	100	4/18/2022 6:56 PM
420	100	4/18/2022 6:42 PM
421	89	4/18/2022 6:26 PM
422	51	4/18/2022 5:11 PM
423	40	4/18/2022 4:06 PM
424	3	4/18/2022 3:55 PM
425	11	4/18/2022 3:54 PM

Q3 Please select up to three amenities you would like to see in the sidewalk space:

Answered: 425 Skipped: 0



ANSWER CHOICES	RESPONSES	
Bench seating	34.82%	148
Bike racks	22.12%	94
Garbage and recycling receptacle	44.94%	191
Public Art	42.35%	180
Trees and landscaping	76.47%	325
No preference	8.47%	36
Other (please specify)	12.00%	51
Total Respondents: 425		

#	OTHER (PLEASE SPECIFY)	DATE
1	dog waste stations	5/4/2022 1:38 PM
2	Dedicated bike lanes	5/3/2022 3:14 PM
3	Nothing, save money	5/1/2022 11:26 PM
4	none of these	5/1/2022 12:52 PM
5	Nothing	4/28/2022 7:30 AM
6	Keep Street width and parking on both sides.	4/27/2022 11:07 PM

7	3	4/27/2022 9:35 PM
8	more space to pile snow	4/27/2022 7:23 AM
9	Planters. Old style Lamposts.	4/26/2022 2:01 PM
10	This is a low income area, on street parking is critical as are bus stops.	4/26/2022 1:52 PM
11	NONE we don’t need to waste tax money on benches and other stupid stuff, crackheads don’t need to fucking sit on a bench on 2nd street	4/26/2022 1:47 PM
12	Street Lighting (potentially along the center median). Attention to pedestrian as well as bicycle crossing (the two are not the same)	4/26/2022 12:55 PM
13	+ Garbage and recycling receptacle. Pollinator friendly landscaping/ rain gardens	4/25/2022 2:54 PM
14	Art seems like a complete waste of money. I'd like to see stops signs and crosswalks.	4/24/2022 2:12 PM
15	Declare the sidewalk a mixed-use trail; possibly go to 10' wide. Get cyclists off the street	4/24/2022 11:41 AM
16	A large focus on nature	4/24/2022 8:57 AM
17	Wider roadways	4/24/2022 8:29 AM
18	More traffic lanes and traffic space	4/23/2022 12:19 PM
19	Bike lane	4/23/2022 12:23 AM
20	Pollination/local mn plants	4/22/2022 4:00 PM
21	None.	4/22/2022 2:56 PM
22	Pollinator Habitat	4/22/2022 2:25 PM
23	Water fountain	4/22/2022 11:07 AM
24	A designated, independent bike lane not shared with cars.	4/22/2022 10:35 AM
25	I think you should leave it alone, you're ruining to much of the ambiance of Old Town~~it's not 'old' anymore, no longer historic. Mankato is losing it's identity and becoming/is gentrified.	4/22/2022 9:07 AM
26	Bike Lanes, Maps of the town, message boards for community activities...	4/22/2022 7:28 AM
27	bicycle lanes	4/22/2022 5:22 AM
28	Major upgrades to lighting, this area is so dark and hostile	4/21/2022 11:04 PM
29	Flowers and fancy street lamp lighting with banners	4/21/2022 11:04 PM
30	Leave it alone, stop wasting tax payers money on a town loosing population	4/21/2022 8:43 PM
31	Less vehicles	4/21/2022 8:17 PM
32	Food trees like apples to feed tourists and bums, please.	4/21/2022 8:07 PM
33	bike traffic in lanes need chero's	4/21/2022 4:20 PM
34	public parking -- there already isn't enough...	4/21/2022 4:05 PM
35	Drinking fountain, heated and lighted bus shelter w/ wifi	4/21/2022 3:40 PM
36	Ample ambient lighting.	4/21/2022 3:25 PM
37	Quit screwing with Riverfront Drive!	4/21/2022 2:56 PM
38	Second street doesnt need any of this.	4/21/2022 2:55 PM
39	Water stations for walkers and bikers	4/21/2022 2:47 PM
40	NO corner bump outs.	4/21/2022 8:26 AM
41	Is there a protected bike lane. It could be part of an expanded sidewalk & trees	4/20/2022 6:32 AM
42	Electric car charging stations	4/19/2022 8:52 PM

43	Do you want to put bikes and peds on the same concrete? If so. I believe you will find the two don't mix well. Bikes will do better on the street with traffic. May need signage to point out the bikes have a right to be on the street.	4/19/2022 4:54 PM
44	Parking	4/19/2022 4:07 PM
45	All of the above!	4/19/2022 4:00 PM
46	Frequent public transit loading/unloading. The driving portion of the street should also be smaller and bike lanes should be present, placed between the sidewalk and the parking lane.	4/19/2022 1:56 PM
47	Dog waste cleanup stations	4/19/2022 1:08 PM
48	Flashing pedestrian crossing	4/19/2022 12:58 PM
49	Protected bike lanes	4/19/2022 12:56 PM
50	There’s no room to expand anything unless street parking is removed, which would be terrible	4/19/2022 8:20 AM
51	Trees, specifically ones close to the road for traffic calming.	4/19/2022 7:51 AM

Q4 Do you have any additional comments or questions about the Second Street Corridor Study?

Answered: 189 Skipped: 236

#	RESPONSES	DATE
1	I think the boulevard plan would be attractive but might encourage drivers to increase their speeds because they won't have the friction of opposing lanes. However, pedestrian refuges would be nice. At the very least a couple of stop signs might reduce the barrier of 2nd Street for pedestrians. Either way, I really like the reduced lane widths since I think excess speed is probably a major hindrance to pedestrian comfort in this corridor.	5/4/2022 11:45 PM
2	Don't understand purpose.	5/4/2022 8:22 PM
3	No median - that will add so much additional cost and make it difficult to get to driveways. The diagrams don't indicate what the current width of the street is, but it seems like it will be decreased by 8 feet? I think this will actually make the street less safe. Consider people parking, pulling out, bike riders, walkers and cars parking next to snow piles on the curb, garbage pickup, leaf piles and needing to park more to the left than right next to the curb. I think the street and sidewalks should remain the same width that they are now and keep it safer for people. I know the city wants to crowd the traffic to slow it down, but the thought of that is frightening and we don't want to spend millions and then have people killed, and then have to undo the street construction to make it safer again. If this is the outcome, the decision-makers should be held accountable.	5/4/2022 1:38 PM
4	My concern is with crossing 2nd street either on foot or in a vehicle. The combination of high traffic flow and on street parking blocking sight lines make it difficult to cross safely. Most cars don't stop for people in the crosswalks.	5/4/2022 10:06 AM
5	Who is going to maintain the landscaping items? Who will empty the garbage and recycling cans if they are there?	5/3/2022 4:48 PM
6	For how busy the road is there shouldn't be parking but instead protected bike lanes or a bus lane	5/3/2022 3:44 PM
7	Which ever alternative is chosen, some additional snow removal expenses will have to be budgeted in. Unless some stop signs are used to slow and stop traffic, pedestrian crossing will continue to be difficult and even dangerous. This is why bump-outs on Alternative B could improve pedestrian crossing without stop signs.	5/3/2022 3:44 PM
8	What is done to Riverfront will greatly impact 2nd Street which likely will mean more traffic in that residential corridor called 2nd St.	5/3/2022 1:27 PM
9	cross walks can be challenging on that street.	5/2/2022 10:25 AM
10	Can't do a median. This will make it difficult for people getting in driveways and parking. And replacing trees that die will be costly. I don't think Mankato should do anything with 2nd street. leave it as it is. the sidewalks are adequate, there is some safety space for people opening car doors and walking next to their cars when there is snow piled up on the curb, and there is room to see around parked cars when pulling out onto 2nd street. The street engineers want to spend a lot of tax $$ to narrow streets to slow down traffic, but people slow down because it's unsafe. Many people don't pay as close attention because of cell phones, the consoles on their cars, messages coming in and other distractions. Please don't continue to make roads less safe by narrowing them and end up injuring and killing people. Next thing the city will do is put in a bike lane (because bikers can't use sidewalks for some reason) and then they will be in more danger as well. Save money and keep 2nd street safe.	5/2/2022 9:19 AM
11	No	5/2/2022 8:44 AM
12	Why are you deciding to change the street now?	5/2/2022 12:10 AM
13	I don't why you want to anything on this Road. I notice Traffic in this area as really increased over the past 20 years, as drivers are choosing this road over Front St. Why would want to	5/1/2022 11:26 PM

	reduce the size of Road, it's difficult enough to park on this road without stopping traffic. Any changes will stop traffic and they can't go around you. With the current size of the road, I get out my car, one step from Death. Narrow the road, you won't have that one Step, a person will die. I'm not exaggerating, there will be more deaths because of the purpose changes, Is is worth it?	
14	I would spend less on this, do more elsewhere.	5/1/2022 7:13 PM
15	The street department needs to realize that traveling from downtown to north of town (and vise versa) needs to be open and accommodate a timely commute. Stop trying to restrict and cut off traffic through Mankato please. Traffic existed before these people moved in and they were aware of the conditions. We need to travel to work, downtown, get the kids to activities, and cutting off traffic flow on Riverfront drive, forcing people to 2nd street, and then spending a combined many millions of dollars and ending up with traffic jams and many additional minutes and so much fuel wasted and carbon emissions generated is poor leadership and poor decision making. Leave 2nd street like it is. Leave Riverfront like it is. Stop wasting money on roads and invest it in new developments to make housing costs more affordable.	5/1/2022 7:04 PM
16	How will this impact walkability and traffic on riverfront where old town businesses are?	5/1/2022 6:14 PM
17	reconstruct as is	5/1/2022 12:52 PM
18	No	4/29/2022 8:58 PM
19	Second street would benefit from better pedestrian crossing zones (such as the light up crossings). 2nd and Elm, or 2nd and Washington would be good opportunities.	4/28/2022 10:23 PM
20	I think option A is better IF bumpouts are utilized at intersections for sightlines and reduced crossing distance. I think it is better to the landscaping in the boulevard than the median altough the refuge could be nice with the speeds people like to drive on this road. I think any speed reduction efforts are fairly halfhearted. Cars will probably especially speed with the median reducing traffic friction. I think parking could easily be halved too to reduce construction and long term maintenance costs as well as provide space for additional amenities.	4/28/2022 9:25 PM
21	I believe option A would feel the most welcoming to pedestrian traffic, whereas option B would be best for providing a shaded roadway that keeps the street cool, thereby reducing temperatures in the study area. Overall, I would lean toward A, as it would provide a more walkable area, with perhaps more cohesion with the nearby proposed changes to Riverfront. Moreover, while median can provide habitat for native plants and insects, it can be detrimental to those same insects due to a high frequency of collisions with motor vehicles. Thus, while I am neutral toward B, I strongly favor A, especially if the focus is placed on providing a walkable community space with plenty of shade trees.	4/28/2022 7:17 PM
22	Will there be on street parking?	4/28/2022 7:14 PM
23	pedestrian safety, same kind of lights for crossing	4/28/2022 2:28 PM
24	B. may be safer for pedestrians	4/28/2022 2:10 PM
25	Washington and 2nd crossing needs a visually intense warning for drivers to keep pedestrians safe.	4/28/2022 1:58 PM
26	The city has major limitations planned for Riverfront. Now more limitations for 2nd st. Which is already a tight drive. How does the city expect Semi traffic and traffic in general to get from one side of Mankato to the other? Down the residential and high rental percentage streets of Broad, 4th and 5th streets? Note most of these rentals do NOT have adequate off street Parking.	4/28/2022 12:00 PM
27	leave it the way it is.	4/28/2022 7:30 AM
28	That area has a lot of residential housing and rentals. Restricting parking would be unfair to both the owners and renters. Leave 2nd St alone.	4/27/2022 11:07 PM
29	I do NOT want to see lane width narrowed if it will effect parking on Second street. It's hard enough to park or find alternative parking.	4/27/2022 2:41 PM
30	both options are bad. current form of second street is better than either option. add a stop sign at Washington street.	4/27/2022 7:23 AM

31	Traffic is horrible on that stretch..needs better asphalt. Definitely does not need reduction in lane width...who thinks this is a good idea in either scenario? These streets are narrow to begin with..being part of the original footprint of Mankato. Buses and big trucks are way bigger than horse and buggy.	4/26/2022 10:27 PM
32	Allowing parking on the street in front of Immanuel Lutheran school would be very helpful for the employees of the school. Parking used to be allowed on the portion of the street in front of the playground and employees would park there every day.	4/26/2022 3:34 PM
33	More crosswalks would be nice near schools	4/26/2022 2:37 PM
34	I am not certain as to what type of trees would be used in the landscaping. I would prefer ornamental over regular trees to not over power the lighting and not make the street too shady or dark.	4/26/2022 2:01 PM
35	This location is not the safest for kids entering and leaving school. Please consider making things geared towards safety as well as aesthetics. Thank you.	4/26/2022 1:58 PM
36	I am concerned that while the plan looks lovely, it does not take into consideration WHO lives in the neighborhood. I am hopeful that work is being done to engage the folks who live on this street as their needs and priorities may differ from either proposed plan.	4/26/2022 1:52 PM
37	Why are you changing 2nd St, there is really no reason to, the road is perfectly fine. Changing the road will not make 2nd st less ghetto.	4/26/2022 1:47 PM
38	Obviously this is very early in the process, but there should be more engagement/awareness of the meetings. If you look at the city calendar the event from today (4-26) was not included on there. There was also no mention on social media.	4/26/2022 12:55 PM
39	Improvement to bike lanes either on second street or broad street would be great.	4/26/2022 12:17 PM
40	Would love to see ways to encourage more walking and biking over cars!	4/26/2022 11:35 AM
41	Consider a way to remedy the traffic congestion that occurs quite frequently on this roadway.	4/26/2022 10:57 AM
42	Unfortunately, the rental properties can't be controlled, but I wish they were not such a distraction (unkept and in need of paint and repairs, etc.).	4/26/2022 8:46 AM
43	Love the more pedestrian friendly designs. Keep cost in mind as a priority as well.	4/26/2022 6:01 AM
44	It is important to have safe crossing areas for pedestrians and bicycles. It is very hard to cross safely, even in areas with crosswalks in place already.	4/25/2022 6:57 PM
45	Keep it clean, upkeep important	4/25/2022 2:49 PM
46	Would there be turn lanes in the center median at least every other block? Need space wide enough for bus drop offs. Can't take an increase in traffic volume with all houses and school/church. Would need to add at least one 4 way stop- maybe at Spring Street or the next block.	4/25/2022 2:47 PM
47	We should make it safe and convenient for pedestrians to cross the four lane street.	4/25/2022 1:55 PM
48	I think anything that can be done to slow traffic down on Second Street would be great, especially with a school on that street.	4/25/2022 10:40 AM
49	REDUCING TO ONE LINE IS THE WORST IDEA EVER! TRAFFIC WILL BE BACKED UP FOR A LONG DISTANCE WITH EVENTS DOWNTOWN. NOTHING PLANNED FOR THIS SITUATION WHEN ADDING THINGS IN DOWNTOWN WITH BIG BUILDINGS, APTS. ETC.! MY OPINION DOWNTOWN LOOKS LIKE CRAP. ROCHESTER IS BETTER DESIGNED AND NOT MANY ROUND A BOUTS. MANKATO NEEDED TO STAY LIKE A HOMETOWN FEELING,. IF ANYONE WANTED TO GO SEE A MESS WE CAN GO NORTH 80 MILES.	4/25/2022 9:33 AM
50	If this is because you plan to funnel more traffic into this area because of the changes on riverfront you should highly consider the affects of the school zone.	4/25/2022 7:31 AM
51	Head on collisions are not an issue on 2nd street. Therefore it makes more sense to preserve the corridor space for more pedestrian traffic on the sides with wider sidewalks and features.	4/25/2022 2:30 AM
52	The sidewalk doesn't need to be widened or if it must be I don't think narrowing the road to do so is a good idea	4/25/2022 1:01 AM

53	I'd like to see Mankato pilot a human-centered downtown corridor area. Reduce all traffic to only that which is there for accessibility and local residents as has been tried in other cities.	4/24/2022 5:11 PM
54	I drive a school bus on this stretch frequently and I would like to see care given to the ability of these larger vehicles to be able to turn and navigate here. I am concerned that the trees down the middle of the roadway would make for difficulty for buses. Also, how would you widen the sidewalks without either taking out houses or narrowing the traffic lanes to a dangerous level? If people coming over the bridge or coming down Madison Ave have to slow way down to navigate 2nd St, then you might as well open up N. Broad St. again the way it used to be before the stupid "traffic calming" and allow the traffic to flow freely.	4/24/2022 3:08 PM
55	A more pedestrian-friendly Second Street would be such a benefit to the utility of our city center. People will be more likely to spend time there with Alternative A.	4/24/2022 2:23 PM
56	Both of these options seem like horrible ideas. It is already crowded enough with the street parking. Add a big crosswalk with flashing lights by the gas station and maybe a couple of 4 way stops. Don't take away street space. There is no need for benches or artwork in this neighborhood. Doesn't seem to be a need for a bike rack either since it is a residential area. The school does not need a bike rack and probably does not want benches for strangers to linger around the kids at recess.	4/24/2022 2:12 PM
57	with improvements there has to be additional patrols or something to show the area is safe for the public to walk regularly	4/24/2022 12:22 PM
58	Is the 11 foot lane width the minimum allowed by current law? Isn't 10 feet sufficient since this isn't a truck route?	4/24/2022 9:10 AM
59	Take out worthless stop signs and let traffic flow more	4/24/2022 6:16 AM
60	Trees and landscaping in the median is my choice.	4/23/2022 10:25 PM
61	Traffic is already difficult on N second, partly due to no access to Broad St from Madison. I hear you are also thinking of narrowing Riverfront. I don't see how any of these changes can help traffic.	4/23/2022 9:30 PM
62	The street is already congested. Please do not add a median.	4/23/2022 9:20 PM
63	A protected bike lane	4/23/2022 4:27 PM
64	The sidewalks should be wide enough and provide for easy use of wheelchairs or other assistive means of mobility help.	4/23/2022 3:15 PM
65	Any plans for 2nd st and Madison Ave intersection?	4/23/2022 1:17 PM
66	With reducing traffic flow on Riverfront Drive Second street is going to get more traffic. If you further reduce traffic on Second St traffic is going to be way backed up	4/23/2022 12:19 PM
67	No	4/23/2022 10:56 AM
68	With North Riverfront reduced to two lanes, North Second Street will be picking up more traffic. So if you reduce North Second Street width, how do you expect all that traffic to flow?	4/23/2022 10:39 AM
69	Making a space pedestrian friendly and adding trees encourages walking, cools the street down, and possibly lessens traffic. Option A is better all around.	4/23/2022 12:23 AM
70	I don't think narrowing the road will change anything. Update the side walks will be nice but narrowing the road won't change anything.	4/22/2022 7:03 PM
71	Take into consideration the event traffic from Vetter Stone Amphitheater.	4/22/2022 5:22 PM
72	I think it should have a turn lane	4/22/2022 5:17 PM
73	More parking please	4/22/2022 5:12 PM
74	It would be nice to see a pedestrian crossing at Rock Street.	4/22/2022 4:54 PM
75	I think these are both nice options. I do think wider sidewalks (particularly in the downtown core) would be beneficial for large events at the civic center and to see the art. There are definately spots where additional trees would be nice for shade.	4/22/2022 3:32 PM
76	Whatever alternative is selected, I hope there will be great concern for pedestrians, especially those who have limited mobility. Changes made to North Riverfront that may push traffic onto	4/22/2022 3:25 PM

	North Second must be acknowledged, too. I wouldn't want Second Street to become another Riverfront in terms of traffic volume.	
77	Don't change Riverfront Drive or 2nd street.	4/22/2022 2:56 PM
78	no	4/22/2022 2:48 PM
79	My concern with this project is that it is extremely difficult to turn onto 2nd street from one of the side streets, such as E Washington St. or E. Spring St. Currently, it is very hard to see past the cars on the corners who are parked there I would love to see something that addresses this concern. I've almost gotten hit a couple times and it deters me from using those side streets when I am visiting Old Town.	4/22/2022 1:51 PM
80	Grants to improve the aestetics of the area. The area is one of the worst looking areas of Mankato.	4/22/2022 1:48 PM
81	No	4/22/2022 1:47 PM
82	No	4/22/2022 12:24 PM
83	None	4/22/2022 11:42 AM
84	No	4/22/2022 11:34 AM
85	Bike lanes?	4/22/2022 11:08 AM
86	Riding a bicycle on 2nd street does not feel safe which is really unfortunate for a town with many bikers.	4/22/2022 11:07 AM
87	An independent, separate, not shared, bike lane should be included.	4/22/2022 10:35 AM
88	How will turning happen on the median alternative (Alternative B). That wasn't addressed in the diagram.	4/22/2022 10:13 AM
89	To me, offering either of these alternatives up for public comment feels somewhat premature as we haven't seen what the impact of the N Riverfront Drive (trial) changes will bring to North 2nd Street. Also, speeding doesn't appear to be an issue.	4/22/2022 10:05 AM
90	I appreciate the additional space on sidewalks for amenities.	4/22/2022 10:03 AM
91	of course I do.	4/22/2022 9:07 AM
92	worried it will get very crowded with changes on Riverfront	4/22/2022 8:10 AM
93	no	4/22/2022 7:59 AM
94	Save money and skip the median and other aesthetics (beyond trees)	4/22/2022 7:48 AM
95	What about bike lanes?	4/22/2022 7:28 AM
96	No	4/22/2022 7:22 AM
97	slow traffic, improve pedestrian crossing safety. Allow room for outdoor eating	4/22/2022 7:01 AM
98	no	4/22/2022 6:30 AM
99	no	4/22/2022 6:17 AM
100	No	4/22/2022 6:11 AM
101	Do you think more traffic will flow to 2nd street as riverfront is changed to fewer traffic lanes?	4/22/2022 5:34 AM
102	How will current traffic levels be influenced by the lane reductions on riverfront? There are times already where it takes upwards of three minutes to make a left turn from vine onto riverfront towards downtown due to traffic.	4/22/2022 5:29 AM
103	I own a house on the 600 block of N 2nd. I don’t see how you have any room for expanding sidewalk/boulevard or a roadway when things are already cramped. Both diagrams show the sidewalk coming right up to the building/house steps. Surely this cannot be your plan? I do strongly oppose a median, mainly related to access issues. I would much rather see sidewalk traffic not running into each other, and a trash bin nearby so people stop dropping trash on my lawn. Thank you.	4/22/2022 4:49 AM

104	I dont think any decision on N Second st can be determined until N Riverfront experiments with traffic flow can be evaluated. Traffic flow will be chased from one street to the other depending on ease of flow. Remove parking on one side of N Second- it is treacherous trying to enter N Second with ANY mode of travel- no sight lines	4/22/2022 3:18 AM
105	Higher visibility pedestrian crossing signs with the flashing lights would be nice. Especially with the schools	4/22/2022 1:50 AM
106	No	4/21/2022 11:56 PM
107	This entire area has been a dump for the city the housing stock is like the worst of Detroit. The area is dark, excess traffic and serious speed issues make it inhospitable	4/21/2022 11:04 PM
108	Whatever you do with adding landscaping (trees and/or plants) there should be enough funds to care and maintain them forever	4/21/2022 11:04 PM
109	Will the speed limit be lowered?	4/21/2022 10:24 PM
110	No	4/21/2022 9:33 PM
111	No	4/21/2022 9:19 PM
112	Will the street be widened-curb to curb? Sight lines when attempting to cross 2nd Street (pedestrian or vehicle) are poor currently.	4/21/2022 9:00 PM
113	No	4/21/2022 8:49 PM
114	Some years back we expanded the road because of safety issues downtown downtown and now you want to reverse it to go against the safety precautions we put in place. This is one of the dumbest most ignorant ideas yes ever for wasting taxpayer money to only endanger more civilians based on the research done when expanding downtown Some years back. It's just destroying the progress we made to make this city safer. We have funneled enough taxpayer money to all these organizations organizations that never really get anything done and we pay them to do analysis on things we already know are common sense and that just puts money in pockets that are unneeded and it's theft.	4/21/2022 8:43 PM
115	None	4/21/2022 8:36 PM
116	Why would you think it is smart to redirect more traffic in front of an elementary school?	4/21/2022 8:17 PM
117	Bike lanes instead of two rows of traffic. Honestly... :^/	4/21/2022 8:07 PM
118	Are there any traffic control pieces being implemented? Stop signs, cross walks, etc?	4/21/2022 7:57 PM
119	I'm looking for safe bicycle riding space.	4/21/2022 7:26 PM
120	No	4/21/2022 7:15 PM
121	thank you for asking the public's opinion.	4/21/2022 6:11 PM
122	It seems the opinions of those who own houses and businesses on the street should hold the most weight. Perhaps they do, I have not followed the progress closely.	4/21/2022 5:50 PM
123	Some houses on 2nd Street need a lot of TLC - enforce rental housing codes!. Alleys should be used for garbage pick up rather than the street. When grass and trees are planted when the project is done, don't count on the homeowners to water and care for them. Most don't and it's a waste of City and taxpayer money. The City needs to care for them until they are well established. Plant fewer and take care of them.	4/21/2022 5:19 PM
124	Slowing traffic on N. Riverfront Dr. and Second Street will improve lower Mankato. Please consider bicyclists and pedestrians in your reconstruction.	4/21/2022 4:32 PM
125	I think adding a median would make crossing 2nd Street from cross streets even more difficult than it already is. On street parking makes visibility at corners a problem especially in winter when cars are farther from the curb.	4/21/2022 4:18 PM
126	No	4/21/2022 4:04 PM
127	I am in favor of any additions that will help with traffic calming. Medians and trees will certainly help.	4/21/2022 3:49 PM
128	This seems like it's going to take parking space or yard space from the home owners and	4/21/2022 3:48 PM

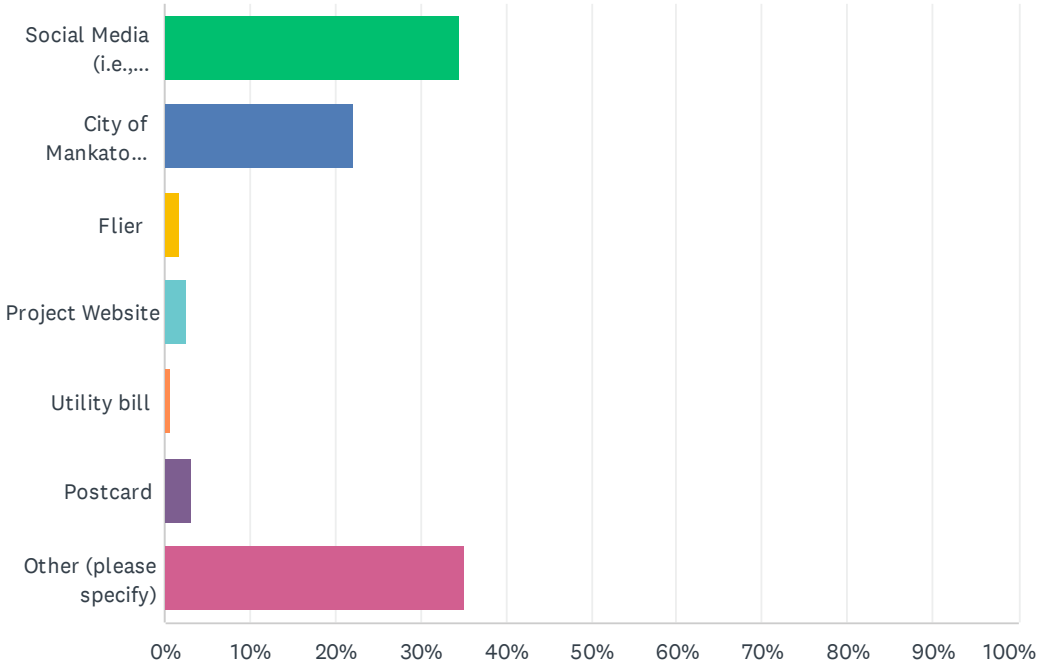
	renters in that area. Have you spoken directly with the people that live on that street? I would like to see more 4 way stops, sometimes due to parking it is difficult to see if anyone is coming when you are the one that has to stop.	
129	Reduce stop signs for cars.	4/21/2022 3:40 PM
130	Next to Immanuel school, a 4 way stop on the spring and 2nd street intersection would be much more safe for when there are busses and overall speed of 2nd street.	4/21/2022 3:24 PM
131	I chose A because of the high rate of pedestrian accidents. However, there is no bike lane which means that they may use the sidewalks, too, leading to additional issues.	4/21/2022 3:24 PM
132	My use of 2nd street is strictly by auto. I would like to see it be improved for traffic flow.	4/21/2022 3:23 PM
133	Medians with trees/grasses and flowers tend to impede the line of sight when pedestrians cross. Sure they look nice but they are dangerous, especially when small children are present.	4/21/2022 3:18 PM
134	No	4/21/2022 3:15 PM
135	While one block over on Broad serves as more of a bicycle corridor than 2nd, I think bike lanes would still be a good thing here. Aside from that, both alternatives seem good.	4/21/2022 3:12 PM
136	The center median will help make the street feel more welcoming and more like the old boulevards in the older parts of Mankato.	4/21/2022 3:11 PM
137	A better option may be to keep the sidewalks as in Alternative B and no median as in Alternative A. Then add bicycle lanes on each side between the traffic lanes and parking.	4/21/2022 3:06 PM
138	I really like all the added trees/plants that we could have if we choose option B.	4/21/2022 3:05 PM
139	Slower traffic and more space for people instead of public storage for private cars.	4/21/2022 3:04 PM
140	Looks like both plans may create traffic issues as this is a heavily traveled street. Didn't know costs of either plan.	4/21/2022 2:58 PM
141	Stop -- you are gonna screw it up worse than it currently is!	4/21/2022 2:56 PM
142	With the changes coming to riverfront, second street will be a faster route through town I plan on using instead.	4/21/2022 2:55 PM
143	Needs to be more bicycle friendly	4/21/2022 2:51 PM
144	Would like to see accommodations for bicyclists.	4/21/2022 2:48 PM
145	No	4/21/2022 2:47 PM
146	No	4/21/2022 2:47 PM
147	NO	4/21/2022 2:37 PM
148	Second Street should remain wide and open for traffic if Riverfront Drive is altered.	4/21/2022 8:26 AM
149	Would prefer more trees since it forces motorists to slow down according to research.	4/21/2022 7:50 AM
150	Will the center median block any intersections?	4/21/2022 6:35 AM
151	No	4/20/2022 6:28 PM
152	I like the improvement coming!	4/20/2022 2:22 PM
153	I have walked down the sidewalks with zero issues. I think a median would help slow down traffic a little and help it feel safer to cross, whether driving or walking.	4/20/2022 2:22 PM
154	There should be more crosswalks and slowdowns along 2nd street so that it is easier to cross and walk from 5th Street to Riverfront. We already have a car friendly thoroughfare 1 block over (Riverfront), so 2nd street should be far more pedestrian friendly.	4/20/2022 9:56 AM
155	It needs to be safer to walk across. My family lives in this neighborhood and frequently walks (with a stroller) down to the shops and activities on Riverfront. It often takes a long time for a break in traffic before we can safely cross. I think a median would help with this because we could cross one side at a time. That said, more and better cross walks would be great too! I know this isn't related, but crossing Riverfront in Old Town is way too difficult too. We are a young family who wants a more walkable Old Town!!	4/20/2022 9:32 AM

156	I'd like to see some rainwater catchments to keep water on the land- like rain gardens	4/20/2022 6:32 AM
157	It's interesting to me that you ask this information of the public with no context. What are the pros and cons of medians? Why are these options being considered? Why is this area being considered for reconstruction? What is the volume of traffic? Are there current concerns that are being addressed? Also I could not enter a comment without answering all the questions which is also problematic.	4/19/2022 11:39 PM
158	What would you have for speed limits?	4/19/2022 10:08 PM
159	Safer for pedestrians, especially for Riverfront Park events. Narrowing the road or adding a median will help with traffic calming.	4/19/2022 8:52 PM
160	No	4/19/2022 8:43 PM
161	I like either option. Either would be an improvement from the current street.	4/19/2022 8:41 PM
162	Please don't narrow it. It would make other streets in residential areas too crowded.	4/19/2022 6:50 PM
163	The arrangement for peds. and traffic seem to be well planned. I like the street mix. I realize that the city planning in terms of width was done at a time long passed.	4/19/2022 4:54 PM
164	No	4/19/2022 4:07 PM
165	Plenty of crosswalks.	4/19/2022 4:00 PM
166	Mankato needs to ensure that this will be a pleasant walkable experience with an emphasis on disincentivizing private vehicle transportation, almost uncomfortable not for the purpose simply to make drivers uncomfortable, but to have safe driving speeds, a very fun, lovely and efficient walkable space that provides a new and engaging space for locals, incoming students and children.	4/19/2022 1:56 PM
167	You can't be serious. 12' is the lane width on an INTERSTATE HIGHWAY. If you design it like an interstate people will drive on it like an interstate. NACTO standard for this environment is 10'.	4/19/2022 1:50 PM
168	Prioritize pedestrians and trees	4/19/2022 1:36 PM
169	Second Street should not be a main thoroughfare, access form Madison traffic should limited and pushed to Riverfront.	4/19/2022 1:25 PM
170	Slowing traffic and making it safer for bikers and pedestrians is priority number one.	4/19/2022 1:12 PM
171	Waste of money just going to make it busier street	4/19/2022 1:11 PM
172	No	4/19/2022 1:08 PM
173	Option B with a median will make it easier to cross the busy street when walking and biking. Please reduce the speed limit to 25 mph. Install video cameras to catch speeding vehicles.	4/19/2022 1:07 PM
174	Keep sidewalks smooth. Widen out curbcuts to match the street ..been a issue that they narrow making it motorized Wheelchair etc users have to leave access crossing lines for pedestrians.	4/19/2022 1:02 PM
175	Block the end towards Madison avenue and reroute traffic through riverfront Dr.	4/19/2022 12:58 PM
176	Parking shouldn't be allowed on the street if it's this busy. A bus lane would be better. Will traffic lights be included on the busy crossings?	4/19/2022 12:56 PM
177	How does this slow the drivers down? It is hard to walk across this street.	4/19/2022 10:58 AM
178	Making the street more walkable by adding more sidewalk space would take cars off the road and reduce traffic.	4/19/2022 10:40 AM
179	I hope you are tracking the amount of cars driven on the road now vs when riverfront gets reworked.	4/19/2022 10:00 AM
180	Both of these ideas are terrible. You should make both 2nd street and Broad street one-way traffic.	4/19/2022 9:25 AM
181	Slow traffic down to 25	4/19/2022 9:24 AM

182	I am glad to see that parking on both sides will still be available!	4/19/2022 8:54 AM
183	Planting trees on medians obstructs the view of drivers and pedestrians. Please, there are enough obstacles around Mankato with the number of pedestrians and cars on our roads, STOP adding trees in the middle and creating dangerous situations (I've almost been hit multiple times around MSU due to the new median design in that area).	4/19/2022 8:38 AM
184	I think the focus should primarily be on traffic control and then amenities.	4/19/2022 8:31 AM
185	Don’t take away any of the current street width. It’s already dangerous to try to get out of your car when parking on the street	4/19/2022 8:20 AM
186	I would love to see the roads narrowed slightly to slow cars, signs to point cyclists over to broad street, road paint for parking lines, and at least one pedestrian prioritized crossing (across 2nd).	4/19/2022 7:51 AM
187	Do either of these truly help the real issue of 2nd Street’s speeding issues?	4/18/2022 10:34 PM
188	I live on the North 300 block of Broad Street. The level of car traffic, particularly that which fails to abide by pedestrian crossing signs on the North 400 block makes it very difficult to cross over to Riverfront as a pedestrian. Whichever option ends up being pursued, I really hope that traffic calming and increased safety measures for pedestrians walking the neighborhood are taken. It is a great opportunity to increase the aura of the neighborhood by decreasing traffic hazards.	4/18/2022 6:56 PM
189	Current resident of Washington Park - 2nd street is often avoided for dog walks (too noisy and vehicles traveling fast/not yielding). Would WELCOME either of these plans!	4/18/2022 6:42 PM

Q5 How did you hear about this survey?

Answered: 406 Skipped: 19



ANSWER CHOICES	RESPONSES	
Social Media (i.e., Facebook, Twitter, etc.)	34.48%	140
City of Mankato Newsletter	22.17%	90
Flier	1.72%	7
Project Website	2.46%	10
Utility bill	0.74%	3
Postcard	3.20%	13
Other (please specify)	35.22%	143
TOTAL		406

#	OTHER (PLEASE SPECIFY)	DATE
1	From church	5/4/2022 8:23 PM
2	e-mail	5/4/2022 10:07 AM
3	Greater Mankato Growth email	5/3/2022 4:50 PM
4	Email Newsletter	5/3/2022 3:45 PM
5	Boss emailed the link	5/3/2022 2:17 PM
6	GMG	5/3/2022 2:03 PM
7	GMG chamber eNews	5/3/2022 1:55 PM

8	e-mailed to me as we have a business just off of 2nd St	5/3/2022 1:29 PM
9	My boys school, Immanuel Lutheran	5/2/2022 12:12 AM
10	Newspaper	5/1/2022 11:28 PM
11	Coworker	5/1/2022 5:35 PM
12	postcard to family member	5/1/2022 12:55 PM
13	Mankato Free Press article	4/30/2022 11:15 PM
14	smiles	4/28/2022 2:11 PM
15	apartment building	4/28/2022 2:09 PM
16	Smiles	4/28/2022 2:02 PM
17	southern mn news website	4/28/2022 7:31 AM
18	Email	4/27/2022 9:36 PM
19	Southern Minnesota News Article	4/27/2022 4:57 PM
20	Church	4/27/2022 2:42 PM
21	newspaper	4/27/2022 7:24 AM
22	Church email	4/27/2022 5:14 AM
23	PTO committee	4/26/2022 8:42 PM
24	I work at Immanuel Lutheran School	4/26/2022 3:35 PM
25	Immanuel Lutheran School	4/26/2022 2:37 PM
26	our school	4/26/2022 2:18 PM
27	Parent of student at school on 2nd st	4/26/2022 1:59 PM
28	Free Press	4/26/2022 1:52 PM
29	GMG Email Blast newsletter	4/26/2022 1:14 PM
30	In person, people walking around to area businesses, last fall?	4/26/2022 12:56 PM
31	Southern MN news	4/26/2022 10:59 AM
32	Southern MN news	4/26/2022 10:01 AM
33	Email	4/26/2022 9:44 AM
34	radio	4/26/2022 9:36 AM
35	emailed to me	4/26/2022 6:01 AM
36	Newspaper	4/25/2022 6:57 PM
37	email	4/25/2022 4:07 PM
38	MAPO staff	4/25/2022 3:16 PM
39	protect community connect	4/25/2022 3:15 PM
40	protect community connect	4/25/2022 3:06 PM
41	MAPO staff	4/25/2022 3:05 PM
42	MAPO staff	4/25/2022 3:01 PM
43	PCC	4/25/2022 3:00 PM
44	MAPO staff	4/25/2022 2:59 PM
45	Social Media + in person event	4/25/2022 2:55 PM

46	MAPO Staff	4/25/2022 2:50 PM
47	Church bulletin	4/25/2022 2:47 PM
48	Free Press	4/25/2022 1:55 PM
49	NEWS	4/25/2022 9:34 AM
50	email	4/25/2022 8:41 AM
51	City email	4/24/2022 9:54 PM
52	Free Press and possibly KEYC	4/24/2022 3:10 PM
53	Church	4/24/2022 2:13 PM
54	southern MN news site	4/24/2022 12:23 PM
55	Free press	4/24/2022 10:00 AM
56	Paper	4/24/2022 9:09 AM
57	Mankato Free Press	4/24/2022 9:01 AM
58	Free press	4/24/2022 8:58 AM
59	Email	4/24/2022 8:30 AM
60	Free press	4/24/2022 6:17 AM
61	relative	4/23/2022 10:27 PM
62	Southern Minnesota news	4/23/2022 5:46 PM
63	email	4/23/2022 12:20 PM
64	email	4/22/2022 4:55 PM
65	Media reports, mostly. That was reinforced by social media.	4/22/2022 3:27 PM
66	Southern MN News	4/22/2022 2:45 PM
67	Email	4/22/2022 1:53 PM
68	Newsbreak email information	4/22/2022 1:50 PM
69	News site	4/22/2022 1:17 PM
70	co-worker	4/22/2022 12:44 PM
71	Southern Minnesota news	4/22/2022 12:25 PM
72	SOUTHERN MINNESOTA NEWS	4/22/2022 11:54 AM
73	received an email	4/22/2022 11:01 AM
74	Franklin PTO	4/22/2022 10:29 AM
75	Email sent to me	4/22/2022 9:18 AM
76	it's what I do	4/22/2022 9:10 AM
77	contacted via email	4/22/2022 8:11 AM
78	email	4/22/2022 8:05 AM
79	Email	4/22/2022 8:01 AM
80	email	4/22/2022 8:00 AM
81	Email	4/22/2022 7:49 AM
82	.	4/22/2022 7:29 AM
83	email from city	4/22/2022 7:15 AM

84	Keyc	4/22/2022 7:12 AM
85	email	4/22/2022 7:04 AM
86	email	4/22/2022 6:31 AM
87	Online website, not social media	4/22/2022 5:35 AM
88	Email, postcard	4/22/2022 4:51 AM
89	Media release	4/22/2022 3:20 AM
90	Email	4/22/2022 1:52 AM
91	Keyctv	4/22/2022 1:41 AM
92	KEYC	4/22/2022 12:51 AM
93	KEYC	4/21/2022 10:25 PM
94	KEYC	4/21/2022 10:15 PM
95	Email	4/21/2022 9:01 PM
96	email	4/21/2022 8:59 PM
97	City council meeting	4/21/2022 8:44 PM
98	Newsbreak app	4/21/2022 8:07 PM
99	email	4/21/2022 7:39 PM
100	Email	4/21/2022 6:58 PM
101	Email	4/21/2022 6:25 PM
102	Email	4/21/2022 6:17 PM
103	KEYC TV news	4/21/2022 6:13 PM
104	Email	4/21/2022 4:48 PM
105	sent to me in an email	4/21/2022 4:21 PM
106	Email	4/21/2022 4:19 PM
107	city of mankato email	4/21/2022 4:08 PM
108	Email	4/21/2022 4:01 PM
109	Email	4/21/2022 4:01 PM
110	Email	4/21/2022 3:59 PM
111	email	4/21/2022 3:45 PM
112	received email from city	4/21/2022 3:33 PM
113	email	4/21/2022 3:28 PM
114	Email	4/21/2022 3:25 PM
115	Email	4/21/2022 3:25 PM
116	e-mail	4/21/2022 3:23 PM
117	Email	4/21/2022 3:21 PM
118	email	4/21/2022 3:18 PM
119	email	4/21/2022 3:15 PM
120	Every Voice Mankato email	4/21/2022 3:07 PM
121	Email	4/21/2022 2:58 PM

122	email	4/21/2022 2:58 PM
123	Email from Every Voice Mankato	4/21/2022 2:57 PM
124	Email	4/21/2022 2:56 PM
125	Email	4/21/2022 2:55 PM
126	Email from Every Voice Mankato	4/21/2022 2:55 PM
127	email	4/21/2022 2:50 PM
128	email	4/21/2022 2:50 PM
129	email from Every Voice Mankato	4/21/2022 2:50 PM
130	Email	4/21/2022 2:48 PM
131	email	4/21/2022 2:48 PM
132	City email	4/21/2022 2:42 PM
133	you sent me an email.	4/21/2022 2:39 PM
134	You emailed it directly to me	4/21/2022 6:35 AM
135	Friend	4/20/2022 2:22 PM
136	I signed up for the email updates about this project.	4/20/2022 9:32 AM
137	City email	4/19/2022 4:01 PM
138	Engaged in local politics	4/19/2022 1:57 PM
139	Emailed to me	4/19/2022 1:37 PM
140	email	4/19/2022 1:26 PM
141	Email from other research projects	4/19/2022 1:04 PM
142	Email Newsletter	4/19/2022 12:57 PM
143	Live close to this area	4/19/2022 10:58 AM

Q6 What is your Zip Code?

Answered: 405 Skipped: 20

#	RESPONSES	DATE
1	56001	5/5/2022 5:58 AM
2	56001	5/4/2022 11:46 PM
3	56001	5/4/2022 8:23 PM
4	56001	5/4/2022 1:38 PM
5	56001	5/4/2022 10:07 AM
6	56003	5/4/2022 7:40 AM
7	56003	5/3/2022 4:50 PM
8	56001	5/3/2022 3:46 PM
9	56001	5/3/2022 3:45 PM
10	56001	5/3/2022 3:15 PM
11	56003	5/3/2022 3:02 PM
12	56001	5/3/2022 2:56 PM
13	56055	5/3/2022 2:17 PM
14	56001	5/3/2022 2:03 PM
15	56003	5/3/2022 1:55 PM
16	56001	5/3/2022 1:52 PM
17	56001	5/3/2022 1:52 PM
18	56001	5/3/2022 1:38 PM
19	56001	5/3/2022 1:29 PM
20	56001	5/2/2022 3:22 PM
21	56001	5/2/2022 10:25 AM
22	56001	5/2/2022 9:20 AM
23	56001	5/2/2022 8:45 AM
24	56065	5/2/2022 8:08 AM
25	56001	5/2/2022 12:12 AM
26	56001	5/1/2022 11:28 PM
27	56001	5/1/2022 7:14 PM
28	56001	5/1/2022 7:05 PM
29	56001	5/1/2022 6:15 PM
30	56001	5/1/2022 5:35 PM
31	56001	5/1/2022 1:20 PM
32	56003-1930	5/1/2022 12:55 PM
33	56003	4/30/2022 11:15 PM

34	56001	4/29/2022 8:59 PM
35	56001	4/29/2022 10:05 AM
36	56001	4/28/2022 10:23 PM
37	56001	4/28/2022 9:26 PM
38	56001	4/28/2022 7:17 PM
39	56001	4/28/2022 7:15 PM
40	56001	4/28/2022 5:55 PM
41	56001	4/28/2022 2:54 PM
42	56037	4/28/2022 2:29 PM
43	56001	4/28/2022 2:11 PM
44	56001	4/28/2022 2:09 PM
45	5601	4/28/2022 2:07 PM
46	56001	4/28/2022 2:02 PM
47	56001	4/28/2022 2:00 PM
48	56001	4/28/2022 12:02 PM
49	56001	4/28/2022 7:31 AM
50	56001	4/27/2022 11:08 PM
51	56001	4/27/2022 9:36 PM
52	56001	4/27/2022 5:01 PM
53	56001	4/27/2022 4:57 PM
54	56001	4/27/2022 2:42 PM
55	56001	4/27/2022 7:24 AM
56	56001	4/27/2022 5:14 AM
57	56001	4/26/2022 10:28 PM
58	56001	4/26/2022 8:42 PM
59	56001	4/26/2022 3:35 PM
60	56001	4/26/2022 2:59 PM
61	56001	4/26/2022 2:37 PM
62	56050	4/26/2022 2:20 PM
63	56001	4/26/2022 2:18 PM
64	56001	4/26/2022 2:03 PM
65	56001	4/26/2022 1:59 PM
66	56003	4/26/2022 1:52 PM
67	56001	4/26/2022 1:48 PM
68	56082	4/26/2022 1:21 PM
69	56068	4/26/2022 1:14 PM
70	56001	4/26/2022 12:56 PM
71	56001	4/26/2022 12:17 PM

72	56001	4/26/2022 11:36 AM
73	56001	4/26/2022 10:59 AM
74	56001	4/26/2022 10:01 AM
75	56001	4/26/2022 9:44 AM
76	56001	4/26/2022 9:36 AM
77	56050	4/26/2022 8:47 AM
78	56003	4/26/2022 7:41 AM
79	56063	4/26/2022 7:24 AM
80	56001	4/26/2022 6:01 AM
81	56001	4/25/2022 6:57 PM
82	56001	4/25/2022 5:32 PM
83	56001	4/25/2022 4:35 PM
84	56001	4/25/2022 4:07 PM
85	56003	4/25/2022 3:15 PM
86	56003	4/25/2022 3:06 PM
87	56001	4/25/2022 3:05 PM
88	56024	4/25/2022 3:00 PM
89	56001	4/25/2022 2:55 PM
90	56001	4/25/2022 2:50 PM
91	56001	4/25/2022 2:47 PM
92	56001	4/25/2022 11:35 AM
93	56003	4/25/2022 10:41 AM
94	56001	4/25/2022 9:34 AM
95	56001	4/25/2022 9:10 AM
96	56001	4/25/2022 8:41 AM
97	56024	4/25/2022 7:32 AM
98	56001	4/25/2022 2:31 AM
99	56001	4/25/2022 1:02 AM
100	56001	4/24/2022 9:54 PM
101	56001	4/24/2022 9:49 PM
102	56001	4/24/2022 9:25 PM
103	56065	4/24/2022 9:06 PM
104	56001	4/24/2022 6:04 PM
105	56001	4/24/2022 5:20 PM
106	56001-4116	4/24/2022 5:11 PM
107	56001	4/24/2022 4:31 PM
108	56055	4/24/2022 4:11 PM
109	56001	4/24/2022 3:10 PM

110	56073	4/24/2022 2:24 PM
111	56001	4/24/2022 2:13 PM
112	56001	4/24/2022 12:23 PM
113	56001	4/24/2022 12:07 PM
114	56001	4/24/2022 11:42 AM
115	56003	4/24/2022 11:21 AM
116	56001	4/24/2022 11:10 AM
117	56003	4/24/2022 10:09 AM
118	56001	4/24/2022 10:00 AM
119	56001	4/24/2022 9:48 AM
120	56001	4/24/2022 9:11 AM
121	56003	4/24/2022 9:09 AM
122	56003	4/24/2022 9:05 AM
123	56001	4/24/2022 9:01 AM
124	56001	4/24/2022 8:58 AM
125	56001	4/24/2022 8:58 AM
126	56001	4/24/2022 8:30 AM
127	56001	4/24/2022 8:22 AM
128	56001	4/24/2022 8:20 AM
129	56001	4/24/2022 8:12 AM
130	56003	4/24/2022 7:52 AM
131	56001	4/24/2022 6:17 AM
132	56001	4/24/2022 4:21 AM
133	56001	4/23/2022 10:47 PM
134	56001	4/23/2022 10:27 PM
135	56001	4/23/2022 9:30 PM
136	56001	4/23/2022 9:20 PM
137	56001	4/23/2022 9:20 PM
138	56001	4/23/2022 7:51 PM
139	56003	4/23/2022 7:04 PM
140	56055	4/23/2022 5:46 PM
141	56001	4/23/2022 4:27 PM
142	56001	4/23/2022 3:16 PM
143	56001	4/23/2022 1:18 PM
144	56001	4/23/2022 12:20 PM
145	56001	4/23/2022 12:10 PM
146	56001	4/23/2022 10:57 AM
147	56001	4/23/2022 10:39 AM

148	56003	4/23/2022 6:00 AM
149	56055	4/23/2022 5:16 AM
150	56001	4/23/2022 12:23 AM
151	56001	4/22/2022 7:03 PM
152	56001	4/22/2022 5:49 PM
153	56003	4/22/2022 5:22 PM
154	56001	4/22/2022 5:18 PM
155	56001	4/22/2022 5:12 PM
156	56001	4/22/2022 4:55 PM
157	56001	4/22/2022 4:01 PM
158	56001	4/22/2022 3:48 PM
159	56001	4/22/2022 3:32 PM
160	56001	4/22/2022 3:27 PM
161	56001	4/22/2022 3:24 PM
162	56001	4/22/2022 3:14 PM
163	56001	4/22/2022 2:56 PM
164	56001	4/22/2022 2:50 PM
165	56001	4/22/2022 2:45 PM
166	56001	4/22/2022 2:38 PM
167	56001	4/22/2022 2:25 PM
168	56001	4/22/2022 1:53 PM
169	56001	4/22/2022 1:51 PM
170	56001	4/22/2022 1:50 PM
171	56001	4/22/2022 1:48 PM
172	56001	4/22/2022 1:17 PM
173	56001	4/22/2022 1:14 PM
174	56003	4/22/2022 12:50 PM
175	56001	4/22/2022 12:44 PM
176	56001	4/22/2022 12:41 PM
177	56001	4/22/2022 12:25 PM
178	56001	4/22/2022 12:07 PM
179	56001	4/22/2022 12:04 PM
180	56001	4/22/2022 11:55 AM
181	66956	4/22/2022 11:54 AM
182	56001	4/22/2022 11:43 AM
183	56001	4/22/2022 11:42 AM
184	56003	4/22/2022 11:35 AM
185	56001	4/22/2022 11:33 AM

186	56001	4/22/2022 11:09 AM
187	56001	4/22/2022 11:08 AM
188	56001	4/22/2022 11:01 AM
189	56001	4/22/2022 11:00 AM
190	56001	4/22/2022 10:46 AM
191	56003	4/22/2022 10:38 AM
192	56001	4/22/2022 10:36 AM
193	56001	4/22/2022 10:29 AM
194	56001	4/22/2022 10:13 AM
195	56001	4/22/2022 10:05 AM
196	56001	4/22/2022 10:03 AM
197	56001	4/22/2022 9:59 AM
198	56001	4/22/2022 9:25 AM
199	56001	4/22/2022 9:18 AM
200	56001	4/22/2022 9:13 AM
201	560	4/22/2022 9:10 AM
202	56001	4/22/2022 9:04 AM
203	56001	4/22/2022 8:58 AM
204	56001	4/22/2022 8:44 AM
205	56001	4/22/2022 8:31 AM
206	56001	4/22/2022 8:11 AM
207	56001	4/22/2022 8:05 AM
208	56003	4/22/2022 8:01 AM
209	56050	4/22/2022 8:00 AM
210	56001	4/22/2022 7:51 AM
211	56001	4/22/2022 7:49 AM
212	56001	4/22/2022 7:43 AM
213	56001	4/22/2022 7:29 AM
214	56001	4/22/2022 7:23 AM
215	56003	4/22/2022 7:23 AM
216	56001	4/22/2022 7:15 AM
217	56001	4/22/2022 7:12 AM
218	57703	4/22/2022 7:10 AM
219	56001	4/22/2022 7:04 AM
220	56001	4/22/2022 6:49 AM
221	56001	4/22/2022 6:35 AM
222	56001	4/22/2022 6:31 AM
223	56082	4/22/2022 6:12 AM

224	56001	4/22/2022 5:35 AM
225	56001	4/22/2022 5:29 AM
226	56003	4/22/2022 5:23 AM
227	56003	4/22/2022 5:18 AM
228	56001	4/22/2022 5:15 AM
229	56001	4/22/2022 4:51 AM
230	56001	4/22/2022 3:20 AM
231	56001	4/22/2022 2:12 AM
232	56003	4/22/2022 1:52 AM
233	56001	4/22/2022 1:51 AM
234	56063	4/22/2022 1:41 AM
235	56048	4/22/2022 12:51 AM
236	56001	4/21/2022 11:57 PM
237	56001	4/21/2022 11:05 PM
238	56001	4/21/2022 11:04 PM
239	56001	4/21/2022 10:25 PM
240	56001	4/21/2022 10:15 PM
241	56055	4/21/2022 10:15 PM
242	56001	4/21/2022 10:02 PM
243	56001	4/21/2022 9:42 PM
244	56001	4/21/2022 9:34 PM
245	56001	4/21/2022 9:20 PM
246	56001	4/21/2022 9:01 PM
247	56001	4/21/2022 8:59 PM
248	56001	4/21/2022 8:50 PM
249	56001	4/21/2022 8:44 PM
250	56001	4/21/2022 8:37 PM
251	56055	4/21/2022 8:32 PM
252	56001	4/21/2022 8:23 PM
253	56001	4/21/2022 8:18 PM
254	56001	4/21/2022 8:18 PM
255	56001	4/21/2022 8:07 PM
256	56001	4/21/2022 8:00 PM
257	56001	4/21/2022 7:57 PM
258	56001	4/21/2022 7:39 PM
259	56001	4/21/2022 7:34 PM
260	56001	4/21/2022 7:27 PM
261	56001	4/21/2022 7:16 PM

262	56003	4/21/2022 6:58 PM
263	56001	4/21/2022 6:56 PM
264	56001	4/21/2022 6:25 PM
265	56055	4/21/2022 6:24 PM
266	56001	4/21/2022 6:21 PM
267	56003	4/21/2022 6:17 PM
268	56001	4/21/2022 6:13 PM
269	56001	4/21/2022 6:12 PM
270	56001	4/21/2022 5:53 PM
271	56001	4/21/2022 5:46 PM
272	56003	4/21/2022 5:37 PM
273	56001	4/21/2022 5:27 PM
274	55125	4/21/2022 5:22 PM
275	56001	4/21/2022 5:20 PM
276	56001	4/21/2022 5:06 PM
277	56001	4/21/2022 4:58 PM
278	56001	4/21/2022 4:48 PM
279	56001	4/21/2022 4:37 PM
280	56001	4/21/2022 4:34 PM
281	56001	4/21/2022 4:33 PM
282	56001	4/21/2022 4:25 PM
283	56001	4/21/2022 4:21 PM
284	56001	4/21/2022 4:19 PM
285	56001	4/21/2022 4:15 PM
286	56001	4/21/2022 4:08 PM
287	56001	4/21/2022 4:05 PM
288	56001	4/21/2022 4:04 PM
289	56003	4/21/2022 4:01 PM
290	56001	4/21/2022 4:01 PM
291	56001	4/21/2022 3:59 PM
292	56001	4/21/2022 3:50 PM
293	56001	4/21/2022 3:49 PM
294	56001	4/21/2022 3:45 PM
295	56001	4/21/2022 3:41 PM
296	56001	4/21/2022 3:33 PM
297	56001	4/21/2022 3:28 PM
298	56001	4/21/2022 3:25 PM
299	56001	4/21/2022 3:25 PM

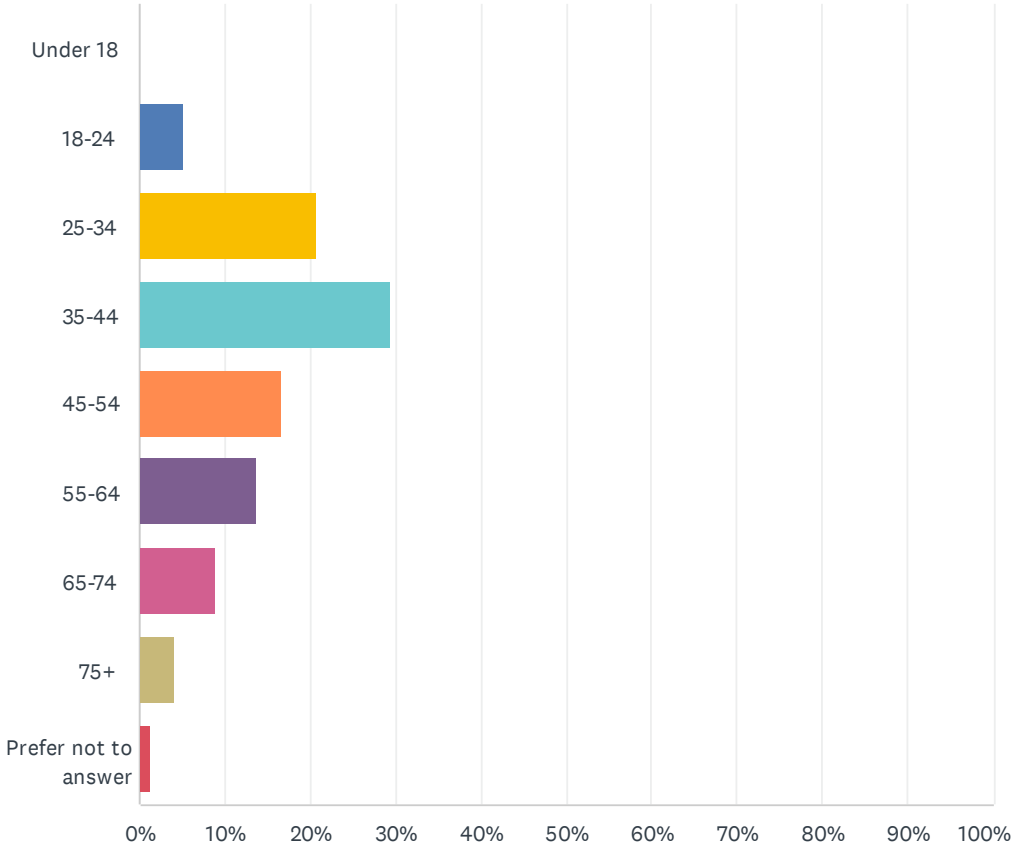
300	56001	4/21/2022 3:25 PM
301	56001	4/21/2022 3:24 PM
302	56074	4/21/2022 3:23 PM
303	56003	4/21/2022 3:23 PM
304	56001	4/21/2022 3:21 PM
305	56001	4/21/2022 3:19 PM
306	56001	4/21/2022 3:18 PM
307	56001	4/21/2022 3:15 PM
308	56001	4/21/2022 3:15 PM
309	56001	4/21/2022 3:12 PM
310	56001	4/21/2022 3:07 PM
311	56001	4/21/2022 3:06 PM
312	56001	4/21/2022 3:05 PM
313	56001	4/21/2022 3:05 PM
314	56001	4/21/2022 2:58 PM
315	56001	4/21/2022 2:58 PM
316	56001	4/21/2022 2:57 PM
317	56001	4/21/2022 2:57 PM
318	56001	4/21/2022 2:56 PM
319	56003	4/21/2022 2:56 PM
320	56001	4/21/2022 2:55 PM
321	56001	4/21/2022 2:55 PM
322	56001	4/21/2022 2:55 PM
323	56001	4/21/2022 2:52 PM
324	56003	4/21/2022 2:51 PM
325	56001	4/21/2022 2:50 PM
326	56003	4/21/2022 2:50 PM
327	56001	4/21/2022 2:50 PM
328	56001	4/21/2022 2:50 PM
329	56024	4/21/2022 2:49 PM
330	56001	4/21/2022 2:48 PM
331	56001	4/21/2022 2:48 PM
332	56001	4/21/2022 2:48 PM
333	56001	4/21/2022 2:48 PM
334	56001	4/21/2022 2:47 PM
335	56001	4/21/2022 2:47 PM
336	56001	4/21/2022 2:45 PM
337	56001	4/21/2022 2:42 PM

338	56001	4/21/2022 2:41 PM
339	56090	4/21/2022 2:39 PM
340	56001	4/21/2022 8:27 AM
341	56001	4/21/2022 7:51 AM
342	56001	4/21/2022 6:35 AM
343	56001	4/20/2022 11:31 PM
344	56001	4/20/2022 6:11 PM
345	56001	4/20/2022 2:23 PM
346	56001	4/20/2022 2:22 PM
347	56001	4/20/2022 9:57 AM
348	56001	4/20/2022 9:32 AM
349	56001	4/20/2022 6:34 AM
350	56001	4/19/2022 11:40 PM
351	55001	4/19/2022 11:22 PM
352	56003	4/19/2022 10:09 PM
353	56001	4/19/2022 9:49 PM
354	56001	4/19/2022 9:43 PM
355	56001	4/19/2022 9:42 PM
356	56082	4/19/2022 9:10 PM
357	56001	4/19/2022 8:52 PM
358	56001	4/19/2022 8:44 PM
359	56001	4/19/2022 8:41 PM
360	56001	4/19/2022 6:51 PM
361	56001	4/19/2022 5:32 PM
362	56001	4/19/2022 4:56 PM
363	56001	4/19/2022 4:08 PM
364	56001	4/19/2022 4:01 PM
365	56001	4/19/2022 3:59 PM
366	56003	4/19/2022 3:58 PM
367	56001	4/19/2022 3:10 PM
368	56003	4/19/2022 3:02 PM
369	56001	4/19/2022 1:57 PM
370	56001	4/19/2022 1:54 PM
371	56001	4/19/2022 1:51 PM
372	56001	4/19/2022 1:37 PM
373	56001	4/19/2022 1:26 PM
374	56001	4/19/2022 1:25 PM
375	56003	4/19/2022 1:13 PM

376	56001	4/19/2022 1:11 PM
377	56003	4/19/2022 1:10 PM
378	56001	4/19/2022 1:09 PM
379	56055	4/19/2022 1:07 PM
380	56003	4/19/2022 1:06 PM
381	56001	4/19/2022 1:04 PM
382	56001	4/19/2022 1:03 PM
383	56001	4/19/2022 1:01 PM
384	56001	4/19/2022 12:58 PM
385	56001	4/19/2022 12:57 PM
386	56001	4/19/2022 10:58 AM
387	56001	4/19/2022 10:40 AM
388	56001	4/19/2022 10:30 AM
389	56001	4/19/2022 10:00 AM
390	56001	4/19/2022 9:25 AM
391	56001	4/19/2022 9:24 AM
392	56001	4/19/2022 8:55 AM
393	56001	4/19/2022 8:53 AM
394	56001	4/19/2022 8:38 AM
395	56001	4/19/2022 8:31 AM
396	56001	4/19/2022 8:31 AM
397	56001	4/19/2022 8:20 AM
398	56001	4/19/2022 7:52 AM
399	56001	4/18/2022 10:36 PM
400	56001	4/18/2022 6:56 PM
401	56001	4/18/2022 6:43 PM
402	56001	4/18/2022 6:27 PM
403	56001	4/18/2022 4:06 PM
404	56001	4/18/2022 3:56 PM
405	56037	4/18/2022 3:55 PM

Q7 What category contains your age?

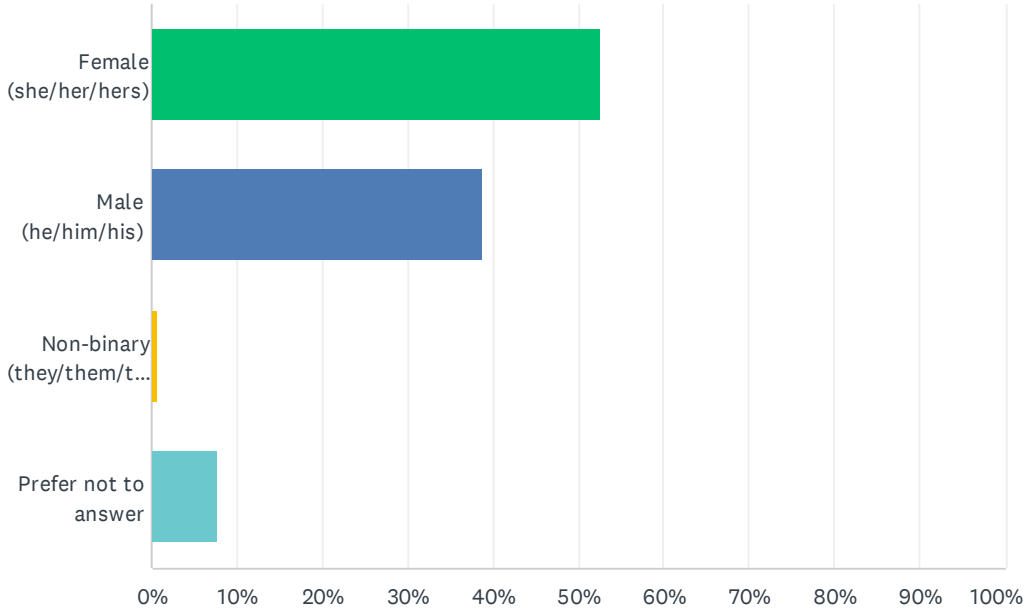
Answered: 409 Skipped: 16



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	5.13%	21
25-34	20.78%	85
35-44	29.34%	120
45-54	16.63%	68
55-64	13.69%	56
65-74	9.05%	37
75+	4.16%	17
Prefer not to answer	1.22%	5
TOTAL		409

Q8 How do you self-identify in terms of gender?

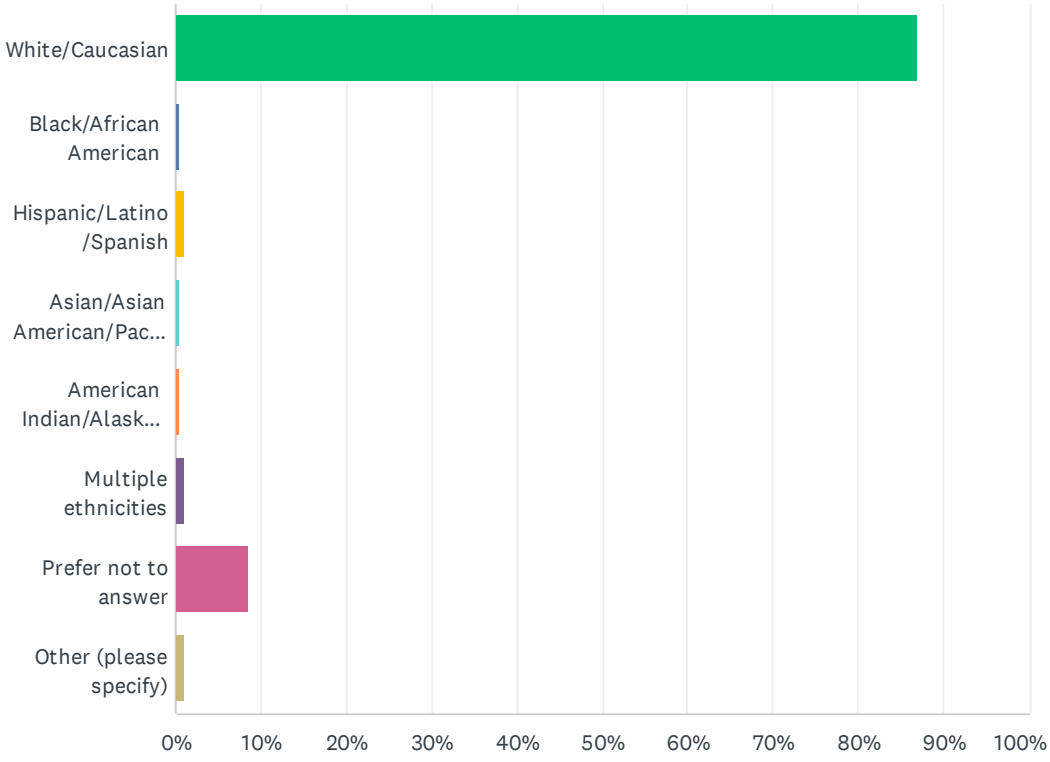
Answered: 404 Skipped: 21



ANSWER CHOICES	RESPONSES	
Female (she/her/hers)	52.72%	213
Male (he/him/his)	38.86%	157
Non-binary (they/them/theirs)	0.74%	3
Prefer not to answer	7.67%	31
TOTAL		404

Q9 What race/ethnicity best describes you?

Answered: 407 Skipped: 18



ANSWER CHOICES	RESPONSES	
White/Caucasian	86.98%	354
Black/African American	0.49%	2
Hispanic/Latino/Spanish	0.98%	4
Asian/Asian American/Pacific Islander	0.49%	2
American Indian/Alaskan Native	0.49%	2
Multiple ethnicities	0.98%	4
Prefer not to answer	8.60%	35
Other (please specify)	0.98%	4
TOTAL		407

#	OTHER (PLEASE SPECIFY)	DATE
1	American	4/27/2022 9:36 PM
2	DOG	4/22/2022 11:54 AM
3	born colorless, unconsciously/ultra~conscious (I genetically don't see what differences most of you acknowledge)	4/22/2022 9:10 AM

4	American, this is racist.	4/21/2022 8:44 PM

Q10 Please share your email if you would like to sign-up for occasional email updates about the Second Street Corridor Study.

Answered: 121 Skipped: 304

#	RESPONSES	DATE
1	Na	5/5/2022 5:58 AM
2	john.zehnder37@gmail.com	5/4/2022 11:46 PM
3	jerstump@charter.net	5/4/2022 10:07 AM
4	ekklesia@hickorytech.net	5/3/2022 3:46 PM
5	N/A	5/3/2022 3:45 PM
6	ebunde42@gmail.com	5/3/2022 3:15 PM
7	suemel@charter.net	5/3/2022 3:02 PM
8	nickm@mnvalleyfcu.coop	5/3/2022 1:29 PM
9	eschott@mnraaa.org	5/2/2022 8:08 AM
10	bakebergs03@yahoo.com	5/2/2022 12:12 AM
11	llindblom56001@yahoo.com	5/1/2022 7:14 PM
12	caitiemae@gmail.com	5/1/2022 5:35 PM
13	k.metz@charter.net	5/1/2022 12:55 PM
14	No thanks	4/29/2022 8:59 PM
15	NA	4/28/2022 7:15 PM
16	Kimkgwevans@gmail.com	4/28/2022 5:55 PM
17	jjones@smilescil.org	4/28/2022 2:29 PM
18	georgannekramer@gmail.com	4/28/2022 2:02 PM
19	avatar1961a@gmail.com	4/28/2022 12:02 PM
20	lakeregiontimes@gmail.com	4/27/2022 11:08 PM
21	lkheinze@gmail.com	4/27/2022 5:14 AM
22	aprilhk@gmail.com	4/26/2022 8:42 PM
23	tanyarustad@gmail.com	4/26/2022 2:37 PM
24	Jovanae@aol.com	4/26/2022 2:20 PM
25	wildrose@hickorytech.net	4/26/2022 2:03 PM
26	Tiff.healthylife@gmail.com	4/26/2022 1:59 PM
27	brian.gosewisch@gmail.com	4/26/2022 12:56 PM
28	Trav.mattson@gmail.com	4/26/2022 12:17 PM
29	harli.steiner01@gmail.com	4/26/2022 10:59 AM
30	No	4/26/2022 10:01 AM
31	pam.showers48@yahoo.com	4/26/2022 8:47 AM

32	anac@copalmn.org	4/25/2022 3:15 PM
33	sabrif98@gmail.com	4/25/2022 2:55 PM
34	awersal22@gmail.com	4/25/2022 8:41 AM
35	jacik@charter.net	4/24/2022 9:54 PM
36	sanderson228@mybluelight.com	4/24/2022 6:04 PM
37	Jaymes.Sorensen@gmail.com	4/24/2022 5:11 PM
38	gzimmy@gmail.com	4/24/2022 3:10 PM
39	Jlhark@yahoo.com	4/24/2022 10:09 AM
40	Benblaze75@hotmail.com	4/24/2022 10:00 AM
41	Ckwinters2002@yahoo.com	4/24/2022 9:11 AM
42	drcarole.mindset@gmail.com	4/23/2022 10:27 PM
43	Topherfleming151@gmail.com	4/23/2022 9:20 PM
44	littlestarsds@gmail.com	4/23/2022 1:18 PM
45	No	4/23/2022 10:57 AM
46	N/a	4/23/2022 12:23 AM
47	Na	4/22/2022 5:22 PM
48	winelover1994@gmail.com	4/22/2022 5:18 PM
49	jenna@nicolletbike.com	4/22/2022 4:55 PM
50	mikelagerquist99@gmail.com	4/22/2022 3:27 PM
51	steve.crackle@gmail.com	4/22/2022 1:53 PM
52	johnson558@live.com	4/22/2022 1:48 PM
53	ktvine8412@gmail.com	4/22/2022 12:07 PM
54	peete133@yahoo.com	4/22/2022 10:46 AM
55	dereksbrown@mac.com	4/22/2022 10:38 AM
56	jim50email@gmail.com	4/22/2022 10:36 AM
57	Bigfordtg55@gmail.com	4/22/2022 8:31 AM
58	peter.jeanne.mulberry@gmail.com	4/22/2022 8:11 AM
59	cneitge@gmail.com	4/22/2022 7:15 AM
60	t.christensen.55@hotmail.com	4/22/2022 6:31 AM
61	Nope	4/22/2022 5:35 AM
62	Mtriesch@charter.net	4/22/2022 3:20 AM
63	ajmayer@hotmail.com	4/22/2022 2:12 AM
64	amkoppel@yahoo.com	4/21/2022 10:02 PM
65	Wheaties2011@live.com	4/21/2022 9:34 PM
66	alexanderhennek@gmail.com	4/21/2022 9:20 PM
67	patr71@charter.net	4/21/2022 9:01 PM
68	Gophergustie@gmail.com	4/21/2022 8:50 PM
69	Johnwicky1@gmail.com	4/21/2022 8:44 PM

70	aowings83@gmail.com	4/21/2022 8:18 PM
71	anne.sweeney42@gmail.com	4/21/2022 8:07 PM
72	Korpalfish@gmail.com	4/21/2022 8:00 PM
73	krotvold1026@gmail.com	4/21/2022 7:57 PM
74	savedade@yahoo.com	4/21/2022 7:39 PM
75	Jhumbert2011@gmail.com	4/21/2022 6:24 PM
76	srbergmark@gmail.com	4/21/2022 5:53 PM
77	Rhiniker@hickorytech.net	4/21/2022 5:27 PM
78	grohwer222@gmail.com	4/21/2022 5:20 PM
79	Mtjack89@yahoo.com	4/21/2022 4:33 PM
80	rosecshrader@gmail.com	4/21/2022 4:19 PM
81	heitzkari1@gmail.com	4/21/2022 4:08 PM
82	josh_naumann@yahoo.com	4/21/2022 3:50 PM
83	72627.2200@compuserve.com	4/21/2022 3:41 PM
84	Kimhaa01@icloud.com	4/21/2022 3:21 PM
85	julie.dornack@mnsu.edu	4/21/2022 3:18 PM
86	Mherma07@gmail.com	4/21/2022 3:15 PM
87	monika.antonelli@mnsu.edu	4/21/2022 3:15 PM
88	Already signed up.	4/21/2022 3:07 PM
89	nascone1@yahoo.com	4/21/2022 3:06 PM
90	Pflaum.john@yahoo.com	4/21/2022 2:57 PM
91	casey.m.duevel@gmail.com	4/21/2022 2:55 PM
92	No	4/21/2022 2:48 PM
93	hottoward@gmail.com	4/21/2022 2:39 PM
94	Abbyruthe@gmail.com	4/21/2022 7:51 AM
95	lpnfreaky@gmail.com	4/20/2022 2:22 PM
96	LTCampa@gmail.com	4/20/2022 9:57 AM
97	lindasbreadmankato@gmail.com	4/20/2022 6:34 AM
98	Arlo.zander@gmail.com	4/19/2022 10:09 PM
99	Corissa.Nelson@widseth.com	4/19/2022 8:44 PM
100	Jmonroemccutchen@gmail.com	4/19/2022 8:41 PM
101	rkeir@hickorytech.net	4/19/2022 4:56 PM
102	Robert.s@progressivelivinginc.net	4/19/2022 4:08 PM
103	leighp@red-jacket.com	4/19/2022 4:01 PM
104	Patrickjamesbaker@gmail.com	4/19/2022 3:59 PM
105	Kodyrmiller2001@gmail.com	4/19/2022 1:57 PM
106	moretrestoration@gmail.com	4/19/2022 1:54 PM
107	peterson.carl@gmail.com	4/19/2022 1:51 PM

108	Laner1599@gmail.com	4/19/2022 1:25 PM
109	Molly.page.30@gmail.com	4/19/2022 1:09 PM
110	suemel@charter.net	4/19/2022 1:06 PM
111	Wheelgal13@gmail.com	4/19/2022 1:04 PM
112	Rcmodelr@yahoo.com	4/19/2022 1:03 PM
113	darineischens@gmail.com	4/19/2022 12:58 PM
114	N/A	4/19/2022 12:57 PM
115	amanda.gerdts@gmail.com	4/19/2022 8:55 AM
116	stewam18@gmail.com	4/19/2022 8:38 AM
117	No	4/19/2022 8:31 AM
118	noah.coleman42@gmail.com	4/19/2022 7:52 AM
119	Schmda04@luther.edu	4/18/2022 6:56 PM
120	Mkaproth@yahoo.com	4/18/2022 6:43 PM
121	Wcroettger@gmail.com	4/18/2022 6:27 PM

APPENDIX B –TRAFFIC OPERATIONS

1: Second Street & Madison Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1.5	1.1	0.2	1.0
Total Del/Veh (s)	7.0	4.5	9.5	25.0	8.0

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	8.7

Intersection: 1: Second Street & Madison Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	31	118	71	99	66	66	85	97	128
Average Queue (ft)	7	49	15	41	22	14	36	50	49
95th Queue (ft)	27	99	49	79	52	41	72	80	98
Link Distance (ft)		333	333		393	393		392	406
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	120			200			140		
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Network Summary

Network wide Queuing Penalty: 0

1: Second Street & Madison Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1.6	0.9	0.2	1.0
Total Del/Veh (s)	14.1	7.5	10.6	25.4	10.9

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	11.8

Intersection: 1: Second Street & Madison Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	36	206	152	208	120	96	97	143	133
Average Queue (ft)	6	110	56	96	29	28	37	67	53
95th Queue (ft)	27	186	132	166	69	69	78	107	102
Link Distance (ft)		333	333		393	393		392	406
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	120			200			140		
Storage Blk Time (%)		7		0			0	0	
Queuing Penalty (veh)		1		1			0	0	

Network Summary

Network wide Queuing Penalty: 2

1: Second Street & Madison Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	1.5	1.1	0.2	1.0
Total Del/Veh (s)	10.5	12.9	9.8	24.1	12.5

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	13.4

Intersection: 1: Second Street & Madison Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	42	128	78	156	56	58	101	89	144
Average Queue (ft)	10	58	17	91	20	13	36	51	49
95th Queue (ft)	35	107	52	146	49	39	77	79	101
Link Distance (ft)		333	333		393	393		392	406
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	120			200			140		
Storage Blk Time (%)		0		0			0		
Queuing Penalty (veh)		0		0			0		

Network Summary

Network wide Queuing Penalty: 0

1: Second Street & Madison Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1.6	0.9	0.2	1.0
Total Del/Veh (s)	17.7	15.2	10.6	26.5	15.6

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	16.6

Intersection: 1: Second Street & Madison Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	74	215	158	224	378	268	92	147	114
Average Queue (ft)	13	122	62	169	76	39	37	65	54
95th Queue (ft)	45	188	138	243	251	124	78	106	97
Link Distance (ft)		333	333		393	393		392	406
Upstream Blk Time (%)					0				
Queuing Penalty (veh)					0				
Storage Bay Dist (ft)	120			200			140		
Storage Blk Time (%)		9		6	0		0	0	
Queuing Penalty (veh)		1		13	0		0	0	

Network Summary

Network wide Queuing Penalty: 14

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.2	0.1
Total Del/Veh (s)	5.2	7.7	1.5	1.1	2.4

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.5	0.1	0.0	0.3
Total Del/Veh (s)	7.8	16.4	82.9	33.2	21.9

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	23.6

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	83.6	93.4	0.1	3
Plum Street	7	2.2	11.2	0.1	24
Total		85.8	104.6	0.2	6

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	0.8	13.7	0.1	30
Mulberry Street	8	76.6	85.4	0.1	3
Total		77.4	99.1	0.2	7

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	LTR
Maximum Queue (ft)	49	62	49	28	10	69
Average Queue (ft)	26	33	13	7	0	9
95th Queue (ft)	44	54	41	26	2	39
Link Distance (ft)	351	351	395		312	554
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	L	TR	L	LTR	L	T
Maximum Queue (ft)	216	164	30	211	223	212	66	234
Average Queue (ft)	84	68	7	92	114	92	11	109
95th Queue (ft)	162	145	26	181	196	189	40	201
Link Distance (ft)	480	480		381	421	421		312
Upstream Blk Time (%)								1
Queuing Penalty (veh)								1
Storage Bay Dist (ft)			225				120	
Storage Blk Time (%)				0				17
Queuing Penalty (veh)				0				2

Network Summary

Network wide Queuing Penalty: 3

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.3	0.2
Total Del/Veh (s)	6.6	9.7	2.0	0.8	2.7

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.5	1.2	0.0	0.4
Total Del/Veh (s)	9.7	20.3	103.9	17.0	33.1

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	34.9

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	105.8	116.4	0.1	3
Plum Street	7	2.5	11.5	0.1	24
Total		108.4	127.9	0.2	5

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	0.8	13.9	0.1	30
Mulberry Street	8	51.8	60.6	0.1	4
Total		52.5	74.5	0.2	9

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	LTR
Maximum Queue (ft)	56	94	58	56	4	56
Average Queue (ft)	20	48	23	17	0	5
95th Queue (ft)	45	82	49	43	2	32
Link Distance (ft)	351	351	395		312	554
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	L	TR	L	LTR	L	T	R
Maximum Queue (ft)	190	161	77	313	399	384	125	263	65
Average Queue (ft)	93	61	11	149	253	254	20	112	4
95th Queue (ft)	159	125	50	256	398	404	68	218	64
Link Distance (ft)	480	480		381	421	421		312	312
Upstream Blk Time (%)					3	4		1	0
Queuing Penalty (veh)					0	0		2	0
Storage Bay Dist (ft)			225				120		
Storage Blk Time (%)				2				13	
Queuing Penalty (veh)				0				2	

Network Summary

Network wide Queuing Penalty: 4

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.2	0.1
Total Del/Veh (s)	6.1	6.9	1.6	1.7	2.8

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.4	0.1	0.0	0.3
Total Del/Veh (s)	7.6	15.7	95.9	42.0	25.0

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	26.3

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	101.9	111.5	0.1	3
Plum Street	7	2.5	11.8	0.1	23
Total		104.4	123.3	0.2	5

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	1.3	14.3	0.1	29
Mulberry Street	8	94.1	102.7	0.1	3
Total		95.5	116.9	0.2	6

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	L	LTR
Maximum Queue (ft)	57	94	36	49	63
Average Queue (ft)	25	35	11	10	9
95th Queue (ft)	46	71	36	33	40
Link Distance (ft)	351	351	395		554
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	LTR	L	T	R
Maximum Queue (ft)	201	130	161	33	168	224	241	285	88	289	187
Average Queue (ft)	76	47	17	5	17	85	121	119	15	115	50
95th Queue (ft)	152	114	96	24	93	182	201	235	51	243	101
Link Distance (ft)	471	471	471			381	409	409		309	309
Upstream Blk Time (%)								0		2	0
Queuing Penalty (veh)								0		2	0
Storage Bay Dist (ft)				225	225				120		
Storage Blk Time (%)						0			0	21	
Queuing Penalty (veh)						0			0	3	

Network Summary

Network wide Queuing Penalty: 5

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.4	0.2
Total Del/Veh (s)	11.0	12.5	2.2	1.2	4.0

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.5	21.3	0.0	4.5
Total Del/Veh (s)	9.8	21.8	123.5	33.9	41.8

Total Network Performance

Denied Del/Veh (s)	4.4
Total Del/Veh (s)	43.3

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	136.0	169.0	0.1	2
Plum Street	7	2.7	12.1	0.1	22
Total		138.7	181.1	0.2	4

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	1.2	14.3	0.1	29
Mulberry Street	8	53.5	62.3	0.1	4
Total		54.7	76.6	0.2	9

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	L	LTR
Maximum Queue (ft)	49	143	54	57	96
Average Queue (ft)	24	57	23	18	8
95th Queue (ft)	46	121	49	43	47
Link Distance (ft)	351	351	395		554
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	LTR	L	T	R
Maximum Queue (ft)	204	128	94	42	223	283	420	430	88	271	294
Average Queue (ft)	90	46	8	8	65	150	281	280	17	120	156
95th Queue (ft)	159	95	37	30	193	242	449	455	58	222	281
Link Distance (ft)	471	471	471			381	409	409		309	309
Upstream Blk Time (%)							12	15		0	1
Queuing Penalty (veh)							0	0		0	4
Storage Bay Dist (ft)				225	225				120		
Storage Blk Time (%)					0	1				13	
Queuing Penalty (veh)					0	3				2	

Network Summary

Network wide Queuing Penalty: 9

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.2	0.1
Total Del/Veh (s)	5.3	6.8	2.1	0.7	2.6

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	454.8	0.5	0.1	0.0	263.8
Total Del/Veh (s)	112.1	20.1	77.8	32.4	76.5

Total Network Performance

Denied Del/Veh (s)	250.9
Total Del/Veh (s)	74.5

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	72.2	81.6	0.1	4
Plum Street	7	2.4	11.7	0.1	23
Total		74.6	93.3	0.2	6

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	0.4	13.4	0.1	31
Mulberry Street	8	76.7	85.3	0.1	3
Total		77.1	98.7	0.2	7

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	L	LTR
Maximum Queue (ft)	63	79	41	47	33
Average Queue (ft)	27	34	12	8	2
95th Queue (ft)	49	57	38	31	15
Link Distance (ft)	351	351	395		554
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	LTR	L	T
Maximum Queue (ft)	522	515	499	62	159	213	206	214	109	246
Average Queue (ft)	489	432	232	17	19	91	105	95	15	102
95th Queue (ft)	533	679	615	49	98	183	176	189	64	199
Link Distance (ft)	479	479	479			381	409	409		309
Upstream Blk Time (%)	82	50	3							0
Queuing Penalty (veh)	0	0	0							0
Storage Bay Dist (ft)				225	225				120	
Storage Blk Time (%)						0				15
Queuing Penalty (veh)						0				2

Network Summary

Network wide Queuing Penalty: 2

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.3	0.2
Total Del/Veh (s)	6.1	8.3	2.3	0.8	2.7

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	863.4	0.5	0.9	0.0	324.8
Total Del/Veh (s)	191.1	20.9	112.4	17.6	83.2

Total Network Performance

Denied Del/Veh (s)	313.3
Total Del/Veh (s)	82.3

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	115.3	125.4	0.1	2
Plum Street	7	2.5	12.0	0.1	23
Total		117.9	137.4	0.2	4

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	0.7	13.8	0.1	30
Mulberry Street	8	54.8	63.6	0.1	4
Total		55.5	77.4	0.2	9

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	L	LTR
Maximum Queue (ft)	62	80	44	50	56
Average Queue (ft)	22	44	20	13	5
95th Queue (ft)	48	71	46	38	28
Link Distance (ft)	351	351	395		554
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	LTR	L	T
Maximum Queue (ft)	517	514	502	67	207	282	424	420	144	259
Average Queue (ft)	493	461	180	17	61	145	265	266	15	117
95th Queue (ft)	519	647	550	47	187	241	420	425	63	209
Link Distance (ft)	479	479	479			381	409	409		309
Upstream Blk Time (%)	96	74	1			0	4	3		0
Queuing Penalty (veh)	0	0	0			0	0	0		0
Storage Bay Dist (ft)				225	225				120	
Storage Blk Time (%)					0	1				16
Queuing Penalty (veh)					0	2				2

Network Summary

Network wide Queuing Penalty: 5

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.2	0.1
Total Del/Veh (s)	7.6	9.9	1.5	2.2	3.3

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.5	0.1	0.0	0.3
Total Del/Veh (s)	8.0	15.3	87.3	37.4	22.9

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	24.6

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	89.0	98.6	0.1	3
Plum Street	7	2.5	11.9	0.1	23
Total		91.5	110.5	0.2	5

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	2.0	14.9	0.1	28
Mulberry Street	8	84.0	92.8	0.1	3
Total		86.0	107.7	0.2	6

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	LTR
Maximum Queue (ft)	57	107	45	40	2	97
Average Queue (ft)	28	42	14	9	0	11
95th Queue (ft)	51	86	41	30	2	57
Link Distance (ft)	364	364	395		309	554
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	LTR	L	T	R
Maximum Queue (ft)	222	154	146	33	178	214	269	260	124	271	120
Average Queue (ft)	83	55	16	8	16	84	114	103	20	115	6
95th Queue (ft)	168	118	74	30	91	174	213	211	73	227	77
Link Distance (ft)	479	479	479			381	409	409		309	
Upstream Blk Time (%)										1	0
Queuing Penalty (veh)										4	0
Storage Bay Dist (ft)				225	225				120		275
Storage Blk Time (%)					0	0				20	0
Queuing Penalty (veh)					0	0				35	0

Network Summary

Network wide Queuing Penalty: 39

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.3	0.2
Total Del/Veh (s)	7.1	7.8	2.1	0.9	2.7

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.5	17.7	0.0	3.8
Total Del/Veh (s)	9.2	18.9	140.8	16.2	40.4

Total Network Performance

Denied Del/Veh (s)	3.8
Total Del/Veh (s)	41.8

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	148.1	176.1	0.1	2
Plum Street	7	2.6	11.8	0.1	23
Total		150.7	187.9	0.2	3

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	0.8	13.9	0.1	30
Mulberry Street	8	48.7	57.2	0.1	5
Total		49.5	71.1	0.2	10

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	LTR
Maximum Queue (ft)	49	86	48	55	2	61
Average Queue (ft)	23	46	21	15	0	5
95th Queue (ft)	49	77	46	41	2	31
Link Distance (ft)	364	364	395		309	554
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100		
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	LTR	L	T	R
Maximum Queue (ft)	198	130	57	38	230	292	434	432	88	246	60
Average Queue (ft)	88	51	8	10	61	143	309	304	14	112	2
95th Queue (ft)	154	101	36	33	191	249	491	487	50	202	44
Link Distance (ft)	479	479	479			381	409	409		309	
Upstream Blk Time (%)						0	16	24		0	0
Queuing Penalty (veh)						0	0	0		0	0
Storage Bay Dist (ft)				225	225				120		275
Storage Blk Time (%)					0	1				13	0
Queuing Penalty (veh)					0	2				55	0

Network Summary

Network wide Queuing Penalty: 57

1: Second Street & Madison Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	1.4	1.2	0.2	1.0
Total Del/Veh (s)	13.4	12.9	10.0	26.5	13.4

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	14.4

Intersection: 1: Second Street & Madison Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	65	168	79	205	86	64	101	92	162
Average Queue (ft)	16	80	22	104	33	21	42	53	59
95th Queue (ft)	49	136	61	172	69	50	80	87	117
Link Distance (ft)		333	333		393	393		576	406
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	120			200			140		
Storage Blk Time (%)		2		1			0		
Queuing Penalty (veh)		0		1			0		

Network Summary

Network wide Queuing Penalty: 1

1: Second Street & Madison Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1.6	0.9	0.2	1.0
Total Del/Veh (s)	22.8	16.4	12.6	28.9	18.1

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	19.3

Intersection: 1: Second Street & Madison Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	84	251	192	224	408	300	124	179	159
Average Queue (ft)	16	159	96	189	142	61	45	89	66
95th Queue (ft)	57	229	183	251	373	190	95	145	124
Link Distance (ft)		333	333		393	393		576	406
Upstream Blk Time (%)					1				
Queuing Penalty (veh)					0				
Storage Bay Dist (ft)	120			200			140		
Storage Blk Time (%)		22		12	0			1	
Queuing Penalty (veh)		3		31	0			1	

Network Summary

Network wide Queuing Penalty: 35

1: Second Street & Madison Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	1.4	1.3	0.2	1.0
Total Del/Veh (s)	9.2	6.0	10.0	24.6	9.3

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	10.2

Intersection: 1: Second Street & Madison Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	31	143	79	117	96	69	102	91	150
Average Queue (ft)	9	69	19	52	33	22	43	52	59
95th Queue (ft)	32	125	57	97	74	54	82	85	111
Link Distance (ft)		333	333		393	393		576	406
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	120			200			140		
Storage Blk Time (%)		1					0		
Queuing Penalty (veh)		0					0		

Network Summary

Network wide Queuing Penalty: 0

1: Second Street & Madison Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	1.6	0.9	0.2	1.0
Total Del/Veh (s)	20.9	11.4	11.2	24.6	14.7

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	15.8

Intersection: 1: Second Street & Madison Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	103	258	198	222	332	216	108	171	136
Average Queue (ft)	14	158	96	138	72	52	41	82	61
95th Queue (ft)	58	247	195	228	230	138	87	130	114
Link Distance (ft)		333	333		393	393		576	406
Upstream Blk Time (%)					1				
Queuing Penalty (veh)					0				
Storage Bay Dist (ft)	120			200			140		
Storage Blk Time (%)		21		5				0	
Queuing Penalty (veh)		3		13				0	

Network Summary

Network wide Queuing Penalty: 16

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.2	0.1
Total Del/Veh (s)	7.7	8.9	1.7	2.3	3.5

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.4	0.5	0.4	0.0	0.4
Total Del/Veh (s)	9.7	19.8	94.3	41.5	26.7

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	28.4

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	100.4	110.2	0.1	3
Plum Street	7	2.6	11.6	0.1	23
Total		103.0	121.9	0.2	5

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	2.2	15.1	0.1	27
Mulberry Street	8	88.4	96.7	0.1	3
Total		90.6	111.9	0.2	6

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	L	LTR
Maximum Queue (ft)	68	92	61	45	136
Average Queue (ft)	34	41	21	12	17
95th Queue (ft)	60	71	50	37	73
Link Distance (ft)	364	364	395		554
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	L	TR	L	LTR	L	T	R
Maximum Queue (ft)	260	207	38	280	316	318	145	319	295
Average Queue (ft)	120	87	9	120	157	154	25	153	19
95th Queue (ft)	215	180	32	232	285	297	86	280	138
Link Distance (ft)	480	480		381	421	421		312	
Upstream Blk Time (%)				0	1	1		3	0
Queuing Penalty (veh)				0	0	0		10	0
Storage Bay Dist (ft)			225				120		275
Storage Blk Time (%)				1				30	0
Queuing Penalty (veh)				0				68	0

Network Summary

Network wide Queuing Penalty: 78

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.4	0.2
Total Del/Veh (s)	14.7	15.0	2.3	2.8	5.6

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.8	289.3	0.0	60.0
Total Del/Veh (s)	14.6	25.5	210.6	21.6	55.7

Total Network Performance

Denied Del/Veh (s)	57.8
Total Del/Veh (s)	57.7

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	233.2	549.0	0.1	1
Plum Street	7	2.7	11.9	0.1	23
Total		235.9	560.8	0.2	2

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	2.7	15.9	0.1	26
Mulberry Street	8	67.1	75.9	0.1	4
Total		69.8	91.7	0.2	7

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	L	LTR
Maximum Queue (ft)	61	182	60	53	217
Average Queue (ft)	31	71	29	21	24
95th Queue (ft)	57	137	54	49	123
Link Distance (ft)	364	364	395		554
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	L	TR	L	LTR	L	T	R
Maximum Queue (ft)	277	168	99	396	457	465	129	298	239
Average Queue (ft)	140	78	17	223	431	434	22	168	38
95th Queue (ft)	246	147	59	370	480	476	82	297	204
Link Distance (ft)	480	480		381	421	421		312	
Upstream Blk Time (%)				1	66	85		3	0
Queuing Penalty (veh)				0	0	0		20	0
Storage Bay Dist (ft)			225				120		275
Storage Blk Time (%)				10				30	0
Queuing Penalty (veh)				2				159	0

Network Summary

Network wide Queuing Penalty: 181

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.2	0.1
Total Del/Veh (s)	8.0	8.2	1.7	2.9	3.7

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.4	0.5	0.2	0.0	0.3
Total Del/Veh (s)	9.3	18.3	118.7	45.6	30.0

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	31.2

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	136.4	145.8	0.1	2
Plum Street	7	2.7	11.9	0.1	23
Total		139.1	157.7	0.2	4

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	2.6	15.5	0.1	27
Mulberry Street	8	94.6	103.0	0.1	3
Total		97.2	118.5	0.2	6

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	LTR
Maximum Queue (ft)	73	105	48	39	5	148
Average Queue (ft)	36	45	20	11	0	18
95th Queue (ft)	63	77	45	33	2	84
Link Distance (ft)	364	364	395		309	554
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	LTR	L	T	R
Maximum Queue (ft)	217	168	195	43	196	232	349	367	134	320	299
Average Queue (ft)	104	61	22	11	35	108	170	181	24	151	80
95th Queue (ft)	187	138	98	35	141	218	312	345	81	293	202
Link Distance (ft)	471	471	471			381	409	409		309	
Upstream Blk Time (%)							0	2		3	0
Queuing Penalty (veh)							0	0		12	0
Storage Bay Dist (ft)				225	225				120		275
Storage Blk Time (%)					0	0				30	0
Queuing Penalty (veh)					0	0				70	0

Network Summary

Network wide Queuing Penalty: 83

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	211.2	0.1	0.0	0.5	45.7
Total Del/Veh (s)	211.7	40.7	2.6	13.4	49.2

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.7	292.9	0.0	60.4
Total Del/Veh (s)	15.1	23.5	221.8	73.5	69.2

Total Network Performance

Denied Del/Veh (s)	77.5
Total Del/Veh (s)	89.3

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	250.9	608.9	0.1	1
Plum Street	7	2.8	12.2	0.1	22
Total		253.7	621.1	0.2	2

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	13.5	26.6	0.1	16
Mulberry Street	8	67.7	76.4	0.1	4
Total		81.1	103.0	0.2	7

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	L	LTR
Maximum Queue (ft)	398	405	104	68	362
Average Queue (ft)	296	337	37	24	108
95th Queue (ft)	530	499	87	53	288
Link Distance (ft)	364	364	395		554
Upstream Blk Time (%)	62	75			0
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)				100	
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	LTR	L	T	R
Maximum Queue (ft)	346	213	135	50	237	324	452	451	107	376	300
Average Queue (ft)	143	68	14	14	103	191	417	421	24	329	293
95th Queue (ft)	266	152	69	41	249	304	477	474	86	415	334
Link Distance (ft)	471	471	471			381	409	409		309	
Upstream Blk Time (%)	0	0				0	65	87		29	16
Queuing Penalty (veh)	0	0				0	0	0		215	0
Storage Bay Dist (ft)				225	225				120		275
Storage Blk Time (%)					0	5				22	58
Queuing Penalty (veh)					0	11				122	122

Network Summary

Network wide Queuing Penalty: 472

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.1	0.0	0.2	0.1
Total Del/Veh (s)	13.6	11.5	2.2	5.3	6.7

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	757.7	0.6	0.1	0.0	438.9
Total Del/Veh (s)	116.7	22.6	81.5	35.4	75.9

Total Network Performance

Denied Del/Veh (s)	414.5
Total Del/Veh (s)	74.5

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	87.9	97.1	0.1	3
Plum Street	7	2.5	11.9	0.1	23
Total		90.4	109.1	0.2	5

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	5.1	18.1	0.1	23
Mulberry Street	8	81.9	90.5	0.1	3
Total		87.0	108.5	0.2	6

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	LTR
Maximum Queue (ft)	135	149	44	45	5	204
Average Queue (ft)	38	52	23	8	0	16
95th Queue (ft)	91	137	47	30	3	121
Link Distance (ft)	364	364	395		309	554
Upstream Blk Time (%)	0	0				0
Queuing Penalty (veh)	0	0				0
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	LTR	L	T	R
Maximum Queue (ft)	505	521	511	73	195	239	290	308	144	283	178
Average Queue (ft)	493	472	293	23	34	117	132	133	23	129	15
95th Queue (ft)	503	635	681	61	138	220	236	258	79	252	122
Link Distance (ft)	479	479	479			381	409	409		309	
Upstream Blk Time (%)	91	58	3					0		3	0
Queuing Penalty (veh)	0	0	0					0		11	0
Storage Bay Dist (ft)				225	225				120		275
Storage Blk Time (%)						1			0	22	0
Queuing Penalty (veh)						1			0	51	0

Network Summary

Network wide Queuing Penalty: 63

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.4	0.2
Total Del/Veh (s)	13.5	10.6	2.5	1.6	5.1

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1213.5	0.7	273.0	0.0	506.2
Total Del/Veh (s)	214.2	21.1	211.5	17.2	100.4

Total Network Performance

Denied Del/Veh (s)	487.6
Total Del/Veh (s)	99.5

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	239.8	571.8	0.1	1
Plum Street	7	2.6	11.9	0.1	23
Total		242.4	583.8	0.2	2

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	1.6	14.7	0.1	28
Mulberry Street	8	55.6	64.4	0.1	4
Total		57.2	79.1	0.2	9

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	LTR
Maximum Queue (ft)	65	219	54	57	2	120
Average Queue (ft)	28	75	27	17	0	11
95th Queue (ft)	58	155	52	44	2	74
Link Distance (ft)	364	364	395		309	554
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	LTR	L	T	R
Maximum Queue (ft)	506	513	494	89	237	340	447	455	126	283	180
Average Queue (ft)	494	473	196	26	91	178	412	414	23	139	15
95th Queue (ft)	502	624	578	65	229	285	473	476	80	250	123
Link Distance (ft)	479	479	479			381	409	409		309	
Upstream Blk Time (%)	99	75	1			0	63	79		1	0
Queuing Penalty (veh)	0	0	0			0	0	0		6	0
Storage Bay Dist (ft)				225	225				120		275
Storage Blk Time (%)					0	3			0	20	0
Queuing Penalty (veh)					0	7			0	107	0

Network Summary

Network wide Queuing Penalty: 120

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.1	0.0	0.2	0.1
Total Del/Veh (s)	19.2	20.6	1.7	8.2	8.2

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.4	0.6	0.7	0.0	0.4
Total Del/Veh (s)	9.4	18.0	102.6	47.6	28.2

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	31.3

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	104.0	113.6	0.1	3
Plum Street	7	2.8	12.1	0.1	23
Total		106.8	125.6	0.2	5

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	8.5	21.5	0.1	19
Mulberry Street	8	103.0	111.4	0.1	2
Total		111.6	132.8	0.2	5

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	LTR
Maximum Queue (ft)	140	223	87	42	4	296
Average Queue (ft)	39	58	24	11	0	33
95th Queue (ft)	93	166	64	34	2	173
Link Distance (ft)	364	364	395		309	554
Upstream Blk Time (%)	0	2				0
Queuing Penalty (veh)	0	0				0
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Second Street & Mulberry Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	LTR	L	T	R
Maximum Queue (ft)	248	238	261	43	176	236	315	314	144	318	300
Average Queue (ft)	104	72	33	12	43	112	159	153	25	166	38
95th Queue (ft)	195	175	152	38	151	224	286	285	88	313	203
Link Distance (ft)	479	479	479			381	409	409		309	
Upstream Blk Time (%)		0	0				1	1		7	0
Queuing Penalty (veh)		0	0				0	0		25	0
Storage Bay Dist (ft)				225	225				120		275
Storage Blk Time (%)					0	0				35	0
Queuing Penalty (veh)					0	1				80	0

Network Summary

Network wide Queuing Penalty: 106

7: Second Street & Plum Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.4	0.2
Total Del/Veh (s)	11.8	12.1	2.3	1.4	4.4

8: Second Street & Mulberry Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.7	236.5	0.0	46.7
Total Del/Veh (s)	15.9	21.6	219.0	18.7	53.5

Total Network Performance

Denied Del/Veh (s)	44.9
Total Del/Veh (s)	54.9

Arterial Level of Service: NB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Mulberry Street	8	239.2	506.8	0.1	1
Plum Street	7	2.8	12.0	0.1	23
Total		241.9	518.8	0.2	2

Arterial Level of Service: SB Second Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Plum Street	7	1.3	14.5	0.1	29
Mulberry Street	8	55.3	64.0	0.1	4
Total		56.6	78.5	0.2	9

Intersection: 7: Second Street & Plum Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	LT	R	LTR	L	TR	LTR
Maximum Queue (ft)	76	153	53	60	5	116
Average Queue (ft)	33	70	27	23	0	10
95th Queue (ft)	62	124	52	47	3	51
Link Distance (ft)	364	364	395		309	554
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

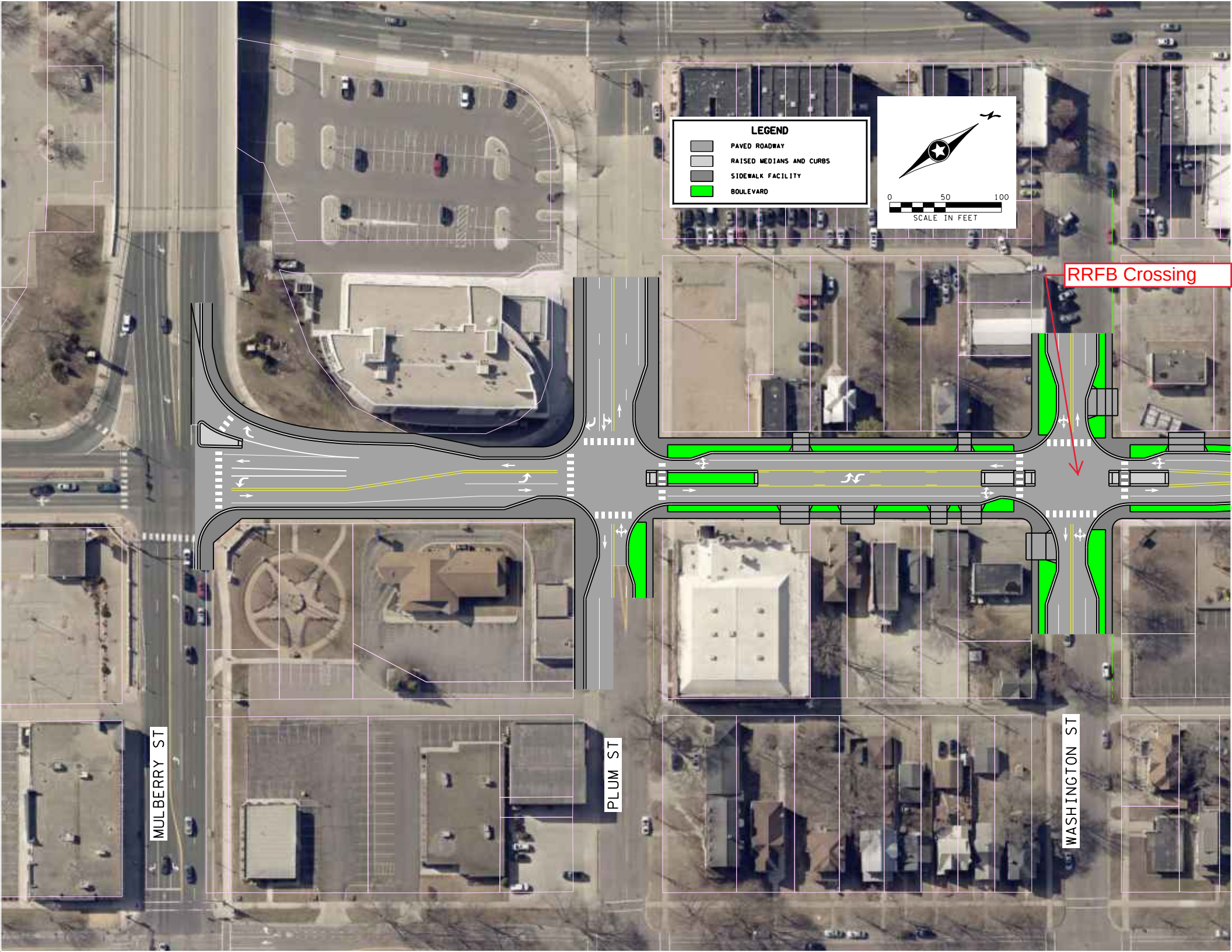
Intersection: 8: Second Street & Mulberry Street

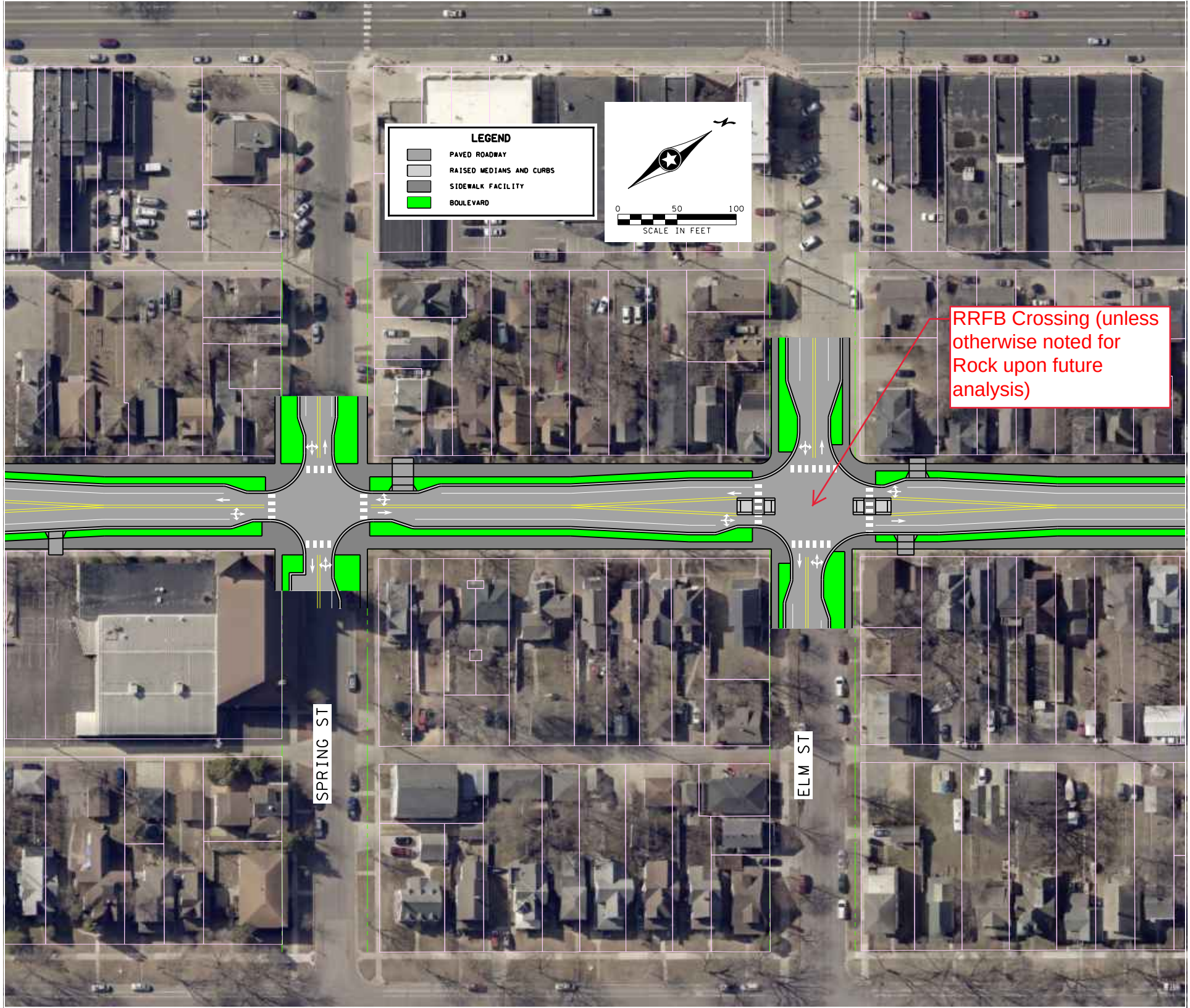
Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	LTR	L	T	R
Maximum Queue (ft)	332	150	129	38	233	340	436	446	126	263	58
Average Queue (ft)	153	70	17	11	102	184	408	410	23	149	4
95th Queue (ft)	297	126	70	34	241	296	476	480	85	249	61
Link Distance (ft)	479	479	479			381	409	409		309	
Upstream Blk Time (%)	0					0	63	77		0	0
Queuing Penalty (veh)	0					0	0	0		2	0
Storage Bay Dist (ft)				225	225				120		275
Storage Blk Time (%)					0	4				27	0
Queuing Penalty (veh)					0	10				144	0

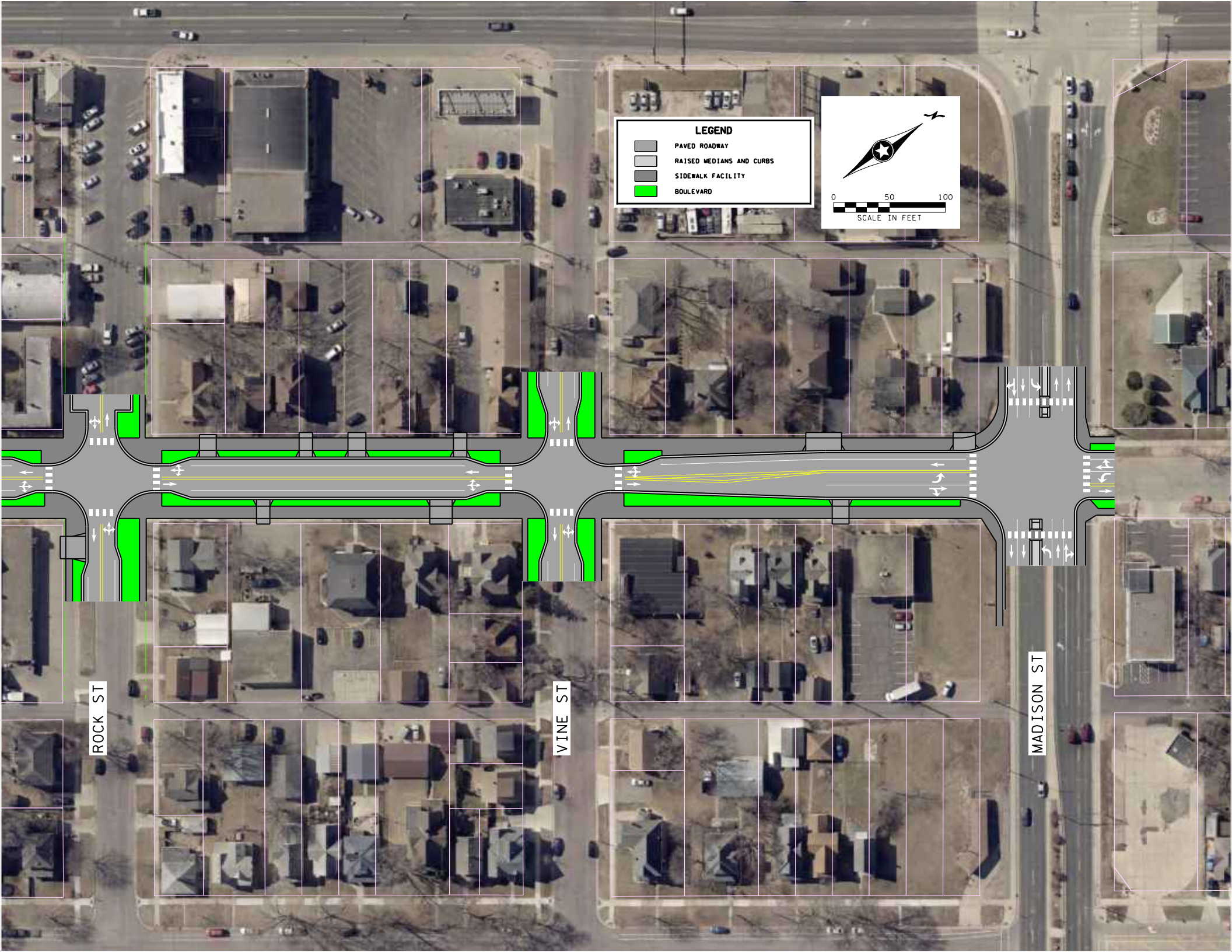
Network Summary

Network wide Queuing Penalty: 156

APPENDIX C – RECOMMENDED CONCEPT DESIGN AND COST ESTIMATE


LEGEND
PAVED ROADWAY
RAISED MEDIANS AND CURBS
SIDEWALK FACILITY
BOULEVARD
0
50
100
SCALE IN FEET
RRFB Crossing
MULBERRY ST
PLUM ST
WASHINGTON ST


LEGEND
PAVED ROADWAY
RAISED MEDIANS AND CURBS
SIDEWALK FACILITY
BOULEVARD
0
50
100
SCALE IN FEET
RRFB Crossing (unless otherwise noted for Rock upon future analysis)
SPRING ST
ELM ST


LEGEND
PAVED ROADWAY
RAISED MEDIANS AND CURBS
SIDEWALK FACILITY
BOULEVARD
0
50
100
SCALE IN FEET
ROCK ST
VINE ST
MADISON ST

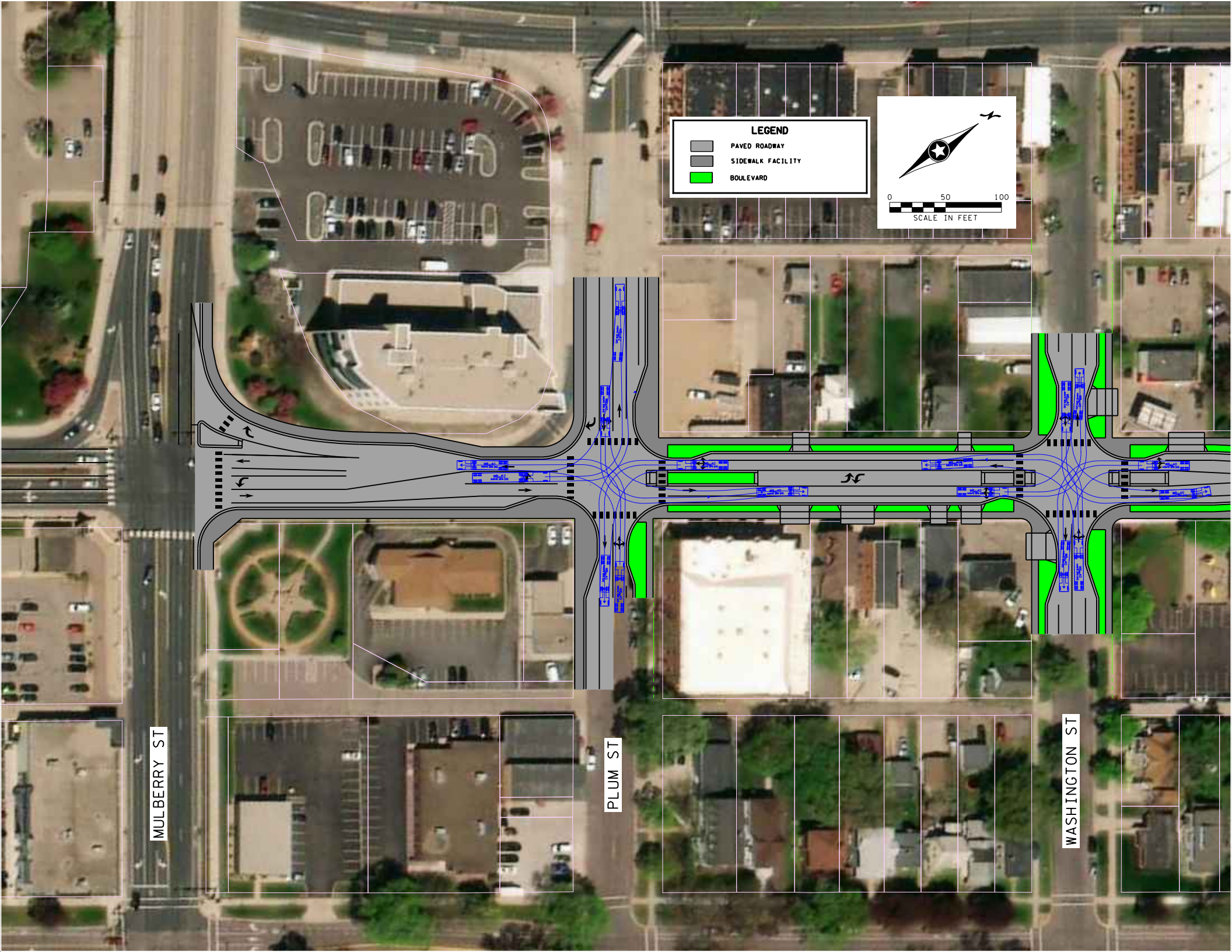
Second St Concept C

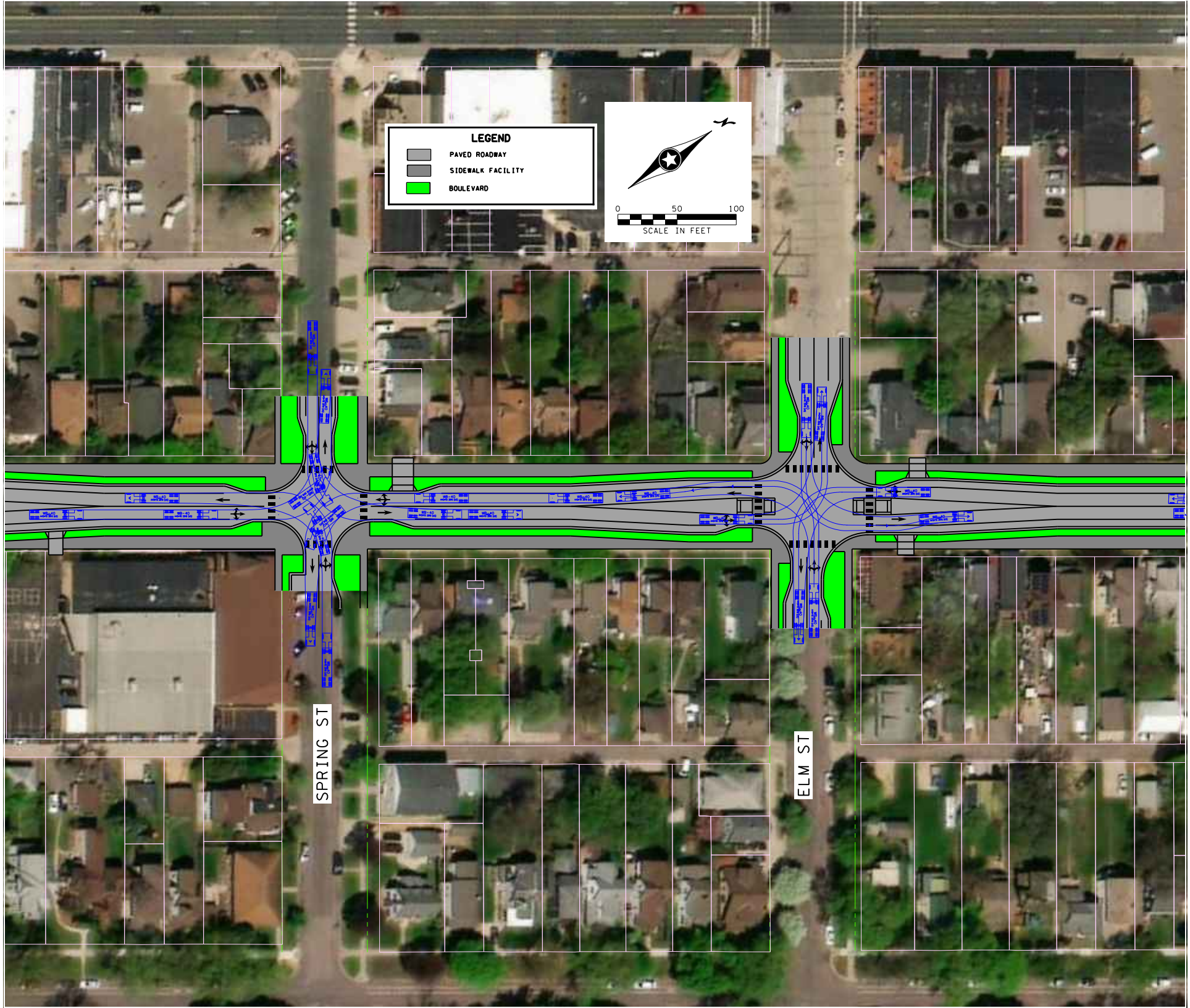
Concept Cost Estimate (based upon 2020 bid price information)

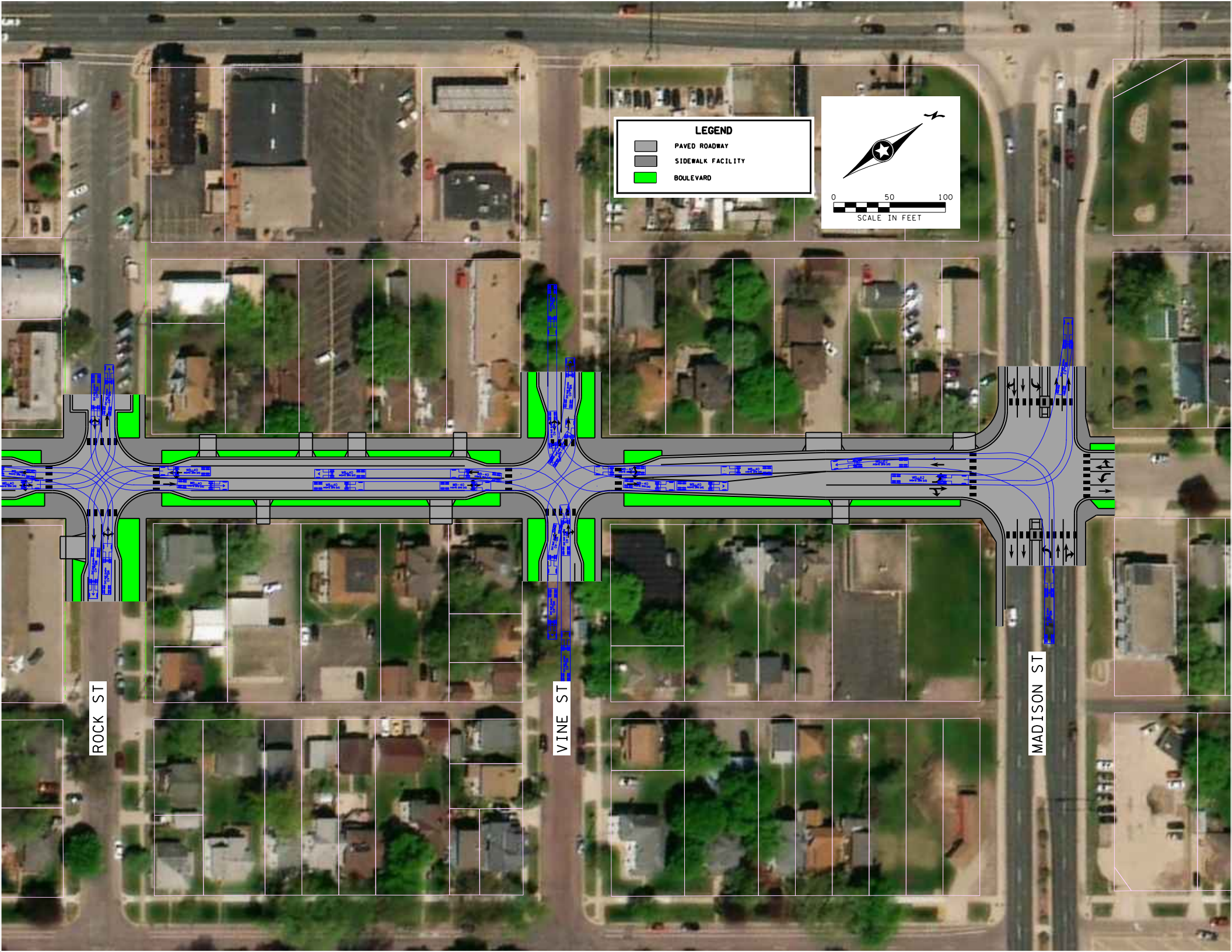
Prepared By: SRF Consulting Group, Inc., Augus, 16, 2022

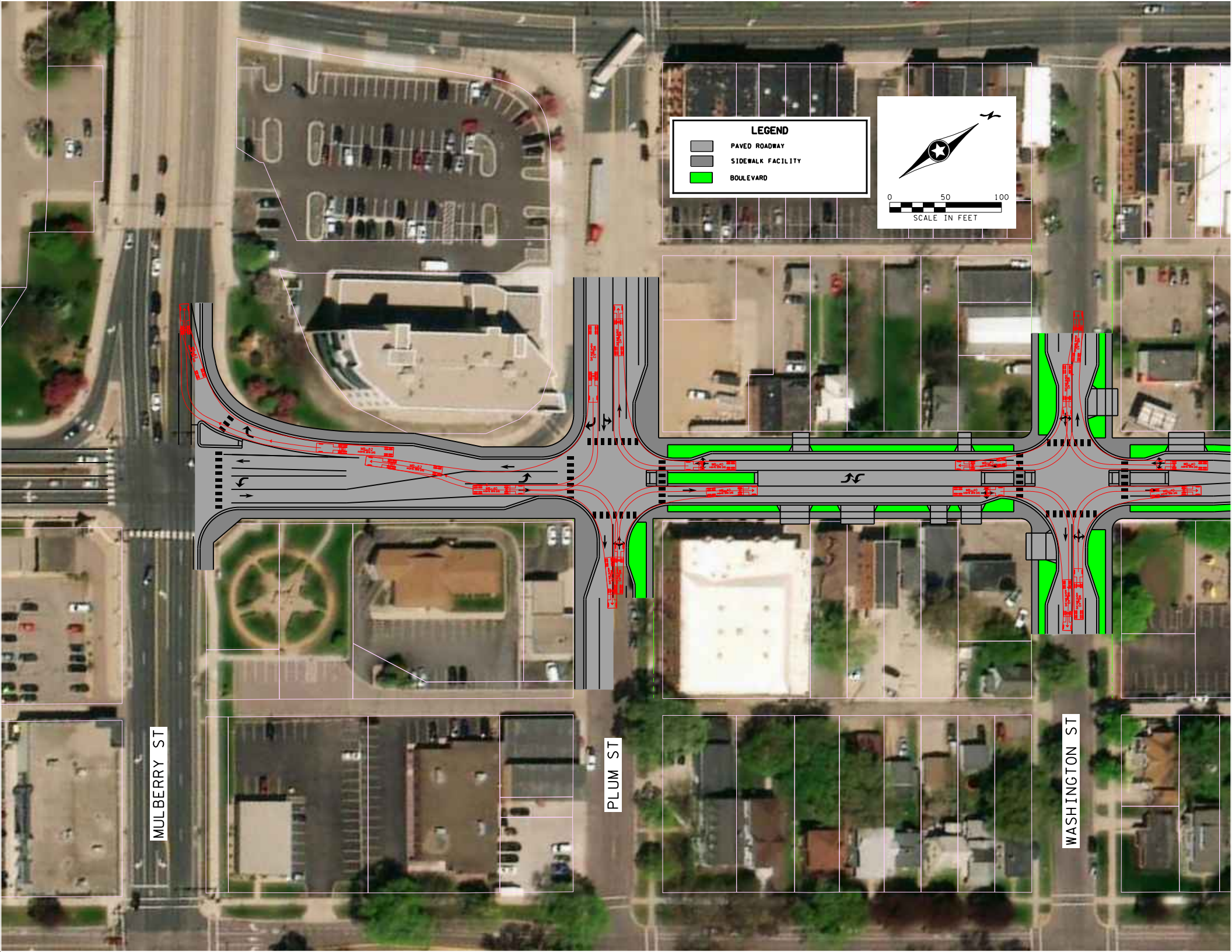
	ITEM DESCRIPTION		UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT
PAVING AND GRADING COSTS						
GrP 1a	2106 Excavation - common & subgrade		cu. yd.	$10.00	29,700	$297,000
GrP 2d	2106 Granular Subgrade (CV)		cu. yd.	$15.00	23,800	$357,000
GrP 3a	Mainline Pavement	(1)	sq. yd.	$27.00	17,800	$480,600
GrP 3h	Driveway Pavement	(1)	sq. yd.	$20.00	1,000	$20,000
GrP 4a	Concrete Walk / Trail / Median	(2)	sq. yd.	$75.00	360	$27,000
GrP 4b	Bituminous Walk / Trail	(2)	sq. yd.	$40.00	8,000	$320,000
GrP 4c	ADA Pedestrian Curb Ramp		each	$1800.00	75	$135,000
GrP 5	Concrete Curb and Gutter		lin. ft.	$27.00	8,500	$229,500
GrP 8a	Removals - Pavement		sq. yd.	$6.00	22,500	$135,000
	SUBTOTAL PAVING AND GRADING COSTS:					**$2,001,100**
DRAINAGE, UTILITIES AND EROSION CONTROL						
Dr 5	Drainage - urban *(delete italics text - 10% to 30%)*		30%			$601,000
Dr 7	Turf Establishment & Erosion Control		10%			$201,000
Dr 8	Landscaping		2%			$41,000
	SUBTOTAL DRAINAGE, UTILITIES AND EROSION CONTROL					**$843,000**
SIGNAL AND LIGHTING COSTS						
SGL 3	At Grade Intersection Lighting (permanent - non signa		each	$25,000	6	$150,000
	SUBTOTAL SIGNAL AND LIGHTING COSTS:					**$150,000**
SIGNING & STRIPING COSTS						
SGN 1	Mainline Signing (C&D)		mile	$35,000	0.9	$29,750
SGN 2	Mainline Striping		mile	$5,000	0.9	$4,250
	SUBTOTAL SIGNING & STRIPING COSTS:					**$34,000**
	SUBTOTAL CONSTRUCTION COSTS:					**$3,028,100**
MISCELLANEOUS COSTS						
M 1	Mobilization		5%			$152,000
M 2	Non Quantified Minor Items *(delete italics text - 10% t*		20%			$606,000
M 7	Temporary Pavement & Drainage		5%			$152,000
M 8	Traffic Control		3%			$91,000
	SUBTOTAL MISCELLANEOUS COSTS:					**$1,001,000**
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:						**$4,029,100**
1	Contingency or "risk" *(delete italics text - 10% to 30%*		30%			$1,209,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:						**$5,238,100**

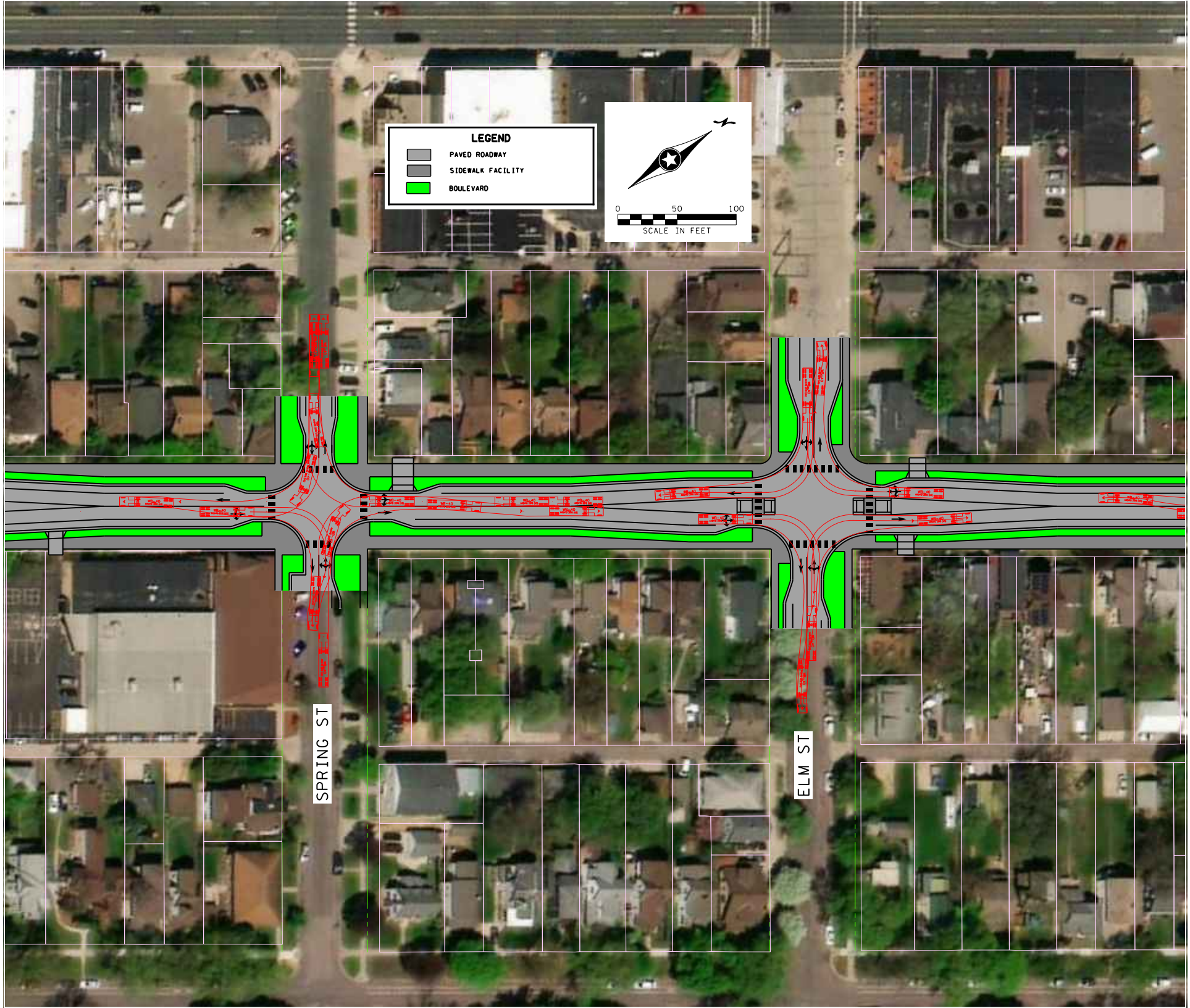
NOTE (1) Includes aggregate base class 5 and PASB or OGAB, as appropriate.
(2) Includes aggregate base class 5.

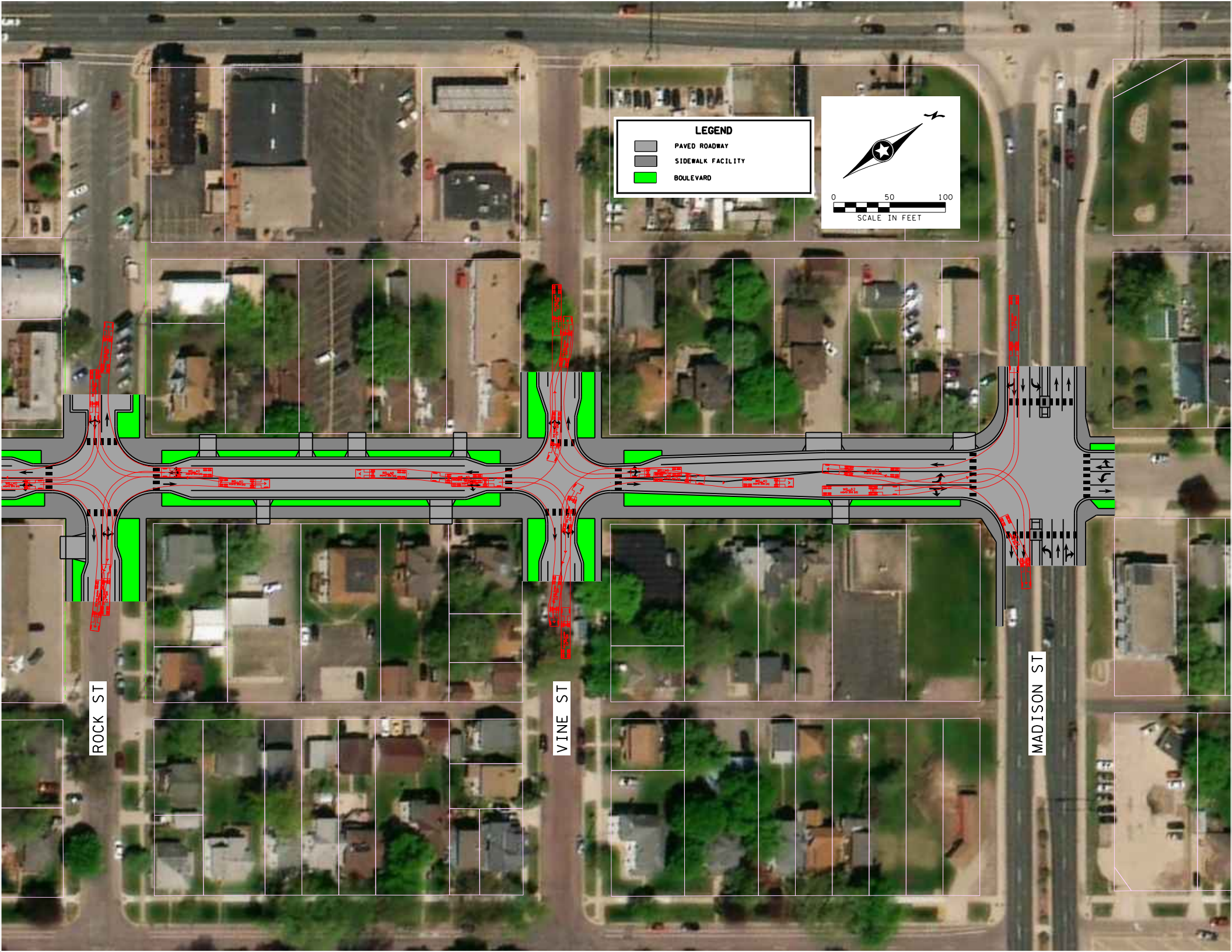

LEGEND
PAVED ROADWAY
SIDEWALK FACILITY
BOULEVARD
0
50
100
SCALE IN FEET
MULBERRY ST
PLUM ST
WASHINGTON ST


LEGEND
PAVED ROADWAY
SIDEWALK FACILITY
BOULEVARD
0
50
100
SCALE IN FEET
SPRING ST
ELM ST


LEGEND
PAVED ROADWAY
SIDEWALK FACILITY
BOULEVARD
0
50
100
SCALE IN FEET
ROCK ST
VINE ST
MADISON ST


LEGEND
PAVED ROADWAY
SIDEWALK FACILITY
BOULEVARD
0
50
100
SCALE IN FEET
MULBERRY ST
PLUM ST
WASHINGTON ST


LEGEND
PAVED ROADWAY
SIDEWALK FACILITY
BOULEVARD
0
50
100
SCALE IN FEET
SPRING ST
ELM ST


LEGEND
PAVED ROADWAY
SIDEWALK FACILITY
BOULEVARD
0
50
100
SCALE IN FEET
ROCK ST
VINE ST
MADISON ST