



**BOLTON  
& MENK**

Real People. Real Solutions.

# Plainview Pedestrian Plan

## October 2021

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### Survey and InputID Results

# I. INTRODUCTION

The City of Plainview's vision for the future is a community of diverse people who are enriched, active, and accepted; who can pursue a variety of lifestyles, opportunities, and activities in vibrant, welcoming places; and which preserve the small-town charm of the community while embracing innovation. Part of the supporting goals and objectives to achieve this vision include a focus on expanding walking and biking access to community destinations like parks, schools, and local businesses.

There are many more reasons to support high quality pedestrian facilities:

- **Sidewalks are an important part of a safe transportation system.** Sidewalks alone can reduce up to 87% of vehicle-pedestrian crashes. Sidewalks help people of all ages and abilities get to jobs, services, and social events, keeping them connected to the overall community, safely.
- **Sidewalks are an important part of a healthy community.** Complete streets, the practice of including facilities for all modes of transportation on roadways, was adopted by the Centers for Disease Control as a policy to decrease obesity. Regular walking, as part of a healthy lifestyle, can help reduce a person's risk of many diseases, including Type 2 diabetes, heart disease, and colon cancer.
- **Sidewalks contribute to resilient communities.** Eight in 10 Americans prefer being in a community that offers sidewalks and good places to walk to. Sidewalks also help build feelings of community and inclusivity. Overall, investments in biking and walking facilities produce an estimated return on investment of \$11.80 for every \$1 spent and has been found to increase property values.

This study will:

- Review existing City ordinances and policies on sidewalks and recommend policy modifications, that reflect current and best practices.
- Identify and prioritize sidewalk locations and connections, bike paths, and crossing improvements.
- Develop an implementation plan based on planned construction projects, need, and funding availability.

## II. EXISTING CONDITIONS

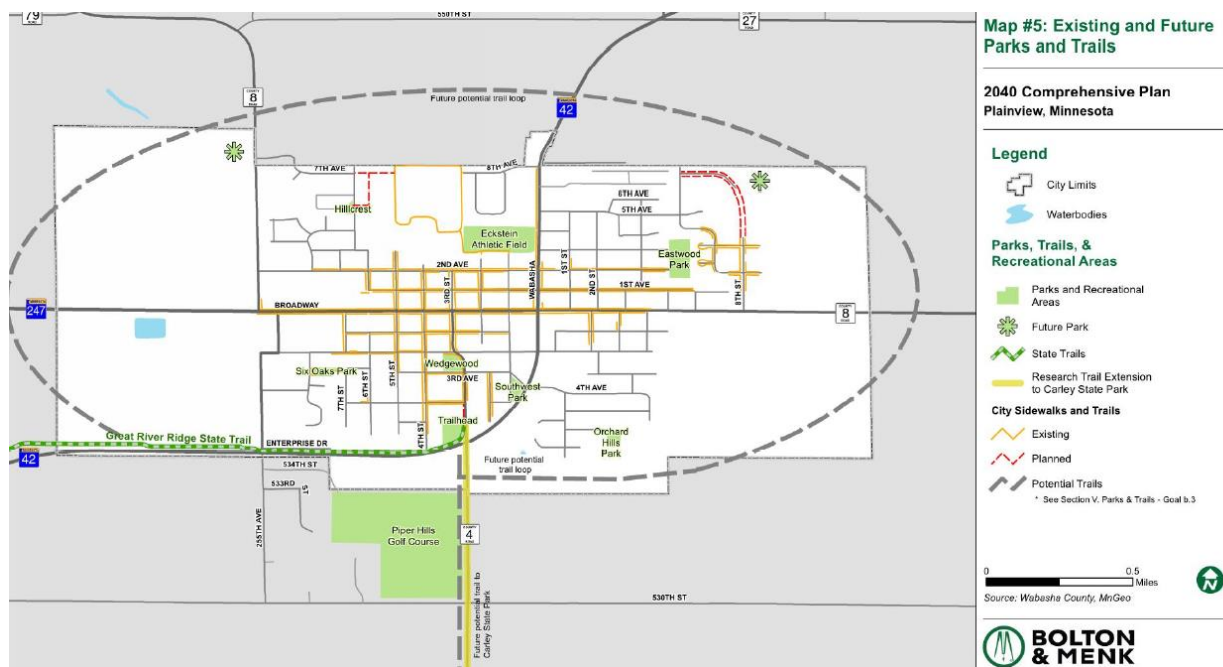
### Existing Plans and Policies

#### COMPREHENSIVE PLAN

The comprehensive plan is the City's vision for the future of the community. It contains goals, objectives, and policies to guide the City through 2050. In the 2019 comprehensive plan, the City of Plainview stated their desire to support a variety of lifestyles and activities. During this plan, the community indicated that park development was a top priority and that they would like to walk and bike more if there were more trails and sidewalks. Many action items identified in the comprehensive plan are relevant to this Pedestrian Plan:

- Provide better connectivity to existing parks, including need to construct a connection along 3<sup>rd</sup> Street to complete the connection from the Great River Ridge State Trail; construct sidewalks along 7<sup>th</sup> Avenue NW and 6<sup>th</sup> Street NW to connect to Hillcrest Park; and evaluate a city-wide trail loop from the Great River Ridge Trail that would connect to schools, parks, and the trail connection to Carley State Park.
- Support Safe Routes to School initiatives to promote more students walking and cycling.
- Develop a sidewalk and trail master plan. This plan should address conditional, ADA accessibility, and any critical gaps or extensions desired in the network.

Figure 1: Existing and Future Parks and Trails (2040 Comprehensive Plan, 2019)



#### CITY CODE

The City of Plainview's city code is the collection of local laws and regulations for the city. This code, which was last revised in January 2009, contains multiple policies for sidewalks from construction, maintenance, and day-to-day operations.

## Construction and Maintenance

The City of Plainview has a variety of strong ordinances related to the construction and maintenance of sidewalks. Through the review of the ordinance, the following items were identified as relevant to this plan.

- The code defines two types of sidewalks for residential areas, typically five feet, and commercial/industrial areas, typically eight feet but does not provide specific design requirements or guidelines, including meeting the Americans with Disabilities Act requirements.
- Signs cannot be posted on a public sidewalk unless it allows six feet of uninterrupted access.
- Snow and ice must be cleared from sidewalks adjacent to a property within 24 hours of the snow event.
- No sidewalks can be permanently removed.
- The city will participate in cost sharing for replacement sidewalks, however, will not participate in cost sharing for new sidewalks. This is no longer how the city provides sidewalks. Instead, every property is assessed a \$1.75 a month fee on their water bill.
- Sidewalks must be constructed in all new subdivisions but there is no explicit requirement that sidewalks must be constructed on both sides of the roadway.
- Reducing sidewalk widths is a suggested method for reducing the amount of impervious surface on a site.

## Day-to-Day Use and Operations

Within the City's code, there are multiple ordinances that govern how Plainview residents can use the sidewalks where they exist:

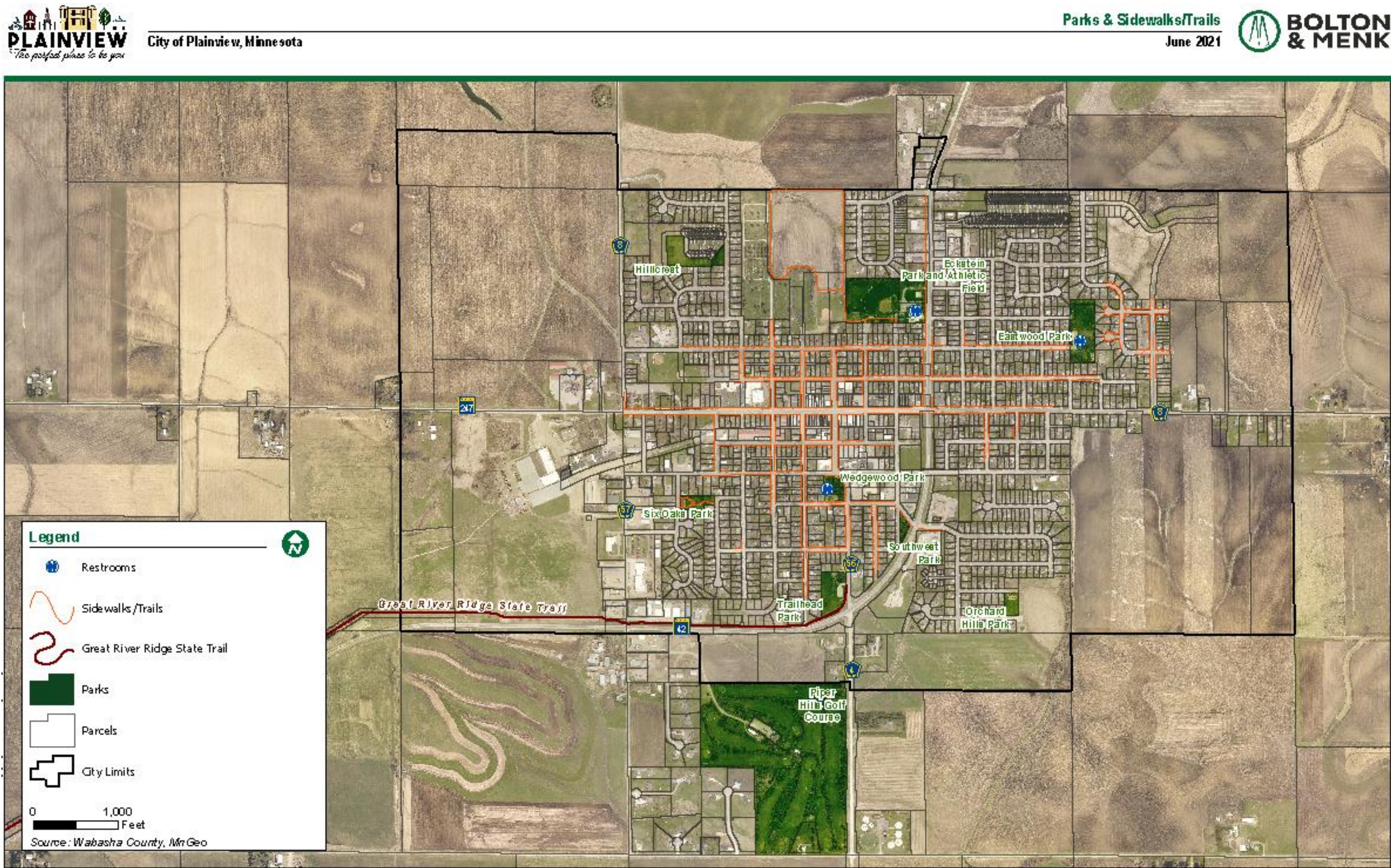
- Rollerblades and skateboards are prohibited on sidewalks and streets. This prohibits anyone from using these forms of transportation anywhere within the city, which primarily impacts students.
- Bicycles are permitted on sidewalks except for on some segments of Broadway. This is common in commercial areas where there is higher pedestrian activity.

## Existing Pedestrian Facilities

The City of Plainview has a network of about 11 miles of sidewalks and trails. In the center of the city, like 1<sup>st</sup> Avenue N, 2<sup>nd</sup> Avenue N, and 4<sup>th</sup> Street W, sidewalks are generally provided on both sides of the roadway. Additionally, the Plainview Walking Loop which connects to Eckstein Park and the Great River Ridge State Trail provide recreational walking opportunities but lack connections to the larger pedestrian network. Figure 2 shows the existing sidewalks and trails within the city.



Figure 2: Existing Sidewalks





### III. COMMUNITY PRIORITIES

As part of this plan, the City of Plainview engaged its residents to better understand where they currently walk and where they would walk if facilities were provided. This included a project webpage with a project summary, interactive map, and a survey. Materials in English and Spanish were also left at City Hall, the community center, pool, library, Bennett's Food Center, Lakeside Food, Peoples State Bank, and Foresight Bank. A press release was published in the Plainview News and the city included Facebook posts regarding the input opportunity.

Engagement also included a focus group discussion with Plainview residents and a public input meeting at National Night Out on August 3<sup>rd</sup>, 2021. In total, there were 52 comments received on the interactive map and 39 survey responses with dozens of comments through the focus group and public input meeting.

Figure 3: City of Plainview Facebook Post



#### Interactive Map Comments

The interactive map allowed participants to mark where they walk, where they would like to walk, sidewalks in need of maintenance, and other general comments. In total there were 52 comments received with 12 additional replies and 36 additional “likes” on comments. The detailed responses are attached at the end of this report and are summarized below. The most common were:

- The walking trail is in need of maintenance.
- Connections should be made to Trailhead Park and Great River Ridge Trail at multiple locations and so people do not need to drive to the trailhead. Improved connections would also connect the trail users to the downtown businesses.
- Highway 42 is a pedestrian barrier. Multiple comments at various locations noted near misses and driver non-compliance at the beacons at 4<sup>th</sup> Avenue SE, all-way stop at the intersection of Broadway and Highway 42/N Wabasha Street, and at the beacons at 4<sup>th</sup> Avenue NE and Highway 42/N Wabasha Street.

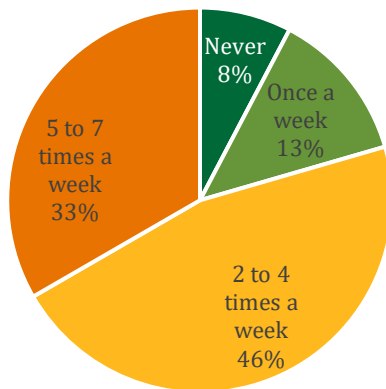
#### Survey Responses

Thirty-nine survey responses were received, including 31 online responses and 8 paper copies. Below is a summary of the responses:

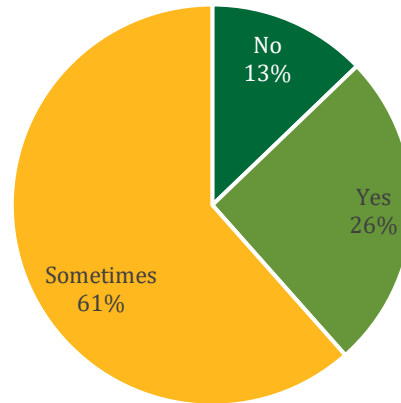
- Most survey respondents walk 2 to 4 times a week. Only three respondents said they never walk.
- Most survey respondents walk for exercise (82%), with frequent responses for errands (49%), social events (46%) and walking the dog (41%).
- Those aged 35 to 44 were the most represented (33%) in this survey.
- When asked where respondents currently walk, the answers varied greatly. The most prevalent responses were the walking trail, Broadway, Great River Ridge State Trail, local businesses, and the pool.
- When asked where respondents would like to walk but do not, Highway 42 was the most prevalent answer, followed by Orchard Hills, East Broadway, and the trailhead. Many adults reported they are comfortable walking on streets with no sidewalks. One respondent noted the lack of accessible curb ramps prevents their household from walking because they rely on mobility devices.

Figure 4: Survey Responses

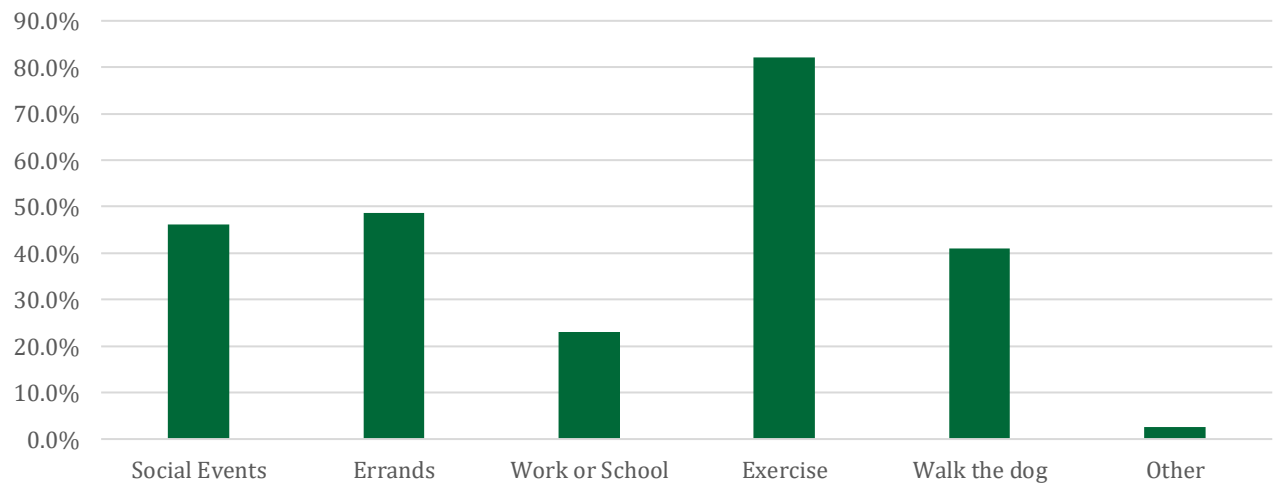
### How Often Do You Walk?



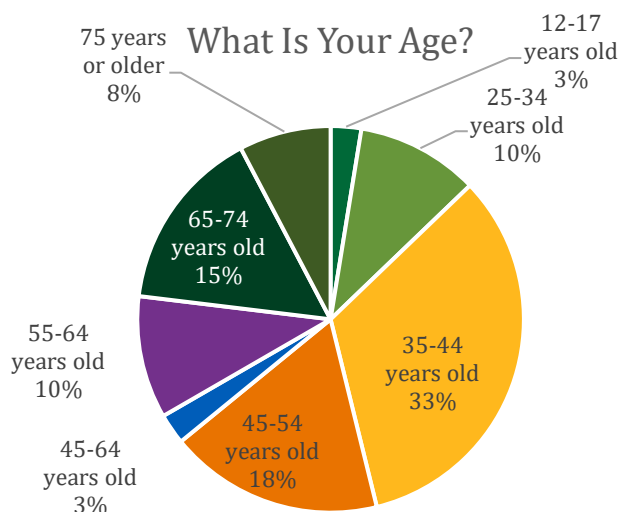
### Are There Sidewalks Where You Walk?



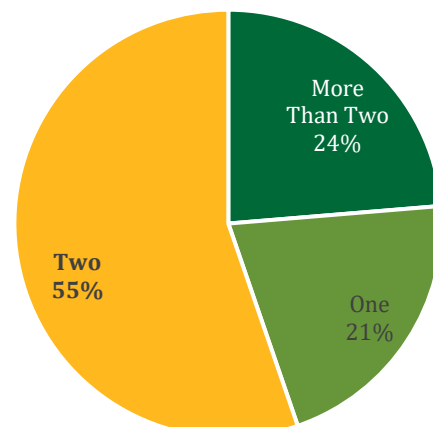
### Why Do You Walk?



### What Is Your Age?



### How Many Cars Does Your Household Own?

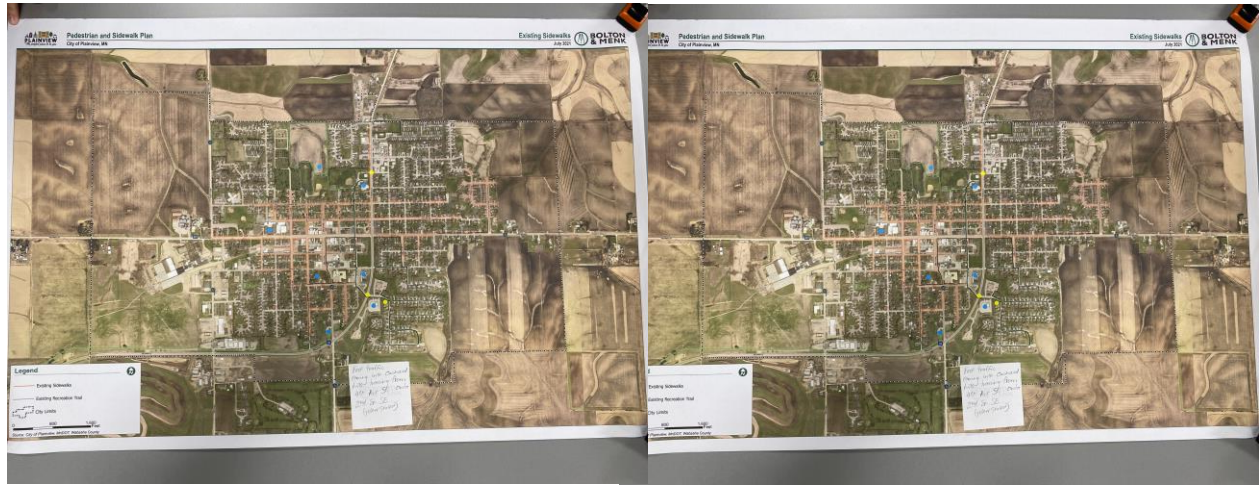




## Focus Group

A focus group meeting was held with Plainview residents on July 29<sup>th</sup>, 2021. Eight residents were invited with four attending. At this meeting, residents were asked where, when, and why they walk around Plainview and opportunities for improvements to the pedestrian network. Generally, participants noted the challenges of crossing Highway 42 and liked the new sidewalks that connected to the school. There were concerns regarding the cost of implementation and maintenance and picking “winners” and “losers” (regarding the snow clearance) when installing new sidewalks. They were generally supportive of a plan that improved sidewalks throughout the community.

Figure 5: Maps from Focus Group



## Public Input Meeting

In coordination with National Night Out, a public input meeting was held on August 3<sup>rd</sup>, 2021 at Eckstein Field to collect additional feedback on the issues and opportunities surrounding walking in Plainview. Most residents were supportive of adding additional facilities, especially around key locations throughout the community and noted challenges with crossing the main roadways in town including Highway 42 and Highway 247. Many people noted they liked the addition of the curb bump outs and the flashing beacons around the school and the flashing beacons on Highway 42 but noted drivers do not reliably stop.

Figure 6: Public Input Meeting at National Night Out

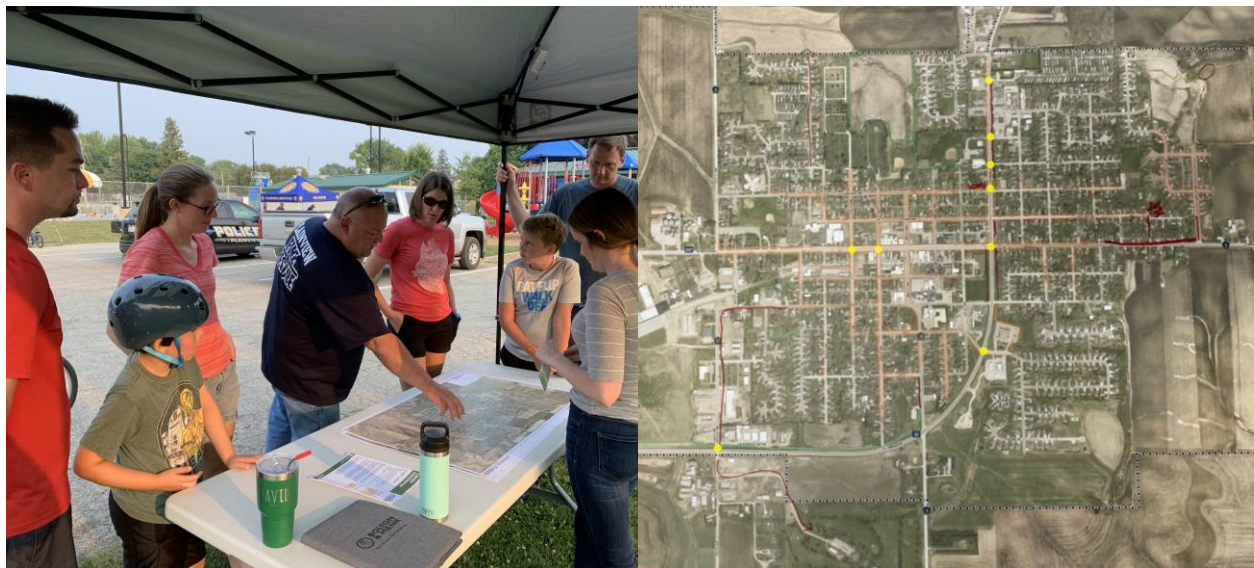
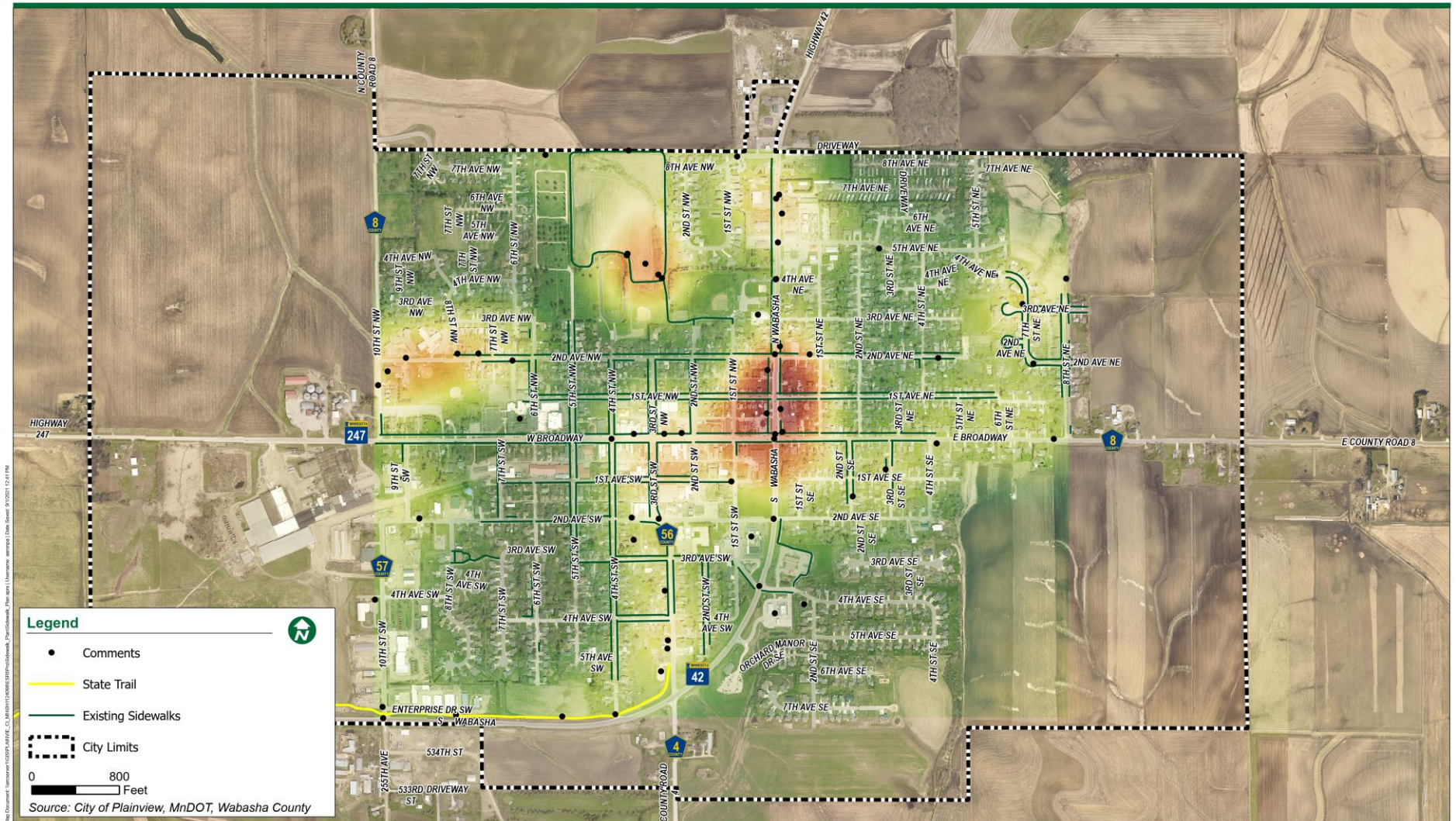




Figure 7: Summary of All Input Comment Locations



## IV. FUTURE SIDEWALK NETWORK

The proposed future sidewalk network intends to include sidewalk on both sides of every new subdivision street and establish new sidewalk connections along existing streets to complete critical connections across the city, unless an alternative network is proposed, as shown in Figure 8. This will ensure that people of all ages and abilities have a way to travel to these key community destinations in a way that is financially realistic for the community. It will also ensure that new gaps in the sidewalk system do not develop over time as the city grows.

The future sidewalk network was separated into four priority levels:

- **Priority 1: Highest Importance.** This level focuses on major thoroughfares that provide the highest connectivity through the city. Sidewalks along these facilities connect to downtown, schools, and city services. The construction of this network would establish a small loop around the city's most established areas. Many of the areas along the Priority 1 network already have sidewalks on one or both sides of the street.
- **Priority 2: Important Connections into Neighborhoods.** This level focuses on connecting neighborhood thoroughfares to the Priority 1 network and its destinations.
- **Priority 3: Small Connections.** This level focuses on making small connections and redundant routes. It is the lowest priority within the network.
- **Recreational Trails:** Completing a city-wide loop with connections to major recreational destinations are extremely long-term priorities and will come with high cost and barriers to implementation. This trail links will likely require significant coordination and come at high costs, but if opportunities arise for the city to secure right-of-way or grants, they could pursue implementation.

The prioritization includes both existing and future sidewalks. These priorities will aid the City in determining where to prioritize funding not only for new sidewalks, but also for the maintenance of existing sidewalks. The proposed future network is shown in Figure 8. It is further broken down into existing and proposed sidewalks in each priority level by roadway jurisdiction (city, county, and MnDOT) and shown in Table 1 and Table 2.

*Table 1: Proposed Sidewalk Network Needs by Priority*

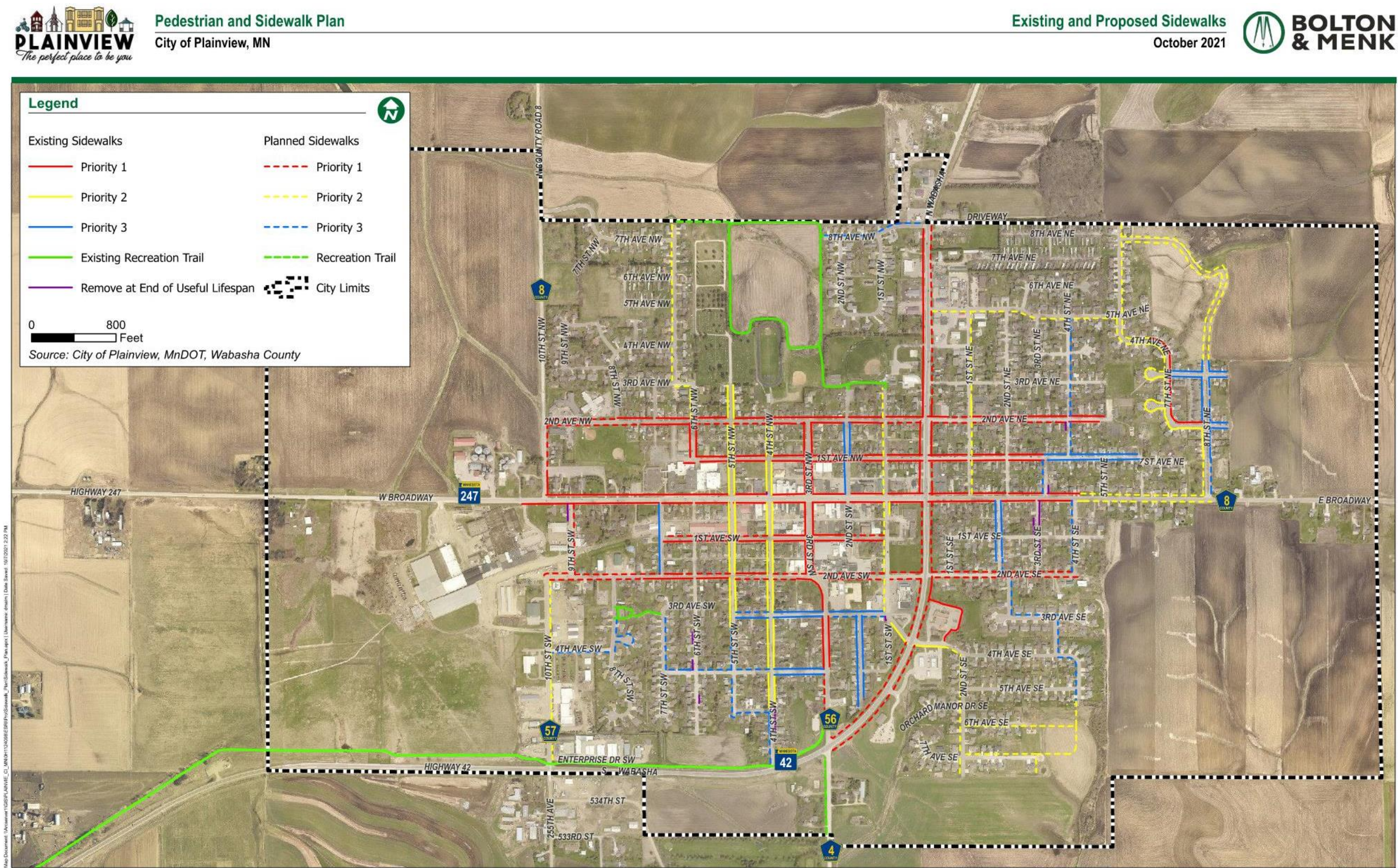
	Existing	Proposed
<b>Priority 1</b>	32,840	20,459
<b>Priority 2</b>	11,520	20,718
<b>Priority 3</b>	11,402	10,171
<b>Recreational Trails</b>	11,585	1,258

*Table 2: Proposed Sidewalk Network by Priority and Jurisdiction*

	City		County		State	
	Existing (Ft)	Proposed (Ft)	Existing (Ft)	Proposed (Ft)	Existing (Ft)	Proposed (Ft)
<b>Priority 1</b>	18,751	12,131	4,892	1,958	9,197	6,370
<b>Priority 2</b>	11,520	16,782	0	3,396	0	0
<b>Priority 3</b>	11,402	10,171	0	0	0	0
<b>Recreational Trails</b>	6,024	529	0	729	5,561	0



Figure 8: Existing and Proposed Sidewalks by Priority



**Legend**

Existing Sidewalks	Planned Sidewalks
Priority 1	Priority 1
Priority 2	Priority 2
Priority 3	Priority 3
Existing Recreation Trail	Recreation Trail
Remove at End of Useful Lifespan	
	City Limits

0 800 Feet

Source: City of Plainview, MnDOT, Wabasha County



## V. RECOMMENDATIONS & IMPLEMENTATION

The recommendations and implementation for this plan establish the next steps the city should consider to enhance the ability of every Plainview resident to reach community destinations without a private vehicle.

### Policies Revisions and Additions for Consideration

Through the ordinance review, discussions with City staff, and industry best practices, two primary policy and practice modifications are recommended.

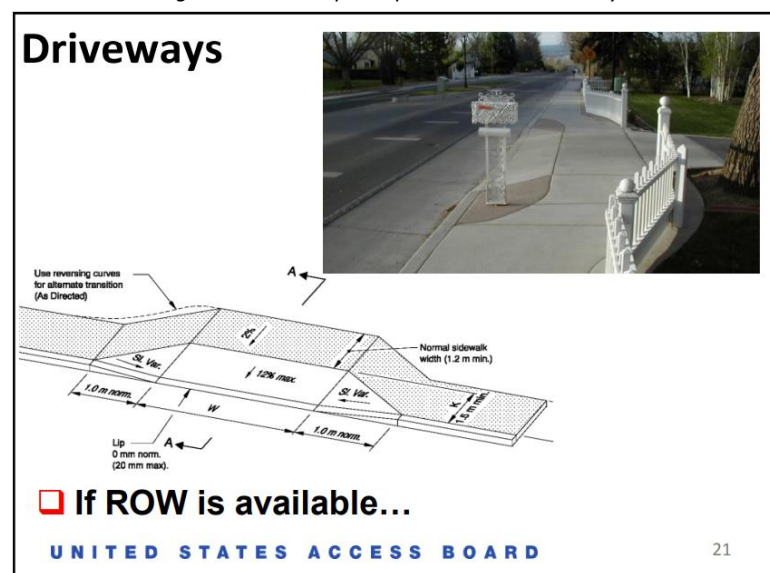
#### ORDINANCE REVISIONS

- *Section 306 Construction and Repair of Sidewalks* no longer reflects the City's current practice. Section 306.1 should be modified to reflect the city's desire to provide all sidewalks. Section 306.2, 306.3, and 306.4 should be eliminated. These items are now covered under the fee that is assessed in the monthly billing. There is no opportunity for cost sharing between the city and private property owners.
- There are existing ordinances about long-term sidewalk obstructions like signs, roll-off dumpsters, etc. The city may consider additions to the existing ordinances to prevent vehicles, especially recreational vehicles like boats and campers, from creating temporary obstructions in the pedestrian pathway. The city should also consider reminding residents that proper shrub and tree maintenance is required adjacent to sidewalks.
- *Section 604.7.11 Additional Special Trout Stream and outstanding Resource Value Water Requirements* includes a recommendation to reduce sidewalk width to reduce a site's impervious surface. This language should be amended to ensure sidewalks are not reduced below the standard five feet width or removed all together.
- *Section 623.6 Sidewalks* states "sidewalks shall be required in all new subdivisions." This language should be amended for clarification. The city should provide guidance on the requirement applying to one or both sides of the roadway, providing a connection to the nearest existing or planned sidewalk, and consistency with this plan.

#### AMERICANS WITH DISABILITIES ACT COMPLIANCE

The Americans with Disabilities Act provides minimum standards to ensure transportation facilities, including sidewalks, are accessible to people of all abilities. These items include guidance and design standards on curb ramps, walkway width, and more. Because of Plainview's size, they are not required to have a plan to retrofit existing facilities. However, to ensure Plainview remains a vibrant, welcoming place, the city should include ADA-compliant facilities in all future sidewalk construction activities, including repairs.

Figure 9: Cross Slope Requirements at Driveways



This work may include:

- Encouraging or preferably requiring contractors working in Plainview complete the ADA Construction Certification course through MnDOT.
- Adopting public right-of-way accessibility guidelines (PROWAG) design guidelines into the city's design standards. Primarily, the minimum continuous access route standards of five feet with passing space every 200 feet; running slope requirements, cross slope requirements including at driveways (Figure 9), surface types, and horizontal openings.
- Requiring all new sidewalks and sidewalk maintenance activities meet current ADA requirements.

## Funding and Implementation

The City's ability to fund maintenance and construction of sidewalks comes from the \$1.75 fee applied to households monthly. Annually, this fee generates around \$26,500. At an average cost of \$5,000 per 100 feet of sidewalk, assuming a five-foot minimum width, would permit the city to construct or reconstruct around 530 feet of sidewalk annually.

This implementation plan made the following assumptions:

- The cost per 100 feet of sidewalk is \$5,000.
- The cost per intersection to install curb ramps is \$10,000 (or \$2,500 per corner).
- Funding levels are maintained through 2040. No outside sources of funds (e.g., Transportation Alternatives Program funds, Minnesota Statewide Health Improvement Program, etc.) are secured.
- Four intersections would be reconstructed annually.
- 350 feet of sidewalk could be constructed or reconstructed annually.
- No increases in the fee, number of households, or construction costs. Land use generally remains the same, with no additional community destination locations.
- All sidewalk costs would be the responsibility of the city, even if on MnDOT or Wabasha County roadways.

If any of these assumptions change, the projects and priorities could be shifted up or down.

## RESULTS AND NEXT STEPS

Generally, to implement the full network, the City of Plainview can anticipate between \$1.97 and \$2.67 million. At their current funding levels, this would be extremely challenging and take decades, likely 35 to 45 years.

*Table 3: Implementation Years*

	Estimated Cost to Complete (2021 \$, No Inflation)				
	Priority 1	Priority 2	Priority 3	Recreational Trails	Total
<b>All Jurisdictional Roadways</b>	\$1,022,950	\$1,035,900	\$508,550	\$100,640	\$2,668,040
<b>Only City Roadways</b>	\$606,550	\$839,100	\$508,500	\$42,320	\$1,996,470



There are opportunities to expedite the Priority 1 network:

- The city should methodically work to implement the Priority 1 sidewalks focusing on gaps, and small connections (2<sup>nd</sup> Avenue NE on the north side, 1<sup>st</sup> Avenue SW between 2<sup>nd</sup> Street and 1<sup>st</sup> Street, 9<sup>th</sup> Street SW, etc.).
- Opportunities to incorporate sidewalk construction into future roadway projects, including the 2<sup>nd</sup> Avenue NW reconstruction project scheduled for 2024, should be evaluated.
- Work with jurisdictional partners to find cost sharing opportunities (see next section).
- Work with MnDOT district staff to identify grant applications through the Transportation Alternatives Program and other grant programs to provide additional funding. This plan will be useful in establishing a need for funding and demonstrating the connected network planned for Plainview. There will be \$1.2 million available in Transportation Alternatives grant funding in fiscal year 2025 for District 6, which includes Plainview.
- Complete a Safe Routes to School Plan for Plainview Elementary School, with consideration to including Immanuel Lutheran School. Safe Routes to School (SRTS) identify programs, policies, and infrastructure investments to encourage students to walk and bike to school. The Minnesota Legislature has regularly given one-time funding infusions to increase the reach of SRTS programs, including an additional \$3 million in 2020. Typically, SRTS plans apply to areas within one-quarter to one-half mile of the school, which would include much of the city and priority 1 sidewalk network.
- Evaluate future increases to the sidewalk fee. Increasing the fee by 25 cents every five years (2027, 2032, 2037) through 2040 will help prevent inflationary costs outpacing funding and increase the ability to provide at least the priority 1 network. Just an increased fee would add 1,600 feet of sidewalk over the next 18 years. Assuming small grant success (\$50,000 over the next 18 years) and an increased fee would allow the city to provide 2,400 additional feet of sidewalk over the next 18 years.

## **Jurisdictional Coordination**

Some improvements to walking facilities are outside the City of Plainview's authority and given funding constraints, working with partners is reasonable to share costs and ensure their existing facilities are in a state of good repair. The following items shown in Table 4 require coordination with other agencies to identify appropriate next steps towards implementation.

Table 4: Jurisdictional Coordination Needs

Facility	Partner	Need	Next Steps
<b>Great River Ridge State Trail</b>	Minnesota DNR	Maintenance	Work with the DNR to identify a plan for regular trail maintenance and to address the noted deficiencies
<b>Connection to Carley State Park</b>	Minnesota DNR/ Wabasha County/ MnDOT	Trail Connection	Establish need for connection between Plainview and Carley State Park, potentially on County Road 4. Work with Wabasha County and MnDOT to incorporate a potential connection in any future project. Evaluate grant funding opportunities through the DNR to support planning and construction.
<b>Highway 42</b>	MnDOT	Pedestrian Crossing/ Traffic Calming/ Connections	Crossing Highway 42 was noted multiple times as a concern, including non-compliance at the flashing beacons and all-way stop control. The city should continue to work with MnDOT to identify individual crossing safety projects, sidewalk connections, and potential traffic calming opportunities to ensure pedestrian safety on this corridor. Encourage MnDOT to complete a multi-modal corridor study and evaluate grant funding opportunities to pursue improvements.
<b>Highway 247</b>	MnDOT	Pedestrian Facilities	Broadway (Highway 247) was one of the most walked to destinations in Plainview. The city should support any MnDOT effort to maintain the existing facilities and improve crossing amenities. The city should work with MnDOT and evaluate grant funding to implement recommendations from the city-led corridor study.
<b>County Road 8</b>	Wabasha County	Pedestrian Facilities	CR 8/10 <sup>th</sup> Street is the westernmost street within Plainview and connects churches, senior housing, major job centers and Great River Ridge State Trail. The city should work with Wabasha County to implement pedestrian facilities on at least one side of the roadway (east preferably) to provide a connection.
<b>County Road 4</b>	Wabasha County	Pedestrian Facilities	CR 4/ 3 <sup>rd</sup> Street provides a continuous north-south route from the trailhead to downtown. The County should ensure all facilities are in a state of good repair and meet accessibility requirements.

## **SURVEY AND INPUT ID RESULTS**



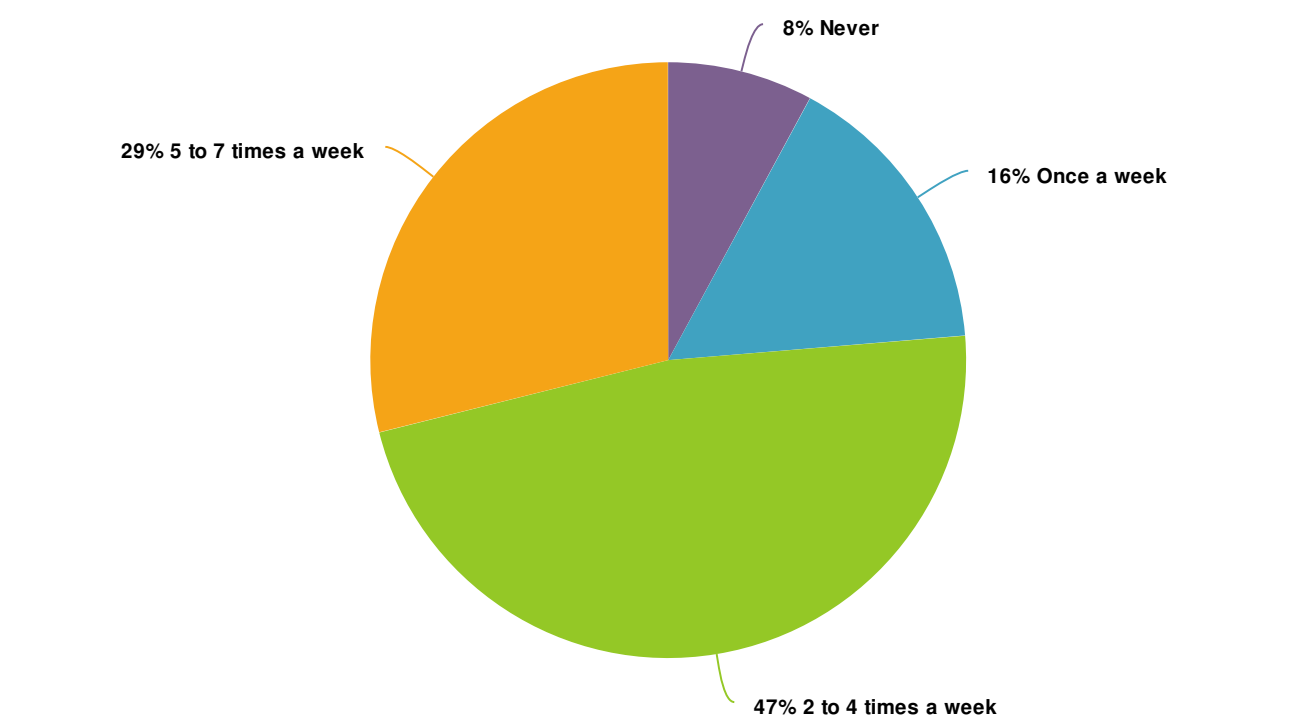
# Report for Plainview Walks!

## Response Counts



Totals: 42

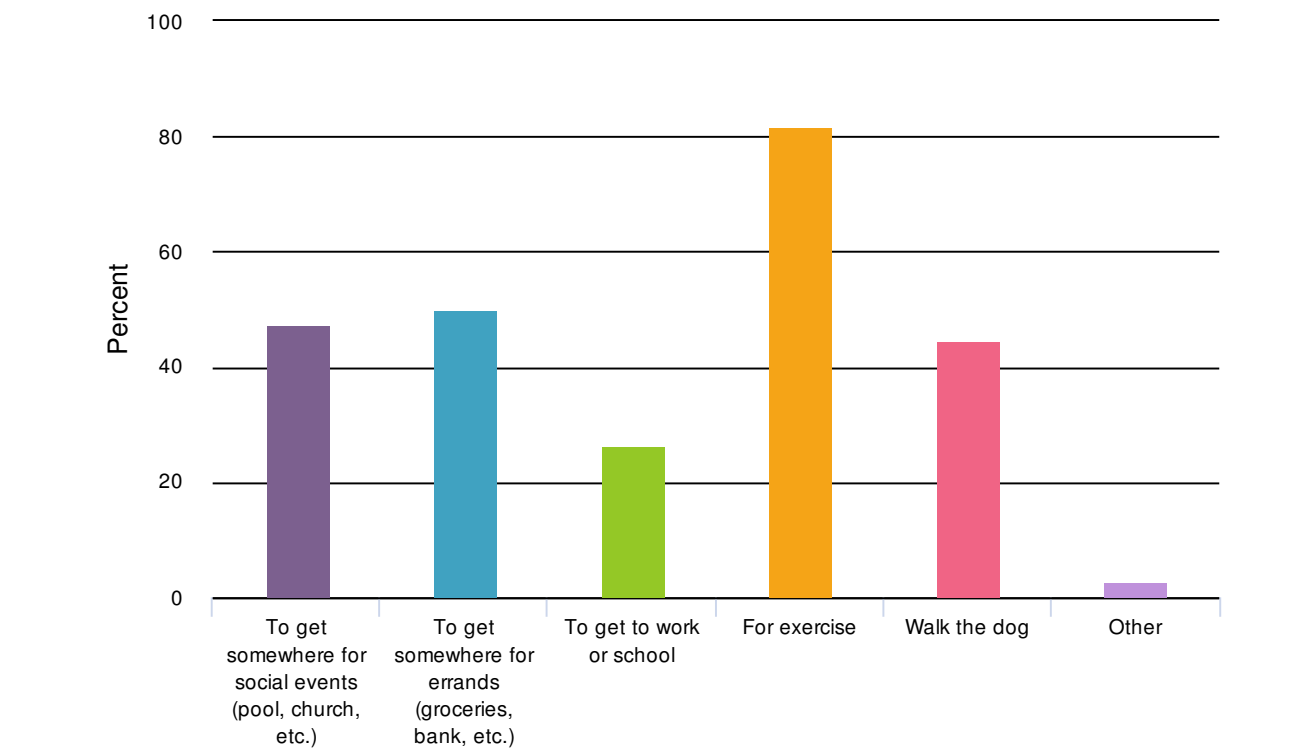
1. In a typical week, how often do you walk or bike?



Value		Percent	Responses
Never	<div><div></div></div>	7.9%	3
Once a week	<div><div></div></div>	15.8%	6
2 to 4 times a week	<div><div></div></div>	47.4%	18
5 to 7 times a week	<div><div></div></div>	28.9%	11

Totals: 38

2. Why do you walk? Select all that apply.

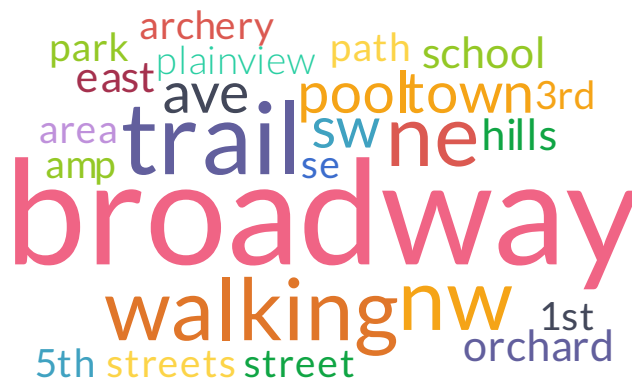


Value		Percent	Responses
To get somewhere for social events (pool, church, etc.)	<div><div></div><div></div></div>	47.4%	18
To get somewhere for errands (groceries, bank, etc.)	<div><div></div><div></div></div>	50.0%	19
To get to work or school	<div><div></div><div></div></div>	26.3%	10
For exercise	<div><div></div><div></div></div>	81.6%	31
Walk the dog	<div><div></div><div></div></div>	44.7%	17
Other	<div><div></div><div></div></div>	2.6%	1

Other	Count
Access the many parks	1
Totals	1



3. Where do you walk? Be as specific as possible.



ResponseID	Response
5	We mainly use the path that's near the cemetery and track.
6	Walking trail, nw neighborhood all over, to the elementary school
7	Along East Broadway, near Eastwood Park, along 7th street down to 5th Ave NE
8	broadway
9	NW and downtown mostly - I like walking in the cemetery and on the walking trail for exercise
10	Walking trail NW
11	The walking/bike trail along 42 between Plainview and Elgin.
12	5th Avenue NE to pool and around loop behind pool and back up from baseball field to main street
13	NE Plainview
14	To downtown, people's state bank, kwik trip, kbs
15	City streets
16	Ne neighborhood, to the pool, to the archery range, nw on the path behind the track.

**ResponseID    Response**

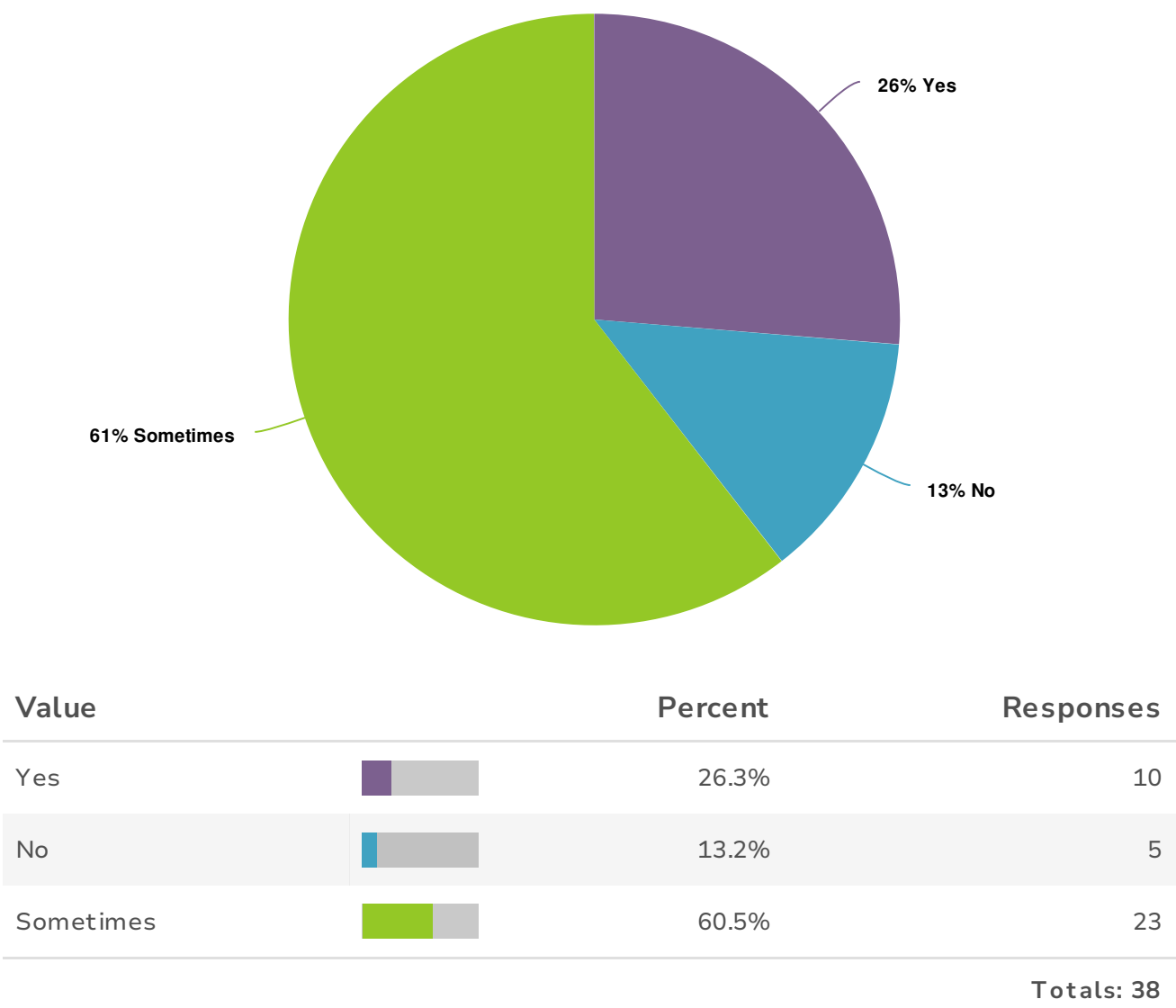
18	To the Plainview Pool
19	Orchard hills and the SE section of town, broadway, NE section of town
20	SE and SW Plainview
21	Eastwood park, Wedgewood park, Kwik Trip, Bennett's, Farmers Market, School, Library, Olmsted Clinic, Cenex, Dairy Queen, Subway, Martial Arts, TJs, Kim's, KBS
22	Down first Ave NW to the library- OMC, park by the pool
23	To the pool, walking path behind pool, and take my dogs to run at the archery range
24	East Broadway through out NE and orchard hills
25	Down Broadway, side streets, to the grocery store
26	Elgin walking/bike trail
27	3/4 mile trail and Great River Trail
28	mainly in the n.w. and to grocery.
29	Broadway
30	From east broadway to legion volleyball, cemetary
31	SE area & up thru Orchard Hills, & around thru Peoples bank
32	I live on 9th street sw and my son walks to pem school and i walk to town a lot
33	NW & SW sections of town, from ekstein trail on the north to river ridge trail on the south & from wabasha on the east to 10th st on the west
34	From my and around a section of town.
35	NW area to the SW area mainly 1st & 2nd Ave NW, Broadway and 3rd St. SW
36	Near the church of christ and along broadway
37	I live in Six Oaks and walk up 3rd Ave SW
38	1st Ave NE, N Wabasha, W Broadway

**ResponseID   Response**

39	Anywhere
40	Around the school area. Find it hard to know what streets will have sidewalks and which do not.
41	This whole program is a moot point unless something is done about the out of control drivers in this town who do not stop at stop signs.
42	Down Broadway. To and from the walking trail. Orchard Hills. Really all over.



4. Are there sidewalks where you walk?



5. Is there anywhere in town you would like to walk, but currently don't? Why?

street sw 2nd orchard 3rd  
town due Broadway  
kids 10 side kwik trail  
trip sidewalks stop  
safe or walk 1st  
hwy hills east walking

## ResponseID Response

5	I'd like the walking trail near the cemetery to be expanded.
6	No
7	Would love to walk along highway 42 along the east side of the road. Currently no sidewalks from East Broadway to Kwik trip or Cenex
8	none
9	Hwy 42 and NE where there are no sidewalks, also SW to KBS
10	No
12	Orchard hills, because there are no sidewalks
13	The easter corridor of W Broadway can be a little tricky since it doesn't have sidewalks
14	Kwik trip, pbs bank, omc clinic
15	Side walks are awful in areas
17	To the trailhead. I don't like walking on 3rd.
18	There is no side walk that leads to the trail on third street

**ResponseID    Response**

19	No, I walk throughout the town. Sidewalks or not. That doesn't deter me.
20	Routes are not accessible or safe to persons with canes, walkers, wheelchairs, etc.
21	No, but I don't like walking my kids to the pool playground, Bennett's, or Kwik trip due to limited sidewalks
22	No
24	East Broadway to the levan addition. Along 42 from peoples to the 4 way
25	Along 42 as there are not always good sidewalks/safe places to walk
26	Unknown
27	no
28	it's small enough that you can walk everywhere.
29	No
30	Orchard hills, no sidewalks
31	no
32	No
34	No
35	No, but sidewalks on 1st & 2nd Ave NW could be smoother
36	I wouldn't mind more sidewalks along Wabasha.
37	I would like to have the ability to walk around the SW area of town without having to walk in the street or around cars. There are some sidewalks but most are cracked and broken. I would like to use the jogging path but have stopped. It is cracked and will flood when it rains.
38	No
39	No
40	Crossing 4 is very unsafe. I don't let our kids cross. Would like a stop light put in.



## ResponseID   Response

---

41	It is very dangerous to walk in Plainview due to the fact that drivers of motorized vehicles do not stop at stop signs or watch for pedestrians. THIS HAS TO BE REMEDIED!
----	---

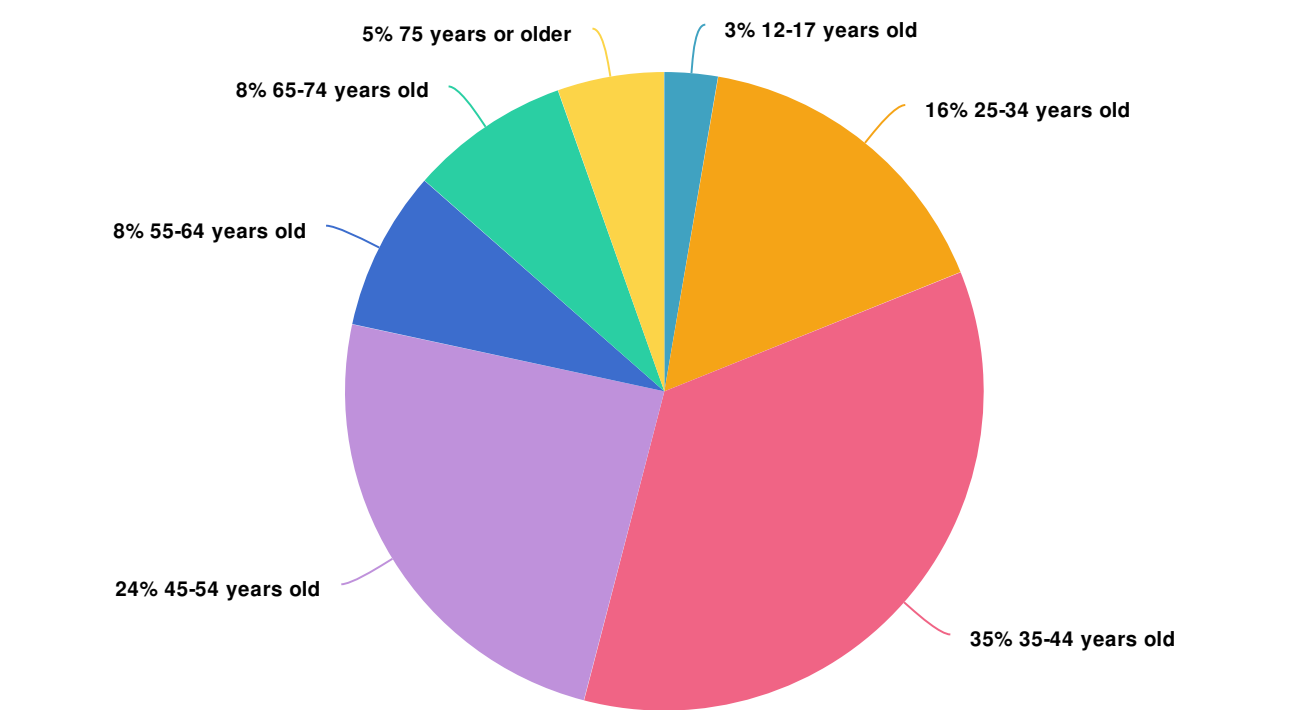
42	Yes, there are no convenient sidewalks along Hwy 42 on the one side. Sidewalks end suddenly throughout town.
----	--

## 6. If you don't walk, why not?



ResponseID	Response
7	We do
8	hard to walk distance due to health concerns
14	I walk but don't when there are no side walks
17	I am uncomfortable walking on streets.
20	I do not find it safe to travel in anything but my vehicle.
26	My husband is a paraplegic, need ramps at every corner to get on sidewalk
29	Sometimes it is too icy
32	Na
34	Walk every day a my job.
35	Love to Walk
41	I do walk. However, I don it feel safe due to the fact that I never know if vehicles will stop at stop signs. Again, this needs to be remedied!

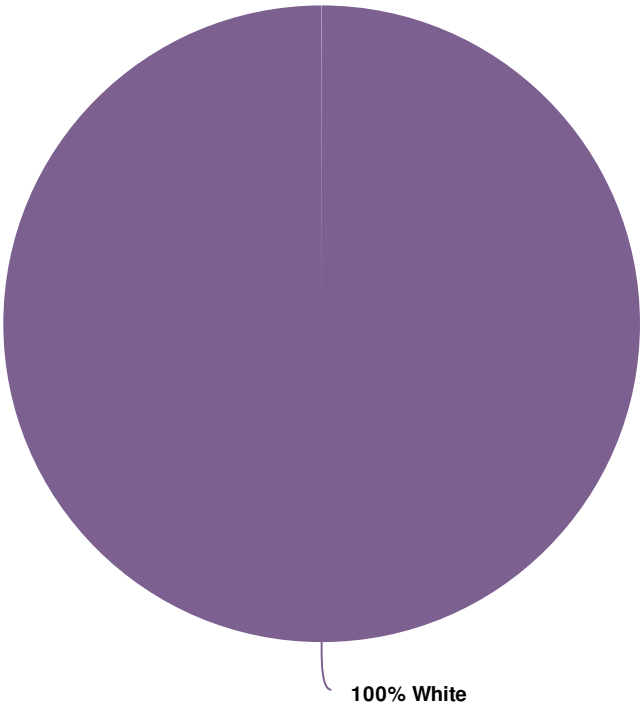
7. What is your age?



Value		Percent	Responses
12-17 years old	<div><div></div></div>	2.7%	1
25-34 years old	<div><div></div></div>	16.2%	6
35-44 years old	<div><div></div></div>	35.1%	13
45-54 years old	<div><div></div></div>	24.3%	9
55-64 years old	<div><div></div></div>	8.1%	3
65-74 years old	<div><div></div></div>	8.1%	3
75 years or older	<div><div></div></div>	5.4%	2
Totals: 37			

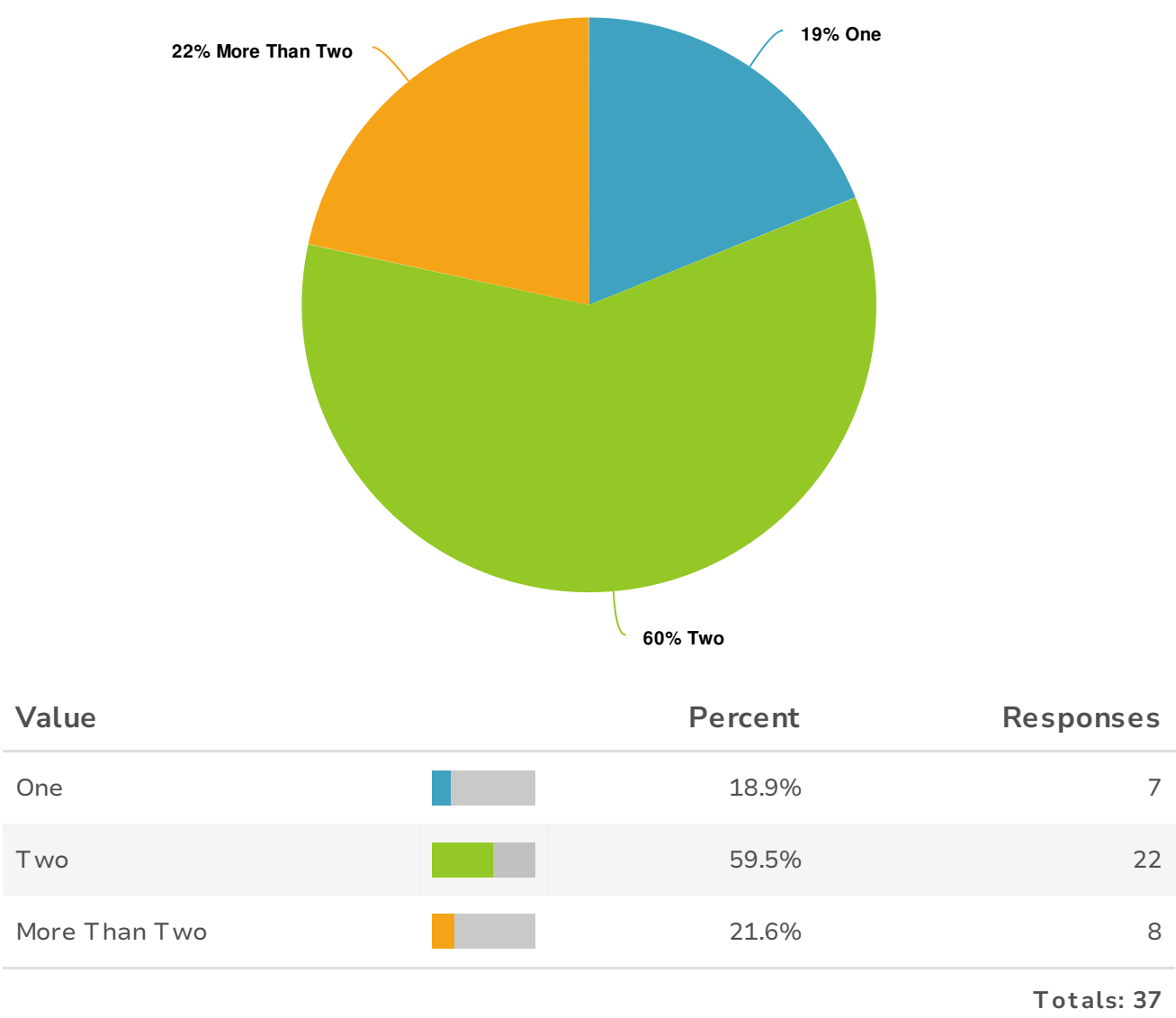


8. What is your ethnicity?



Value		Percent	Responses
White	<div></div>	100.0%	36
			Totals: 36

9. How many cars does your household own?



# Plainview Walks!



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1. In a typical week, how often do you walk or bike?

- ☐ Never
- ☐ Once a week
- ☒ 2 to 4 times a week
- ☐ 5 to 7 times a week

2. Why do you walk? Select all that apply.

- ☒ To get somewhere for social events (pool, church, etc.)
- ☐ To get somewhere for errands (groceries, bank, etc.)
- ☒ To get to work or school
- ☒ For exercise
- ☐ Walk the dog
- ☐ Other

3. Where do you walk? Be as specific as possible.

To St. Joachim, to the grocery store, to stores downtown  
to Menard Bank, both walking tracks. To State Farm  
Insurance, to DQ, to the post office to City Hall

4. Are there sidewalks where you walk?

- ☐ Yes
- ☒ No - Access is an issue
- ☐ Sometimes

Crossing Broadway is difficult & unsafe!

5. Is there anywhere in town you would like to walk, but currently don't? Why?

I think sidewalks from various approaches to both  
of the walking tracks would be a huge improvement. Safety is  
a big issue.  
No sidewalks in newer parts of town - I don't consider walking  
there because of this



6. If you don't walk, why not?

#### Demographic Info

---

7. What is your age?

- ☐ Under 12 years old
- ☐ 12-17 years old
- ☐ 18-24 years old
- ☐ 25-34 years old
- ☐ 35-44 years old
- ☐ 45-54 years old
- ☐ 55-64 years old
- ☒ 65-74 years old
- ☐ 75 years or older

8. What is your ethnicity?

- ☒ White
- ☐ Hispanic or Latino
- ☐ Black or African American
- ☐ Native American or American Indian
- ☐ Asian / Pacific Islander
- ☐ Other

9. How many cars does your household own?

- ☐ Zero
- ☐ One
- ☒ Two
- ☐ More Than Two

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First Name

Email Address

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- ☒ 5 to 7 times a week

city Decided 25 years ago all new addition will have sidewalk. So why this contractor either on council or under table money - say no who's in charge city or mayor

2. Why do you walk? Select all that apply.

- ☐ To get somewhere for social events (pool, church, etc.)
- ☐ To get somewhere for errands (groceries, bank, etc.)
- ☒ To get to work or school
- ☒ For exercise
- ☒ Walk the dog
- ☐ Other

finish sidewalk that comes up to ice rink and steps  
Bring to east park - parking lot

city has easement into Anastasia's Estate - to pool  
Be nice that sidewalk finally put in

3. Where do you walk? Be as specific as possible.

most of town

walking path needs to be Redone

4. Are there sidewalks where you walk?

- ☐ Yes
- ☐ No
- ☒ Sometimes

Best in long run more  
talks and sidewalk unsafe  
with people on Bikes on them

5. Is there anywhere in town you would like to walk, but currently don't? Why?

NO

open that yellow gate on the DH memorial fence at cemetery to get stroller that so don't have to take down and - lost mayor favor to buddy  
Put back together to get through

6. If you don't walk, why not?

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*Has nothing to do with walking*

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- ☐ To get to work or school
- ☒ For exercise
- ☐ Walk the dog
- ☐ Other

3. Where do you walk? Be as specific as possible.

2nd Ave NW, Broadway  
(Hwy 42 + East)

4. Are there sidewalks where you walk?

- ☐ Yes
- ☐ No
- ☒ Sometimes

5. Is there anywhere in town you would like to walk, but currently don't? Why?

6. If you don't walk, why not?

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- ☐ Walk the dog
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3. Where do you walk? Be as specific as possible.

4. Are there sidewalks where you walk?

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- ☐ No
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Steven L. Erwin  
225 4<sup>th</sup> Ave. SE  
Plainview, MN 55964

July 8, 2021

City Hall  
City of Plainview  
241 West Broadway  
Plainview, MN 55964

Dear Folks:

Attached to this letter is a copy of the “survey” that I picked up at the City Library. In my view, the “survey” was greatly deficient so I am attaching this letter to explain my thoughts on the pedestrian study.

First of all, I understand that the City is spending \$8,000 for this study and its expanded focus. I assume that this money will be spent on the items listed in the factsheet accompanying the survey sheet itself. I have some comments about the scope of the work to be done:

According to the factsheet, the study will encompass the following:

- Reviewing existing ordinances and policies on sidewalks, and recommending policy modifications, additions, and changes.  
Comment: Reviewing City ordinances is the job of the City Council, the EDA, and the City Attorney, not an engineering firm. The Council should review the ordinances and decide which ones need to be modified, if any. Then the City Attorney should be used to set up the new ordinances for Council review and approval if needed. The City Administrator, along with the League of Cities Research Department can be used (at no charge to the City) for ideas and comparison of ordinances of other cities of similar size. Using the City Engineer is a waste of money which is in short supply.
- Identifying and prioritizing sidewalk, bike path, and roadway crossing improvements.  
Comment: This could be done using a survey sent out to all citizens of Plainview, again at no cost utilizing one of our service organizations, the Boy Scouts, or another group. We once utilized the students of Winona State at no cost to the City. The prioritizing needs to be done by the Council after the results of the survey are in.
- Developing an implementation plan based on planned construction projects, need, and funding availability.  
Comment: This should be done by the Council after input from the City Administrator. (again at no cost to the City).

As for new sidewalks, repairing and replacing existing sidewalks should be a priority in my opinion. City Ordinances provide for cost sharing to help out the homeowner. Requiring new sidewalks where there are currently none is a bad move in my opinion. A survey was done several years ago on this issue and the public was dead set against it.

Cities must always be cognizant of the costs to taxpayers of what may sound, at first glance, as wonderful ideas. Please remember that the money you spend is not yours but comes from the tax revenues of all of our homeowners and businesses.

Thank you for your time in listening to my comments.

Sincerely,



Steve Erwin  
SLE/sle

cc: John Coons, EDA President

# Plainview Walks!



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- ☒ To get somewhere for errands (groceries, bank, etc.)
- ☒ To get to work or school
- ☒ For exercise
- ☒ Walk the dog
- ☐ Other

3. Where do you walk? Be as specific as possible.

NW & SW sides of town mostly.

4. Are there sidewalks where you walk?

- ☐ Yes
- ☐ No
- ☒ Sometimes

5. Is there anywhere in town you would like to walk, but currently don't? Why?

I wish there were sidewalks from Broadway to Bennetts. I have friends in Orchard Hills, but we usually drive there b/c those streets are not safe on foot or bike. Children playing in the street is really frightening. Esp. in those little motorized cars. →

6. If you don't walk, why not?

in winter so few sidewalks are shoveled

#### Demographic Info

---

7. What is your age?

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- ☐ Other

9. How many cars does your household own?

- ☐ Zero
- ☒ One
- ☐ Two
- ☐ More Than Two

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there aren't good sidewalks to get to Subway either.



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- ☐ To get somewhere for errands (groceries, bank, etc.)
- ☐ To get to work or school
- ☒ For exercise
- ☐ Walk the dog
- ☐ Other

3. Where do you walk? Be as specific as possible.

Walking path near  
Eckstein field

The walking path is cracked and buckled in many places. The black top has disintegrated in other places, and is under water when it rains. Big weeds grow in all the cracks. This trail needs attention.

4. Are there sidewalks where you walk?

- ☒ Yes
- ☐ No
- ☐ Sometimes

5. Is there anywhere in town you would like to walk, but currently don't? Why?

I don't walk in any neighborhoods without sidewalks.

6. If you don't walk, why not?

#### Demographic Info

---

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- ☒ 2 to 4 times a week
- ☐ 5 to 7 times a week

2. Why do you walk? Select all that apply.

- ☐ To get somewhere for social events (pool, church, etc.)
- ☐ To get somewhere for errands (groceries, bank, etc.)
- ☐ To get to work or school
- ☒ For exercise
- ☐ Walk the dog
- ☐ Other

3. Where do you walk? Be as specific as possible.

Eckstein Park by the baseball field.

4. Are there sidewalks where you walk?

- ☒ Yes
- ☐ No
- ☐ Sometimes

5. Is there anywhere in town you would like to walk, but currently don't? Why?

Edgewood Acres to get out of my house towards the park. There are absolutely no sidewalks whatsoever! It would be nice if just at least one side of the street had a sidewalk!

6. If you don't walk, why not?

#### Demographic Info

---

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- ☐ Under 12 years old
- ☐ 12-17 years old
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# Plainview Walks INPUTiD Summary

Map ID	Heard About	Type	Comment	Likes	Dislikes	DateCreated
1		Missing or broken sidewalks	need sidewalk on one side of street	0	0	7/8/2021 5:35:45 PM
		Reply Comment	many people use this road as an entrance or exit route to / from trail - sidewalk would greatly increase safety of peds	0	0	7/14/2021 12:03:24 PM
2		Other	add sidewalk	1	0	7/8/2021 6:49:40 PM
3	Social Media (Facebook, Twitter, Etc.)	Roadway crossing feels unsafe	This is a very busy intersection with people turning left and right, and passing in the right turn lines. As a walker or bike rider, I avoid if I can, which limits use of trail.	1	0	7/2/2021 7:19:40 PM
		Reply Comment	pavement marking indicating "trail crossing" would be helpful	1	0	7/9/2021 2:44:09 PM
4	Social Media (Facebook, Twitter, Etc.)	Places I'd like to walk but can't	It would make sense to have a safe walkable route from the assisted living to the Catholic Church for the residents who want to attend mass and events at the church.	3	0	7/2/2021 6:09:19 PM
5		Missing or broken sidewalks	need sidewalk on one side of street	0	0	7/8/2021 5:40:31 PM

Map ID	Heard About	Type	Comment	Likes	Dislikes	DateCreated
6		Other	add sidewalk	1	0	7/8/2021 6:49:18 PM
7		Missing or broken sidewalks	need sidewalk on one side of street (or bike/ped lane)	0	0	7/8/2021 5:37:46 PM
		Reply Comment	Agreed. There should be a contiguous connection down all of 2nd Ave SW atleast to Wedgewood park but maybe all the way to Bennett's (1st street to even Hwy 42).	0	0	7/11/2021 1:29:03 PM
8		Missing or broken sidewalks	2 sunken strips across trail east of the culvert should be repaired	0	0	7/9/2021 2:45:28 PM
9		Missing or broken sidewalks	sidewalk stops short of 8th street - this section doesn't exist	0	0	7/14/2021 11:45:41 AM
10		Missing or broken sidewalks	sidewalk uneven	0	0	7/8/2021 5:50:08 PM

Map ID	Heard About	Type	Comment	Likes	Dislikes	DateCreated
11		Other	good sidewalk exists on this block	0	0	7/16/2021 1:04:33 PM
12		Missing or broken sidewalks	create a connection from 6th street to walking trail. No good access to the trail from this side of town. This would also create a great walking connection from the neighborhood to the businesses on Hwy 42.	1	0	7/11/2021 1:34:01 PM
13		Places I currently walk	The bike trail is a great amenity that gets a lot of use. But access is not easy and the City needs to do a better job of getting tourists from the trail to businesses.	0	0	7/11/2021 1:01:09 PM
14		Roadway crossing feels unsafe	needs improvement	0	0	7/8/2021 5:53:28 PM
		Reply Comment	pavement marking indicating "rail crossing" would be helpful	1	0	7/9/2021 2:42:53 PM
15	Social Media (Facebook, Twitter, Etc.)	Places I currently walk	I like walking this trail. I usually take my dog. I hate it when people have their dogs off leash (who knows what they may do) and no one really "patrols".	0	0	7/2/2021 7:24:35 PM
		Reply Comment	The signage for this path is a little confusing. It is marked to be by the track but there is no path from the track area to the actual path. Parts of this path always seem to be in rough shape due to poor drainage	0	0	7/3/2021 1:01:06 AM

Map ID	Heard About	Type	Comment	Likes	Dislikes	DateCreated
16	Social Media (Facebook, Twitter, Etc.)	Places I currently walk	This is a great little piece of heaven for a quick lunch hour walk. The trail could use some TLC. Part of the walkway is ate up and several cracks that could use some repair.	0	0	7/8/2021 12:30:21 PM
		Reply Comment	Replacement of bridges was a great improvement several years ago, but it is time to address the cracks, potholes and broken up sections of the asphalt if this trail is to continue to be useful to walkers	1	0	7/9/2021 2:49:44 PM
17		Other	spray weeds growing in asphalt to prevent further break-up of trail & repair cracks	1	0	7/8/2021 5:44:09 PM
18		Missing or broken sidewalks	add sidewalk here	0	0	7/14/2021 11:52:19 AM
19		Places I currently walk	We enjoy walking up and down broadway to visit businesses and attend school events.	1	0	7/11/2021 12:57:17 PM
20		Missing or broken sidewalks	SE corner of trail needs repair/replacement	1	0	7/8/2021 5:32:45 PM



Map ID	Heard About	Type	Comment	Likes	Dislikes	DateCreated
21		Roadway crossing feels unsafe	very unsafe point. Sidewalk ends at Creamery, wide road, and people drive too fast around the corner. Need to create a safe crossing to and from Wedgewood Park or extend the sidewalk past the Legion so people can cross at 3rd Avenue SW.	1	0	7/11/2021 1:23:26 PM
22		Other	needs better drainage - has standing water after moderate rain	0	0	7/15/2021 5:57:35 PM
23		Missing or broken sidewalks	uneven sidewalks	0	0	7/8/2021 6:48:10 PM
24		Missing or broken sidewalks	broken idewalk on west side of street	0	0	7/8/2021 5:41:28 PM
25		Missing or broken sidewalks	need sidewalk to trailhead	1	0	7/8/2021 5:38:40 PM

Map ID	Heard About	Type	Comment	Likes	Dislikes	DateCreated
26	Social Media (Facebook, Twitter, Etc.)	Places I'd like to walk but can't	A city sidewalk connecting to the trailhead seems pretty reasonable	7	0	7/1/2021 7:25:57 PM
		Reply Comment	Can confirm. Living on the corner, I see plenty of pedestrians walking down to the trail head. With the amount of traffic on this street, a sidewalk to the bike trail would help keep people safe.	2	0	7/2/2021 6:05:46 PM
		Reply Comment	The bike trail should run all the way through town on 42 to the pool.	0	0	7/2/2021 7:02:08 PM
		Reply Comment	The flashing lights crossing by kwik trip and the pool need to be RED, so people actually stop. Include a no passing sign. Multiple times cars have nearly hit us when crossing.	1	0	7/2/2021 7:05:39 PM
27		Other	needs better drainage - has standing water after even moderate rainfall	0	0	7/15/2021 5:56:39 PM
28		Missing or broken sidewalks	uneven sidewalk	0	0	7/9/2021 2:41:11 PM
29		Places I'd like to walk but can't	Add sidewalk from the corner of 3rd Ave SW to Broadway so kids have safe access to Lutheran school and people can walk to church.	0	0	7/11/2021 1:05:34 PM

Map ID	Heard About	Type	Comment	Likes	Dislikes	DateCreated
30		Missing or broken sidewalks	Connect from DQ to Walking trail.	1	0	7/11/2021 1:31:44 PM
31		Other	shrubs overhanging sidewalk	0	0	7/8/2021 5:55:56 PM
32		Other	shrubs overhanging sidewalk	0	0	7/8/2021 5:57:18 PM
33	Social Media (Facebook, Twitter, Etc.)	Roadway crossing feels unsafe	compared to other intersections on 42, this is a trickier intersection to navigate w/little kids	3	0	7/1/2021 7:24:25 PM
34	Social Media (Facebook, Twitter, Etc.)	Roadway crossing feels unsafe	This intersection is way too busy with vehicles to be a 4 way stop, plus adding pedestrians crossing, as well.	2	0	7/2/2021 7:22:48 PM

Map ID	Heard About	Type	Comment	Likes	Dislikes	DateCreated
35	Social Media (Facebook, Twitter, Etc.)	Roadway crossing feels unsafe	This one can get dicey too and might be used slightly more than the one just north of it	0	0	7/11/2021 7:28:27 PM
36		Roadway crossing feels unsafe	See lots of children from the neighborhood attempting to cross Hwy 42. I witnessed several near misses here.	0	0	7/11/2021 12:55:35 PM
37		Other	Sidewalk goes no where. Remove so it doesn't need to be maintained.	0	0	7/11/2021 12:45:56 PM
38	Other	Missing or broken sidewalks	incomplete sidewalk. finish connection to 1st avenue	0	0	7/11/2021 12:42:55 PM
39		Places I'd like to walk but can't	There is no safe way to access the businesses on the east side of Hwy 42. Would be nice to have a safe connection all the way from Olmsted Medical to the Plainview Vet Clinic.	0	0	7/11/2021 12:54:03 PM

Map ID	Heard About	Type	Comment	Likes	Dislikes	DateCreated
40	Social Media (Facebook, Twitter, Etc.)	Roadway crossing feels unsafe	The 4 way intersection on 42 and Broadway is very busy . It many times has a line of traffic in all directions. I believe there needs to be a traffic signal here for it to be safer for drivers, as well as pedestrians trying to cross this intersection.	2	0	7/7/2021 8:03:01 PM
41		Missing or broken sidewalks	connect sidewalk from OMC to 1st street NE	0	0	7/11/2021 1:09:02 PM
42		Missing or broken sidewalks	incomplete sidewalk that is in rough condition. Remove or finish connection to 2nd Ave SE.	0	0	7/11/2021 1:19:05 PM
43	Social Media (Facebook, Twitter, Etc.)	Missing or broken sidewalks	Cars come pretty fast around this curve. It is a hazard when pedestrians are walking in the street. Sidewalks in this area would be helpful.	0	0	7/9/2021 2:35:27 AM
		Reply Comment	Agreed. Consider adding a sidewalk on I side of the street all the way from Hwy 42 to 5th Street NE.	0	0	7/11/2021 1:15:27 PM
44		Missing or broken sidewalks	Incomplete sidewalk. Remove or finish connection.	0	0	7/11/2021 1:18:19 PM

Map ID	Heard About	Type	Comment	Likes	Dislikes	DateCreated
45	Mailing	Other	Not mapped, existing 60' good sidewalk	0	0	7/12/2021 7:12:17 PM
46		Other	Remove when it reaches its useful life. Not worth the cost to replace when it doesn't connect to anything.	0	0	7/11/2021 1:11:16 PM
47		Missing or broken sidewalks	sidewalk ends abruptly. Either connect it to the street or extend to 5th Ave NE.	0	0	7/11/2021 1:14:25 PM
48	Social Media (Facebook, Twitter, Etc.)	Places I'd like to walk but can't	Connecting this stretch with sidewalks on 8th st. and further west on broadway would be a step in the right direction ;) to helping walkers feel safe along Broadway	1	0	7/1/2021 7:30:41 PM
		Reply Comment	Agree, potential sidewalk thoroughfare for east/west of city	0	0	7/8/2021 3:13:56 PM
		Reply Comment	I agree, extend the sidewalks on East Broadway down to the Levan subdivision	1	0	7/9/2021 2:32:25 AM
49		Missing or broken sidewalks	Finish connection	0	0	7/11/2021 1:12:22 PM



Map ID	Heard About	Type	Comment	Likes	Dislikes	DateCreated
50		Missing or broken sidewalks	Finish connection	0	0	7/11/2021 1:11:48 PM
51	Social Media (Facebook, Twitter, Etc.)	Places I'd like to walk but can't	The busy traffic streets, like Broadway, need sidewalks. The quieter streets do not because walking on the street is fine. A port-a-pottie and signage for restaurants at the end of the state trail would be useful for visitors.	0	0	7/8/2021 3:16:28 PM
52	Social Media (Facebook, Twitter, Etc.)	Places I currently walk	Our family loves walking this unofficial trail. It would be great to see it paved and connected to the pond behind the archery range one day	1	0	7/11/2021 7:22:04 PM