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**St. Croix County:
2014-2015 Bicycling and Pedestrian Survey and
Safe Routes to School Survey Report**

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Survey Research Center Report 2015/2
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Finally, we thank the St. Croix County residents and parents who took the time to complete the surveys.

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Executive Summary

In August 2014, the St. Croix County Community Development Department was awarded a federal Transportation Alternative Program grant to develop a comprehensive bicycling and pedestrian plan for the county. One component of the plan was a random sample mail survey of the general population of St. Croix County conducted in late 2014 on the safety barriers and health and environmental benefits of walking and biking. Another component of the plan, an online survey, was conducted in February 2015 regarding walking and/or biking to and from school in the elementary and middle school grades (closely following the National Center for Safe Routes to School Parent Survey model)¹. The County chose to work with the Survey Research Center (SRC) at the University of Wisconsin – River Falls to collect the data and analyze the results for both surveys.

The purpose of the bicycling and pedestrian study was to gather information and opinions about bicycling and pedestrian issues from St. Croix County residents. In December 2014, the SRC mailed surveys to a random selection of 1,711 households from a purchased mail list containing St. Croix County household addresses. The initial mailing was followed by a second mailing in January 2015 to non-respondents. The response rate was 37% (626 usable returns). The estimates included for residents in this report should be accurate to within plus or minus 3.1% with 95% confidence.

The online survey about safe routes to schools, specifically walking and biking to and from school, was distributed in February 2015 via seven school districts in the County to parents of enrolled K-8th grade students. After approximately 2 ½ weeks of data collection, 743 usable responses were collected. The survey's response rate and confidence interval cannot be determined due to the survey's deployment methods.

Bike and Pedestrian Survey

A slight majority of respondents said that bike or walkability is important or very important to them when choosing where to live or work.

Approximately two-thirds of respondents said that it is important or very important for county and local governments to invest in bicycle and pedestrian systems.

Nearly three-fourths of respondents never bike between home and work, school, or to run errands. Approximately one-half of respondents never bike for social, recreation, or exercise.

Approximately 4 in 10 respondents describe their level of comfort or confidence with respect to bicycling as “casual” – preferring separate paths, but riding on roads where space is available and traffic is manageable.

¹ www.saferoutesinfo.org

Motor vehicle traffic and a lack of connected multi-use trails and sidewalks are the factors that most discourage this group of respondents from bicycling and walking in St. Croix County.

Most respondents to the survey believe that exercise/health is the most important use/benefit of a bicycle and pedestrian system in the County.

Safe Routes to School Survey

Most children of those responding to the survey arrive at school and leave from home either on a school bus or a family vehicle.

Approximately one-half of respondents said that their child's travel time to school is 10 minutes or less. About one-third of respondents say the travel time for their child to and from school is more than 20 minutes.

Thirty-eight percent of children have asked their parents for permission to walk or bike to/from school.

About 3 in 10 parents say they would not feel comfortable allowing their child to walk or bike to school without an adult at any grade level.

Distance and speed of traffic were the two issues that most affected parents in their decision to not allow their child to walk/bike to and from school.

Approximately one-half of parents said they do not know if their child's school encourages or discourages walking or biking to and from school.

When parents were asked for additional comments about walking and biking to/from school, many comments focused on the lack of walking and biking trails and sidewalks in the County and other barriers to walking/biking (traffic, personal safety, distance).

Introduction

In August 2014, the St. Croix County Community Development Department was awarded a federal Transportation Alternative Program grant to develop a comprehensive bicycling and pedestrian plan for the county. In late 2014 and early 2015, the County completed two transportation surveys. The first survey was a random sample mail survey of the adult population of St. Croix County regarding biking and pedestrian issues. The second survey was administered to parents of K-8th graders in St. Croix County and asked about walking and/or biking to/from school. The County chose to work with the Survey Research Center (SRC) at the University of Wisconsin – River Falls to collect the data and analyze the results for both surveys.

Survey Purpose and Methods

The Survey Research Center (SRC) at the University of Wisconsin – River Falls and the St. Croix County Community Development Department collaborated in the design and review of the St. Croix County Bicycling and Pedestrian survey questionnaire. The Safe Routes to School survey instrument was adapted from an instrument created for the National Safe Routes to School Program.

In December 2014, the SRC mailed Bicycling and Pedestrian surveys to a random sample of 1,711 households in St. Croix County. The survey was followed by a second mailing of the survey to non-respondents. The overall response rate was 37 percent (626 completed surveys). The confidence interval for this data is +/-3.1%.

For the Safe Routes to School survey, 743 usable surveys were completed online. Seven school districts in St. Croix County (Baldwin-Woodville, Glenwood City, Hudson, New Richmond, River Falls, St. Croix Central, and Somerset) were asked to distribute the survey link to parents/guardians of K-8th graders. Districts that pull kids from St. Croix County but did not have physical schools located within the County were not asked to participate.² The survey's response rate and confidence interval cannot be determined due to the survey's deployment method.

The following analysis will summarize the responses to the 2014-2015 St. Croix County Bicycling and Pedestrian and Safe Routes to School Surveys.

² The St. Croix County Community Development department sent two email correspondences to school districts in January 2015. The first email described the project and asked for feedback on the Safe Routes to School survey instrument and the second email provided the survey link and a request to distribute the link to K-8th grade parent email lists on the 2nd of February. The department also called and left messages with the districts asking if there were any concerns, questions, clarifications, etc., regarding the survey. By the time of the launch, the department had verbal and/or written confirmation that the following schools were going to distribute to their parent's email list K-8: Hudson, Baldwin-Woodville, and St. Croix Central.

Any survey has to be concerned about non-response bias – the situation where those who don't respond to a survey have systematically different opinions than those who responded. Based on a standard statistical approach, the SRC does not believe that non-response bias is a problem with the Bicycling and Pedestrian dataset. **Appendix A** describes the approach to testing for non-response bias and the results. Due to the deployment method used for the Safe Routes to School survey, non-response bias testing could not be conducted for that dataset. Respondents provided extensive open-ended comments, which are included in **Appendix B**. Data summaries for each quantitative survey question for both surveys are in **Appendix C**.

*The SRC used statistical tests to identify questions with statistically significant differences within demographic groups. In statistics, a result is called **statistically significant** if it is unlikely to have occurred by chance. Statistical significance is expressed as a probability that the difference is not real. A commonly used probability standard is .05 (5%). Statistical significance at the .05 level indicates a 5 in 100 probability that the difference is not real. It does not mean the difference is necessarily large, important, or significant in the common meaning of the word. If there are a sufficiently large number of observations, even small differences of opinion can be statistically significant.*

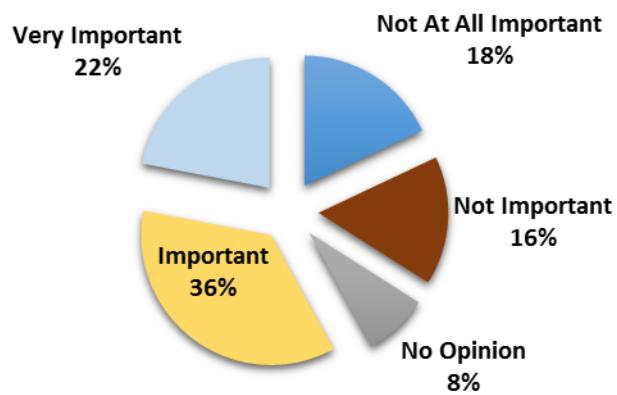
Response patterns that vary at statistically significant levels ($p < .05$) will be noted in the report.

St. Croix County Bicycling and Pedestrian Survey

Importance of Bike or Walkability

Choosing Where to Live or Work. Residents were asked how important bike-ability and/or walkability is when choosing where to live or work. As shown in Figure 1, a slight majority of respondents (58%) believe bike and/or walkability is important or very important when choosing where to live or work. Approximately one-third of respondents placed no importance (not important or not at all important) on these attributes.

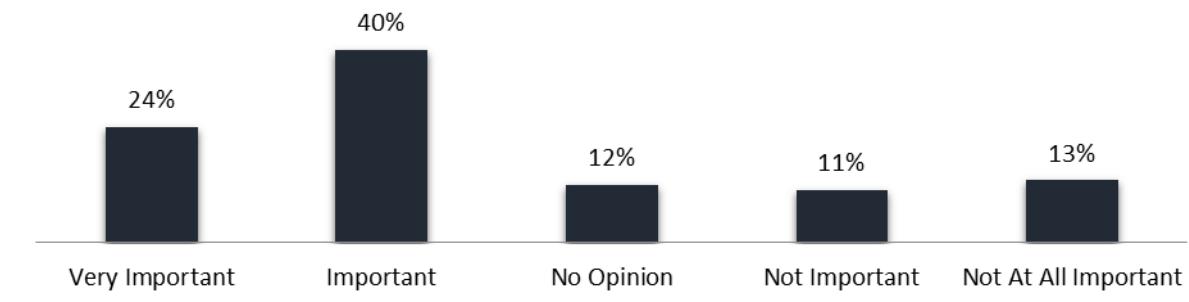
Figure 1: Importance of Bikeability and/or Walkability in Choosing Where to Live or Work



- City residents and females were slightly more likely to say that walkability and/or bikeability is important or very important when choosing where to live or work.

Government Investment. Residents were then asked how important it is for county and local governments to invest in bicycle and pedestrian systems. As shown in Figure 2, nearly two-thirds of respondents said that such investments are important or very important. Approximately one-fourth said it was not important or not at all important.

Figure 2: Importance of County and Local Governments' Investment in Bicycle and Pedestrian Systems

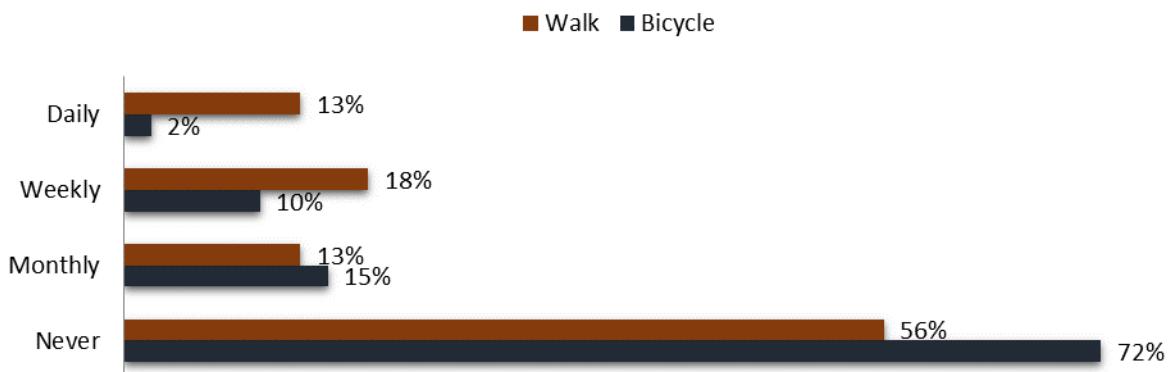


- Females were more likely than males to say that it is very important or important for county and local governments to invest in bicycle and pedestrian systems.

Activity

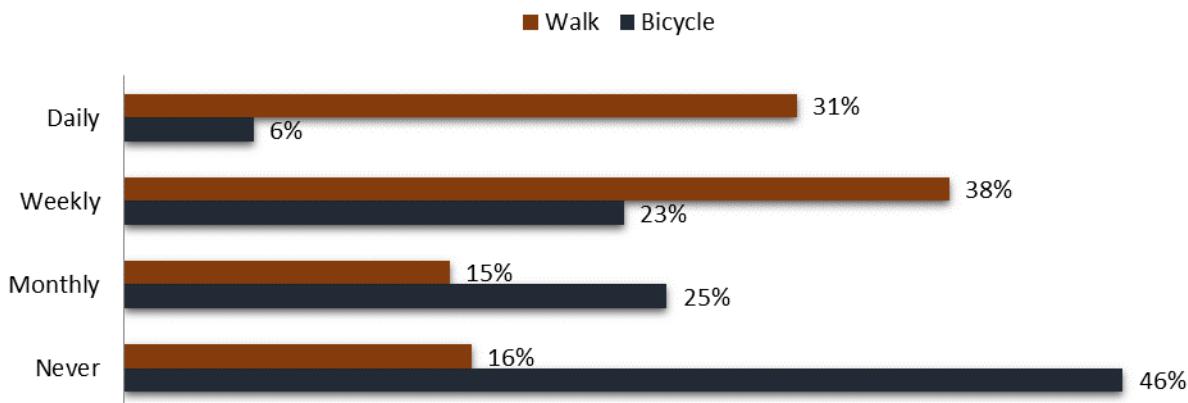
Home and Work, School, or to Run Errand. Residents were asked how often they walk or bicycle between home and work, school, or to run an errand (Figure 3). The top bar in each pair shows the percentage of residents who walk and the frequency in which they do so. The bottom bar in each pair shows the percentage of residents who bike and the frequency of bicycling. A slight majority said that they never walk between home and work, school, or to run errands. Nearly three-fourths of residents never bike between home and work, school, or to run an errand.

Figure 3: Frequency of Walking or Biking Between Home and Work, School, or to Run an Errand



Social, Recreation, or Exercise. Residents were asked how often they walk or bicycle for social, recreation, or exercise (Figure 4). The top bar in each pair shows the percentage of residents who walk for social, recreation, or exercise and the frequency in which they do so. The bottom bar in each pair shows the frequency of bicycling. Approximately 7 in 10 respondents said that they walk at least weekly for social, recreation, or exercise. About 3 in 10 respondents bike at least weekly for these reasons. Approximately one-half of respondents never bike for social, recreation, or exercise.

Figure 4: Frequency of Walking or Biking For Social, Recreation, or Exercise

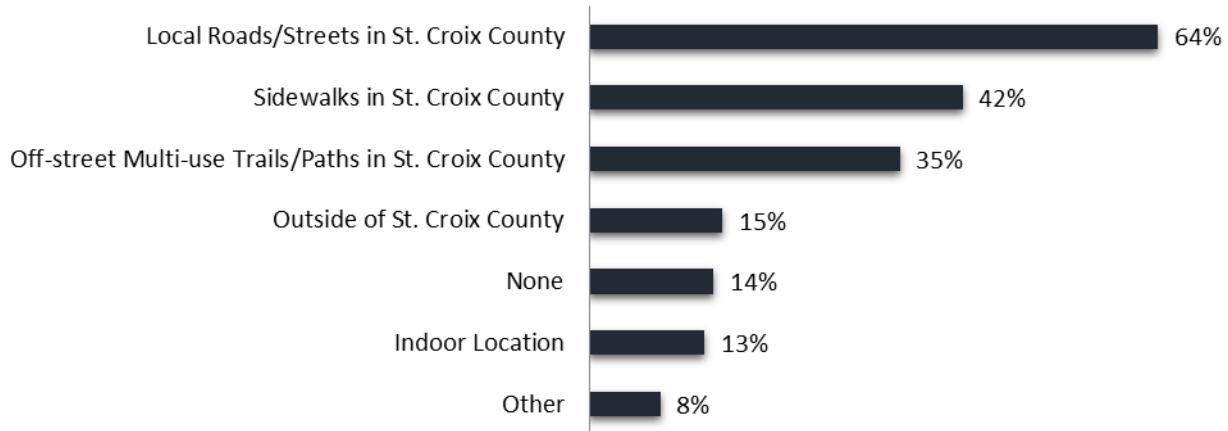


Demographic differences regarding the data summarized in Figure 3 and Figure 4:

- Town residents are more likely to say that they never walk or bicycle between home and work, school, or to run errands.
- Younger respondents (under the age of 45) are more likely to say that they walk or bicycle at least weekly for social, recreation, or exercise purposes.

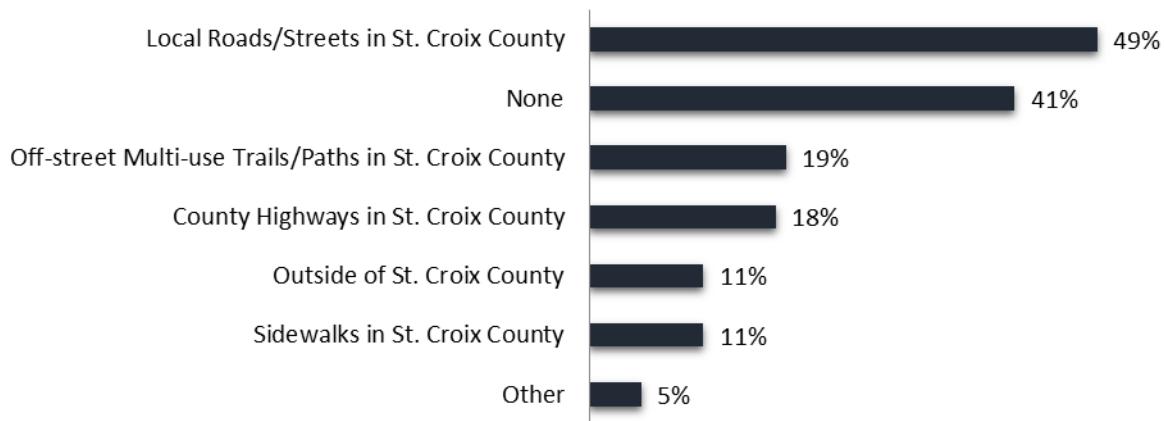
Regular Location. Figures 5 and 6 summarizes the results of a question asking residents where they regularly walk or bike. Multiple choices were allowed. Approximately two-thirds of respondents said that they walk on local roads or streets in St. Croix County followed by regularly walking on sidewalks in the County (42%) and walking on off-street, multi-use trails or paths in the County (35%).

Figure 5: Regularly Walk:



Approximately one-half of respondents said that they bike on local roads or streets in St. Croix County. A considerable percentage said they do not bike in any of the areas asked about in the survey, which aligns with the percentage of residents who said they never bike (see Figure 4).

Figure 6: Regularly Bike:

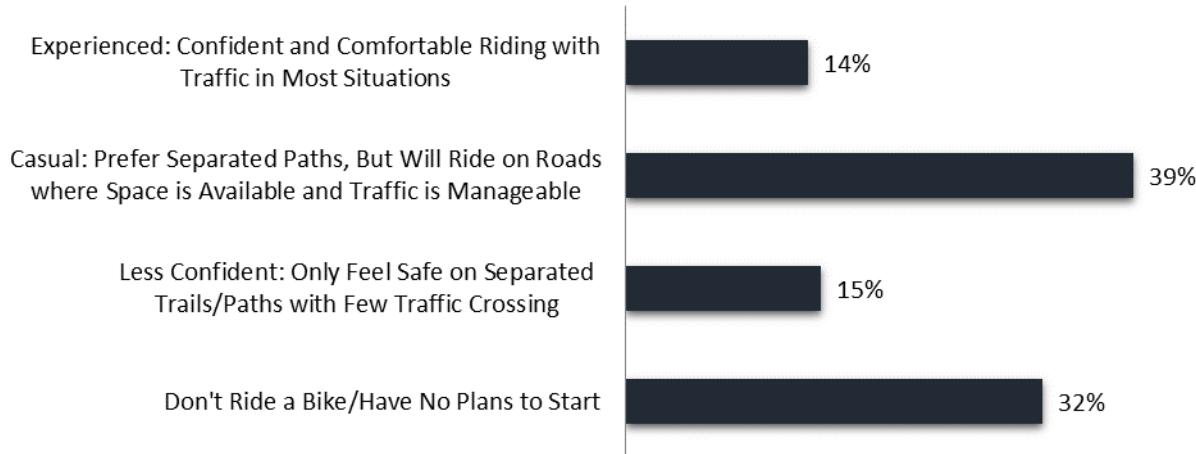


Demographic differences regarding the data summarized in Figure 5 and Figure 6:

- City residents, younger respondents, and females are more likely to say they walk on sidewalks in St. Croix County.
- Village residents are more likely to say that they walk on local roads/streets in the County.
- City residents are more likely to say that they walk on off-street, multi-use trails or paths in St. Croix County.
- Females are slightly more likely than males to say that they walk in indoor locations (malls, schools, etc.) in St. Croix County.
- Younger respondents and city residents are more likely to say that they bike on sidewalks and local roads/streets in St. Croix County.

Level of Comfort. Respondents were asked to describe their level of comfort or confidence with respect to bicycling (Figure 7). Nearly 4 in 10 respondents consider themselves casual bike riders. Approximately one-third of respondents said they don't ride a bike and have no plans to start cycling. Similar percentages describe their level of comfort with respect to bicycling as either experienced (14%) or less confident (15%).

Figure 7: Level of Comfort or Confidence with Respect to Bicycling

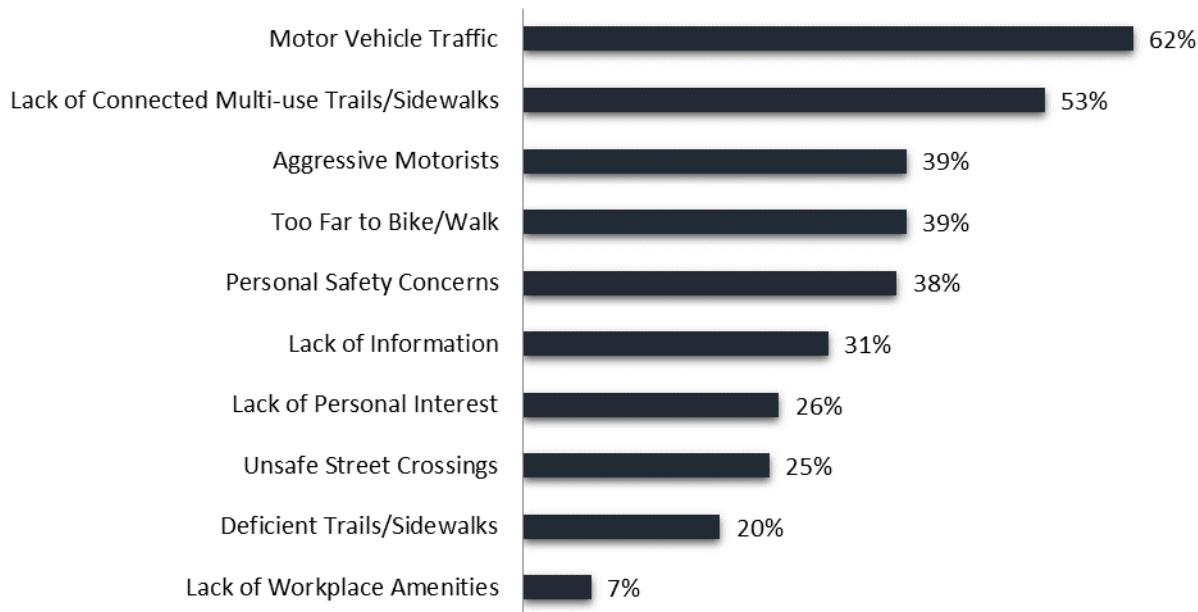


Difference in the way demographic groups rated their level of comfort with respect to bicycling:

- Older respondents (45+) are more likely to say that they don't ride a bike and have no plan to start cycling.

Factors that Discourage Bicycling and Walking. Residents were asked what factors discourage bicycling and walking in St. Croix County. Multiple choices were allowed. As shown in Figure 8, more than half the respondents said motor vehicle traffic and lack of connected multi-use trails and sidewalks discouraged their biking and walking. Approximately 4 in 10 respondents said that aggressive motorists, distance, and personal safety concerns were factors that discourage them from bicycling or walking in the County.

Figure 8: Factors That Discourage Bicycling or Walking in St. Croix County

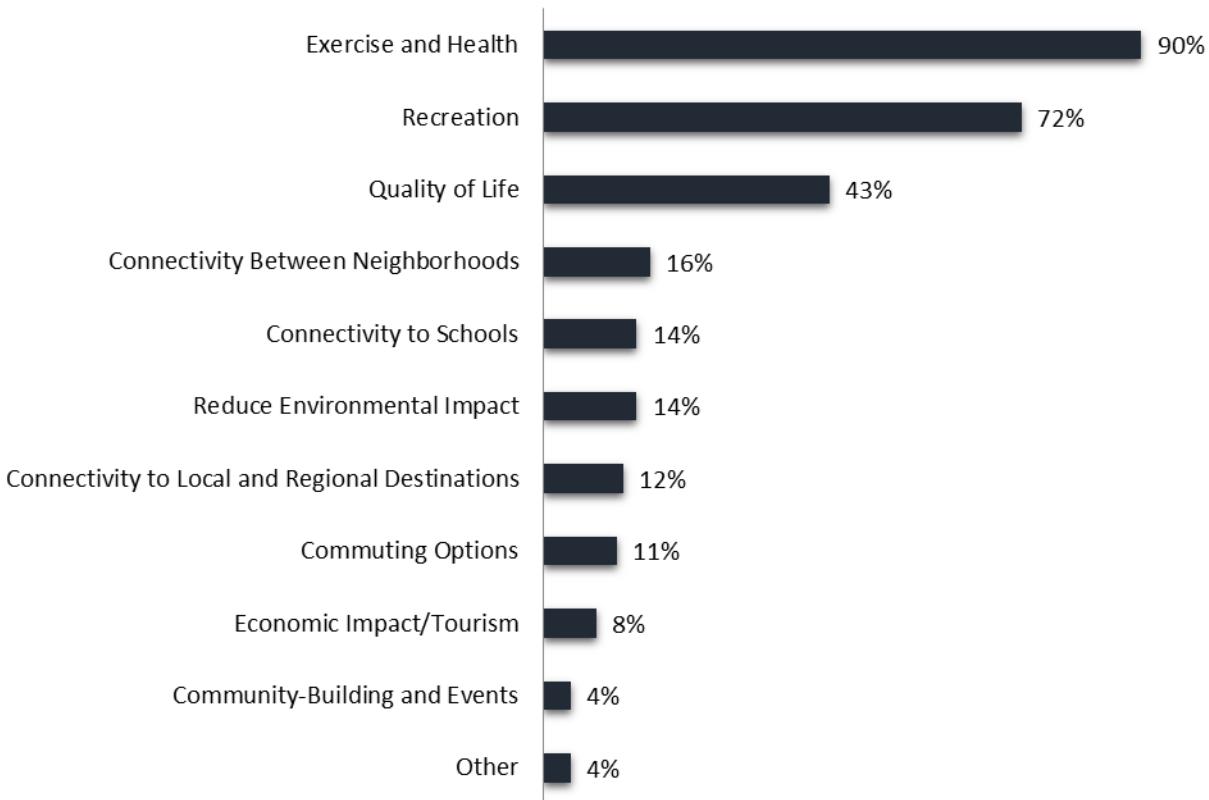


Demographic differences regarding the data summarized in Figure 8 include:

- Females were more likely than males to say that the lack of connected multi-use trails/sidewalks and personal safety concerns are factors that discourage them to bike or walk in the County.
- City residents are more likely to say that a lack of information about trails/sidewalks and bicycle facilities is a factor in discouraging biking/walking in the County.
- Town residents are more likely to say that it is too far to bike/walk to their destination.
- Lack of workplace amenities is more of a discouraging factor to younger respondents.
- Older respondents are more likely to say that aggressive motorist behavior and motor vehicle traffic discourage them from biking/walking in St. Croix County.
- Males are more likely than females to say they lack personal interest in walking or biking in the County.

Benefits and Uses of a Bicycle and Pedestrian System. When residents were asked to identify the top benefits and uses of bicycle and pedestrian systems in St. Croix County, most respondents believe that exercise/health and recreation are the most important. One other benefit was identified by more than one-third of respondents as an important benefit: quality of life.

Figure 9: Most Important Benefits and Uses of Bicycle and Pedestrian System in St. Croix County



Demographic differences:

- Connectivity to schools is more important to younger respondents.
- City residents place more importance on connectivity between neighborhoods.
- Village residents and females place more importance on reducing environmental impact.

Location Improvements

Respondents were given an opportunity, in an open-ended question, to list up to three locations that should have better bike or walkability to improve the bicycle and pedestrian system in St. Croix County. 729 locations were listed. In some cases, locations were combined and categorized into groupings (schools, etc.). The top 3 results are summarized in Table 1. The most frequent locations focused on schools (areas, roadways, sites, and zones), the Willow River State Park area, and North Hudson area. See Appendix B, Bicycling and Pedestrian Survey, Question 9 for the complete list of locations.

Table 1: Top 3 Locations Where Improvements Could Greatly Enhance Connectivity Between Important Locations in St. Croix County

Location	Count
Schools	30
Willow River State Park Area	28
North Hudson Area	24

Profile of Respondents

Survey Respondents. Table 2 summarizes the demographic profile of respondents to the 2015 St. Croix County Bicycling and Pedestrian survey. Where appropriate, data from the U.S. Census for St. Croix County are included for comparative purposes.³ Response patterns of demographic groups that vary at statistically significant levels ($p < .05$) are noted in the report.

There is a slight disproportionate percentage of male respondents when compared to the gender proportions of the County adult population. Young adults (<35) are underrepresented in the public sample and adults age 55 and above are overrepresented. Our experience is that younger residents are less likely to participate in surveys.

Table 2: Demographic Profile of 2015 St. Croix County Bicycling/Pedestrian Survey Respondents

Gender	Count	Male	Female				
2015 Sample	611	60%	40%				
Census (18+)	62,095	50%	50%				
Age	Count	18 – 24	25 – 34	35 – 44	45 – 54	55 – 64	65+
2015 Sample	614	2%	9%	16%	21%	24%	29%
Census (18+)	62,095	9%	18%	20%	22%	16%	15%
Municipality	Count	City	Village	Town	Not a Resident		
2015 Sample	613	31%	22%	47%	0%		

³ Source: U.S. Census Bureau, 2009-2013, 5-Year American Community Survey.

Overall summary of shopper bicycling and pedestrian survey section:

- *A slight majority of respondents believe bike and/or walkability is important or very important when choosing where to live or work.*
- *Nearly two-third of respondents believe it is important or very important for county and local governments to invest in bicycle and pedestrian systems.*
- *A slight majority of respondents said that they never walk between home and work, school, or to run errands.*
- *Nearly three-fourths of respondents never bike between home and work, school, or to run an errand.*
- *More than one half of the respondents said motor vehicle traffic and lack of connected multi-use trails and sidewalks discouraged their biking and walking.*
- *When residents were asked to identify the top benefits and uses of bicycle and pedestrian systems in St. Croix County, most respondents believe that exercise/health and recreation are the most important.*
- *Generally, females and younger respondents appear to be more active and interested in biking and pedestrian systems in the County.*

Safe Routes to School Survey

Profile

Table 3 highlights the profile of the 743 Safe Routes to School Survey respondents. The first question of the survey asked respondents if they were residents of St. Croix County. Four respondents answered no and were sent to the end of the survey. No data was collected for these respondents.

Respondents were asked to complete only one survey per school their child attends. If more than one child was at a school, respondents were asked to fill the survey out for the oldest child currently attending the school.

The grade levels and gender of students were fairly evenly distributed. It was relatively rare for parents to have more than one child at a particular school. A slight majority of parents reported that they live at least 2 miles from their child's school. Approximately two-thirds of respondents report that all adults in their household work full-time outside the home.

Based on zip code response, it is not clear why certain public schools that were invited to participate did not (such as River Falls, Glenwood City).

Table 3: Profile of 2015 Safe Routes to School Survey Respondents

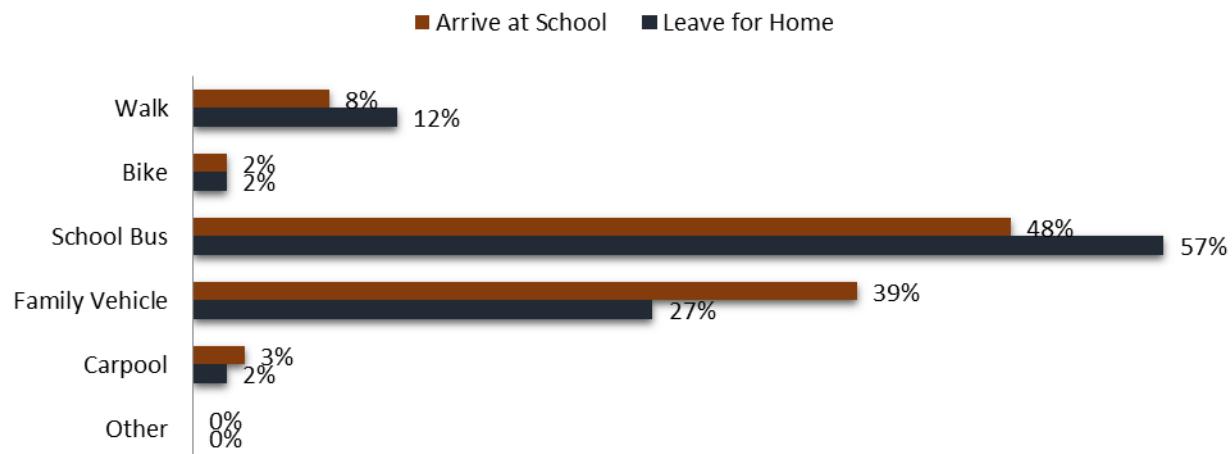
Grade of Child	Count	K	1	2	3	4	5	6	7	8
2015 Sample	702	8%	8%	10%	10%	10%	13%	13%	14%	15%
Gender of Child	Count	Male	Female							
2015 Sample	730	54%	46%							
Children in Elem School	Count	None	1	2	3	Other				
2015 Sample	739	34%	43%	18%	3%	1%				
Children in Middle School	Count	None	1	2	3	Other				
2015 Sample	736	43%	46%	9%	1#	1%				
Distance from School	Count	<.25 miles	.25-.49 miles	.5-.99 miles	1-1.99 miles	2+ miles	Do Not Know			
2015 Sample	742	6%	8%	12%	17%	55%	2%			
All Adults Work Full-Time Outside Home	Count	Yes	No							
2015 Sample	722	65%	35%							
Zip Code*	Count	54016	54015	54025	54023	54002	54017	54082	54028	
2015 Sample	717	61%	12%	12%	8%	2%	2%	2%	1%	

The following zip codes were listed in the survey with no response or <1% response = 54005, 54007, 54013, 54022, 54026, 54027, 54734, 54749, 54767

Transportation To and From School

Mode of Transportation. Respondents were asked how their child arrives at school and leaves for home after school (Figure 10). Most children arrive at school and leave for home on either a school bus or family vehicle.

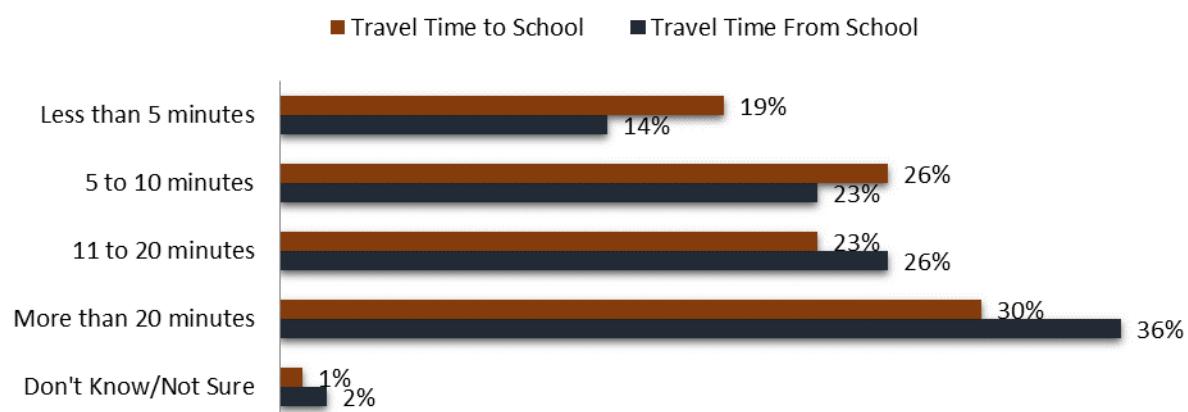
Figure 10: Mode of Transportation to and from School



- Parents of kindergarteners and 1st graders were more likely to say that their child arrives at school and leaves for home via a family vehicle.

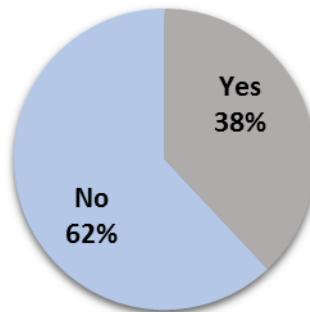
Travel Time. Respondents were asked how long it normally takes for their child to get to and from school (Figure 11). Respondents were nearly evenly split between saying that their child's travel time to school is 10 minutes or less (45%) or more than 10 minutes (53%). Approximately one-third of respondents said that their child's travel time from school is more than 20 minutes. Generally, students whose travel time to and from school was more than 20 minutes traveled via school bus.

Figure 11: Time it Takes to Get to and from School



Permission. Parents/guardians were asked if their child has asked for permission to walk or bike to/from school (Figure 12). A majority of children have not asked for permission, but more than a third (38%) have asked for permission to walk or bike to/from school.

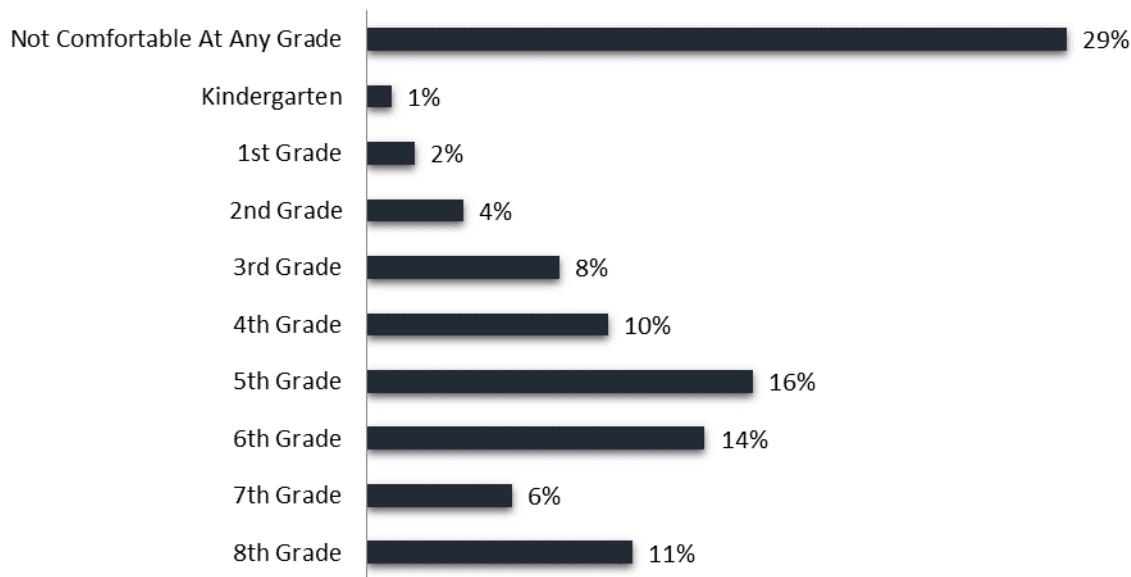
Figure 12: Child Has Asked Permission to Walk or Bike To/From School



- The highest percentage of children asking to walk or bike to/from school were 7th graders; the lowest percentage were kindergarteners.

Grade Level. Parents/guardians were asked at what grade they would allow their child to walk or bike without an adult to/from school (Figure 13). Approximately 3 in 10 respondents said that they would not feel comfortable at any grade. The “mode” or most frequently selected age at which parents feel comfortable allowing the child to bike or walk to school was 5th grade.

Figure 13: What Grade Would You Allow Your Child to Walk or Bike Without an Adult To/From School?

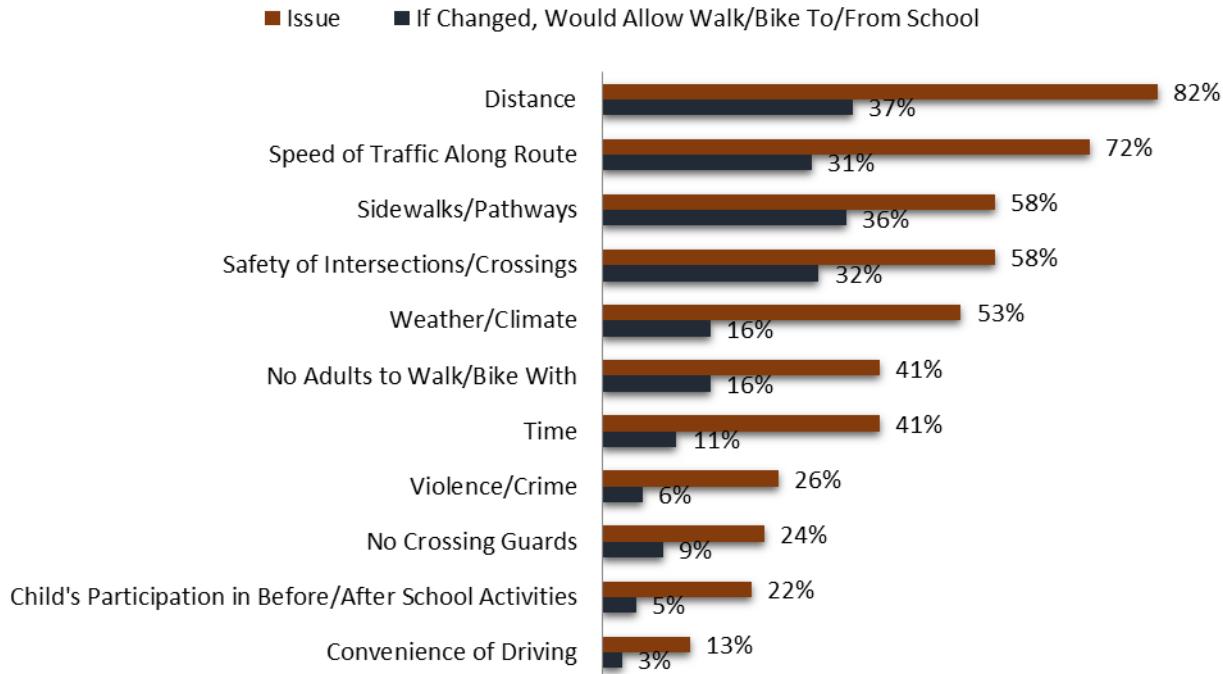


Issues

Issues that Affect Decision to Not Allow Walking or Biking to School. Approximately one-fourth of all respondents said that they would not feel comfortable at any grade allowing their child to walk or bike without an adult to/from school (see Figure 13). These respondents were asked to indicate which issues affect their decision to not allow their child to walk or bike to/from school (Figure 14, top bar in each pair). A follow-up question asked parents to indicate if they would probably let their child walk or bike to/from school if the issue/problem were changed (bottom bar in each pair). Figure 14 highlights only the responses of parents who said would not feel comfortable at any grade. Distance and the speed of traffic were the two issues affecting parents the most. Sidewalks/pathways, intersection safety, and weather/climate were issues for approximately one-half of these respondents. The ranking of primary impediments are pragmatic ones (distance, traffic concerns, weather), rather than more sociological ones (lack of adult supervision, crime, convenience).

Figure 14: Issues Which Affect Decision to Not Allow Child to Walk/Bike To/From School. If Issue Changed, Would You Allow?

Count = 204

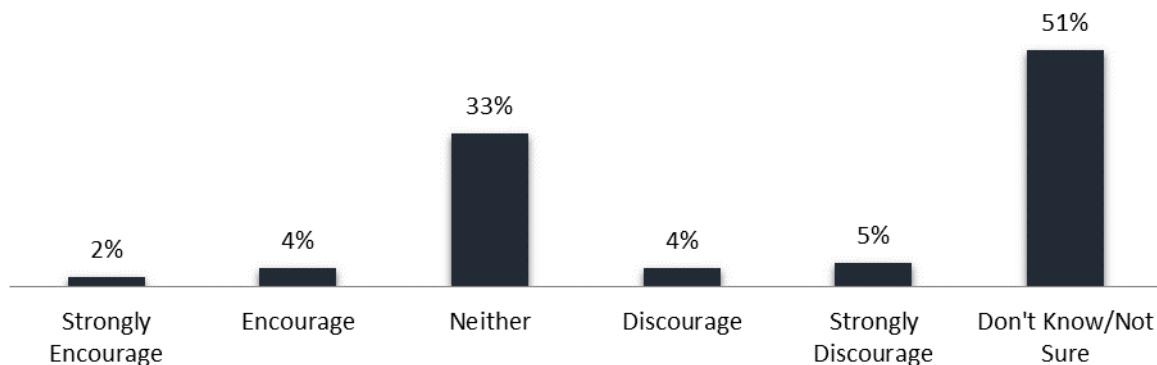


- Parents of kindergarteners and 1st graders were more likely to say that having **no adults to walk or bike with** is an issue that affects their decision to not allow their child to walk or bike to/from school.
- Parents of kindergarteners were more likely to say that **violence or crime** is an issue affecting their decision to not allow their child to walk/bike to/from school.

School Encouragement

Encouragement from School. Parents were asked if their child's school encourages or discourages walking/biking to/from school (Figure 15). Few parents had an opinion about whether the schools took a position about walking/biking to school. Approximately one-half of respondents said that they don't know or are not sure and one-third said the school neither encourages nor discourages walking/biking to/from school.

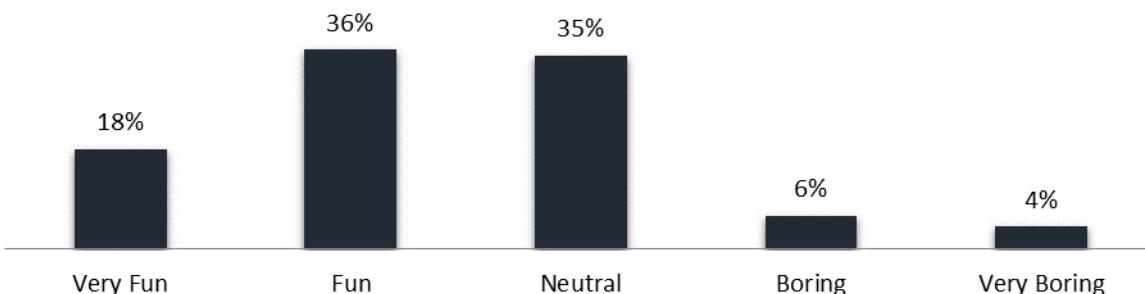
Figure 15: School Encourage or Discourage Walking/Biking To/From School



Fun/Boring and Healthy/Unhealthy

Fun. Parents were asked their opinion on how fun it is (or would be) for their child to walk or bike to/from school (whether or not their child actually walks or bikes to/from school). About one-half of respondents said that it would be fun or very fun (Figure 16). A significant proportion were neutral. Approximately 1 in 10 said it would be boring or very boring.

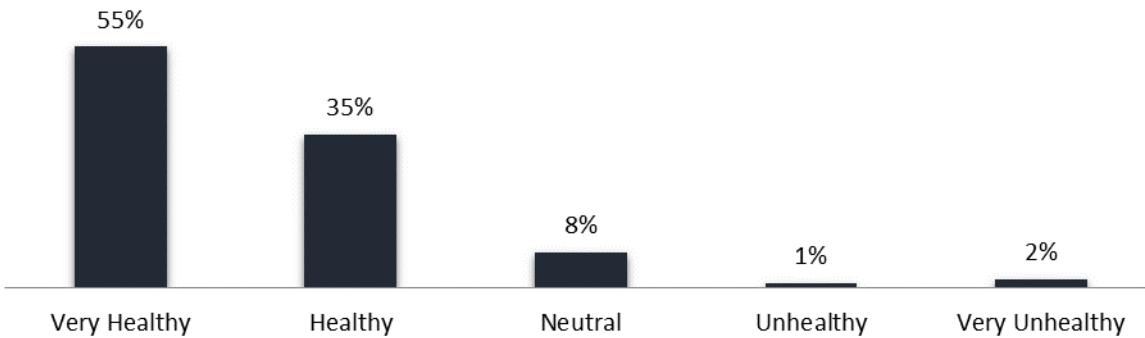
Figure 16: For Your Child, How Much Fun Is (Or Would Be) Walking or Biking To/From School?



- 1st grade and 3rd grade parents were the most likely to say that walking or biking to/from school would be fun or very fun for their child; 6th grade parents were the least likely.

Healthy. Parents were asked their opinion on how healthy it is (or would be) for their child to walk or bike to/from school (whether or not their child actually walks or bikes to/from school). Most respondents (90%) said that it would be healthy or very healthy (Figure 17).

Figure 17: For Your Child, How Healthy Is (Or Would Be) Walking or Biking To/From School?



Additional Comments – Safe Routes to School

Parents/guardians were given an opportunity, in an open-ended question, to add anything else they wanted to about walking or biking to/from school. A total of 327 people responded to the question. Comments were classified in categories based on the overall theme of the comment (Table 4 – next page).

The most frequent comments regarded the need for **walking or biking trails** and **sidewalks**.

"Biggest concern for where we live is the lack of sidewalks/walking or biking paths. They would be walking along side roads with cars going 45 – 55 mph and I will never let that happen unless we get walking paths. If we had walking paths I think it would be easy for my kids to bike to school."

"I think connecting our schools and neighborhoods with safe biking and walking sidewalks is highly desirable for everyone. Not just for the children but for a healthy community as a whole."

One-fourth of all comments addressed the various **barriers** to walking and biking to school, particularly traffic and personal safety concerns.

"Concern is simply safety and weather related. Safety is a concern as he would be walking by himself along a busy roadway. I plan to allow him to ride his bike to and from school this spring, but this is difficult during the winter months."

"I allow my 7th grader to walk to school if he wants and home from school. I have a huge problem with him having to cross a county road to get to school. It is an uncontrolled crosswalk for the kids. They have to be on their guard as even though they should have the right of way when they step off the curb, the drivers will not stop for them. The drivers are too busy on their phones or too caught up in their thoughts to look for the kids. There's no signage to warn drivers of possible pedestrians."

Table 4: Additional Comments – Safe Routes to School		
Topic	Count	%
Walking/Biking Trails/Sidewalks	110	34%
Multiple Barriers	81	25%
Distance or Rural Area	55	17%
Circumstances	15	5%
Benefits	11	3%
Buses	11	3%
Backpacks	8	2%
Improvements/Suggestions	5	2%
Miscellaneous	31	9%
Total	327	100%

See Appendix B, Safe Routes to School Survey, Question 16 for the complete list of comments.

Overall summary of Safe Routes to School survey section:

- *Most children arrive at school/leave for home on either a school bus or family vehicle.*
- *A majority of children have not asked for permission to walk or bike to/from school.*
- *When parents were asked at what grade they would allow their child to walk or bike without an adult to/from school, approximately 3 in 10 respondents said that they would not feel comfortable at any grade. Distance and the speed of traffic were the two issues affecting parents the most regarding this decision.*
- *Few parents had an opinion about whether the schools took a position about walking/biking to school.*
- *About one-half of respondents said that it would be fun or very fun for their child to walk or bike to/from school.*
- *Most respondents (90%) said that walking or biking to and from school would be healthy or very healthy.*
- *When parents were given an opportunity, in an open-ended question, to add anything else they wanted to about walking or biking to/from school, the most frequent comments regarded the need for walking or biking trails and sidewalks.*

Conclusions

The level of importance given to a bicycle and pedestrian system in St. Croix County appears to be fairly high:

- Approximately two-thirds of respondents to the resident survey said that it is important or very important for county and local governments to invest in bicycle and pedestrian systems.
- In addition, most open-ended comments from both surveys focused on the lack of walking and biking trails and sidewalks in the County and problematic locations in the County (traffic, safety) for walkers and bicyclists.
- Motor vehicle traffic and a lack of connected multi-use trails and sidewalks are the two factors that most discourage residents from bicycling and walking in St. Croix County.
- Speed of traffic, sidewalks/pathways, and safety of intersections and crossing were top factors affecting parents in their decision to not allow their child to walk/bike to and from school (2nd, 3rd, and 4th factors respectively from a list of 11 factors). The top factor, “distance” is a less controllable factor.

Exercise/health and recreation are the areas in which respondents believe the County would benefit the most in terms of a bicycle and pedestrian system.

Approximately 4 in 10 respondents describe their level of comfort or confidence with respect to bicycling as “casual” – preferring separate paths, but riding on roads where space is available and traffic is manageable. However, approximately one-third of respondents said they don’t ride a bike and have no plans to start cycling.

Most children of those responding to the Safe Routes to School Survey arrive at school and leave from home either on a school bus or a family vehicle.

Thirty-eight percent of children have asked their parents for permission to walk or bike to/from school. More than 80% parents said they do not know if their child’s school encourages/discourages walking/biking to and from school or that their school is neutral on this topic.

About 3 in 10 parents/guardians say they would not feel comfortable allowing their child to walk or bike to school without an adult at any grade level.

Appendix A – Non-Response Bias Test

Any survey has to be concerned with “non-response bias.” Non-response bias refers to a situation in which people who do not complete a questionnaire have opinions that are systematically different from the opinions of those who complete their surveys. For example, suppose most non-respondents do not walk or bike daily between their home, work, school, or to run an errand (Bicycling and Pedestrian Survey, Question 3a and 3b), whereas most of those who completed their survey walk or bike more frequently. In this case, non-response bias would exist, and the raw results would overstate walking and/or biking on a daily basis.

A standard way to test for non-response bias is to compare the responses of those who responded to the first invitation to take the questionnaire to those who responded to subsequent invitations. Those who respond to subsequent invitations are, in effect, samples of non-respondents (to the first invitation), and we assume that they are representative of that group. In the Bicycling and Pedestrian survey, 473 people responded to the first invitation and 153 responded to subsequent invitations. We found four variables with a statistically significant difference between the mean responses of these two groups of respondents in the Bicycling and Pedestrian survey (Table A1) out of 45 tested. Early responders were more likely to say that exercise and health is one of the most important benefits and uses of a bicycle and pedestrian system in St. Croix County. A slightly higher percentage of early responders said that a lack of information about trails/sidewalks and bicycle facilities, personal safety concerns, and motor vehicle traffic discourages them from walking or bicycling in St. Croix County.

Tables A1 indicate that even when statistical differences exist, the magnitude of this difference is small and did not impact the overall pattern of answers and the interpretation of the results.

The Survey Research Center (SRC) concludes that there is little evidence that non-response bias is a concern for this sample.

Table A1 – Bicycling and Pedestrian Survey - Statistically Significant Differences Between Responses of First Invitation and After Reminder

Variable	Mean First Invitation	Mean After Reminder	Statistical Significance
Q6 Factors that discourage bicycling/walking: lack of information about trails/sidewalks/bicycle facilities	.313	.229	.047
Q6 Factors that discourage bicycling/walking: traffic	.611	.503	.019
Q6 Factors that discourage bicycling/walking: personal safety concerns	.385	.294	.043
Q7 Most important benefits/uses of bicycle and pedestrian system in County: exercise and health	.863	.791	.033

Due to the deployment method used for the Safe Routes to School survey, non-response bias testing could not be conducted.

Appendix B – St. Croix County Transportation Written Comments, 2014-2015

Bicycling and Pedestrian Survey Comments

Q5a: Where do you regularly walk? “Other” comments

- My own property (4x)
- Treadmill (4x)
- Gym (3x)
- State Parks (3x)
- Farm land/On the farm (2x)
- Home/Inside at home (2x)
- In the woods (2x)
- St Paul (2x)
- YMCA (2x)
- Country roads
- County Park - Perch Lake
- Courage Center, Stillwater
- DeSanctis Park
- Minnesota walking paths. Do not feel safe in St. Croix County
- MOA
- My association
- My trails on land I own.
- Parent's farm
- Parks
- Pierce County
- Private
- Private driveway
- Private land
- Private property I own.
- Public land
- St. Croix River Areas
- Tamarack Nature Center Ramsey County
- USFW or DNR land
- UWRF
- Walking path around building
- Willow River State Park (4x)
- Woody
- YMCA State Park

Q5b: Where do you regularly bicycle? “Other” comments

- Courage Center Stillwater
- CR UU and HW 12
- Driveway
- Gateway Trail
- Gax Done
- Gym
- Housing development

- I don't currently but would like to start for exercise purposes
- In other towns
- Indoor location
- Inside at home
- Inside parks
- Inside, YMCA
- Minneapolis bike trails
- Minnesota trails
- MN bike paths. Do not feel safe in St. Croix County
- MN State Trails
- Mountain bike only
- Mountain bike trails in and out of St. Croix County
- Pierce County/bike trails in MN
- Presently just stationary bike
- Private driveway
- Private land
- Red Cedar Trail
- Roads/Pierce County
- Single track trails
- State bike trails
- Stillwater paths
- Trails in other counties. We don't have any.
- US and State Hwys.
- YMCA
- YMCA spin class

Q7: What do you consider the top three most important benefits and uses of bicycle and pedestrian system in St. Croix County? "Other" comments

- None/None. Don't waste the money/No benefits/No benefits to me/No benefits. It is a waste of taxpayer money/No other benefits (9x)
- Accessibility for wheelchairs
- After 2 deaths, making the crossing on Main Street by the library in River Falls is a main concern. Do it now!
- Bicycles are for kids
- Don't
- Enjoyment
- Fun
- Get idiot bikes off the road
- I am disabled so I don't use this
- I have dogs so if I did walk, it would be for them. As a motorist, I find people on bikes to be seriously disrespectful of road rules.
- Keep bicycles off streets
- Maybe they could learn rules of the road
- N/A
- None. It is unsafe and needs to stop! Screw bicycles on main roads.
- Pick up girls
- Really a waste of tax money.
- There are no bike trails near Hudson.

- To get my mail daily.
- To score political points with special interest groups.
- To see nature up close.
- Use as a snow mobile trail in winter.
- Way better uses for this money.

Q9: To improve the bicycle and pedestrian system in St. Croix County, what three locations should have better bikeability or walkability? 729 comments

- Schools (general = areas, roadways, sites, zones)/Around Middle School and High School/High School/ Middle School/Middle school to resident areas/Near any school for students/Residential to school site/Schools <-> Neighborhoods/Schools only children and drunks should bike/To the high school/Walk and bike to school on the Hwy (30x)
- County Road A to Willow River State Park/From Willow River State Park to nearest cities/Highway U by Willow River State Park/Hudson Resident Perhaps Connection corner to willow river state park/Hudson to Willow River park/Hudson to Willow River then New Richmond/Hudson-> Willow River State Park to New Richmond/New Richmond to Willow River State Park/Safe access to Willow River State Park/To and from Willow River State Park from downtown/Willow River State Park/Area between Hudson and Willow River State Park/Between Willow River State Park and Hudson/ Bike Trails to and inside Willow River State Park/Willow River Area to Hammond Bike path now County or side road/Willow River Park to Burkhardt/Willow River Park to Hudson/Willow River State Park area Hudson to New Richmond/ Connect Willow river to downtown Hudson/Connect Willow River State Park to Hudson, WI/More access points throughout County to Willow River Park so there can be more easy access from homes versus having to drive to access points/Safe paths to schools and out to Willow Park/Hudson City to Willow River State Park/More mountain biking opportunities (Willow River State Park Biking Trails) (28x)
- North Hudson/North Hudson along St. Croix River/North Hudson for walkers/bikers to school and recreation/North Hudson near Mtn road/North Hudson to downtown area/North Hudson to Downtown Hudson/North Hudson to Houlton/North Hudson to Hudson/North Hudson/Hudson to W.R. State Park via Trout Brook/Hudson to North Hudson/Hudson to North Hudson along the river/6th St., North Hudson/North of where the sidewalks end on 6th street in North Hudson/N Hudson area/N. Hudson Main Street/Paved trails in North Hudson connecting North towards Houlton/Between North Hudson and Hudson/Hudson along the St. Croix River North Hudson/ To connect river front trails to uptown Hudson and North Hudson/Somer St., North Hudson/The majority of North Hudson local street/roads/Expand trail along St. Croix River in Hudson to connect with North Hudson/Lakefront Park going N to N Hudson/ Connect North Hudson to Houlton/Paths from downtown Hudson to North Hudson (24x)
- Highway 35/Highway 35 between Hudson and Houlton/Highway 35 Hudson Houlton/Highway 35 Hudson to Houlton/Stillwater/Highway 35 Hudson to River Falls/Highway 35 needs wider shoulder/Highway 35 North/Highway 35 North Hudson/Highway 35 north of Somerset/Highway 35. No Hudson to Houlton/ Hwy 35/Hwy 35 from N Hudson Freedom to downtown Hudson/Hwy 35 Hudson - North side/Hwy 35 N from Hudson to County Rd E/Hwy 35 N of N Hudson/Hwy 35 North Hudson as Kids/Hwy 35/County Rd I corridor/35 North of Hudson to Houlton/Houlton to Hudson/Houlton to Hudson-Scenic route needs trails/I 35 (Houlton/Stillwater to Hudson)(23x)
- Through downtown Hudson/from downtown Hudson to businesses on the hill-either side of I94/from downtown Hudson to the high school/Downtown Hudson/Downtown Hudson biking on the sidewalk is difficult when many pedestrians/Target area (Hudson) to Downtown (maybe golf course)/Downtown Hudson to North Hudson and Houlton/Downtown Hudson to the

Hudson commercial area, "on the hill." /Downtown Hudson/ Connect downtown to uptown Hudson, WI/ The hill to riverfront in Hudson/Commercial area on the hill in Hudson (22x)

- Complete Carmichael to I 94 from North/Downtown from Carmichael/Carmichael/Carmichael and County Rd UU/Vine/Carmichael near River Ridge Elementary School/Carmichael Rd between Freeway and River Crest School/Carmichael Rd between UU and Freeway/Carmichael Rd in Hudson from 94 to UU/Carmichael Rd to YMCA/Carmichael road County road A/Carmichael Road from River Crest To business area/Carmichael Road Hudson/Carmichael Road- Hudson/Carmichael Road in Hudson (very busy street but access to MS and HS)/Carmichael safer crossing/Carmichael St north of I 94/Carmichael/Crestview Drive area of Hudson/Carmichael out to River Crest/ Stop sign on Hanley to cross Carmichael no left turn signal around/Specific route from top of hill (Carmichael and Vine) to downtown/Hanson and Carmichael Rd/ Crestview and Carmichael (19x)
- Downtown New Richmond/New Richmond downtown area needs bike racks/ New Richmond, WI between downtown and the hospital area/New Richwood Area Connecting Bike Paths with Parks/ New Richmond neighborhoods along County Rd A connect to town/South side of New Richmond/Connected bike/walking trails in New Richmond/East Side of New Richmond/Bike trail in New Richmond need signs to know where trails go/ In New Richmond more paths to Mary Park/West 8th St. New Richmond (sidewalks)/There are 2 neighborhoods on East side of New Richmond that are part of the County but not connected with any paths. For Run and Pheasant Run/Ramp over dam instead of steps-downtown New Richmond/Existing path should be lit by street lights on 142nd St. in New Richmond/My local neighborhood County Rd G and County Rd A New Richmond/N 4th St. New Richmond/Nature center in New Richmond no sage way to get there/North part of town in New Richmond (19x)
- Highway 12/Highway 12 B/T Baldwin and Woodville/Highway 12- the Downtown/Downtown Area (17x)
- Somerset developments to town and around town/Downtown Somerset/Somerset to town/North end of Somerset needs trails/Connection between Somerset and Stillwater/From Somerset/Hudson to Stillwater, MN/Houlton area to Somerset/Hudson to Somerset/Hwy 64 Between NR and Somerset/I would like to see a bike path from New Richmond to Somerset/I would like to see a bike path from Somerset to Houlton/Somerset to St. Croix Loop Trail/Between Somerset and New Richmond (16x)
- St. Croix River/St. Croix River Bluffs/St. Croix River Front/St. Croix River Loop Hudson Stillwater Afton Prescott/ Across St. Croix River/Along River in Hudson/Along St. Croix by Stillwater/Along St. Croix River/St Croix River Area M State Park to Prescott/Trail following St. Croix River/ The NE St Croix River Crossing/A bicycle/walking path as close as possible to the St. Croix River(16x)
- Hudson to River Falls/Between Hudson and River Falls/Connection between River Falls and Hudson (commute options exercise recreation)/From Hudson to River Falls-dedicated trail system/Hudson connected with River Falls/Bike between River Falls and Hudson/Linking major communities, i.e. Hudson to River Falls (15x)
- Roadway corridors/Roadway corridors for safety and there should be a registration fee for bikes to help pay for the systems/Roadway corridors in alley ways. (12x)
- Corridor from 94 to the stop light where highway 12 turns east. Ever since this section was turned into 2 lanes it's not very bike friendly/Hwy 12/Hwy 12 across St. Croix County/Hwy 12 corridor in Hudson/A better solution for Hwy 12 connecting Hammond/Baldwin/State Hwy 12 Shoulders (11x)
- County Rd A/County Rd A- Between Burkhardt and Hudson/County Road A Hudson to State Park/County A Hudson, WI to New Richmond/ County Rd A and 12 Hwy corridor/County Rd. A from New Richmond to Stillwater/County Roads A and E from New Richmond to Houlton/Co Rd

A Bike walk path ends Before RR tracks should go to Willow Park Co Rd A is very busy for kids on bikes and park has much to often (11x)

- WI and Stillwater, MN/Stillwater (loop trail) to Hudson/We should hook up with Stillwater bike trails/ Connections to Stillwater and Hudson/Stillwater to Hudson/Hudson to Stillwater/Hudson to Stillwater (Hwy 35)/Hudson to Stillwater and MN. trail system/I'm very new to the area so not sure but it would be nice to have bike trail to Hudson and Stillwater/Hudson (St. Croix County) to Minnesota to Stillwater (10x)
- 140th Ave. towards G (from town)/140th St. Crossing Paper Jack Creek NR/140th St. County Rd South to County Rd E/140th St. NR at Paperjack Dr. Hi U/Paperjack Dr. (to connect to current path)/Paperjack Drive in New Richmond/Extend New Richmond Paperjack area trails/New Richmond no bike path to go from hospital to Paperjack park/ New Richmond County Road 140th Street. (Connection at Paperjack Dr. to Richmond way-No path over creek- barrier to Grade School and it is very dangerous (9x)
- Along 35 and 64/County Highway 35/County Line Rd from Hwy 35 to river access. This is a really busy area with traffic and very unsafe to walk/ride because of the hills/Highway 64 and 35/Highway 64 from New Richmond to Stillwater/Houlton/New 35/64 Freeway from New Richmond to Stillwater/New Hwy 64 corridor-Stillwater to New Richmond/WI 35/Business 64 (9x)
- Stillwater Bridge/Stillwater Old Bridge to North Hudson/ Access approaches to the new bridge/Across the new bridge/Access to Stillwater and lift bridge crossing/Connecting to new river bridge - positive economic impact/Connection to the Stillwater Lift Bridge/Hudson to New Stillwater Bridge (9x)
- Downtown River Falls/River Falls/River Falls Downtown and Hwy 35/River Falls North Main Street by the Library Save a life/ Main and Union St intersection River Falls/North Main St River Falls (8x)
- Vine St on County U South/Vine street Hudson WI County UU/Vine Street Hudson/Vine Street to Starbucks (East side of Carmichael)/Vine Street to Culvers (West side of Carmichael)/Tunnels under Vine/Carmichael for crossing/ Wisconsin Vine and Hudson/Hudson WI Vine Street (8x)
- Access Across I-94/Downtown Area-2nd Street toward I94 and bike path across bridge over the St. Croix River/94 crossing in Hudson N to South/Paths downtown closer to I94/I94 corridor area on North and South Frontage Rds. in Hudson. Crossing I94 is unsafe/Interstate 94/Safe way to cross from north side to south side of I-94 (7x)
- Coulee Trail high traffic, no shoulders/Coulee Rd, Hudson/Coulee Road/Coulee Trail/Coulee trail to Carmichael (near River Crest School)/Carmichael and Coulee Rd/Being able to access business from Carmichael off Coulee. (6x)
- County Road E/County Road E (St Joseph to Stillwater)/County road E and A from Baldwin/Hammond to Houlton/County Road E East west Corridor/County Road E/V (6x)
- Parks (6x)
- 65 From Star Prairie to New Richmond/Hwy 65 from I 94 to Star Prairie/Hwy 65 From NR to Roberts needs its own bike/walk path separate from the road/Hwy 65 New Richmond-Star Prairie (5x)
- County Rd I/County Road I in and out of Somerset/County Roads I and E County N/County Rd I Between Baldwin and Hammond (5x)
- County Rd UU/County Road UU from Soccer field to Golf Center/UU to Hwy 12/UU/Vine (5x)
- Hanley Crossing to Wienkamp Park/Hanley Rd-Hudson/Hanley Road between Heggen St. and Namekogan/Hanley Road- Hudson/Hanley Road needs sidewalks. (5x)
- Highway 65/Highway 65 between Roberts and New Richmond/Highway 65 Through Roberts/Highway 65 to Shopko road Paulson road/Highway 65/35 Bridge to River Falls (5x)

- Hudson (5x)
- New Richmond to Stillwater/Connectivity New Richmond to Stillwater (5x)
- Baldwin (4x)
- Between Houlton and Hudson/Hudson to Houlton/Hudson to Houlton and further north (4x)
- Between Somerset and Stillwater (4x)
- County Rd F/Carmichael Rd/County F: Hudson to Kinni/Hwy F between Hudson and Troy Burne (4x)
- County Rd TT, Broadway Street Hammond Wisconsin/ Highway TT Hammond to Roberts/Hwy TT Badlands Road/Hammond Hwy TT to High School (4x)
- County Road F/County Road F south of Hudson/County Road F to Hudson (4x)
- Highway 63/Highway 63 Baldwin, WI (4x)
- Stageline Rd/County Rd W and it connects Stageline Rd (4x)
- Badlands intersection of Hwy 12 to Vine Street/Badlands Road/Badlands Road (no shoulder) (3x)
- County Rd C/Highway C (south of Highway H-SW of Star Prairie)/Highway C/CC to Wall Street (past legion/armory) (3x)
- County Rd E/ County E to State Park/Work on County Road E moving across St. Croix County (3x)
- County Rd H/County Rd H, Cast Hill Ave needs sidewalks/Highway H (from C to Star Prairie-by Fish Farm) (3x)
- County Rd MM: Between County F and River Falls/County Rd MM form Main to Apollo/Hwy MM between RF and Hudson (3x)
- Hammond (3x)
- Hudson to New Richmond (3x)
- No change (3x)
- Rural/Rural areas to bike and walking trails/Rural areas to downtown (3x)
- Stay off the roads (3x)
- Streets (3x)
- To/from parks and schools in Baldwin/To/from parks and schools in New Richmond/To/from parks and schools in Somerset (3x)
- Trails to Hudson, Somerset, New Richmond/New Richmond to Hudson and Somerset/Hudson, Somerset, New Richmond (3x)
- Village of Roberts/Village of Roberts: Sidewalks to school from North Division/Downtown Roberts (3x)
- 11th St.- Hudson/ Along 11th Street in Hudson (Coulee to Wisconsin) (2x)
- 2nd Street Hudson/In Hudson going North on 2nd Street (2x)
- 8th Ave to Hwy 12-walk/ Widen old 12-bike lane (Rose Lane for biking) (2x)
- Along Apple River/Apple River access (2x)
- Along Willow River (2x)
- Baldwin to Hammond/ Sidewalks in villages of Baldwin and Hammond (2x)
- Between Houlton and Stillwater/I would like to see a bike path from Houlton to Stillwater (2x)
- City of Hudson/City of Hudson-not enough bike and walking trails/systems. Wish there were more trails, like in Eau Claire, WI. (2x)
- Connect Hudson to Somerset on Hwy 35 on VV/VV (2x)
- Connecting the school system in St. Croix Central so kids have a safe place to bike/walk/ St. Croix Central High School (2x)
- County Rd 12/County Road 12 to Willow River State Park/County 12/4 (3x)
- County Rd GG East From 140th St. NR/County Rd GG from NR east (2x)
- County Rd N corridor/County Road N especially considering it is a bike trail. No adequate room for bikes/walking (2x)

- County Rd U towards River Falls/County Road U To US 12 (2)
- County roads (2x)
- Glenwood City unimproved areas-country/Glenwood City WI (2x)
- McCutcheon Road/McCutcheon Road West of Hudson town Hall (2x)
- New Richmond schools (2x)
- Paulson road between Main St. and former County U Junction/Paulson Road to Burger King (2x)
- Perch Lake area/Perch Lake from County E (2x)
- River Crest/Connect River Crest Elem to neighborhoods by industrial park (2x)
- River trails (2x)
- Roberts-Hammond-Baldwin/Trail between Baldwin, Hammond, and Roberts (2x)
- Trail between Baldwin and Woodville/Between the villages of Baldwin and Woodville (2x)
- Trail between Hudson and Roberts/Path from Hudson East to Roberts (2x)
- Troy Township (2x)
- Valley View in St. Joseph town- Safety Concern/Valley View Trail (2x)
- Village of Baldwin/To connect all living part in the village at Baldwin (2x)
- 125th Ave.
- 15th Street Hudson for safe walking
- 2 bike trails around the UWRF farm off of Glover Rd.
- 239th Ave between 50th Street and County Rd I.
- 2nd roads in County
- 50th Street between Polk/St. Croix County Rd and Pine Lake.
- 60th St. needs speed limit signs
- Aaron Street in Star Prairie needs sidewalks.
- Abandoned RR Right of Way, Hudson to New Richmond
- Access from "loop trail" to Hudson.
- Across interstate highways.
- Across the County.
- Additional access at White Tail Ridge.
- Additional paved trails all over
- All County roads Hudson to River Falls, Hudson to Somerset, Somerset to New Richmond
- All of Hudson
- All other nature biking and walking trails should be directly paid for by those who specifically use them or maintained by a private not for profit organization.
- All parks
- All roads should extend their width to allow for safe shoulders.
- All the way down 140th to G continuing on G connect NR to Star Prairie past Hatfield park trail NR to Somerset
- Along County or state roads.
- Along Greenway to Stillwater or Hudson
- Along railroads
- Along river front
- Along scenic places i.e. rivers, streams, etc.
- Along undeveloped land.
- Andersen Scout Camp Rd, Houlton, WI
- Another state
- Any old railroad bed not currently used for biking
- Anywhere but countryside
- Anywhere but Hudson

- Area surrounding government building in Hudson.
- Around lakes in the County
- Around state and County parks
- Away to get from Door Prairie Savanna in New Richmond to town without having to ride down busy Hwy 64. Too much traffic going too fast and just plain ole dangerous. Too hard to cross over to use the sidewalk on the bridge at the bottom of the hill.
- Baer Drive/Co. A
- Baldwin has no bike paths to schools.
- Ball fields
- Behr Road-Hudson
- Between communities throughout the state.
- Between Hudson and New Richmond.
- Between Hudson and River Falls and Somerset.
- Between Somerset and Hudson.
- Between Somerset and Osceola
- Between south side of freeway and Somerset schools
- Between towns
- Bicycle system from New Richmond to Hudson
- Bicycle system from New Richmond to Stillwater bike loop
- Bike ability
- Bike land next to rural roads
- Bike lanes connected to MN DOT system
- Bike lanes on sides of roads at least 3 feet wide and marked
- Bike lanes/paths along Hwys with heavy traffic i.e. 65, 12, 64, 63, 128, and 35.
- Bike path between Hudson, North Hudson, River Falls and New Richmond
- Bike route-100th St. in Richmond Township.
- Bike/walk corridor between Woodville, Baldwin, Hammond.
- Bikeability is not a word. Sidewalks, pedestrian paths, and bike paths are all fine, but not at the expense of motorist. I am very active, but still drive far more than I walk or bike.
- Business area of Hudson to Downtown
- Business district retail and commercial paid for by the business owners
- Campus area
- Cemetery Road (River Falls) HS access/bike and foot traffic
- Central St. Croix Co.
- Chipotle
- Clyde Hanson Drive Hammond Wisconsin
- Connect 10th St N in North Hudson to Elementary School
- Connecting St Joseph to Hudson
- Connecting the cities of Stillwater, Hudson, New Richmond and Somerset with off road trail or low volume town roads would be ideal.
- Connecting the large subdivisions for community building
- Connection to St. Croix River crossing bridge to Apple River, to Perch Lake, to Willow River, Hudson to bridge
- Connectivity
- Connectivity of walking, biking paths and areas
- Connectivity Roberts to Baldwin
- Country locations-paved country roads are dangerous.
- County and state parks

- County Areas/Roads/Fields
- County parks
- County parks within 10-20 miles
- County Rd K
- County Rd M
- County Rd N
- County Rd SS
- County Rd V
- County roads bike lanes
- Crossing S Knowles Ave. to Wth St.
- Crosswalk identifiers
- Daily Road
- Dairy Queen and Industrial Park in Baldwin
- Darwin Road
- Davis Street, Hammond, Wisconsin
- Division Street
- Dog track area
- Downtown area-Hudson, Baldwin, New Richmond
- Employment center
- Establish bike routes with maps.
- Feel property tax impact should be very low
- From the town of Hudson to the hospital, banks, and grocery store
- From towns to park areas
- Funds should be prioritized to address more essential needs
- Good trails for recreational biking/walking.
- Hammond to Hudson
- Hammond to Menomonie
- Hammond to New Richmond
- High traffic area (mostly Hudson)
- Houlton area to Baldwin
- Houlton WI to Perch Lake
- Housing developments
- However wish the Hill Ave. of Hudson had included sidewalks when developed
- Hudson citywide system
- Hudson connected with Prescott
- Hudson connected with Washington County, MN
- Hudson Dyke Road
- Hudson golf course
- Hudson neighborhoods in general
- Hudson paths along River
- Hudson to Red Cedar Trails
- Hudson to St. Croix Loop Trail
- Hudson to Woodbury (Hudson Road)
- Hudson Township
- Hudson Township road shoulders
- Hwy T
- I am new to the area as I just moved to New Richmond from Tennessee so I cannot answer the question.

- I currently live on a "bike route" but feel unsafe with traffic. I would have a chance for more family outings if there was a path.
- I don't agree with squeezing lanes or the building of bike lane at taxpayers' expense for less than 1% of the population.
- I live 1.5 miles outside Somerset on Hwy. No paths
- I live in the country. Sorry, I do not have suggestions for locations.
- I would rather have taxpayer dollars spent on fixing, repaving and improving existing roads. Thank you!
- If you want a riding trail, have a fundraiser (Not taxes)
- In city network
- In the hills
- In town/city by stores and convenience stores.
- Incorporate some type of user fees for dedicated trails
- Intersection at S Knowles Ave. and ITC
- Jacobs Ln
- Join any towns with bike trails
- Kinnickinnic Park
- Krattley Road
- Lake
- Lake Mallalieu to paths in Hudson by river
- Larger shoulders on roads
- Laurel between Eleventh River Ridge to Anderson Park
- Library
- Link the larger municipalities
- Local in town trails to get to Town/County Rds.
- Local neighborhood paid for by the residents
- Main St. to hospital, east side of street-walk.
- Main streets
- Make a bike path from Hudson to Twin Cities
- Many bicyclists and bike clubs in the Area River Falls area River Drive, Liberty RD, Quarry Rd. County JJ.
- Marc Street, Park Street, Perrin Ave, Fay Street, Jewel Street all need sidewalks.
- Mayer Rd-Hudson
- More areas in the country in general.
- More bicycle lanes on County and Town Rds.
- More trails for walking and biking
- Most roadways in Hudson
- Near major highway off on ramps
- Need to use taxes to fix roads not bike trails. No government money- WI is short money for roads. Stop the waste!
- Neighborhoods
- New Bridge Circle between MN and WI
- New Richmond to Amery
- New Richmond to Menomonie
- No safe connection to elementary school
- North and East of Hudson Middle School
- Not enough knowledge/experience of location in St. Croix County's bicycle and pedestrian system as a whole to answer adequately.

- Not enough trails
- NR Golf Course
- O'Keefe Road needs sidewalks.
- Old train track paths
- O'Neil Rd
- Out of town streets, avenues
- Outskirts of Hudson City proper
- Over highway and County Rd S
- Park to park
- Parks and recreation areas
- Paths along roads
- Paths in Country
- Paved bike path under Porser lines east west
- Pinewood Lane area of Hudson to Downtown
- Playground
- Pleasant Valley Township to Hammond
- Prosper Park where the old hospital was
- Radio Rd
- Recreation, Scenic Trails, Countywide
- Residential to downtown.
- Residential areas in town
- River Ridge Rd to downtown
- River Road
- Rolling Hills
- Rustic Road C path Oriole side
- Safe connection to town border-roadway paths
- Separate bike/walking paths anywhere in St Croix County
- Shaded roadway
- Shoulder on County roads.
- Sidewalks/roads should be used
- Some of the roads have small shoulders ad it is different to walk/ bike with traffic
- St. Croix Elementary School
- St. Croix Middle School
- St. Paul, MN bike trail
- Star Prairie to New Richmond
- Sterling Ponds
- Street/road improvement-off road.
- The Community (neighborhoods) to River Crest Elementary
- The walking/bike path that is south of town on the old rail road tracks
- There are other roads this could also be true of.
- Tourist area
- Township roads need shoulders so bikes can travel on them easier
- Trail system that connects the new developments in Troy Township.
- Trails (parks) and sidewalks.
- Trails in parks through woods
- Trails to and from County parks and towns i.e. Glenn Hills Park to Hudson, Eau Galle to Hudson, and Glenn Hills to Eau Galle.
- Troy Beach

- Try some road and transportations lighting.
- Village of Hammond
- Village of Woodville
- Walkability
- Walking path ends at Aldi and does not go up to lights and connect to path by Home Depot (path gaps)
- We have our own 1 mile trail on our farm for walking or bicycling
- Well refined connection to County parks
- When roads are maintained, simply add a bike lane
- Widen the roads or make parallel bicycling trails across the County at state highways 35 65 63 12 and County roads E and N
- Winter Street
- Wisconsin Street
- Woodland Meadow development to downtown. We have to bike on County Rd A to get anywhere. Dangerous!
- Woodville

Safe Routes to School Survey Comments

Q4: How many children do you have in elementary school? "Other" comments

- 2 homeschooled elementary aged students
- 3 years
- Pre-K

Q5: How many children do you have in middle school? "Other" comments

- 1 in high school
- 1 in middle school and 1 homeschooled
- 1 middle school student & 1 homeschooled middle school student
- Four
- High school freshman
- High school

Q11: Issues which affect your decision to not allow your child to walk or bike to/from school: "Other" comments

- Amount of books, musical instruments, etc., he must carry
- Backpack too heavy
- Disability
- Don't want my child to bike on Cty TT
- Health - seizures
- It is dark at the time we leave for school in winter
- Lack of police patrol
- Medical issues
- No side walk on Stage Line
- No way to get there except on the road
- Not till Cty Rd TT is less than 15 mph and no train at 55 mph
- Past issue with strange vehicle encounter had to notify police
- Safety - I deliver her I know she's safe
- School ends at 3:10 my children don't get home until 4pm. We live a mile from school.
- School over 10 miles away
- Security of bicycle at school
- The children would need to cross over I94 and traffic is too busy and dangerous. We do not live in town.
- Too far to bike or walk
- Very dangerous road
- We are just too far from Hammond
- We live outside of town

Q16: Please provide additional comments you have regarding your child or children walking or biking to/from school. 327 comments

Walking/Bike Paths/Sidewalks (110 comments)

- 13 years in Hudson and no bike paths added in Hudson Township. Bike paths would definitely affect my decision!
- A bike/walk path system is really needed in all communities as part of a comprehensive commuter system. I lived in Germany for 5 years and I have seen the possibilities of a well-planned pedestrian system.
- A walkway, bike path would be great for both parents and student to River Crest.
- At River Crest, we would need sidewalks/shoulder paths for this to happen. The roads surrounding River Crest are high speed. We would love it, but I'm sure the range of those paths would be pretty extensive/expensive given the rural nature of Troy.
- Biggest concern for where we live is the lack of sidewalks / walking or biking paths. They would be walking along side roads with cars going 45-55mph and I will never let that happen unless we get walking paths. If we had walking paths I think it would be easy for my kids to bike to school.
- City of Hudson does not provide for a good walking or biking environment.
- Even if we did not allow our children to bike to school it would a great improvement if 120th Street would have room and/or a sidewalk for us to use as a family to just exercise/bike/walk and we could use it to get to the library in the summer when we had the time to commit to this. 120th Street has no shoulder and is unsafe for bikers and walkers even though some do use it, people also drive very fast on that road.
- Even though my child lives to far out to bike, I do believe that safe bike trails to and from the HMS and HHS should be developed.
- For biking to work, you need to have dedicated bike paths which don't exist today. There is no side walk or bike path on going south on Carmichael Road to reach River Crest Elementary.
- Good idea as long as paths can be developed to keep them off any main streets. Off streets all together as much as possible. Main intersections should have walkway above or below road.
- Hudson needs more paths!
- I am fine with it as long as there is a bike path or sidewalk all the way to the school. Also want them to be at least 12 years old and less than 2 miles. If 15 years old, then 5 miles or less.
- I believe this alternative should be available to all St Croix county residents. I have a child in high school and he has mentioned it would be nice to have a safe route to bike. Most of the high school kids would probably like to be able to ride safely along a trail or dedicated bike lane. It is very busy and a large district for one high school and a lot of kids would benefit from having that option.
- I do not let my child ride his bike or walk to school because there are no walking paths and its dangerous with traffic
- I don't mind my child biking from home to the Middle school, however we live in the development on the south side of the train tracks by the middle school and I would feel much better about her biking if there were a bike trail along the road from the entrance of the development to the sidewalk on the other side of the tracks.
- I love the idea of a walking path system. In the past I have lived in communities with walking path systems and we did frequently use the paths. I have been in Hudson since 2000, and this has always been something I've wished would Hudson would incorporate into our community. I think it would be a great benefit to our community, not only to help keep children and pedestrians safe, especially during peak traffic, but would also serve as an encouragement to

community members to use the paths, exercising more and thus increasing the overall health and fitness of the community.

- I love to bike with my kids in the Hudson area. Unfortunately, I don't feel comfortable biking to their schools (with them) since there are no bike paths/sidewalks. It is just too dangerous. I think that more bike paths would enhance the Hudson area a great deal
- I sit on a physical activity committee for a non-profit organization called "Healthier Together" who thought this would be a great idea for kids of our school district. We live just north of Somerset with many other kids that would love to walk or bike to school however HWY 35 runs between us. A nice walking path was built from our neighborhood to the HWY but ended at the HWY with no cross walk or safety options for pedestrians or bikers to get across the highway as safe as possible. I am in complete agreement that kids need more encouragement to be active and this is a great idea. Thanks for the survey.
- I support continued development of bike paths for school and broader transportation purposes.
- I think connecting our schools and neighborhoods with safe biking and walking sidewalks is highly desirable for everyone. Not just for the children but for a healthy community as a whole. The city of Woodbury is a great example of large paths that run through the whole city. We have a large freeway that divides our city. Providing a safe path would be so wonderful across the freeway for everyone. I have witnessed near accidents involving children when trying to cross the 94 Carmichael Bridge.
- I think Hwy TT is a very dangerous road for kids to bike and walk to school on and would welcome a trail that would be a much safer route.
- I think it may be possible to for more children to walk to/from school provided they had safe roads to walk on (bike or walking paths). There are many main roads which do not have safe walking/biking routes (i.e. Badlands road in Hudson). I believe that better walking/biking paths would benefit the community as a whole regardless of whether it allows children to walk/ride to school. For instance we live just east of Hwy 12. Our children would bike to the Hudson Soccer fields (about a mile) independently if they had a bike route on Badlands road and assurance of crossing Highway 12 safely. More walking/biking paths would allow for greater physical exercise as well.
- I think we live too far out to expect sidewalks, but it would be nice to have a biking path for others!
- I would feel better about my child walking to school if there was a sidewalk the entire length of the main road that goes to the school.
- I would like my children to be able to bike or walk, but we currently live on the north end of town, in Whispering Pines. On their way to/from school, no sidewalk is available for the first three-tenths of a mile. Traffic is moving 30-40 mph along this stretch.
- I would like to see a bike path installed between 8th and Lemon St in North Hudson between the four houses with the number addresses 524-526. We have a lot of school-age kids on our street. This is the middle of a long block, and Monroe and Michaelson Streets get very busy with cars at pick up and drop off times before and after school and are very busy roads anyway. I live at one of these addresses and would be willing to let the Village of North Hudson buy some of my property in order to have a path here for the kids safety, if they also are willing to keep it cleared of snow. The path would line right up with a current crossing guard station at North Hudson Elementary. I would also like to see more bike paths everywhere, but especially along the river and Lake Mallalieu in North Hudson. And I would love to ride one from north Hudson to Willow River State Park. I'm excited to learn about plans and how the community members can help.

- I would like to see the bike path extend south of County UU/ Vine on Carmichael at least as far as Faith Community Church. They are currently building an extension to the building which will be designated for youth programs. It would be nice if middle schoolers especially could safely walk/bike to the youth center at FCC.
- I would love our children to be able to walk or bike to school. Unfortunately we live out on county roads so there are no safe sidewalks or trails. Would love it!
- I would love to bike to school with my kids. I would want a bike path (separate from the road - not just a wider shoulder). I would not allow them to bike alone due to fear of crime.
- I would love to see a biking/walking path along Hwy UU. Vehicle traffic is so very busy and dangerous along this route that I would never allow my children to bike or walk as it stands right now. Too many distracted drivers and those who carelessly speed. A walking/biking path would be an awesome addition along that route so frequently used to get children to the middle school and high school.
- I would love to see a safe route for the children to bike ride to school.
- I would love to see a walking/biking path from the Middle School to the YMCA. Right now, kids either use a path through the woods or they walk along Vine Street where there is no path, just a shoulder and cars driving right by them. It does not seem safe to me. A designated walking path would be better.
- I would love to see more walking/biking paths in our community.
- I would love to see my daughter be able to ride her bike more especially to extracurricular activities and friends' homes that she does/have except that there is not many safe paths for her to ride her bicycle on. Especially on the busier streets/main streets. We currently live in Hammond.
- I would not allow my child to bike to school on the roadway. Cty Rd E is too busy, with too many corners. There would need to be a dedicated bike path for me to feel comfortable with them biking to school.
- I would not let my children ride their bikes or walk to/from the Hudson Middle School because Vine Street (beyond the YMCA) and Carmichael streets do not have sidewalks and do not have safe bike lanes. I find this amazingly short-sighted.
- I wouldn't let my kindergartener walk herself but I would love paths to be able to walk her to school!
- I'd love if my kids could walk or ride bike to school. But that county road is busy and I don't even like to bike along it. Would like something for the kids and for recreational use for the community as well.
- If there were a safe route for walking/riding, we would certainly utilize it!
- If there were dedicated bike paths from our neighborhood to school I would highly encourage my child to bike to school.
- If we had a sidewalk all the way from the school to our house we would be more likely to let our kids walk to/from school.
- Improved bike routes would be beneficial to not only elementary school kids but the entire community as a whole!
- In order for me to allow my child to bike to school there would need to be a bike path with a curb between the street and the bike path, especially on Vine St and Carmichael.
- Instead of getting a bike path I would like the school to change their rule of not driving down roads that are not a half mile or more long. It is very dangerous to have a 4 and 5 year old standing at a road intersection to get on the bus.
- It is completely unsafe where we live, but would love to see paved separate bike trails. They cannot be bike "lanes" on existing roads.

- It is unbelievable that we have a Middle School and a YMCA close but there has never been a safe route for kids to walk between. There is a path through a field from what I am told or to walk alongside a very busy road. Focus on the areas around school and the needs. I am surprised that you didn't ask this in the survey to even get a better understanding of needs - a simple questions and you might be surprised how many kids need to or would like to walk to the YMCA after school. Will the results of this survey be published?
- It would be great to have paths to Hwy 12 via UU.
- It would be helpful to have additional sidewalks/bike paths around the school and in the surrounding community.
- Love the idea of being able to do it! Love biking and walking all around Hudson, but I feel as though safety is an issue with lack of paths and trails.
- Love the idea of walking/biking trails but River Crest encourages all kids to take the bus so I doubt it would work well with that school.
- Love this program and can't wait to see if it will affect our route to school. Either way, we'll enjoy the additional paths in the community. Hudson is lacking in hiking/biking trails.
- My 10th grade son walks a mile to and from school in winter and bikes in summer. He enjoys it when the weather is favorable. I'm a walk/ bike advocate and Hudson needs much improvement. The area east of Coulee and 11th St. is very pedestrian unfriendly. The sidewalk just ends. Carmichael could use a bike lane or path between Vine and Hadley. That area is dangerous on foot and not much better on bike. There are some nice trails but they could use better connectivity.
- My 6th grader walks home a lot after school. They make it home before the bus most days this way. However, they must walk from the Hudson middle school to near the YMCA. There is no sidewalk on a portion of the road going down Carmichael that is very dangerous for kids to walk. There is a sidewalk that picks up by the YMCA and connects through neighborhoods, etc.
- My boys are in high school now, however during elementary and middle school years they did walk or ride their bikes. I worked from home then. From grades k-4 I walked/rode with them and from grades 4-8 they road together. We live in town, about 1 mile from elementary school and 2 mile from middle school. The only sidewalks are on the same block of the schools, and would need to walk in the roads. Safety is a big issue. They were taught, and learned, to call before they left, how to watch for traffic, and look out for strangers. Hudson would greatly benefit with sidewalks!
- My child enjoys walking/biking to/from her school. I feel that the path to the elementary school/school parking lot is relatively dangerous as there really isn't enough room for children to cross through the parking lot alongside the cars coming and going.
- My child likes to walk to the YMCA from the middle school and the path is not great in the winter and very unsupervised.
- My family would definitely utilize a safe biking route between down town Hudson and Hudson Middle School
- My kids would love to bike to school but currently we don't have sidewalks the full way. If there were sidewalks they would definitely bike on warm days. we would also use the sidewalks on week nights and weekends
- My son went to EP Rock Elementary and could easily ride his bike the 3 blocks to school and he loved it. He and the neighbor kids would ride bikes to school if there was a clear path. But biking on Vine Street out past the YMCA is so unsafe and traffic is horrible, especially before school and after school hours (between the High School and the Middle School). I would be all in favor of something being done for the kids. Once my son is in High School he will once again have to

walk or we pay for the bus. If a clear bike route could be made it would be fantastic! Thanks for asking me to do the survey!

- My son will walk to school with friends who live closer to the school when he stays with them; however, an adult is present and they have a sidewalk with crossing guards. We do not presently have a sidewalk or trail from our house to the school. If we had one, I know my son would love to ride his bike to school and home; however, he will need to be much older before I would allow him to do this because there is not a sidewalk or trail the majority of the way and I don't want him riding on the road.
- Need safer bike/pedestrian pathways around and over the interstate corridor.
- Need more sidewalks and cross walks.
- Need to add bike route from Glen subdivision along with crossing guard/stop light.
- North Hudson needs more sidewalks definitely. That would facilitate a lot more biking and walking to North Hudson elementary
- Not even safe areas for adults to get safe exercise. I travel up to 15-20 miles from home for myself and my family to have safe running and biking paths.
- Once the weather is better, I would consider allowing our Middle School student to bike to school only if he had a bike path for the whole way to school. We live about 1 1/2 miles from the school but half of the way there does not have a bike path, and the roads are heavily traveled and cars drive at high speeds at times.
- Our school is out of town, so there is no sidewalk or bike paths to the school. All kids either ride the bus or parents drop them off. If safe bike path or sidewalk available our kids would bike to school.
- Please build one.
- Providing a bike path, sidewalk or shoulder on County Rd TT would be very beneficial and safe for students and school athletes.
- Right now the school discourages riding bikes because the school is bordered by two very busy roads. If there was a bike path and a safe way to cross the busy roads that would be amazing!
- St Croix County Highway Dept. and local towns and townships need to create a bike path between the two towns Hammond and Roberts and make traffic slower and safe. It has been an ongoing issue and have stop fighting the politics of St Croix County Highway Dept. and who determines speeds on roads. I feel that continued death of neighbors and kids along this route may change their mind but it hasn't. So... good luck if it was a safe route with no major interference the answer to that question is yes to middle school and the high school.
- St. Croix County and Hudson specifically do not have enough dedicated biking trails and tunnels under high traffic areas. We are originally from Eau Claire and there are a lot of bike trails and tunnels under high traffic areas. If your goal is to provide safe pedestrian travel then there has to be a great network of trails and tunnels. My input is do it right the first time or wait until the budget allows.
- State Line really needs a side walk from the hospital down to the three developments. While I would never allow my elementary student to walk to school I would allow my middle school child if mature enough to walk home in a group and she would love that freedom. That however would never be possible without a side walk. Furthermore having a side walk along stage line would allow more people to walk to the stores rather than drive in nice weather. The way it is now is just not safe to walk or bike on that road which means driving to the store is a must. Walking would be much healthier.
- The county doesn't need any more trails.
- The lack of bike/walk paths in our community is one of the only draw backs I can think of living out here. My children frequently ask to ride their bikes, but it terrifies me knowing how fast

people drive on our county roads. Even with proper safety equipment such as a helmet and pads, compared to a machine hurling down the road at 40-60 MPH, the child/adult doesn't stand much of a chance. I would be happy to have paths that our families can enjoy and feel safe on!

- The lack of sidewalks in our neighborhood causes concern for me in regards to letting my child walk/bike to school once she is old enough.
- The main reason my child does not walk to school is safety. There are no sidewalks to walk on and we live very close to the school! This is dangerous, therefore I drive my kids to school every day. My high school child has no sidewalk to walk on either to make it safe. And the traffic moves very fast on that road in the morning! My children walk only when I have no choice.
- The path from our neighborhood to the school is just too dangerous for kids to ride a bike. If our family moved closer to the school or a bike path that could allow kids to completely be removed from the traffic until there arrive on the same side of the highway as the school and not have to navigate frontage roads without separate bike paths, then it might be possible.
- The path to the schools on the one side is wooded and very secluded. It's also a long distance for little kids to walk and especially in the extreme cold or heat. I fear for the kids walking on that path because it's so secluded and easy for someone to take a child
- The paths we have currently have, were an add-on to the road surface and has poor water dissipation, and extreme ice and snow build-up, making it difficult to navigate in winter.
- There are no sidewalks around the EP Rock School Neighborhood so I would not want my child walking on the side of the road to and from school.
- There are no sidewalks for walking to Hudson Middle School from all directions. There are no bike lanes either. Riding bike on the road to the HMS would be dangerous as it is located on a highly traveled road that is cobbled together from previous roads. Traffic lanes are not well marked and are not the safest they could be. Typical crappy infrastructure from the City of Hudson and cheapness from the Hudson School District.
- There are no sidewalks in North Hudson.
- There are not enough walking/biking paths in the city or surrounding townships. Developments go in with narrow roads and most of the time no shoulders. These roads do not have posted speed limits and people drive way too fast and many times don't even slow down for stop signs. It is very dangerous for kids to walk and especially ride bikes. The developments that do have walking/riding paths are much safer and those paths are regularly used.
- There needs to be a walking path or bike trail on Krattley Lane. Currently, there is not even a shoulder on this road and with continued development and people driving way too fast, eventually there will be a tragedy!
- There needs to be sidewalks (bike path type preferred) off the road the whole way with proper lighting.
- There needs to be sidewalks (preferably the bike path kind) the whole way and well lit.
- This is a wonderful idea and I would be wholeheartedly in favor of it. My kids love to ride bike and wish there was more paths and places to ride.
- This is exciting. We would love to see more bike lanes and routes around town. We chose to live downtown so we could walk and bike places.
- Town of Hudson where we reside has very poor sidewalks/paths. It seems to be very low on the priority list for the County and the Township. Biking or walking to school is impossible for my children with the current infrastructure.
- We have been waiting and waiting for more bike paths in Hudson
- We have no sidewalk and the street has heavy and often speeding traffic during to and from school times.

- We have sidewalks in our neighborhood north of Somerset that end at highway 35N. To walk to school our child would have to cross the highway, walk on the shoulder of the highway for approx. 3-4 blocks, cross the highway again, before reaching another sidewalk. This is very unsafe.
- We just moved here from South Dakota and something we noticed early on is the lack of sidewalks. Few neighborhoods have sidewalks and few roads have sidewalks. In our previous city they experimented with wider roads with designated bike/walk paths along the edge (essentially a wider shoulder with stripping). All though this allows for easier and less expensive maintenance it's much less safe. While walking on the path we would see our kids wonder into the road and we would see cars veer into the bike path. We quickly made a family rule that the kids could bike on those paths only with an adult. Because of that experience I would urge any bike/walking paths to be isolated from the road. Whether with a median or a curb. I believe it greatly increases the level of safety.
- We live on a busy road so the idea of biking to school is probably unlikely for our kiddos. However, we are very interested in having more bike trails in our community for our family to use.
- We live south of I-94, so it's currently not safe for my children to bike to school. If there were safe biking paths, I would encourage it.
- We need bike paths to the schools to allow this along with it would be great for family exercise time if we had more bike paths.
- We need to have safe walk/bike paths in our community because of all the dangerous equipment on the roads in the farming community and unsafe practices on the road by drivers.
- We would be extremely interested in a network of safe bike routes including the Hudson Downtown area and the area schools. For our family, we would particularly use a bike route between Downtown and the Middle School. Our 2 Middle Schoolers are involved in multiple after-school activities that cause them to miss the bus in the afternoons. Since both of us (parents) work full time, this makes it difficult to arrange transportation home for them in the afternoon. A safe bike route would enable students in similar situations to have better access to valuable after school activities, as well as providing them a fun, independent, and healthy route home.
- We would love for there to be safe walking paths to the school and would use them daily spring summer and fall
- We would love the option but there are no sidewalks along Highway 35/Churchill road to get to the sidewalks in town.
- We would Love to see improvements made on the biking /walking culture of Hudson! The paths are terrible! There doesn't seem to be any consistent sidewalks or paths that my kids have ever been able to take to school. It has always bothered me that biking hasn't been a great option for my family due to the lack of paths in our area. I feel like it would improve the drop-off and pick-up problems at the schools if there were better biking options!
- We would not let our children walk to school as the route they would have to take is to heavily travel. No sidewalks, no crossing guards.
- We've biked to school. It's only seven miles from our place on Scout Camp Road if there was a trail alongside of HWY 35. Very doable but currently we go around the gold course when we bike which adds many miles. Bike trails and a "Walking School bus" would be great for our schools!
- When both of my children are in school I would encourage biking every day. However, the main roads I travel on are 45 mph or faster, with no bike trail. I have wanted bike trails throughout St.

Croix for as long as I have lived here. To bike to school safely, the county would need to put in actual trails to bike, walk or run on. I would encourage and support this decision.

- Where we live off Stageline Rd does not have any sidewalks until getting to the new round-about in front of the hospital. If sidewalks or bicycle paths were put in on Stageline and along parts of Carmichael Rd that do not have them, there would be safe route for our children to not only walk/bike to school, but to be able to do the same to other locations within a 1-2 mile radius of our home.
- Wish it was safer with sidewalks or walking path
- Would like to see a path on Wisconsin Street for all of the walking high schoolers.
- Would love the kids to be able to ride bikes to school - if there are safe paths for them to do so...Have a couple major intersections to also cross, that cause concerns.
- Would love to see additional walking options built around the River Crest Elementary location. We also need a new high school.

Multiple Barriers (81 comments)

- Although we live only a block and a half from our child's school, we live on a very busy road. There are no sidewalks on our road, and on the adjacent road my daughter would need to walk to get to school. The adjacent road also has a cross road with a yield sign, that is often not observed by drivers. The crosswalk she needs to cross to get to the school property is only monitored by one child crossing guard; there are no adults, and no stop sign to stop school and neighborhood traffic at that crosswalk.
- As of now highway 35 would be the bike route to my son's school. Too much traffic and no safe bike path. I would gladly ride with him in the morning to school and pick up if the earlier mentioned were to change. Safe bike not so much speed of traffic. We are about 3 miles to Houlton elementary which would make a nice round trip.
- Biggest issue is getting drivers to stop at the cross walks so the children are safe in their travels to/from school.
- Biking to school for my daughter would be fun but biking home would be a bit of work because she would travel up the Vine Street hill.
- Carmichael / County Road A is very busy especially during school start and end times. There are some trails near the Middle School but very disconnected and general "end" at busy intersections (Carmichael/Vine) and along dangerous curves (County Rd A north/east). During the middle of the day in summer, I will let my children ride bikes to the school, but never during school. Also, I only let my 6th grader ride when my 9th grader is also present!
- Concern is simply safety and weather related. Safety is a concern as he would be walking by himself along a busy roadway. I plan to allow him to ride his bike to and from school this spring, but this is difficult during the winter months.
- Crossing 1-94 is not very friendly to pedestrians, but the main cut across road to the middle school and high school has heavy traffic, and no pathway after the Hudson golf course on. Not at all a safe road yet it leads to 2 very large schools, oh and also an elementary school.
- Crossing a freeway on a busy street will never happen. The school district decided that the new school which is 1 mile from our house on deserted back roads was FULL after its first year, so my children have to ride to another school further away across the freeway and several busy roads.
- Crossing areas at streets, stop signs and traffic lights in Somerset require more frequent painting of walkway stripes painted lines. They could also be some upright flex posts installed to remind drivers of the cross walks. Another major issue is speed, many drivers ignore the posted speed limits on roadways to schools, in school zones and in the parking lots. How do I know? I do crossing guard schedule and work in the schools. Some more speed signs posted and the fine in

dollars would get drivers attention as well as have Police patrol more frequent during drop off and pick up times.

- Crossing Hwy 63 in Baldwin would be very dangerous.
- Currently my son is a junior in the high school. We live north of North Hudson in the Edgewood development and my son would be required to bike on Hwy 35, which is a very dangerous roadway. It takes him 15 minutes just to drive to school so biking really isn't an option for our family. I wish the survey would have reflected the needs of high schoolers better.
- Drivers near crosswalks are inconsiderate of crossing guards and pedestrians.
- First and foremost there needs to better controlled intersections on Hwy 63. The police also need to enforce speed limits on Cty Road J, Oak St, and Maple St.! High school aged kids don't care and speed up and down these streets before and after school.
- For most of the school year I don't see a problem with middle school/high school children walking to and from school. Except on cold winter days. I so have concern for elementary children regardless of winter weather.
- He has to cross over Carmichael Road bridge and past golf course which isn't safe for a biker
- I allow my 7th grader to walk to school if he wants and home from school. I have a huge problem with him having to cross a county road to get to school. It is an uncontrolled crosswalk for the kids. They have to be on their guard as even though they should have the right of way when they step off the curb, the drivers will not stop for them. The drivers are too busy on their phones or too caught up in their thoughts to look for the kids. There's no signage to warn drivers of possible pedestrians.
- I answered the one question regarding at what age I would allow my child to walk/bike to school with 8th grade. There are overpasses and so many busy roads that until there were a bike/walk path I would answer that question "at no age would I be comfortable having my child bike/walk to school". This is very good exercise for them and it would be wonderful for more children to have this opportunity; I would like it for there to be a path just for recreational walking/biking near our home (off of Stageline frontage road...we walk our dogs on that road and it is very dangerous).
- I believe that the parent pickup/drop off areas of the Somerset schools is very unsafe. There is no flow to the traffic. It backs up and students cross in multiple areas between the middle and high school making it very unsafe.
- I do feel there is an issue of safety crossing Hwy 12(Davis St. that turns into Broadway St). My children currently go to the middle school- so when weather gets nicer they will be walking home from school and will cross Hwy 12 (Broadway St). I have told them to cross far away from the intersection of 12/TT/Broadway. There aren't any visible official crosswalks in our area to cross Hwy 12/Broadway St. Next year one of my children will be going to the high school. She will need to walk down an extra block in some direction to get a safer area to cross Davis/hwy12.
- I don't allow them to walk/ride bikes very often because I worry about their safety.
- I just fear my child not making it back home. I fear they would get picked up or something could happen then you have a missing child which is a parent's worst nightmare. Can't trust anyone. Also the area does not have the sidewalks and safe ways to get to school on a bike.
- I only allow my children to walk to/from school if we don't have a ride available. I would feel far more comfortable allowing them to walk to SCC Middle School if there was a safe route. Broadway Street is very busy with traffic before/after school. As a parent it makes me nervous to see children walking that road.
- I personally don't feel comfortable with this because there are many creeps that have watch our children before and I would hate to lose my child because I had to work full time and because

my children are required to attend school by law. I feel transportation should be provided for our children to keep them safe

- I totally disagree with the 2 mile radius for walkers. In this day and age a child walking alone, on the same route at the same time every day is dangerous. Unfortunately, there are predators in this world that prey on children and as the parent we need to protect them. The weather is another factor. On the days that it is raining, snowing or frigid temps are not safe either. A block or two is one thing. At least then there are normally numerous other students, teachers and parents as well as other school traffic around and it is much quicker to get to and from. But up to 2 miles is just not in the best interest of the child that is the walker.
- I would allow my child to bike to his elementary school in 5th grade as it is just 2 miles. The middle school and High School are too far away and too busy
- I would feel more comfortable if there was more lighting because sometimes when my daughter walks in the morning it is still dark and I worry.
- I would have concerns with where we currently live and my child riding a bike to the middle school. There is a lack of sidewalks along Carmichael in Hudson.
- If my child had to bike or walk to school from our house because they eliminated the bus route I would move my family out of the district. It's probably 1.5 miles from my house and the safety alone scares me along with our cold winters and raining springs
- If you live outside Hammond village or Roberts it is not possible. County roads with speeds of 55 and 45, no sidewalks. School only closes for extreme cold weather -35 or colder.
- I'm not sure there is a safe route to Hudson Middle school from where we live, multiple busy streets in the vicinity. But would be wonderful!
- It would be pretty untenable due to the nature of the roads she would have to traverse (we live in Hudson Township). I would even think twice about commuting to work at HHS by bicycle.
- It would take far too long to ever walk to school from our home. Biking would be a possibility if there were safe routes. Hypothetically, if I had an eighth grader right now I would not allow them to bike to school with the way the route is. If changes were made to make a safe route I would consider it.
- It's not possible for many kids in our neighborhood to walk/bike to school. It is very dangerous because of the busy highway between us and the school. Even though we are considered in town and not far away it is not a good idea to let kids walk. Cars go way too fast and don't slow down for anyone walking the route to school.
- My boys would love to walk, bike, skateboard to school and yes they would get some much needed, no video games, and time outside. The safety level is just not there. The main stop light in town I would never allow my children to cross that in the morning time. Or any other time without one of us with them. There are way, way too many cars, trucks and buses that make that turn at Holiday Gas Station, headed to the school or cutting through to get to HWY 94 to get to work.
- My child goes to River Crest where walking or biking is near impossible. However, even if it was possible, I would not allow it as the roads out to the school are too busy. Until my child is at Middle School, seventh grade, I would be promoting the bus.
- My child has to cross a train track and cross a main Cty road if my child walks or rides a bike. To and from school. So as for it being healthy is neutral due to the possible hazards of traffic and trains. My child dose walk 20 mins a day with the family pet near our home.
- My child will most likely not bike to school in the morning, as it would take too long for him to get there, and there is too much traffic that I would be concerned about as we are more than a mile from the school

- My child would like to bike to school, but the route that she would have to take from "on the hill" in Hudson to the Middle School has too much traffic/is not secure.
- My child would love to walk/ride bike to school. Unfortunately he would have to cross a major highway, and ride on crush rock along cars going 45-55mph. We were promised over 12 years ago that either an under or over pass and walking paths would be created. We live in the sub development on the corner of Hwy 65 and Hwy 12. There's are a lot of young families here that would love the option for our kids to ride their bikes to and from school.
- My children have to cross a very busy street at a very busy time of the day, although there are cross walks there are not crossing guard and I worry about them crossing safely as when even I am there with them traffic rarely stops for them to cross in cross walk.
- My children walk/ride bike to school during the warmer months. My largest concern is lack of sidewalk along County Road T and having to cross a railroad track.
- My children would also walk to school, but I find it too dangerous in the mornings in the winter when it is still dark and the roads are ice covered. If there were sidewalks or a walking path, they would also walk to school. I have had to adjust my work schedule so I can bring them to school since we live too close for bus transportation.
- My children would've biked or walked but sidewalks aren't shoveled, sometimes there aren't sidewalks, and it's dark when leave for school for almost 3 months of the year. A safe, maintained and well-lit path would be great! It might also alleviate the long lines of cars sitting in all directions around the high and middle schools just waiting to drop off usually one child per car.
- My daughter does bike to school when weather allows, but is driven the rest of the year. I would be OK with her walking the rest of the year, but I work outside the home and my husband - who works from home - doesn't feel it's safe to walk. Interestingly, he's worries not about distracted drivers, etc. but about the sex offenders living in our village.
- My kid rides his bike to school in the fall and the spring. Trying to get him to ride it in the winter. This is at the middle school in our town. If our elementary school were in our town, I'd let my third and fourth grader ride and or walk to school. However, it is in the town next to ours, and that would be a long ride/walk.
- My son Max loves to ride his bike to school. We wish there was a crosswalk across Hwy 35/Church Street at Laser Drive so he would have a safer way to cross Church Street.
- My son's school is on the other side of Interstate 94. There are two overpasses and neither would be suitable for a child on a bike, and walking would be almost as hazardous. I have walked both and there is too much traffic for it to be considered suitable or safe for my son.
- My two middle school students have asked multiple times to ride their bikes to school or even in to town. I refuse to let them do this with the amount of traffic on County Road I as well as there is no place for bicycles or even walkers.
- Need safer crossings - speed limits need to be in force - all pedophile's need to be removed from St Croix County.
- Next year our oldest boy will be going to the High School. It would be nice if there was a couple of bus stops for the kids that live in the Village of Hammond to have the option of riding a bus instead of dealing with extreme weather changes and traffic. Not to mention where the High School is vehicles are constantly traveling at speeds greater than 45 MPH (posted is 35MPH) a bus option might help the district when dealing with this problem.
- Not sure that it is feasible for a child to ride a bike or walk on County Rd TT to get to school. The traffic is so fast with kids from the high school driving to and from school. Just too dangerous.
- River Crest Elementary is in a location that has huge scary traffic issues and is in a country setting which makes it difficult to reasonably allow your kids to walk or bike to school.

- Safety. People do not slow down on Main when children are in the crosswalk to the middle school.
- She's too young. Even if we had a bike route she would be on it alone, with too many untrustworthy people today. Right now I deliver her and pick her up. I know she is with responsible adults when she's not with me. I'm good with that. If we used a bike trial I'd ride with her.
- Stageline Rd and Carmichael Rd are too dangerous for my child to walk or ride a bike to school.
- The major reason that would have been in favor of walking/biking would be to avoid the horrible traffic when dropping kids off in the morning. The major reason against it is climate (cold, snow/ice, or rain) - which is when the traffic is worst! So walking/biking wouldn't solve that problem. The problem is really the lack of multiple automobile routes for dropping kids off, and the insufficient number of buses, causing bus routes to be too lengthy and therefore children to lose critical sleep trying to get up early enough to catch the bus. Also there should be busing provided for all children not just those living very far from school. I feel so sad watching kids struggling to walk to school in below-0 temperatures. But they actually move faster than our car which is stuck in traffic trying to get to the school. Face it - we live in Wisconsin. Walking and biking are only good choices in the fall and spring. Sure some people are into extreme sports and tough it out, but no one should be forced into that. In winter kids need sheltered transport. Also, for elementary school children you are just asking for child abductions or injuries making them walk more than a couple of blocks to school. Just this week I drove past a boy texting as he walked down the bike lane of a potentially busy, but not very visible, street on his way to one of our Hudson elementary schools. He would sway out into the auto lane now and then, completely oblivious to any oncoming traffic. He was utterly alone and anyone could have stopped and offered (or coerced) him into a ride without any concerned adults the wiser. This is just not a good idea.
- The sidewalks are not well cleared in the winter time for walking.
- The Somerset schools have a few barriers between them and most of the town that make walking/biking on an easy route more difficult. There are train tracks that block one side and a development / highway that block the other. We only live about .5 miles from the schools as the crow flies, but the route my son would have to walk/bike would be about a mile.
- The traffic on our street would be my only concern. People appear to be driving faster than 25.
- There is a big difference between living in town with sidewalks and living on a 45 mile per hour road with no shoulder. I would love to say my child has the option to bike the 6 miles to school if he wanted but the possibility of future pathways along every rural road is zero.
- There is bullying going on once school supervision is not visible. Our child normally walks, but we have had to make alternate arrangements to keep our child safe and happy.
- There is no safe way to walk or bike to school.
- There is not a safe route for my child to walk or bike to school as she would have to cross busy intersections.
- There is nothing that could be done, in my opinion, to make this a viable option for my children. North Hudson is a plethora of sex offenders. One mistake on my part is all it would take to ruin their lives forever. Nothing is full proof and I am amazed at the number of small children I see walking alone daily to school. It's just not worth the gamble.
- This would be great, but the weather may be a big factor preventing kids from walking/biking for the majority of the school year.
- Traffic on Ridgeway St. in Hammond is rarely, if ever patrolled. High School students and adults continually drive way over the speed limit and don't obey stop signs. Police have been made aware, but they still don't patrol it.

- Until recently, I walked my child to and from school. I would have predicted walking him across the north Carmichael and burl oak crossing for years to come. I am glad a crossing guard was recently added there. Often only one car would stop out of two cars, and they travel at higher speeds coming from the 35 mile an hour speed zone. While we don't walk every day because I am now employed, we still walk on the days I am off. I hope they continue to have a crossing guard there for the safety of the kids who walk from the northern end of burl oak. Thank you!
- Walking or biking to school for either of my kids is not practical as it would require that they travel over I-94 on some of the busiest roads in Hudson. Even if the roads were not an issue, walking the required distances in winter is out of the question while riding a bicycle on potential ice would not be advisable.
- We are apprehensive about our walking to school due to safety concerns for the route we would have to walk.
- We cross a very busy street, right now we have a crossing guard on duty before and after school. If we didn't have the crossing guard, I would never let my kiddo walk. That street is just too busy and dangerous.
- We don't even like him walking to and from the bus because he has to walk on the road with cars driving by him and the roads are slippery in the winter when it has snowed or after we got freezing rain.
- We have our 1st and 3rd grader walk to and from school in the warm months. However, the winter months are way too cold to let them walk. We are not provided transportation and when our high school children were in middle school it was a mile walk. It just gets too cold in the winter but it is healthy during fall and spring to walk to and from school.
- We have to cross Hwy 35 to get to school, otherwise I would be more likely to let my kids bike to school at an earlier age.
- We live close enough to walk, but just far enough that on really cold days or snowy days we drive. One street we walk on has quite a bit of traffic on it at the time kids are walking to and from school. It would be good to have sidewalks there.
- We live four houses from school. The school requires kids walk with an adult until second grade and I don't think they can bike unless they are in 5th grade. I think it is reasonable for kids within a mile of a school to walk and two miles to bike. I would hope our community is safe enough that a school-age child could do this independently. However, given the restrictions this must not be so.
- We live just off a busy Hwy road, so biking/walking is dangerous.
- We live on 6th St. North in North Hudson. We are too close for a bus, but there are no sidewalks or crosswalks accessible from our home. Our 8 year old would need to cross HWY 35 twice by himself just to have a safe walking path. The school's solution when I inquired as he entered kindergarten was to have him cut across yards. Even then, he would have to get into the street to get around landscaping two times before coming to a side street. I run an in-home daycare and drove him for the first 2 years every day. We were able to work with backyard neighbors and put gates in fences so he could cut through to a back street and avoid HWY 35 altogether. He loves walking this year, but it would not have been feasible any younger than 2nd grade. Since there are no sidewalks at all on his route to school, I would really like to see the walking/biking lanes get repainted. They are almost not visible or completely worn off in most areas.
- With most Americans texting and driving, I will not allow my kid to walk or bike from/ to school if they share the road with cars. Even if separated path with a line on the street, even if this is only partial of the way. If there is a full sidewalk from home to school, I will allow my child to walk or bike.

- Worried about the safety - cars, strangers and older students influences
- Would like to see more police patrol around in the mornings. We live close enough to allow riding bike but won't because of lack of sidewalks in our area. Sidewalks don't really start until closer to downtown.
- Would love for a better crosswalk across St Croix Street for safe travel to Trinity Academy.

Distance or Rural Area (55 comments)

- Distance to school is the largest factor in not allowing child to walk/bike to and from school. If we still lived in town, would allow child to do this activity.
- Due to distance, this is not an option from Roberts to Hammond. I would like to see sidewalks in the village of Roberts so they are not walking on a busy road in the dark to get to the bus stop.
- I agree walking or biking to school is a healthy activity, however I am not comfortable with the distance from our home to school.
- If we lived closer to school, I would allow my child to walk/bike to/from school.
- If we lived closer to the school we would encourage walking/riding bike at a younger age....but would probably do as a family to and from....not sure I would feel comfortable allowing my child to go alone
- It is just too far, too much traffic, cannot change winter. If there was a "bike to school" day that might be different. Daily, I just cannot see it, even if there was a bike path the entire way.
- It would be great, but we are four miles from the middle school. The bus ride is a little over an hour
- It's too far to bike or walk from where we live and the roads are very busy!!
- My children live too far away from school to bike in, but there are almost no walking paths (off the street) anywhere in St. Croix County. Plus most of the bike routes are on narrow roads with gravel shoulders. Can't ride a bike on gravel. Co. Road I is a bike route with 1 foot of tar to the right of the white line. You cannot have a bike and two cars all pass at the same time. I've had to stop my car, because I would have hit the biker or had to go head on into the oncoming car. Not safe. Any biker who rides on Co. Rd. I rides as close to the white line as possible and their shoulder, leg and pedal hang out into the lane. I have to cross the center line to pass. Again, not safe.
- My children live too far out to take advantage of the bike/walk system. It is a wonderful idea to add additional safe paths for the kids closer to the schools. I love the idea. You should consider putting in a path from Woodville to Baldwin.
- Not interested live too far away!
- Our distance is six miles, so walking will likely never be appropriate.
- Probably too far to bike from school now. However, if we were closer, it would be great if paths were available. I don't trust drivers on the road. People are too aggressive at driving these days....even in Hudson!
- Right now the main concern would be the distance and time it would take to ride bike to school. I think it would be great to encourage, but there are too many variables to allow him to ride each day. It's not like living in Hudson and riding bike a few blocks to the school.
- The distance from home to school is a factor in answering many of these questions. I would be comfortable with a younger child walking to school if we lived closer. Also, my children have never requested to walk or bike to school because we live too far out of town and there are no safe roads to traverse by bicycle into town.
- This is a tough survey to fill out as we currently live far enough away and cross a couple of major roads that it would seem too dangerous and take too long to walk or bike to school. With that

said with the right development of sidewalks and road crossings the safety would improve but the time to get there probably wouldn't.

- This is an odd thing for this county, since most people outside of the towns live on small country roads, away from schools. All my 3 kids are a good 15 minute drive to school - and this is not city driving. Probably 8-10 miles. This sounds like a great waste of tax payer money! If you want more kids to ride the buses in the Hudson school district, start the HS and MS later! Our bus comes at 6:20 AM for a 7:30 start. My kids get taken to school or drive.
- This survey would not apply to over 90% of the kids in the Somerset District, as this is a rural district where biking or walking aren't feasible.
- Too far away from school. 7 miles
- Too far to walk and since we are south of 94 biking is not an option to ep rock either due to the many busy roads to cross and lack of bike paths.
- Walking to and from school is not an option for us, as we live too far from the elementary school and middle school. We would however very much enjoy walking and biking paths after school or on the weekends.
- We go to Houlton Elementary and live 6 miles down the road. So for us biking would never be an option. But if I lived closer to an elementary school I would let my kids bike to school.
- We have 5 kids, 4 in school, and live about 4 miles from the elm school and 9 from the middle school. It wouldn't make much sense for the kids to walk or bike to school in a reasonable time not to mention they would be traveling alongside country roads with speed limits are 55 mph.
- We live 10 miles from school, my son has biked to and from summer school and friends' houses that distance away and loves it. Though I would like to see the old railroad beds/snowmobile trails around the Willow River State Park area turned into bike trails as the roads are VERY busy in this area and I don't feel it's very safe for any bicyclists, though MANY people do this in and around the State Park area.
- We live 10 miles out of town, my children cannot walk or bike to school.
- We live 4+ miles from our child's elementary school with very busy traveled county highways to and from. Just clearly unsafe. From our location, they would clearly be exhausted before the school day even started. The bus route travel time to school is 50 minutes for our student and is 10 minutes after school bus ride. Kind of wonder how long it would take an elementary student dilly dallying on a bike.
- We live 5-7 miles from school and they would have to cross a county highway with cars going 50 + miles per hour. It is so dark out in winter in morning it isn't safe to bike or walk to school. I do not like the amount of time it takes my child to get home on bus which is school is out 3:35pm and girls get home around 4:20pm
- We live 6 or 7 miles away from our elementary school- there is no feasible way my children could ever walk or bike to school
- We live about 8 miles from the elementary school and 9 miles from the middle school. Biking is not a viable option.
- We live about five miles from school. regardless of side walk, additional people along the way nor the lack of hi-ways to cross it would not be reasonable to walk to school to school in a reasonable amount of time.
- We live far enough away that walking especially to and from school would not be efficient. My children would never have enough time to walk to school, walking home might be considered if there were safer options for them (bike/walking paths). The rout to school is too busy to be safe as it is and it lacks in proper bike/walking paths. The school district strongly discourages biking and walking for students who live too far from the school. Students who live close enough can ride to most schools in the district.

- We live in a rural area. It would not benefit my children to ride their bikes to school on County highways to get to school. It would be very dangerous and the number of miles to get to school would be too exhausting for my children. It is also too dangerous for my children to cross county highway intersections by walking or biking in order to get to school. My children take the bus. I don't understand the reason for this survey when a majority of the children in our school district must take the bus because of the distance of schools in our region & the number of people who live in rural areas.
- We live in the country and so I would not allow my children to bike to and from school in the elementary level; however, if we lived in town, I would allow them to bike to school with a friend in 4th grade. Also, we live at least 5+ miles from the school my child attends and along busy roads that are quite narrow, so I answered as though we lived close enough for them to bike along decent roads or bike trails.
- we live in the country and the kids would have to cross a main Hwy (12) and a railroad track to get to school - too dangerous
- We live in the country, so it more than likely would not work for our kids.
- We live in the country, so my child cannot ride his bike or walk to school. When we lived in town he rode his bike all the time.
- We live in the county therefore our children ride the bus and will continue to always ride the bus as we live more than 8 miles from the school.
- We live north of Hudson - not possible for her to walk or bike to the high school. My survey results should probably not be counted.
- We live outside of town, walking/biking is not a reality.
- We live over 25 miles from school
- We live over 5 miles from school. Most of this distance involves roads with busy traffic that travels at 55 + miles per hour. Also, there is a main road, without a traffic light or crosswalk, which would need to be crossed. (I have a hard time getting a chance to cross spot this in a vehicle due to fast moving cross traffic! I feel this route would be too dangerous for a child to bike or walk.
- We live too far away this would not be an option.
- We live too far for walking/biking but my middle schoolers do walk to bagel shop/cherry berry after school with friends. Any intentional safe walking routes are appreciated
- We live too far from school that my daughter would be able to walk/bike. Would be nice if we lived closer!
- We live too far from school to allow the kids to walk or bike.
- We live too far from school to walk (7+miles), but the walk to the bus stop is one-tenth of a mile. Even this distance is unsafe for us based on the lack of lighting, no sidewalks, and traffic during the time walking to the bus. Instead of the children walking, we drive each morning to the bus stop.
- We live too far from the school for our kids to walk/bike.
- We live too far from the school for this ever to be an option for us.
- We live too far out for this to be a consideration for our family, but I think it would be great for families that live closer/in town.
- We live too far out in the country to have my child walk or bike.
- We live very far away from school. I would never allow my child no matter how old to walk or bike over ten miles to school. They would have to take the highway at some point which would not be acceptable.
- We reside in the country and there is no safe way for my child to bike to school. He/She would have to travel the very small bike path on Cty Rd. A, which is not a good option.

- Weather and distance. I know it doesn't seem that far, but from the middle school to our house is quite a distance. I think they need to bus kids again, from Somerset Meadows. There are days that it's very cold, some when it rains, it makes walking difficult and uncomfortable. / Also, with all the kids walking and the way the middle school pick-up/drop off area is a mess ~there are far more vehicles with parents than there is room. An easier system needs to be made to accommodate the traffic at these times.
- We're too far out of town (4 miles north of the village) to be able to have our children walk to/from school. However - I would like to comment that the bus routes should be reviewed as my kids are sometimes on the bus 45 mins one way.
- Would definitely let them if we lived closer. Would probably make them want to stay after school for more activities if they knew they didn't have to wait for a ride home.

Circumstances (15 comments)

- All 3 of my children have special needs that impact their social abilities and their impulsive self-control so whether or not I allow my child to ride their bike to school or walk to school depends solely on factors pertaining to their ability to minimize their challenges on a daily basis. Some days they are aware of their surroundings and are self-organized and other times I can't even get them to get on the special needs bus without meltdowns. So it depends. I normally try to walk to school with them if possibly because there has been quite a lot of bullying on the path that leads from our house to the elementary school. There are quite a few people that use that path so the chances of getting bullied are significant for my kids. Those are the two main facts/concerns I have about allowing my children to walk to school or home.
- For young children (less than 4th grade) I would not be comfortable with them walking or biking without a buddy or walking group. In addition, we do drive them when the wind chill is very cold. I feel that the school encourages walking/biking by providing crossing guards before and after school.
- Have two other kids in high school, so our elementary child has to be responsible to lock up the house, know phone call rules etc.
- He walks to a home daycare with a group of other children
- I allow my kids to walk/bike to the middle school if they are with someone else (another student, sibling, etc.)
- I am 100% supportive of the district encouraging kids to bike/walk to school. I am in support of this because of the exercises it provides the kids and the reduction in congestion at the schools from parents dropping kids off and the reduction in carbon emissions for our planet. I said the MS discourages bike/walk only because of the craziness of the traffic making it unsafe. Thank goodness for the crossing guard but it is still not safe due the extreme amount of traffic. I would allow my child to walk/bike solo prior to 5th grade if we lived closer. Also, we attended Willow River School elementary and kids had to hike/bike up Fillmore hill. If we were closer and did not have the hill, I would have allowed them to go in 4th grade.
- I think the restrictions on kids being allowed to bike is too low... there is no reason why a 1st grader cannot bike to school with his older brother.... it then makes it unfair that the older brother can't bike because the younger is not allowed to.
- I'm just waiting for them to be responsible enough to walk to and from school.
- In addition to having a child in elem and middle school, I have also had concerns with my HS student that was not able to drive and our only option was to bike to the school. Times of athletic practices, camps and drivers ED are during the day during the summer which makes it difficult for working parents to get kids to these activities. I had concerns with safety of riding

bike to HS - 2 miles due to lack of bike paths\nnarrow roads\nand traffic on county road T. Also, had concerns with safety biking by herself.

- In our district, the MS and HS are in a different town therefore these questions don't pertain to our family. But if we lived close to school, my children would rather walk or bike than take a bus
- Our daughter really likes to ride her bike to school and does so when she is not in an after school activity. Our bus ride / wait time at night getting home is approx. 45 minutes so we pick up if it's necessary time wise. We wish there were more areas within the village where the kids walk to school - it seems as if there are too many bus stops.
- We allowed our boys to ride their bikes to school, but we dropped them off on the other side of County Rd A since we live in the township. We designed a route with the boys to stay off the main roads. One year they rode through the farmer's field and close to railroad tracks, kept them off the roads... If there were a path all the way on Carmichael out to County Rd A or up Daily Rd to McCutcheon, any paths would be great throughout the township. Thank You.
- We live on a County Road with speed limit of 55 mph. Would need to have path and distance away from road.
- We live out of district so my children ride with me each morning.
- We live where my children could walk or ride bike on a path behind the YMCA. However, because they would be passing a wooded area where they cannot be seen by passing traffic, they are only allowed to do so when they are part of a group.

Benefits (11 comments)

- Added time to be outside getting some exercise and away from technology. May also provide a psychological break from the "clicks" and bullying on the bus as well.
- All for it. I did when I was a kid and there are lots of benefits. you meet more people and have time to think before school starts
- I don't think I would let my child walk/bike to school, but it would be awesome to walk to his school and walk back together!
- I don't think it has ever been encouraged at school. It makes the most sense for general environmental and healthy sustainability practices. Thanks and good luck!
- I love the idea of my children being able to safely walk and ride to school.
- My kids have always enjoyed walking and biking to school and preferred it.
- Our kids walked for 15 years to Willow River Elementary. We live just 3 blocks from there. Love it, which is why we moved to Hudson! That is why we expect a good return on our investment when we sell this 3rd street house. It makes Hudson special that we have schools that are walkable. It really does.
- The reason the kids want to bike to school is because it would be faster to get there and they would get to the school with enough time to hang up jackets, go to their locker and get settled before class starts.
- Walking or biking to/from school is very good for my child. I walked or biked with my child when weather is good. My child never walk/bike to/from school without an adult. Even I think the community seems safe, any crime could happen any moment and I don't want to take a risk letting my child to walk or bike alone.
- Walking would be faster than taking the bus. Bus pick up is way too early, daily around 6:00 so we drive him to school every day
- Walking/biking to school has been a great memory for both our children - they have always felt safe and we as parents have valued it tremendously.

Buses (11 comments)

- Buses are needed. The kids don't need the exercise they need to be protected from potential abduction. Don't ask for more money from the tax payers for a bike path!!!! We don't have any more to give you.
- Buses should be available for all students despite distances from school. Families deserve to know their kids are getting to and from school safely.
- Child lives in Roberts - School in Hammond - About 10 miles away. Would always need bus transportation.
- Children who live in town only blocks from school are required by the district to be bussed to school because there are no sidewalks. Busses are extremely overcrowded. Many children have to sit three or four to a seat. This is a ridiculous request and can easily be solved if children who live in town were required to walk or ride their bikes to school.
- My children ride the bus as we are greater than 5 miles from the elementary school and 10 miles from the middle school. I know the buses are very full and the bus even picks up children that live 3-4 city blocks from the school as they could walk. This is very troubling as my children have to walk 3-4 city blocks out the road to even meet the bus. The bus route is very tight scheduled and they will not even drive into our development to pick up the 5 children that live here.
- River Crest Elementary busses all students due to safety concerns.
- There is no reason as a taxpayer in the Somerset School District that we do not have busing options available to us when in fact the bus's go right through our neighborhood. There are pathways, yes. There are crossing guards, yes...however, due to weather and safety I very rarely allow my daughter to walk to and from school and it's never alone. I do not agree with my daughter having to walk that far to the Middle School campus which is the school located the farthest from our home of the 3 school campus's every day. This is not acceptable given the bus activity through and right around our neighborhood. We are so uncomfortable with this we're considering moving. Signed, Very Dissatisfied.
- We do not have an option on walking or riding bus we have no bus pick up in town. I feel it is unsafe on days that it is really cold. My daughter called me at work crying one day because her ankles were frozen, it had snowed a lot and the sidewalks were not plowed.
- We do not have any other options for him to get to school because of lack of busing and we work away from the home. We do not prefer this manner but it is the only choice we have. It would be nice if other options are available.
- We do not have the option to have him ride the bus, as (according to the school/transportation office) we live too close to the middle school. I've measured it several different ways, and the shortest route to the school is 1.5 miles. The safest route is 2 miles. There are no pathways for him, nor are there any crossing guards.
- When the weather is extremely cold, it's a hazard to not have an option to ride the bus. My child would prefer to ride the bus in the winter months or when it is raining.

Backpacks (8 comments)

- As my child's Middle School back pack can be quite heavy and also having to take an instrument to school every 2nd day the bus would still mostly be used. But in spring and fall there have been times when my child has walked home. I definitely am for more biking paths around the county for kids and adults. At present there are not long enough continuous stretches of bike paths so you need to ride alongside cars at times which isn't always the safest.
- I am concerned about walking or riding to school by themselves to and from school. She carries a very heavy backpack each day.

- If there were safe routes from our home to Hudson Middle School, I think my son would be interested in biking - though I'm not sure, as it would be quite a haul from North Hudson. That said, I'm not sure it would be feasible, as his backpack is monstrous and rather heavy!
- It's just not a good option for us - it's over 1 mile to school and she just has too much to take back and forth. Her backpack is too heavy and would not be good for her to have to carry it that far. Plus during a good part of the year she would be leaving for school in the dark to get there in time - definitely not a safe thing to do with all the traffic on the roads at that time of day. I would only consider letting her walk if she was much closer.
- My child is in middle school and we live a little over one mile from school. I would be fine with her walking except: The route to the path that leads to the school includes her having to walk on the road, part of which is 55 miles an hour. It is very dark in the morning for much of the year. Too dark for anyone to walk on the roads. Her backpack is much too heavy to walk any distance.
- My son asks to bike to school often but we he would have to cross over i-94 and bike along Carmichael which is so busy. My elementary children would possibly ride if their backpacks were not so heavy.
- The only problem I see with my child biking to school is his heavy backpack. I think it might be a strain on his back peddling with that heave of a backpack. Other than that we would love to see lots of bike trails all over St Croix County!!
- While my son is now a senior in high school, I've had two children go through the system at Hudson (k - 12) so I wanted to respond. We live too close for a bus but too far away for them to easily walk to the middle and high schools. Also, when it is very cold or raining, etc., it would not be safe for them to walk. Both of my kids have always had a lot of books and supplies to carry in their backpacks, and having to carry all of that -- along with their musical instruments for band and/or orchestra -- made it virtually impossible for them to walk to school anyway. One of my kids actually has had back problems from carrying such a heavy load in her backpack every day.

Improvements/Suggestions (5 comments)

- A painted line on the side of the road where there is no sidewalk for a walking path would be great
- I think there needs to be cross guards/supervision on the route to our neighborhood
- It would be nice if they had a meeting place and could ride/walk in groups.
- The only way I would be comfortable allowing my son to walk to River Crest is if there was a guide to assist him across the main road and well enforced stops at the crossings.
- The school would need to consider the installation of bike racks.

Miscellaneous (31 comments)

- Bicycling does not seem feasible for most of the year. Walking is probably safer because it is easier to find affordable appropriate winter clothing for walking than biking.
- Both of my children are high-school age and didn't see a question that asked for # of kids above middle school age.
- For a River Crest student
- Great idea!
- Have very much appreciated Johnny at Vine and 4th being there each day to ensure my girls make it across that intersection since the stop sign was removed. Thank you!
- I appreciate that all the schools have crossing guards at the dangerous intersections. This makes me feel much better about children walking to school.

- I think it would be awesome to have this but premature being that the high school needs to be replaced. Other schools yes but doesn't make sense to for the high school, but then again it doesn't make sense the high school hasn't been replaced yet! More concerns about that at this time! And it will cost more every year it's voted no to get this replaced
- I think it's unsafe and would bring unwanted crime. It would distract the drivers on the road who should be watching the road and not the walkers! As far as the elementary goes I feel they discourage walking because it is next to rail road tracks so young kids on that half of the village are bussed.
- I think the ton of money we pay in property taxes it should be an option if the kids ride the bus or walk. Over half of the kids walking are very little and shouldn't be walking. And the bullying that goes on is terrible! No child should have to walk if they feel threatened. And that's exactly what's happening the kids have no choice because they're so many miles from school
- I would love my kids to have the opportunity to walk/bike to school
- If the weather is nice, she bikes to school
- It's about time!
- It's time something is finally done in Hudson for the bike routes. It is so limited and nothing has been done to improve it.
- Keeping schools closely located within the area with the most population density would seem the most important to provide the most good for the most people to have the basic proximity that makes walking or biking make sense as a mode of travel. Convenience of walking or biking sells itself. No trail, however nice, will make anyone want to walk a couple miles in the winter.
- My answers a bit skewed since we don't live in the district, we're open enrolled. So my child wouldn't walk or bike from home.
- My child attends Willow and we live on 4th street. There is always a good supply of safety patrol at crossings. Teachers are also on patrol in the afternoon.
- My child bikes and I would rather pay for bus service due to safety and weather reasons.
- My daughter is presently in high school. When she was in elementary school at River Crest she was discouraged from administrators to walk due to safety concerns. This is understandable but curious regarding the pride at that particular building in being environmentally friendly. The only way to arrive safely at that building is to use gas, unless one has an electric vehicle.
- My now 9 year old second grader, has not found much fun in biking. I keep trying to get her to bike more. By going on family bike trips. We participate in the local fun walk/run 5k in the spring. Her statements to me have been that as long as she is second grade and lower, she cannot ride the bike to school. So I think that plays a lot of power in what her perspective is. (I don't know if that was a kindergarten rule, or a first grade rule. Perhaps it's a school policy.) We live only 3 blocks from the school.
- Nothing to add.
- Please do not start requiring students to walk / bike to school. It is a good option if the situation is right, but please don't make it any harder to drop off my child.
- The more that walk bike any given route the safer it is, as more eyes equals less trouble.
- The school's responsibility is to educate my children not dictate how my children get to and from school.
- The Somerset School District has created a public congestion for traffic going in and out of the three schools. They do not provide enough parking for the Middle School to pick up your children because a child was almost hit during pick up time. Not providing parking and asking cars to wait to go through a very small pick-up area has congested traffic so badly. There are kids running all over the place to cars because parents cannot get to their children. It takes a half hour to get to pick up my middle school child and I live less than a mile away. Traffic from

other schools cannot get out efficiently due to the fact that middle school parents have nowhere to park for pick up. It is ridiculous we are not provided buses if we live in town. And then on top of that we are not provided parking spots to pick up our children. Shame on XXX for implementing a procedure that creates more chaos. The Elementary School is just as bad, parents deserve to have buses or have adequate parking. You are not going to let your child walk to school if they are 5 yrs. old and you live too close to have a bus. I do not make my children walk in the cold weather, but it takes a half hour to pick them up? Speak to the community, get answers and solutions. It is obvious the superintendent has very poor skills for implementing procedures for the safety of our children. Create more congestion and not provide parking, what a great answer XXX.

- This is a waste of grant money. Most rural students would not benefit from this.
- This is not an option for us do to where we live
- This survey has many faults. The results will not be accurate. Good luck.
- This will surely increase the revenues for the bagel shop.
- We were told that only upper elementary students were allowed to ride bikes to school. Perhaps they are ok with adults biking younger children to school (to help make safety decisions at street crossings), but that's not how it was presented.
- What a joke. There is plenty of walking trails in and around the county- especially around the schools. Sidewalks on every street in town, absolutely no need for more! What an extreme waste of our tax dollars. If it is healthy activity you are after, how about requiring gym class 5 days a week. Typical - trying to solve a problem that doesn't exist!
- You would have to be an idiot that had a death wish if you walked/biked to school from our house. This survey is pointless. Do you seriously not have better things to spend time and money towards? Ah, these type of things make me want to close my eyes forever!

Appendix C – Quantitative Summary of Responses by Question

St. Croix County Bicycling and Pedestrian Survey

626 Responses

1. How important is bikeability and/or walkability in your choice of where to live or work?

Not at all Important	Not Important	No Opinion	Important	Very Important
18%	16%	8%	36%	22%

2. How would you describe your level of comfort or confidence with respect to bicycling?

32% a. I don't ride a bicycle and have no plans to start cycling

15% b. Less confident: only feel safe on separated trails/paths with few traffic crossings

39% c. Casual: prefer separated paths, but will ride on some roads where space is available and traffic is manageable

14% d. Experienced: confident and comfortable riding with traffic on the road in most traffic situations

3. How often do you walk or bicycle between home and work, school, or to run an errand?

a. Walk:		b. Bicycle:	
13%	Daily	2%	Daily
18%	Weekly	10%	Weekly
13%	Monthly	15%	Monthly
56%	Never	72%	Never

4. How often do you walk or bicycle for social, recreation, or exercise purposes?

a. Walk:		b. Bicycle:	
31%	Daily	6%	Daily
38%	Weekly	23%	Weekly
15%	Monthly	25%	Monthly
16%	Never	46%	Never

5. Where do you regularly walk or bicycle? (mark • all that apply)

a. Walk:		b. Bicycle:	
42%	On sidewalks in St Croix County	11%	On sidewalks in St Croix County
64%	On local roads/streets in St Croix County	49%	On local roads/streets in St Croix County
35%	On off-street multi-use trails or paths in St Croix County	18%	On County highways in St Croix County
13%	Indoor location (mall, schools, etc.) in St Croix County	19%	On off-street multi-use trails or paths in St Croix County
15%	Outside of St. Croix County	11%	Outside of St. Croix County in St Croix County
8%	Other, specify See Appendix B	5%	Other, specify See Appendix B
14%	None	41%	None

6. What factors do you think **DISCOURAGE bicycling or walking in St. Croix County? (Mark up to • FIVE)**

53%	Lack of connected multi-use trails/sidewalks, and bicycle facilities	25%	Unsafe street crossings
20%	Deficient or unmaintained trails/sidewalks, and bicycle facilities	62%	Motor vehicle traffic
31%	Lack of information about trails/sidewalks, and bicycle facilities	26%	Lack of personal interest
39%	Too far to bike/walk to destination	38%	Personal safety concerns
7%	Lack of workplace amenities (showers, bike racks, etc.)		
39%	Aggressive motorist behavior		

7. What do you consider the TOP THREE most important benefits and uses of a bicycle and pedestrian system in St. Croix County? (mark • THREE)

11%	Commuting options/opportunities	16%	Connectivity between neighborhoods
72%	Recreation	14%	Reduce environmental impact
90%	Exercise and health	8%	Economic impact/tourism
4%	Community-building and events	43%	Quality of life
12%	Connectivity to local and regional destinations	4%	Other, specify See Appendix B
14%	Connectivity to schools		

8. How important is it for county and local governments to invest in bicycle and pedestrian systems?

Not at all Important	Not Important	No Opinion	Important	Very Important
13%	11%	12%	40%	24%

9. To improve the bicycle and pedestrian system in St. Croix County, what three locations should have better bikeability or walkability? (For example, a location may be roadway corridor, school site, downtown area, employment center, or specific street/road where improvements could greatly enhance connectivity between important locations.) **See Appendix B**

Location #1 _____
Location #2 _____
Location #3 _____

10. Where do you live in St. Croix County?

City	Village	Town (unincorporated area)	Not a resident of St. Croix County
31%	22%	47%	0%

11. What is your gender?

Male	Female
60%	40%

12. What is your age?

18-24 yrs.	25-34 yrs.	35-44 yrs.	45-54 yrs.	55-64 yrs.	65+ yrs.
2%	9%	16%	21%	24%	29%

Appendix C – Quantitative Summary of Responses by Question

Safe Routes to School Survey - 2015 743 Responses

Q1 Are you a resident of St. Croix County? *Data was not collected for 4 non-residents who activated the survey.*

100 % Yes
0 % No

Q2 What is the grade of the child for whom you are filling out this survey?

8% Kindergarten
8% First Grade
10% Second Grade
10% Third Grade
10% Fourth Grade
13% Fifth Grade
13% Sixth Grade
14% Seventh Grade
15% Eighth Grade

Q3 Is this child male or female?

54% Male
46% Female

Q4 How many children do you have in elementary school?

34% None
43 % 1
18 % 2
3 % 3
1% Other, specify **See Appendix B**

Q5 How many children do you have in middle school?

43% None
46 % 1
9 % 2
1 % 3
1% Other, specify **See Appendix B**

Q6 How far does the child live from school?

6% Less than 0.25 miles
8% 0.25 miles to 0.49 miles
12% 0.5 miles to 0.99 miles
17% 1 mile to 1.99 miles
55% 2 miles or more
2% Do not know

Q7 On most days, how does this child arrive at school and leave for home after school?

	Walk	Bike	School bus	Family vehicle (with only children from your family)	Carpool (riding with children from other families)	Other (skateboard, scooter, inline skates, taxi, etc.)
Arrive at school	8%	2%	48%	39%	3%	0%
Leave for home	12%	2%	57%	27%	2%	0%

Q8 How long does it normally take the child to get to school and from school?

	Less than 5 minutes	5 to 10 minutes	11 to 20 minutes	More than 20 minutes	Don't know/ Not sure
Travel time to school	19%	26%	23%	30%	1%
Travel time from school	14%	23%	26%	36%	2%

Q9 Has your child asked you for permission to walk or bike to/from school?

38% Yes
62% No

Q10 At what grade would you allow your child to walk or bike without an adult to/from school?

29% *I would not feel comfortable at any grade*
1% Kindergarten
2% First grade
4% Second grade
8% Third grade
10% Fourth grade
16% Fifth grade
14% Sixth grade
6% Seventh grade
11% Eighth grade

Answered only if *I would not feel comfortable at any grade* was selected at Q10.

Q11 In the first column, please mark which issues affect your decision to not allow your child to walk or bike to/from school? (Mark all that apply). In the second column, please mark if you would probably let your child walk or bike to/from school if this problem were changed.

	Issue	Change
	Issues which affect your decision to not allow your child to walk/bike to/from school	If changed, would allow child to walk/bike to/from school
Distance	82%	37%
Convenience of driving	13%	3%
Time	41%	11%
Child's participation in before/after school activities	22%	5%
Speed of traffic along route	72%	31%
No adults to walk or bike with	41%	16%
Sidewalks or pathways	58%	36%
Safety of intersections and crossings	58%	32%
No crossing guards	24%	9%
Violence or crime	26%	6%
Weather or climate	53%	16%
Other, specify See Appendix B	8%	7%

Q12 How much does your child's school encourage or discourage walking/biking to/from school?

- 2% Strongly encourage
- 4% Encourage
- 33% Neither
- 4% Discourage
- 5x% Strongly discourage
- 51% Don't know/Not sure

Please answer the next two questions based on your opinion about your child walking or biking to school whether or not your child actually walks or bikes to/from school.

Q13 How much fun is (or would be) walking or biking to/from school for your child?

18%	Very fun
36%	Fun
35%	Neutral
6%	Boring
4%	Very boring

Q14 How healthy is (or would be) walking or biking to/from school for your child?

55%	Very healthy
35%	Healthy
8%	Neutral
1%	Unhealthy
2%	Very unhealthy

Q15 Do all of the adults in your household work full-time outside the home?

65%	Yes
35%	No

Q16 Please provide any additional comments you have regarding your child or children walking or biking to/from school. **See Appendix B**

Q17 What is your ZIP code?

2%	54002
0%	54005
0%	54007
0%	54013
12%	54015
61%	54016
2%	54017
0%	54022
8%	54023
12%	54025
0%	54026
0%	54027
1%	54028
2%	54082
0%	54734
0%	54749
0%	54767
0%	Other