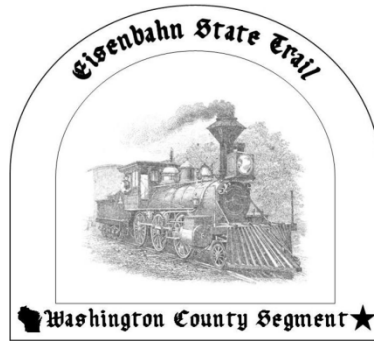


Responses to
Eisenbahn State Trail User Survey
(Phases 1 & 2)
Washington County Segment



Final Survey Report



Washington County Planning & Parks Department
Planning Division

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August 2010



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Section 1: Summary

The survey was conducted to identify ways to improve the Eisenbahn State Trail and to help shape the future of public trails in Washington County. Information gathered from the survey will be useful as the Planning and Parks Department updates the Park and Open Space Plan for Washington County. Many goals, objectives, policies, and programs identified in Washington County's Multi-Jurisdictional Comprehensive Plan: 2035 which promote an increase of recreational opportunities and alternative transportation options in the County can also benefit from the information respondents have provided.



Phase 1 of the survey was conducted from July 28, 2008 to October 15, 2008 at various times of the day (between the hours of 7 a.m. and 8 p.m.) on weekdays and weekends to gather input from summer and fall trail users. As of October 15, 2008, 582 Phase 1 surveys were completed. All Phase 1 surveys were distributed using an in-person survey method. Most surveys, 544 (94%), were submitted in person and 38 (6%) were submitted by mail.

During Phase 2 of the survey, conducted from October 16, 2008 through March 31, 2009, winter and spring trail users could obtain a survey from 1 of 4 survey boxes located along the trail and mail completed forms to the Department. As of March 31, 2009, 150 surveys were completed.

The following is a summary of trail survey results:

Demographics (Introduction and Question 1)

A slight majority (53.8%) of respondents were male, 41.5% were female, and 4.6% did not provide a response. The vast majority of survey respondents, 88.8%, reported Washington County as their place of residence while 8.9% claimed to reside outside of Washington County. Though respondents varied in age, most were between 36 and 55 years of age (52.3%). The next most frequently reported age groups were 56-65 years of age (16.8%), 26 to 35 years of age (10.8%) and 66 and over (10.1%).

Primary Activities (Question 2)

Question 2 gave respondents the opportunity to identify their primary activities on the trail using a list of activities within the survey. Biking was described as the most popular activity by 75.1% of respondents overall. Biking was also the activity observed most often along the trail during the user count (76.0%). Walking, with or without a pet (41.1% combined), and jogging/running (16.5%) were also identified as the more popular activities of trail users. Winter users, however, placed snowmobiling above any other activity (69.3% of Phase 2 respondents). Snowmobiling is

currently allowed on unpaved portions of the trail north of Lighthouse Lane when conditions permit.

Trail Use (Questions 3-6)

The majority of trail users (69.9% of respondents) indicated they used the trail at least once a week. The greatest proportion of these respondents reported using the trail 3 to 5 times a week (30.7%). About as many respondents reported using the trail one to two times a week (17.2%) as did those who reported using the trail daily (15.4 %).

Overall, the majority of respondents, 68.8%, use the trail on both weekends and weekdays, while 18.7% use the trail on weekends only and 11.1% on weekdays only.

Phase 1 respondents described their trail usage as fairly consistent throughout the day. On the other hand, Phase 2 respondents indicated tendencies to use the trail more often in the midday or afternoon and evening. The trail user count survey indicated that trail activity steadily increased throughout the morning between the hours of 7 a.m. and 11 a.m. The level of use then decreased until 2 p.m. Trail use then increased, peaking at 6:00 p.m., and declined throughout the evening.

Overall, the majority of people using the trail (79.6% of all respondents) do so for thirty minutes to two hours at a time. Summer users are likely to spend a greater amount of time on the trail. Of Phase 1 respondents, 44.2% reported using the trail for one to two hours at a time compared to 36.4% who do so for thirty minutes to an hour. Meanwhile, winter users' visits are usually shorter in duration as 46.0% of Phase 2 respondents reported using the trail for 30 minutes to an hour versus 29.3% who do so between one and two hours at a time.

Influence of Purchasing (Questions 8 & 9)

For respondents whose purchasing was influenced by the trail, the items that were purchased varied from Phase 1 to Phase 2. Bike and bike supplies (62.5% combined) were items most frequently purchased by Phase 1 respondents. Only 3.3% of Phase 1 respondents were influenced to purchase winter recreational supplies. Of the Phase 2 respondents, 49.3% purchased winter recreational supplies and 32.0% purchased clothing. Bike and bike supplies combined were purchased by 24.0% of Phase 2 respondents.

Of the 417 respondents who selected at least one item that was purchased because of the trail, 415 (99.5%) respondents identified a price range to reflect how much money they spent on those items in the past year. Of the 415 respondents, 153 (36.9%) reported spending more than \$250 on trail related items. Phase 2 respondents typically spent larger amounts of money on trail related items.

Trail Safety Improvements (Questions 10-12 & 20)

Safety is always the number one concern when recreational facilities and opportunities are introduced in Washington County. Survey respondents proved to be very satisfied with the overall maintenance, cleanliness, and safety of the trail. The trail is periodically patrolled by the

City of West Bend Police Department. If police security would be increased in the future, the survey has shown that the busiest segments of the trail are around Highway 33, Decorah Road, and Paradise Drive between the hours of 10 and 11 a.m. and 5 and 7 p.m. This information may be useful when determining when and where to concentrate extra security.

A very common concern expressed through the survey was the high level of danger when crossing major roads. Three major intersections in the City of West Bend were repeatedly identified: Highway 33/Washington Street, Decorah Road, and Paradise Drive. Trail users complained that it was very difficult to cross at these locations during certain times of the day. Survey respondents suggested installing signs in the middle of these roads warning drivers to yield as pedestrians may be crossing. Another frequently suggested way to improve safety at these locations was to install push button stop and go lights so trail users can temporarily stop traffic to cross safely.

Trail User Preferences (Question 15)

Respondents were asked to rate six images depicting different trail designs on a scale of 0 (very poor) to 10 (very good) according to what they would like to see in a trail system. Phase 1 respondents typically preferred a paved trail while Phase 2 respondents typically preferred a gravel trail. These preferences may be associated with the type of activities that trail users partake in during different seasons. Phase 1 respondents reported bicycling as their primary activity on the trail. These respondents expressed a preference of paved paths for bicycling. Phase 2 respondents, who most often reported snowmobiling as their primary activity, have a preference for an unpaved trail because snowmobiling is not allowed on paved portions of the Eisenbahn State Trail.

Additional Amenities (Questions 19 & 20)

Although Question 12 of the survey identified that 90.3% of survey respondents believe the cleanliness of the trail is either good or excellent, Question 19 of the survey identified that 42.3% of respondents would like to see more trash cans on the trail. The amount of pet waste on the trail was also commonly expressed as a concern in Question 20. Many trail users suggested putting more trash cans on the trail along with bags for pet waste disposal.

Question 19 also identified that 51.0% of survey respondents would like more restrooms along the trail and additional sources of drinking water (51.2%). Converting the abandoned train depot in the City of West Bend into a small café or rest station were commonly submitted suggestions. Since the conclusion of the survey, the train depot has been acquired by the Ozaukee Washington Land Trust which converted the building into an office that also serves as a trail head with public restrooms and drinking water.

Recreational Trail Expansion in Washington County (Question 22)

Survey respondents made it very clear that they value the Eisenbahn State Trail. Question 22 of the survey gave trail users the opportunity to delineate where they would like additional county trails. The most commonly expressed idea was to extend the Eisenbahn State Trail south to the

Village of Jackson. Many survey respondents would even like to see southern trail expansion to the Town of Germantown, Highway 167 and to Waukesha County. Some trail users would also like to see recreational trails along Highways 33 and 60 permitting more recreational travel to the east and west in Washington County. The desire to pave the trail to the north was nearly as strong as that to extend the trail to the south.

Phase 1 Trail User Count Survey Results

Results of the trail user count survey are comparable with the information provided by survey respondents. People between 20 and 60 years of age accounted for the large majority of trail users (69.0%). Biking accounted for three quarters of the activity on the trail including all of those observed (76.0%) as well as all of those surveyed (75.1%). Other trail activities most often observed were walking with or without a pet.

Observations during the trail user count survey were consistent with the results of the Phase 1 written survey in regard to the amount of activity occurring on certain portions of the trail. The majority of trail activity occurred on paved portions of the trail within the City of West Bend with the most activity observed at Highway 33/Washington Street.

Section 2: About the Eisenbahn State Trail and User Survey

On July 28, 2008, the Washington County Planning and Parks Department began an eight month two-phase survey of trail users on the Washington County segment of the Eisenbahn State Trail. Phase 1 of the survey was administered throughout August and September and concluded on October 15, 2008. Phase 2 of the survey was administered from October 16, 2008 to March 31, 2009. This final survey report details responses provided by trail users during various seasons throughout the year.

The survey was conducted to identify ways to improve the Eisenbahn State Trail and to assess public opinion regarding future public trails throughout the County. This information will be utilized by the Planning and Parks Department as part of the update to the Park and Open Space Plan for Washington County.

The Eisenbahn State Trail extends from the Village of Eden in Fond du Lac County to Rusco Drive on the south side of the City of West Bend. The rail corridor was abandoned by Fox Valley & Western Ltd. in 1999 and is owned by the State of Wisconsin under a federal program which "banks" or preserves the corridor for potential future rail use, but currently allows the corridor to be developed for recreational uses. The trail was opened to recreational use in April 2006 and is currently in its third year of operation.

The trail grade is level and is an easy ride for bikers of all levels of experience. The trail passes through farmland, industrial and residential areas, and near scenic waterways affording a variety of experiences. Approximately five miles of trail within the City of West Bend have been paved with the remainder of the Washington County segment surfaced with limestone screenings.



Bicycling, hiking, dog walking on a leash and other non-motorized uses are allowed in summer. The section of trail north of Lighthouse Lane is open to snowmobiles during the winter when conditions permit. The section south of Lighthouse Lane is open in winter for cross-country skiing, hiking and snowshoeing as long as conditions permit. Trail rules are posted. There is no admission charge for use of the trail.

Section 3: Methodology and Characteristics of Survey Respondents

Phase 1

Phase 1 of the survey was conducted from July 28, 2008 to October 15, 2008 at various times of the day (between the hours of 7 a.m. and 8 p.m.) on weekdays and weekends to gather input from summer and fall trail users. It should be noted that, as the survey was being conducted later into the fall, there were several days when the distribution of surveys stopped at about 7:00 p.m. due to earlier sunsets. See Section 6 for details on when the survey was conducted.

The survey was conducted at six major access points along the trail. A cooling station was located near the trail at the following intersecting roads: State Highway 28 in the Village of Kewaskum, County Highway H in the Town of Kewaskum, Lighthouse Lane in the Town of Barton, and State Highway 33, Decorah Road and Paradise Drive in the City of West Bend, as displayed on Map 1 on page 7. All surveys were distributed using an in-person survey method. Respondents did have an option of mailing completed forms to the Planning and Parks Department.



While stopping at the cooling station to fill out the survey, trail users were able to help themselves to some water, view maps of the entire trail and fill out an entry card for a chance to win a free round of golf at the Washington County Golf Course.

Phase 1 of the survey was generally conducted during fair weather conditions, with the intent of capturing data during times of high trail use.

Phase 2

During Phase 2 of the survey, conducted from October 16, 2008 through March 31, 2009, winter and spring trail users could obtain a survey from 1 of 4 survey boxes located along the trail and mail completed forms to the Department. Three survey boxes were located at the following intersecting roads: Highway 28 (Main Street) in the Village of Kewaskum, Sandy Ridge Road (southern intersection) in the Town of Barton, and Highway 33 (Washington Street) in the City of West Bend and a fourth survey box was located on a bridge less than a quarter-mile north of Paradise Drive in the City of West Bend as displayed on Map 2 on page 8.

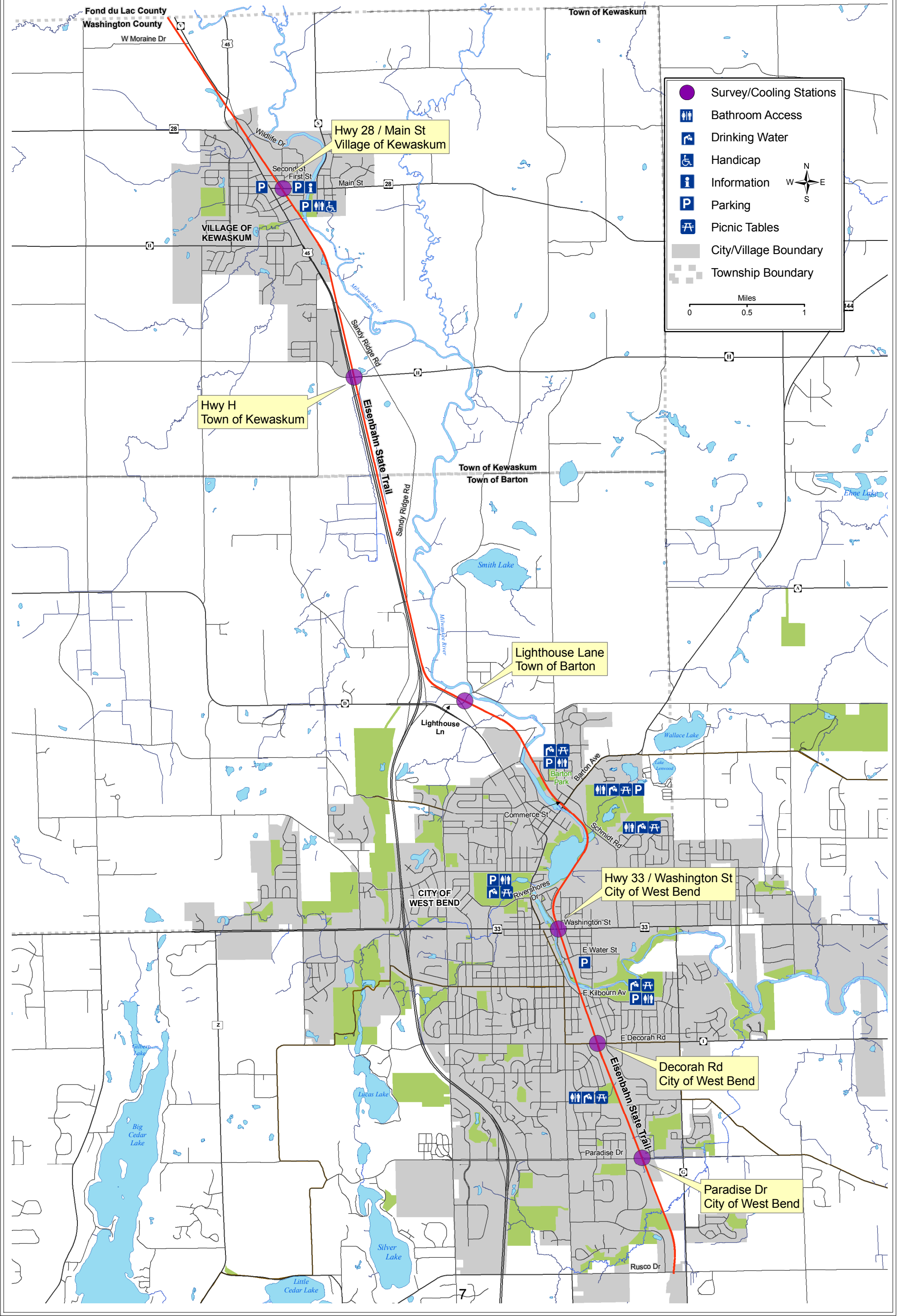


All trail users were encouraged to complete one survey per phase. The same survey form was distributed during both phases for easy data comparison.

MAP 1

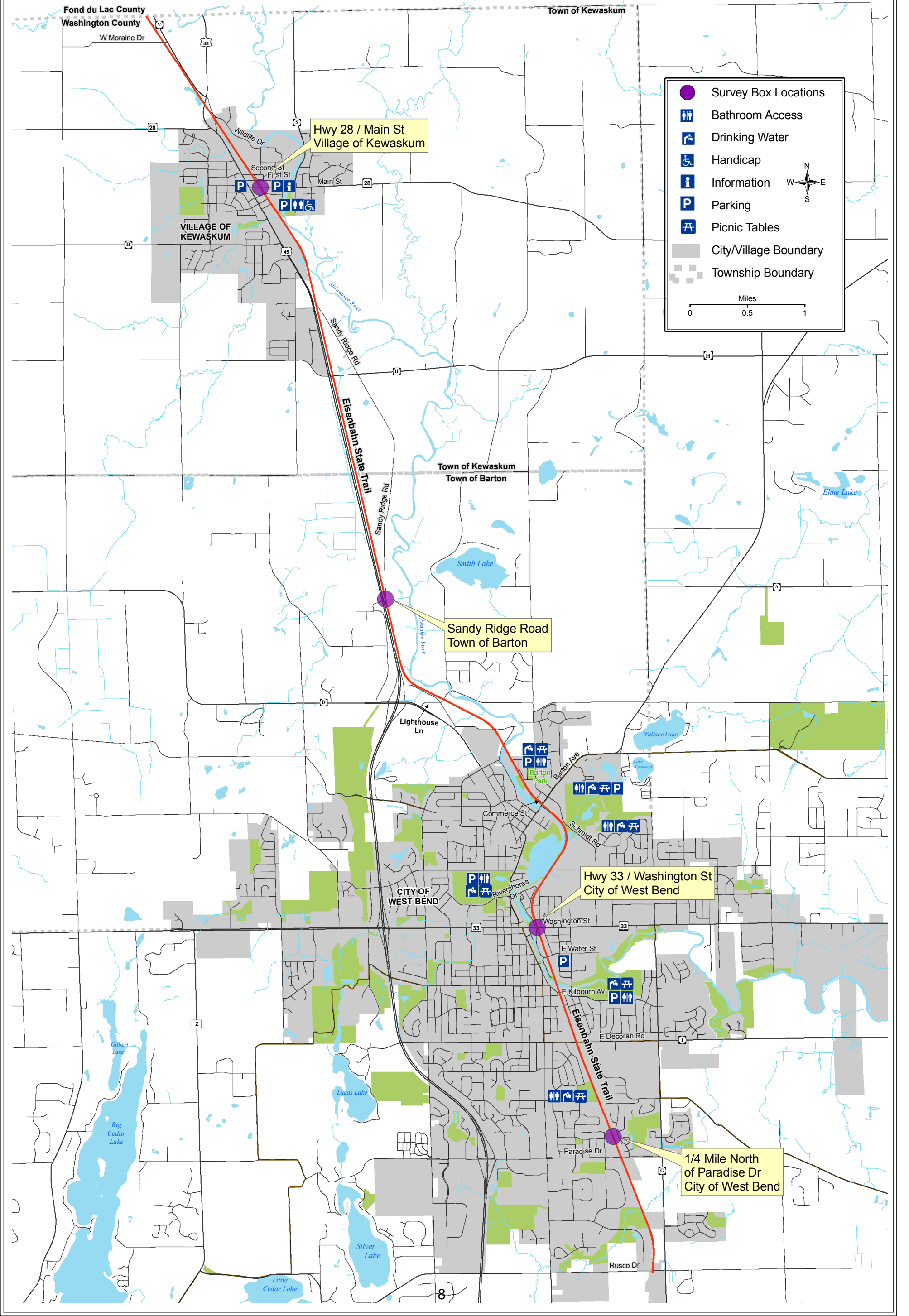
PHASE 1 EISENBahn STATE TRAIL SURVEY LOCATIONS

Washington County Segment



MAP 2 PHASE 2 EISENBahn STATE TRAIL SURVEY BOX LOCATIONS

Washington County Segment



●	Survey Box Locations
	Bathroom Access
	Drinking Water
	Handicap
	Information
	Parking
	Picnic Tables
	City/Village Boundary
	Township Boundary

N
 W E
 S

Miles
 0 0.5 1

Hwy 28 / Main St
Village of Kewaskum

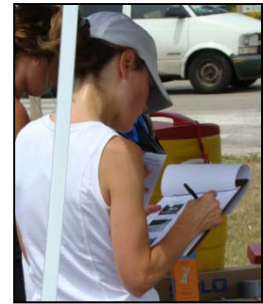
Sandy Ridge Road
Town of Barton

Hwy 33 / Washington St
City of West Bend

1/4 Mile North
of Paradise Dr
City of West Bend

Characteristics of Survey Respondents

As of October 15, 2008, 582 surveys were completed during Phase 1. All surveys were distributed using an in-person survey method. Most surveys, 544 (94%), were submitted in person and 38 (6%) were submitted by mail.



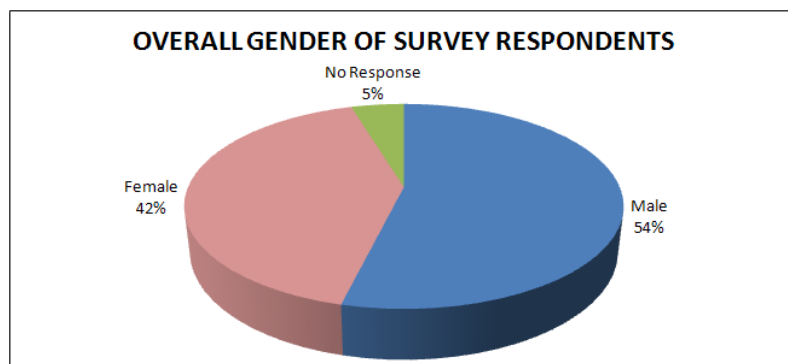
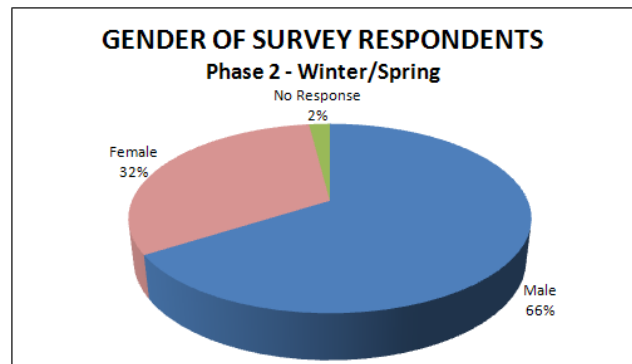
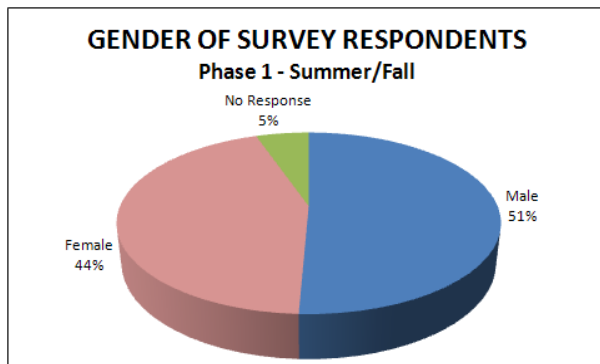
As of March 31, 2009, 150 surveys were completed during Phase 2. All surveys were distributed to trail users via one of four boxes located on the trail and mailed to the Department.

Gender

Respondents were asked to identify their gender on the survey. During Phase 1 (n=582), about 5.3% of respondents did not report their gender, 50.7% reported being male and 44.0% were female. During Phase 2 (n=150), 147 respondents reported their gender with the majority, 66.0%, being male and 32.0% being female. Overall (n=732), slightly more than half (53.8%) of survey respondents were male, 41.5% were female, and 4.6% did not report a gender.

Table 1: Gender of Survey Respondents

Gender	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
Male	295	50.7	99	66.0	394	53.8
Female	256	44.0	48	32.0	304	41.5
No Response	31	5.3	3	2.0	34	4.6
Total	582	100.0	150	100.0	732	100.0



Place of Residence

Respondents were asked to identify the County in which they reside. Overall, the vast majority, 88.8% of survey respondents resided in Washington County and 8.9% resided outside of Washington County. Seventeen respondents (2.3%) did not report a county of residence. Of the 65 survey respondents that did not reside in Washington County, most respondents indicated their place of residence as Ozaukee, Milwaukee, Waukesha and Fond du Lac Counties. Twelve were from other counties. See Table 3.

Table 2: Survey Respondents' County of Residence

Place of Residence	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
Resident of Washington County	525	90.2	125	83.3	650	88.8
Not a Resident of Washington County	44	7.6	21	14.0	65	8.9
No Response	13	2.2	4	2.7	17	2.3
Total	582	100.0	150	100.0	732	100.0

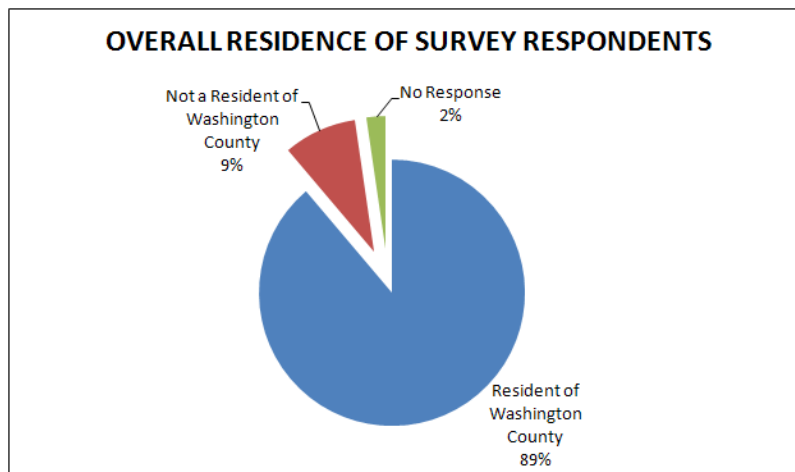


Table 3: Survey Respondents' Outside of Washington County

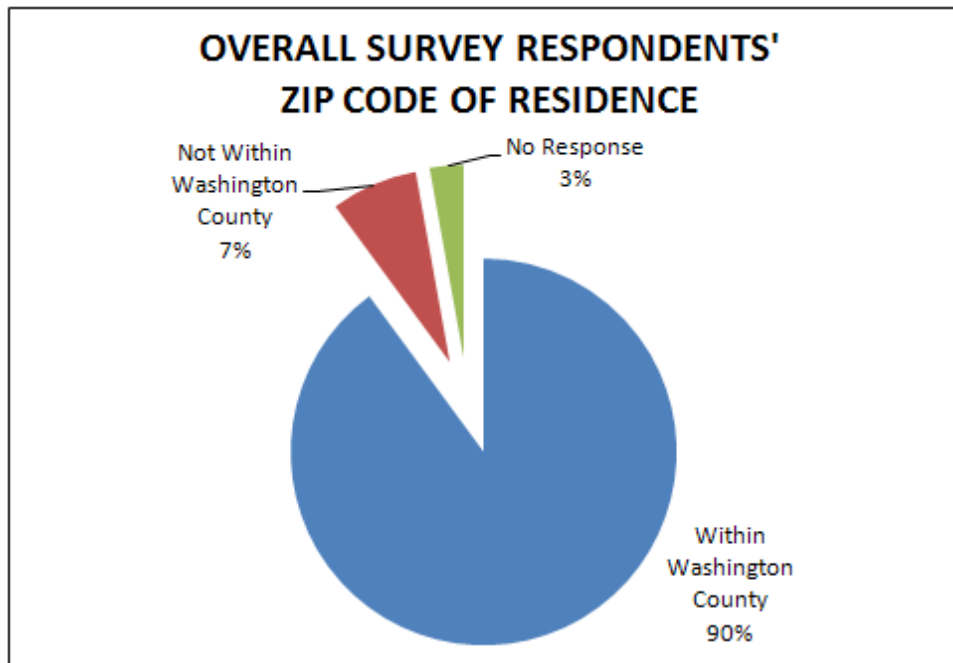
Place Residence (County)	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
Dodge	4	9.1	0	0.0	4	6.2
Fond du Lac	5	11.4	0	0.0	5	7.7
Kenosha	1	2.3	0	0.0	1	1.5
Milwaukee	11	25.0	0	0.0	11	16.9
Ozaukee	5	11.4	21	100.0	26	40.0
Racine	1	2.3	0	0.0	1	1.5
Sheboygan	2	4.5	0	0.0	2	3.1
Waukesha	11	25.0	0	0.0	11	16.9
Winnebago	1	2.3	0	0.0	1	1.5
Out of State	3	6.8	0	0.0	3	4.6
Total	44	100.0	21	100.0	65	100.0

Respondents were also asked to list the zip code in which they reside. Of the 732 trail users that submitted a survey, 656 (89.6%) reside in a zip code that is located in whole or in part within Washington County and 57 (7.8%) reside in a zip code that is located outside of Washington County. Nineteen respondents did not report a zip code. Of the 656 respondents with zip codes located in whole or in part within Washington County, most trail users reside in zip codes that include the trail. (See Map 3 on Page 13).

Table 4: Survey Respondents' Zip Code of Residence

Zip Code of Residence	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
Within Washington County	520	89.3	136	90.7	656	89.6
Not Within Washington County	45	7.7	12	8.0	57	7.8
No Response	17	2.9	2	1.3	19	2.6
Total	582	100.0	150	100.0	732	100.0

*Note: The number of respondents that indicated they were from Washington County (650) and the number of respondents that listed a zip code that is located in whole or in part within the boundaries of Washington County (656) do not exactly correlate due to several zip codes extending into other counties.

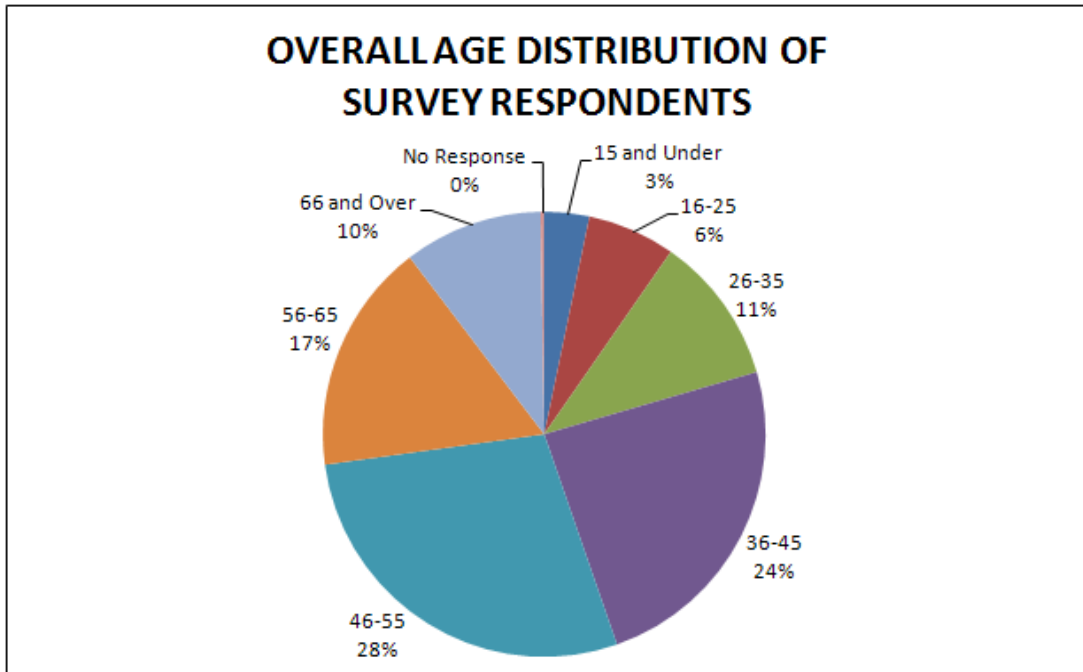
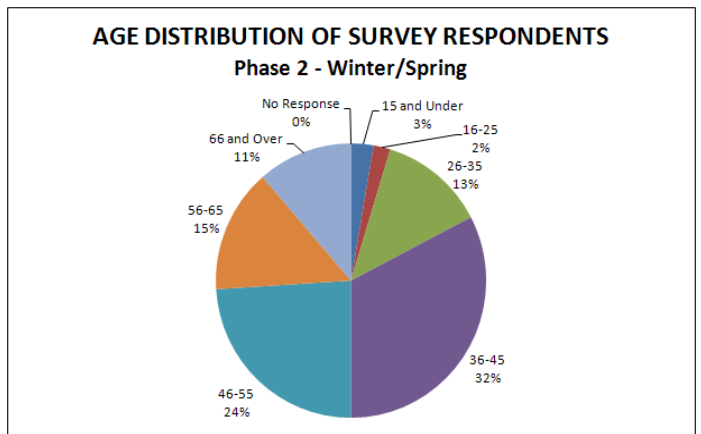
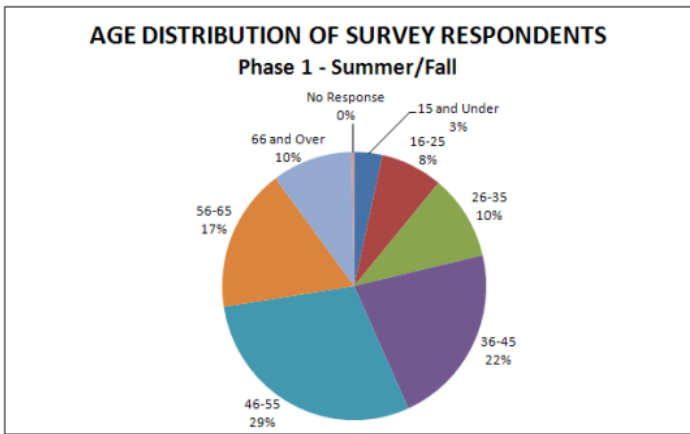


Age Group (Q1)

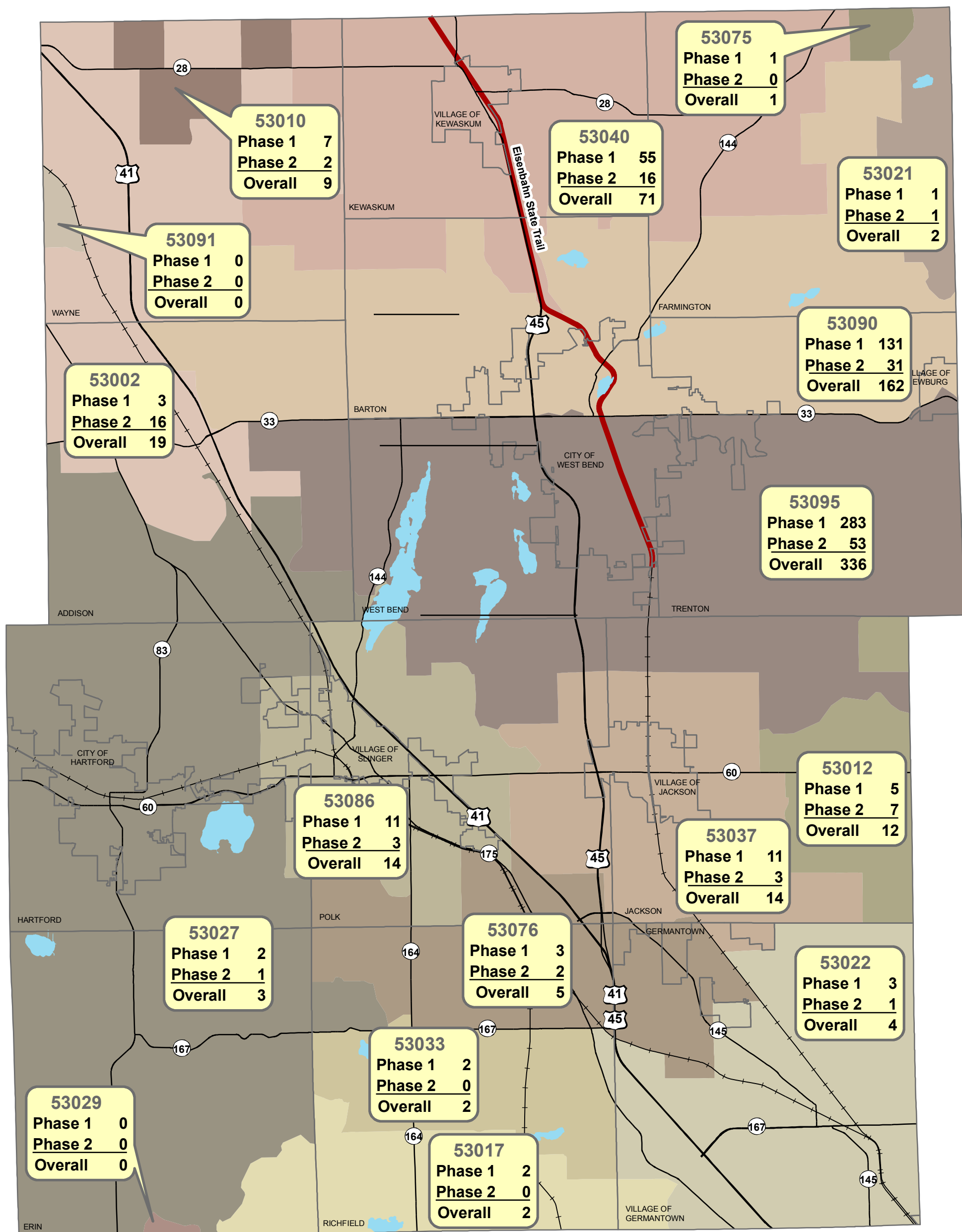
Survey respondents varied in age, with most respondents (28.1%) between 46 and 55 years of age. Another 24.2% were between 36 and 45 years of age. There were two respondents that did not report their age.

Table 5: Age Distribution of Survey Respondents

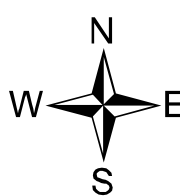
Age Group	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
15 and Under	20	3.4	4	2.7	24	3.3
16-25	44	7.6	3	2.0	47	6.4
26-35	60	10.3	19	12.7	79	10.8
36-45	128	22.0	49	32.7	177	24.2
46-55	170	29.2	36	24.0	206	28.1
56-65	101	17.4	22	14.7	123	16.8
66 and Over	57	9.8	17	11.3	74	10.1
No Response	2	0.3	0	0.0	2	0.3
Total	582	100.0	150	100.0	732	100.0



MAP 3 OVERALL SURVEY RESPONDENT'S ZIP CODES WITHIN WASHINGTON COUNTY



- Eisenbahn Trail
- County Highways
- Municipal Border
- Railroads
- Surface Water



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Section 4: Trail User Survey Responses

Primary Activities on the Trail (Q2)

Trail users were asked to identify their primary activities on the trail. They could select more than one activity listed. During Phase 1, biking was the most frequently reported activity (85.4%) followed by walking (29.2%) and jogging/running (19.2%). During Phase 2, snowmobiling was most frequently reported (69.3%) followed by biking (35.3%) and walking (23.3%). A low percentage of Phase 1 respondents (4.1%) reported using the trail for snowmobiling. This may indicate that different groups of people use the trail during different seasons. Overall, the most popular activity was biking with 550 respondents (75.1%) reporting this activity. Walking was the second most commonly reported activity (28.0%). Snowmobiling was the third most commonly reported activity (17.5%) followed by jogging/running (16.5%). One hundred and sixteen respondents indicated their primary trail activities as commuting to shop, work or school or school group/educational purposes.

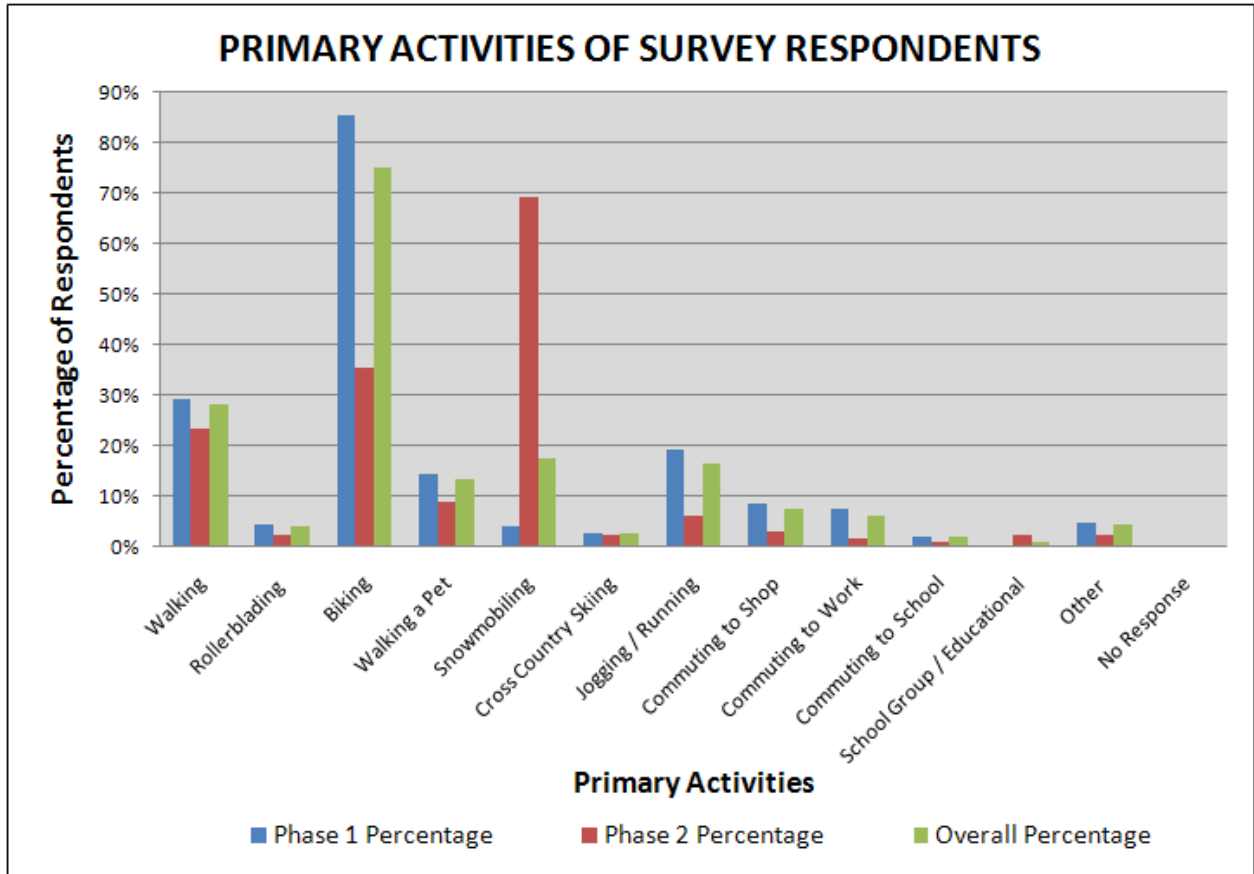


Respondents were given the opportunity to identify any other activity not already listed. The activities cited most often by the 31 respondents were commuting to other City of West Bend amenities such as the library and parks (six responses) and also general recreation (six responses).

Table 6: Primary Trail Activities of Survey Respondents

Primary Activities	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
Walking	170	29.2	35	23.3	205	28.0
Rollerblading	25	4.3	3	2.0	28	3.8
Biking	497	85.4	53	35.3	550	75.1
Walking a Pet	83	14.3	13	8.7	96	13.1
Snowmobiling	24	4.1	104	69.3	128	17.5
Cross Country Skiing	15	2.6	3	2.0	18	2.5
Jogging / Running	112	19.2	9	6.0	121	16.5
Commuting to Shop	49	8.4	4	2.7	53	7.2
Commuting to Work	43	7.4	2	1.3	45	6.1
Commuting to School	12	2.1	1	0.7	13	1.8
School Group / Educational	2	0.3	3	2.0	5	0.7
Other	28	4.8	3	2.0	31	4.2
No Response	1	0.2	0	0.0	1	0.1

*Note: Percentages listed in Table 6 represent the percentage of the total amount of trail users that submitted a survey during Phase 1 (582), Phase 2 (150) and overall (732). Because survey respondents could select more than one response, the sum of percentages may equal more than 100 percent.

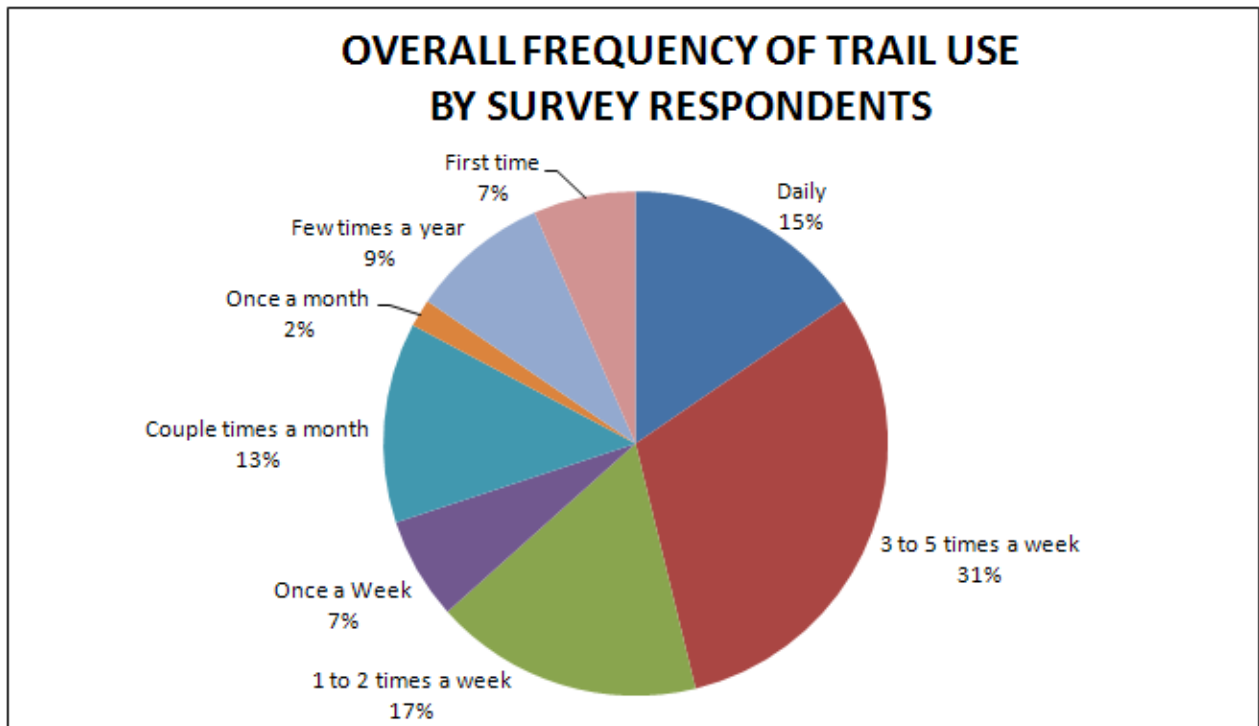


Frequency of Trail Use (Q3)

Respondents were asked how often they used the trail. Frequency of trail use differed from Phase 1 to Phase 2 with larger percentages of summer/fall trail users using the trail 3 to 5 times a week (33.7%) or daily (18.0%). Larger percentages of Phase 2 trail users reported using the trail a few times a year (26.0%) or a couple times a month (21.3%). Overall, the majority of respondents, 69.9%, indicated they used the trail at least once a week with 15.4% using the trail daily, 30.7% using the trail 3 to 5 times a week, 17.2% using the trail one to two times a week and 6.6% using the trail once a week. Of the 732 respondents, 6.6% indicated that it was their first time using the trail.

Table 7: Frequency of Trail Use by Survey Respondents

Frequency	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
Daily	105	18.0	8	5.3	113	15.4
3 to 5 times a week	196	33.7	29	19.3	225	30.7
1 to 2 times a week	105	18.0	21	14.0	126	17.2
Once a Week	37	6.4	11	7.3	48	6.6
Couple times a month	62	10.7	32	21.3	94	12.8
Once a month	9	1.5	4	2.7	13	1.8
Few times a year	26	4.5	39	26.0	65	8.9
First time	42	7.2	6	4.0	48	6.6
No Response	0	0.0	0	0.0	0	0.0
Totals	582	100.0	150	100.0	732	100.0

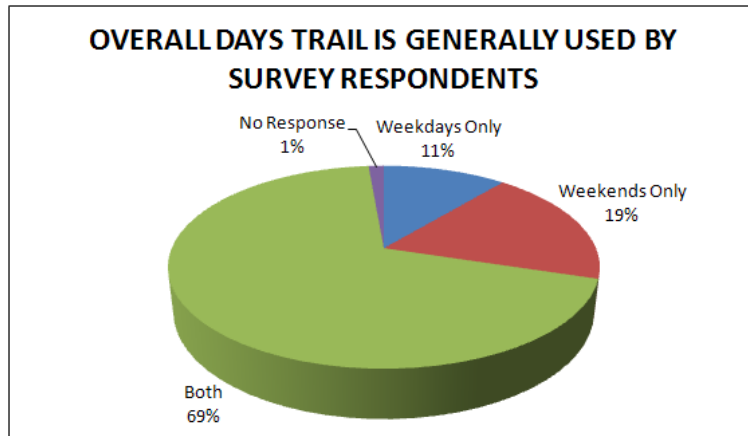


Days of Trail Use (Q4)

The survey asked trail users if they generally use the trail on weekends, weekdays, or both weekends and weekdays. Overall, the majority of respondents, 68.8%, use the trail on both weekends and weekdays, while 18.7% use the trail on weekends only and 11.1% on weekdays only.

Table 8: Days Trail is Generally Used by Survey Respondents

Days of Week	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
Weekdays Only	67	11.5	14	9.3	81	11.1
Weekends Only	107	18.4	30	20.0	137	18.7
Both	399	68.6	105	70.0	504	68.8
No Response	9	1.5	1	0.7	10	1.4
Totals	582	100.0	150	100.0	732	100.0



Times of Trail Use (Q5)

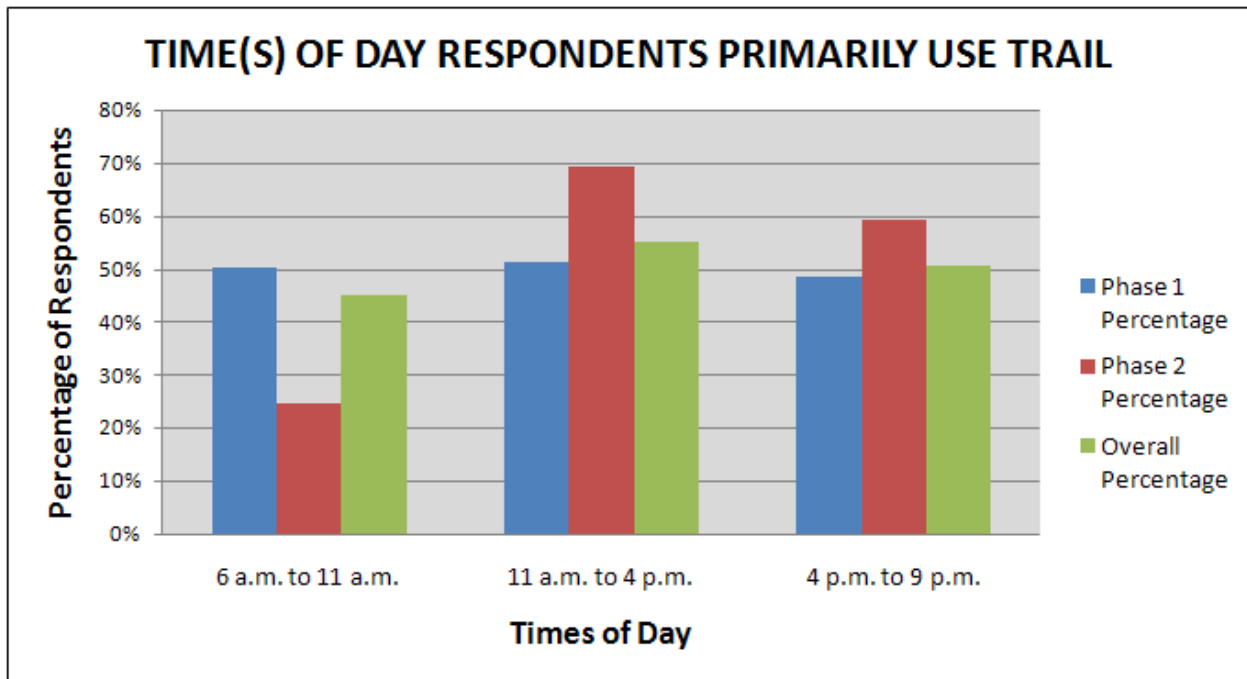
When asked the time of day they use the trail, respondents reported steady trail use throughout the day. Respondents were given the option of choosing more than one time range, therefore the sum of percentages could total over 100 percent. Overall, 330 (45.1%) of respondents reported using the trail between 6 a.m. and 11 a.m., 403 (55.1%) reported using the trail between 11 a.m. and 4 p.m., and 371 (50.7%) use the trail between 4 p.m. and 9 p.m.

Differences exist between Phase 1 and Phase 2 respondents' trail use regarding time of day. Phase 1 respondents described their trail usage as fairly consistent throughout the day. On the other hand, Phase 2 respondents indicated tendencies to use the trail more often in the midday or afternoon and evening.

Table 9: Time(s) of Day Respondents Primarily Use Trail

Time of Day	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
6 a.m. to 11 a.m.	293	50.3	37	24.7	330	45.1
11a.m. to 4 p.m.	299	51.4	104	69.3	403	55.1
4 p.m. to 9 p.m.	282	48.5	89	59.3	371	50.7
No Responses	9	1.5	2	1.3	11	1.5

*Note: Percentages listed in Table 9 represent the percentage of the total amount of trail users that submitted a survey during Phase 1 (582), Phase 2 (150) and overall (732). Because survey respondents could select more than one response, the sum of percentages may equal more than 100 percent.



*Note: Eleven respondents did not report a time of day that they primarily use the trail.

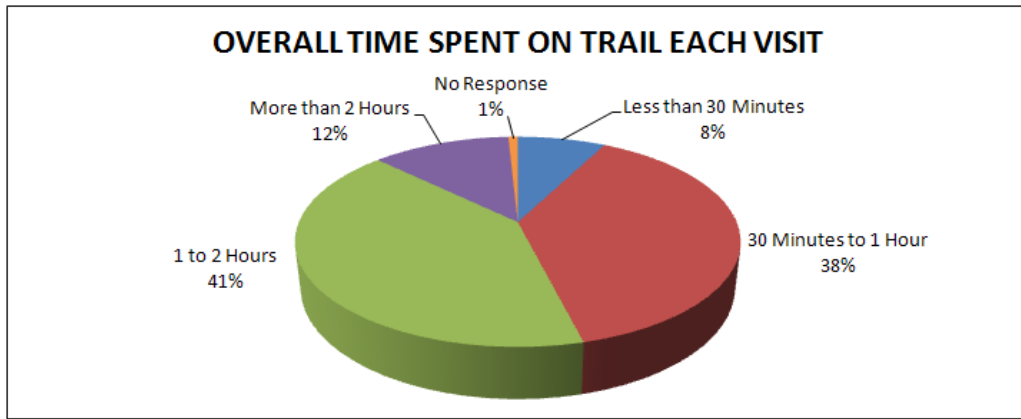
How Much Time Users Generally Spend on the Trail (Q6)

Trail users were asked how much time they generally spend on the trail during each visit. Overall, of the 732 respondents, 301 (41.2%) indicated they generally use the trail for one to two hours, while 281 (38.4%) respondents use the trail for 30 minutes to one hour. Combined, 79.6% of trail users use the trail between 30 minutes and two hours each visit.

Tendencies regarding time spent on the trail varied somewhat between the seasons, or between Phase 1 and Phase 2 respondents. Summer users are likely to spend a greater amount of time on the trail. Of Phase 1 respondents, 44.2% reported using the trail for one to two hours at a time compared to 36.4% who do so for thirty minutes to an hour. Meanwhile, winter users' visits are usually shorter in duration as 46.0% of Phase 2 respondents reported using the trail for 30 minutes to an hour versus 29.3% who do so between one and two hours at a time.

Table 10: Time Spent on Trail Each Visit

Times	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
Less than 30 Minutes	37	6.4	19	12.7	56	7.7
30 Minutes to 1 Hour	212	36.4	69	46.0	281	38.4
1 to 2 Hours	257	44.2	44	29.3	301	41.2
More than 2 Hours	70	12.0	18	12.0	88	12.0
No Response	6	1.0	0	0.0	6	0.8
Total	582	100.0	150	100.0	732	100.0



How Users Found Out About the Trail (Q7)

Survey respondents were asked to report how they found out about the trail and could select any information sources that applied, therefore the sum of the percentages could total over 100 percent. Phase 1 respondents most frequently reported finding out about the trail by driving past (37.5%) and by word of mouth (32.1%). The majority of Phase 2 respondents reported that they found out about the trail through their snowmobile club (62.7%) or by driving past (24.7%). Overall, 255 survey respondents (34.8%) indicated that “driving past” was how they found out about the trail making it the most frequent response. “Word of mouth” was the next most reported response by 220 respondents (30.1%).



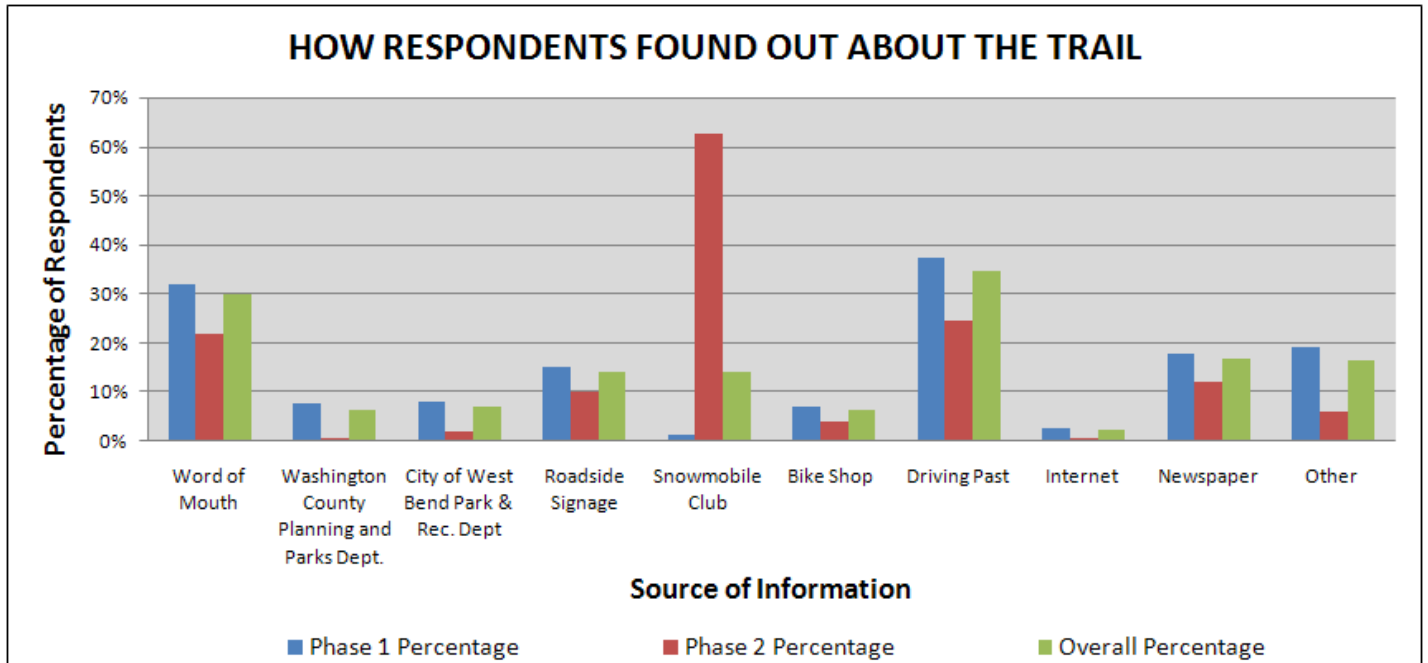
There are notable differences in Phase 1 and Phase 2 respondents’ manner of learning about the trail. The majority of Phase 2 users (62.7%) learned about the trail through a snowmobile club. Far fewer Phase 1 respondents described finding out about the trail in the same way (1.5%). This difference may indicate that a large number of users do not use the trail throughout the year.

Respondents were given the opportunity to identify other ways they found out about the trail. The most frequent response, reported 88 times, was “living near the trail”.

Table 11: How Respondents Found Out About the Trail

Source of Information	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
Word of Mouth	187	32.1	33	22.0	220	30.1
Washington County Planning and Parks Dept.	46	7.9	1	0.7	47	6.4
City of West Bend Park & Rec. Dept.	48	8.2	3	2.0	51	7.0
Roadside Signage	88	15.1	15	10.0	103	14.1
Snowmobile Club	9	1.5	94	62.7	103	14.1
Bike Shop	40	6.9	6	4.0	46	6.3
Driving Past	218	37.5	37	24.7	255	34.8
Internet	15	2.6	1	0.7	16	2.2
Newspaper	105	18.0	18	12.0	123	16.8
Other	111	19.1	9	6.0	120	16.4
No Response	20	3.4	5	3.3	25	3.4

*Note: Percentages listed in Table 11 represent the percentage of the total amount of trail users that submitted a survey during Phase 1 (582), Phase 2 (150) and overall (732). Because survey respondents could select more than one response, the sum of percentages may equal more than 100 percent.



Influence of Purchasing (Q8 & Q9)

The survey asked if using the trail has influenced the purchasing of certain items. If the respondent identified items that they purchased, they were asked to estimate how much money they spent in the past year on those items. Respondents were given the option of choosing more than one item that they have purchased; therefore the sum of the percentages could total over 100 percent.



For respondents whose purchasing was influenced by the trail, the items that were purchased varied from Phase 1 to Phase 2. Bike and bike supplies (62.5% combined) were items most frequently purchased by Phase 1 respondents. Only 3.3% of Phase 1 respondents were influenced to purchase winter recreational supplies. Of the Phase 2 respondents, 49.3% purchased winter recreational supplies and 32.0% purchased clothing. Bike and bike supplies combined were purchased by 24.0% of Phase 2 respondents.

Overall, 253 respondents (34.6%) reported that their purchasing was not influenced by the trail. Of the 732 survey respondents, 417 (57.0%) selected at least one item that they purchased because of the trail. The most frequent responses were “bike” selected by 219 respondents, and “bike supplies” selected by 181 respondents. “Food and beverage”, written in by 8 respondents, was the most frequently written-in response.

Of the 417 respondents who selected at least one item that was purchased because of the trail, 415 (99.5%) respondents identified a price range to reflect how much money they spent on those items in the past year. Of the 415 respondents, 153 (36.9%) reported spending more than \$250.00 on trail related items. Phase 2 respondents typically spent larger amounts of money on trail related items.

Table 12: Trail Influenced Purchases by Survey Respondents

Items Purchased	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
Bike	198	34.0	21	14.0	219	29.9
Bike Supplies	166	28.5	15	10.0	181	24.7
Rollerblades	6	1.0	2	1.3	8	1.1
Foot Wear	76	13.1	28	18.7	104	14.2
Winter Rec. Supplies	19	3.3	74	49.3	93	12.7
Clothing	60	10.3	48	32.0	108	14.8
Pet Supplies	12	2.1	4	2.7	16	2.2
Other	13	2.2	8	5.3	21	2.9
No Influence	217	37.3	36	24.0	253	34.6
No Response	52	8.9	10	6.7	62	8.5

*Note: Percentages listed in Table 12 represent the percentage of the total amount of trail users that submitted a survey during Phase 1 (582), Phase 2 (150) and overall (732). Because survey respondents could select more than one response, the sum of percentages may equal more than 100 percent.

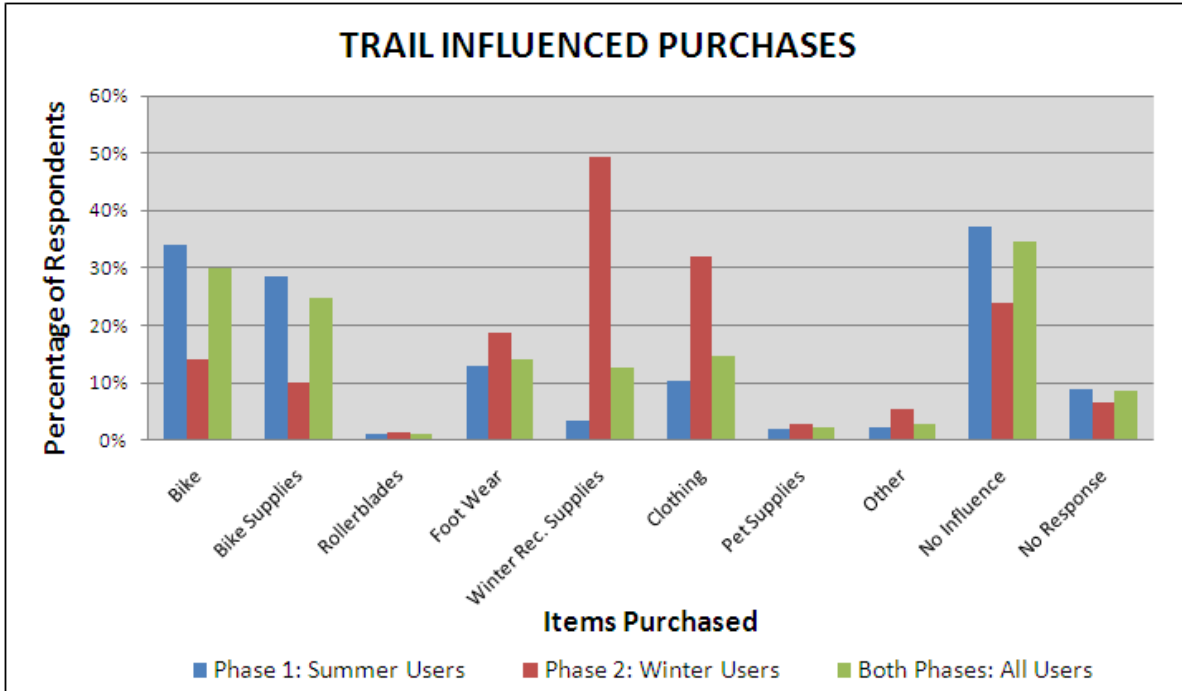
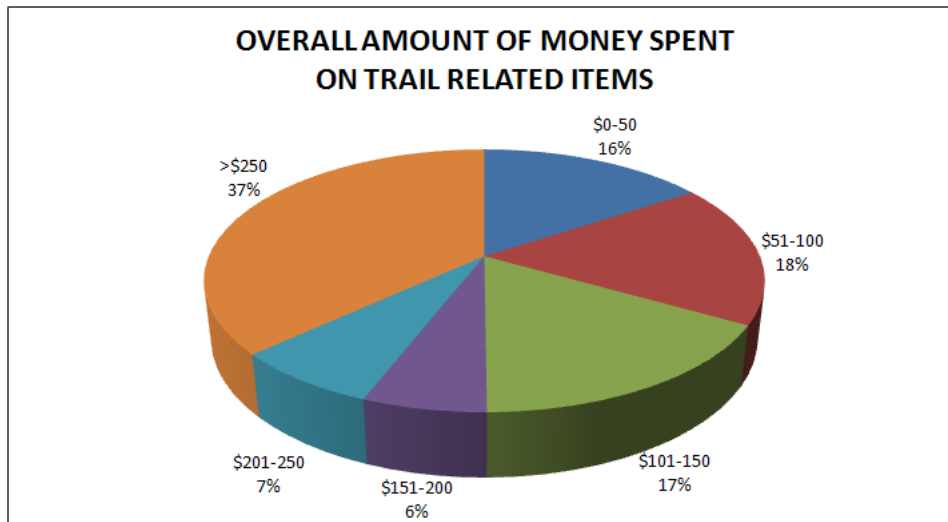


Table 13: Amount of Money Spent on Trail Related Items

Amount of Money Spent	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-50	54	17.4	11	10.5	65	15.7
\$51-100	63	20.3	10	9.5	73	17.6
\$101-150	49	15.8	20	19.0	69	16.6
\$151-200	12	3.9	13	12.4	25	6.0
\$201-250	19	6.1	11	10.5	30	7.2
>\$250	113	36.5	40	38.1	153	36.9
Total	310	100.0	105	100.0	415	100.0



Trail Maintenance and Cleanliness (Q10 & Q12)

Overall, the majority of respondents (92.1%) rated the maintenance of the trail as either “excellent” (53.6%) or “good” (38.5%). The cleanliness of the trail was rated as “excellent” or “good” by 90.3% of respondents.



Table 14: Maintenance of Trail

Rating	Phase 1		Phase 2		Overall	
	Numbers	Percentage	Numbers	Percentage	Numbers	Percentage
Excellent	335	57.6	57	38.0	392	53.6
Good	203	34.9	79	52.7	282	38.5
Fair	22	3.8	9	6.0	31	4.2
Poor	3	0.5	1	0.7	4	0.5
No Response	19	3.3	4	2.7	23	3.1
Total	582	100.0	150	100.0	732	100.0

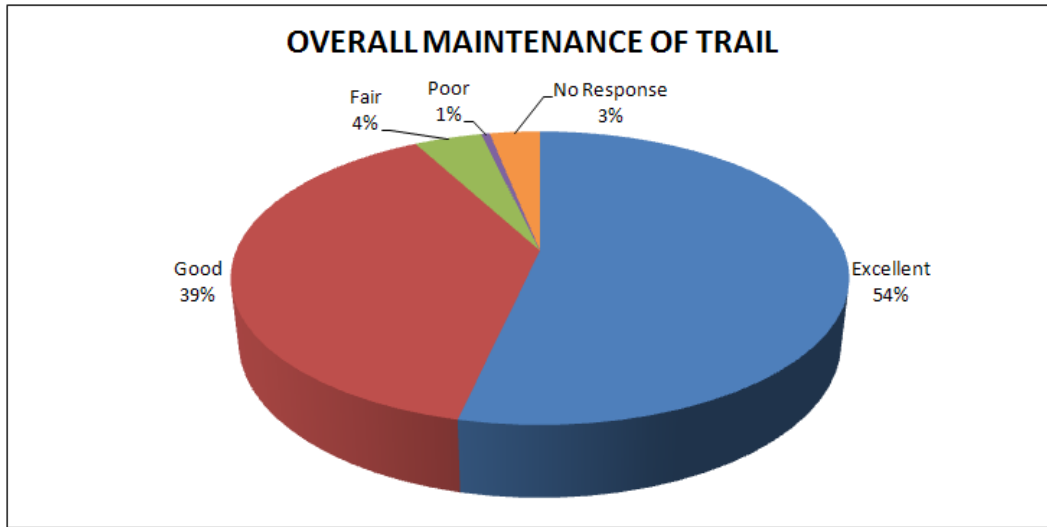
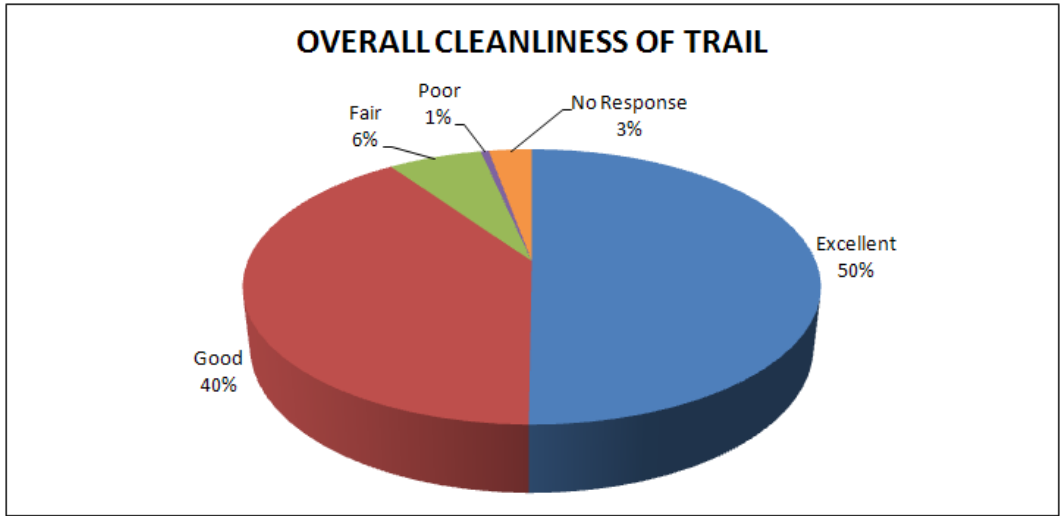


Table 15: Cleanliness of Trail

Response	Phase 1		Phase 2		Overall	
	Numbers	Percentage	Numbers	Percentage	Numbers	Percentage
Excellent	311	53.4	56	37.3	367	50.1
Good	214	36.8	80	53.3	294	40.2
Fair	37	6.4	9	6.0	46	6.3
Poor	3	0.5	1	0.7	4	0.5
No Response	17	2.9	4	2.7	21	2.9
Total	582	100.0	150	100.0	732	100.0

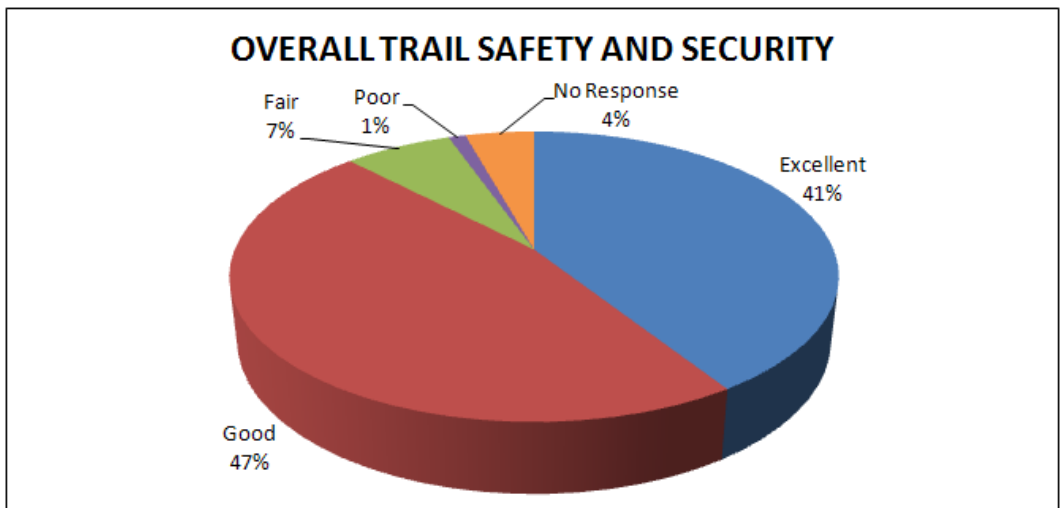


Trail Safety and Security (Q11)

When asked about trail safety and security, the majority, 87.7%, of survey respondents reported that safety and security along the trail was either “excellent” (40.8%) or “good” (46.9%).

Table 16: Trail Safety and Security

Ratings	Phase 1		Phase 2		Overall	
	Numbers	Percentage	Numbers	Percentage	Numbers	Percentage
Excellent	243	41.8	56	37.3	299	40.8
Good	263	45.2	80	53.3	343	46.9
Fair	41	7.0	9	6.0	50	6.8
Poor	7	1.2	1	0.7	8	1.1
No Response	28	4.8	4	2.7	32	4.4
Total	582	100.0	150	100.0	732	100.0

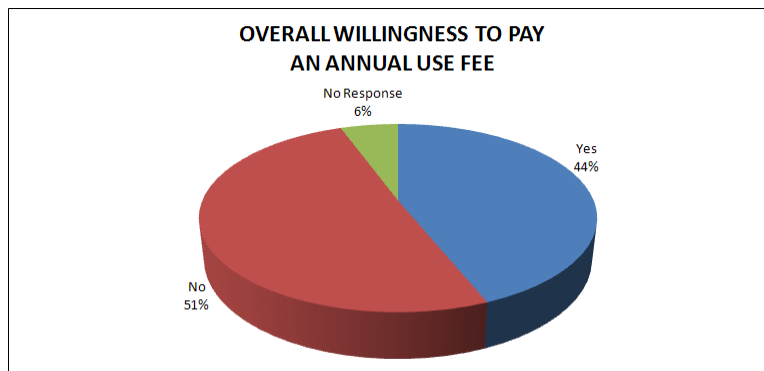


Annual Use Fee (Q13)

Although there is no fee for using the trail, the survey asked if trail users would be willing to pay an annual use fee to help maintain the trail. Phase 1 respondents were more evenly split on whether or not they were willing to pay an annual fee to use the trail than Phase 2 respondents. During Phase 1, 50.9% of respondents were willing to pay a fee, 42.3% were not and 6.9% did not report a response. The majority of Phase 2 respondents, 82.7%, were not willing to pay a fee, 16.7% were willing and 0.7% did not report a response. Overall, about half (50.5%) of all survey respondents were not willing to pay an annual use fee to help maintain the trail. Less than half (43.9%) of respondents were willing to pay an annual fee and 5.6% did not report a response.

Table 17: Willingness to Pay an Annual Use Fee

Response	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	296	50.9	25	16.7	321	43.9
No	246	42.3	124	82.7	370	50.5
No Response	40	6.9	1	0.7	41	5.6
Total	582	100.0	150	100.0	732	100.0



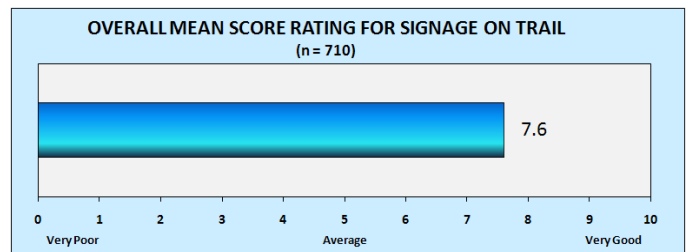
Signage (Q14)

Survey respondents were asked to rate the signage on the Eisenbahn Trail on a scale of 0 (very poor) to 10 (very good). For the 710 responses, the overall mean score was 7.6 indicating that the signage is generally good. Twenty-two people did not respond.



Table 18: Mean Score Rating For Signage on Trail

	Phase 1	Phase 2	Overall
Number of Responses (n)	564	146	710
No Response	18	4	22
Mean Score	7.6	7.7	7.6



Trail User Preferences (Q15)

Respondents were asked to rate six images depicting different trail designs on a scale of 0 (very poor) to 10 (very good) according to what they would like to see in a trail system. Phase 1 respondents typically preferred a paved trail while Phase 2 respondents typically preferred a gravel trail. These preferences may be associated with the type of activities that trail users partake in during different seasons. Phase 1 respondents reported bicycling as their primary activity on the trail. These respondents expressed a preference of paved paths for bicycling. Phase 2 respondents, who most often reported snowmobiling as their primary activity, have a preference for an unpaved trail. This may be due to the fact that snowmobiling is not allowed on paved portions of the Eisenbahn State Trail.



On a scale of 0 (very poor) to 10 (very good), a paved trail not within a road right-of-way received a mean score of 8.9 from Phase 1 respondents and 4.3 from Phase 2 respondents, which was by far the highest rated image by Phase 1 respondents. Phase 2 respondents favored a gravel trail not within a road right-of-way, which received a mean score of 5.4 from Phase 1 respondents and 8.6 from Phase 2 respondents.



Overall Mean Score: 8.0 n = 673

An image displaying a paved trail not within a road right-of-way received an overall mean score of 8.0 with 673 responses.

Table 19: Mean Scores of Image Displaying a Paved Trail Not Within a Road Right-of-way

	n	Mean Score
Phase 1	551	8.9
Phase 2	122	4.3
Overall	673	8.0



Overall Mean Score: 6.1 n = 686

An image displaying an unpaved trail not within a road right-of-way received an overall mean score of 6.1 with 686 responses.

Table 20: Mean Scores of Image Displaying an Unpaved Trail Not Within a Road Right-of-way

	n	Mean Score
Phase 1	541	5.4
Phase 2	145	8.6
Overall	686	6.1

Paved within road right-of way
with no buffer



Overall Mean Score: 4.5 n = 657

An image displaying a paved trail within a road right-of-way with no buffer received an overall mean score of 4.5 with 657 responses.

Table 21: Mean Scores of Image Displaying a Paved Trail Within a Road Right-of-way With No Buffer

	n	Mean Score
Phase 1	539	5.0
Phase 2	118	2.1
Overall	657	4.5

Within road right-of-way
with landscape buffer



Overall Mean Score: 6.2 n = 658

An image displaying a trail within a road right-of-way with a landscape buffer had a mean score of 6.2 with 658 responses.

Table 22: Mean Scores of Image Displaying a Trail Within a Road Right-of-way With Landscape Buffer

	n	Mean Score
Phase 1	541	6.7
Phase 2	117	3.9
Overall	658	6.2

Within railroad right-of-way
and buffered



Overall Mean Score: 6.4 n = 655

An image displaying a trail within a railroad right-of-way with a buffer received an overall mean score of 6.4 with 655 responses.

Table 23: Mean Scores of Image Displaying a Trail Within a Railroad Right-of-way and Buffered

	n	Mean Score
Phase 1	538	6.9
Phase 2	117	4.1
Overall	655	6.4

Within railroad right-of-way
with no buffer



Overall Mean Score: 4.1 n = 647

An image displaying a trail within a railroad right-of-way with no buffer received an overall mean score of 4.1 with 647 responses.

Table 24: Mean Scores of Image Displaying a Trail Within a Railroad Right-of-way With No Buffer

	n	Mean Score
Phase 1	531	4.5
Phase 2	116	2.5
Overall	647	4.1

Phase 1 respondents indicated a preference for a trail removed or buffered from the right of way.

Portions of Trail Used Most Often (Q16)

Trail users were asked to select any of six trail segments within Washington County that they use most often. Because respondents were given the option of choosing more than one trail segment, the sum of the percentages could total more than 100 percent. Larger percentages of Phase 2 respondents reported using unpaved portions of the trail than Phase 1 respondents whereas larger percentages of Phase 1 respondents reported using paved portions of the trail than Phase 2 respondents. These results could be due to the fact that the majority of Phase 2 respondents (69.3%) indicated that snowmobiling was their primary activity on the trail (see Q2) and snowmobiling is only allowed on unpaved portions of the trail.

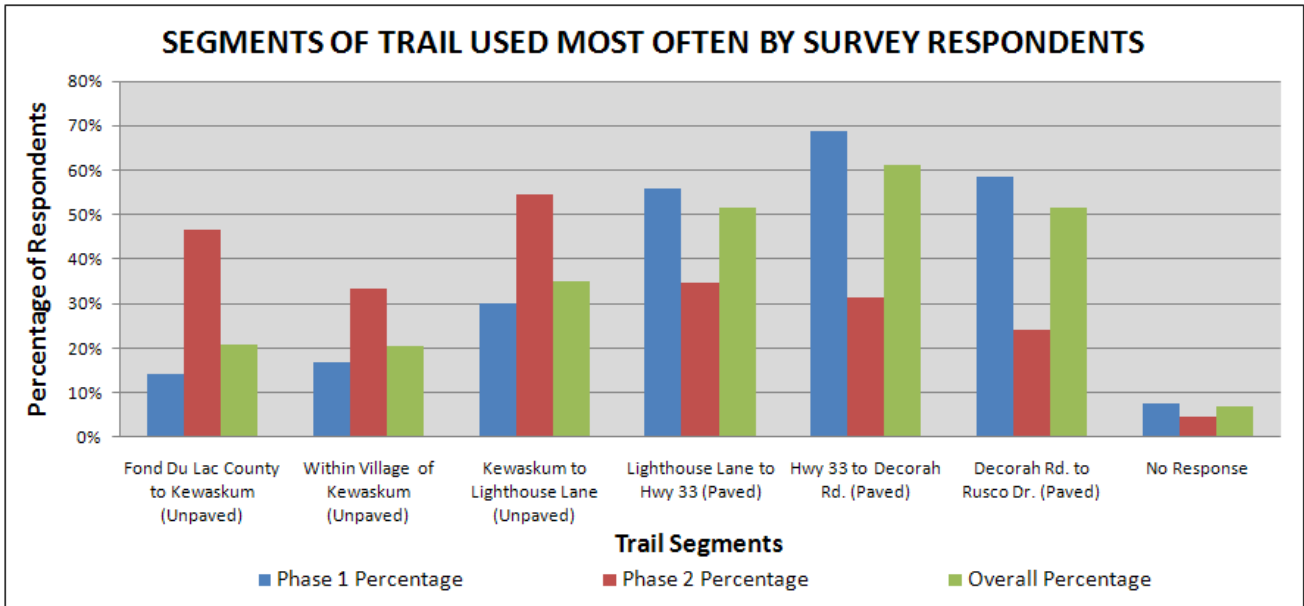


Of the 681 who responded overall, the segments of the trail within Washington County used most often are from Highway 33 to Decorah Road (448 responses), Lighthouse Lane to Highway 33 (378 responses), and Decorah Road to Rusco Drive (377 responses). The majority of trail use occurred on the paved portions of the trail.

Table 25: Segments of Trail Used Most Often by Survey Respondents

Trail Segments	Phase 1		Phase 2		Overall	
	Numbers	Percentage	Numbers	Percentage	Numbers	Percentage
Fond Du Lac County to Kewaskum (Unpaved)	83	14.3	70	46.7	153	20.9
Within Village of Kewaskum (Unpaved)	99	17.0	50	33.3	149	20.4
Kewaskum to Lighthouse Lane (Unpaved)	175	30.1	82	54.7	257	35.1
Lighthouse Lane to Hwy 33 (Paved)	326	56.0	52	34.7	378	51.6
Hwy 33 to Decorah Rd. (Paved)	401	68.9	47	31.3	448	61.2
Decorah Rd. to Rusco Dr. (Paved)	341	58.6	36	24.0	377	51.5
No Response	44	7.6	7	4.7	51	7.0

*Note: Percentages listed in Table 25 represent the percentage of the total amount of trail users that submitted a survey during Phase 1 (582), Phase 2 (150) and overall (732). Because survey respondents could select more than one response, the sum of percentages may equal more than 100 percent.



Areas or Attractions to Link to the Eisenbahn (Q17)

The survey gave trail users the opportunity to list areas or attractions in Washington County that they thought should be linked to the Eisenbahn by trails that currently were not. Overall, the most frequent responses were to make the trail more accessible to amenities within the City of West Bend and connecting it to the West Bend Riverwalk. Expanding the trail to the Village of Jackson, adding more restaurants near the trail, and connecting the Eisenbahn to the Kettle Moraine State Forest were frequently suggested responses by Phase 1 respondents. Allowing snowmobile access to downtown West Bend was by far the most common response of Phase 2 respondents. Snowmobile access to Mid-Cities Motorsports was also frequently suggested during Phase 2. A complete list of responses is in Appendix A on page 55.

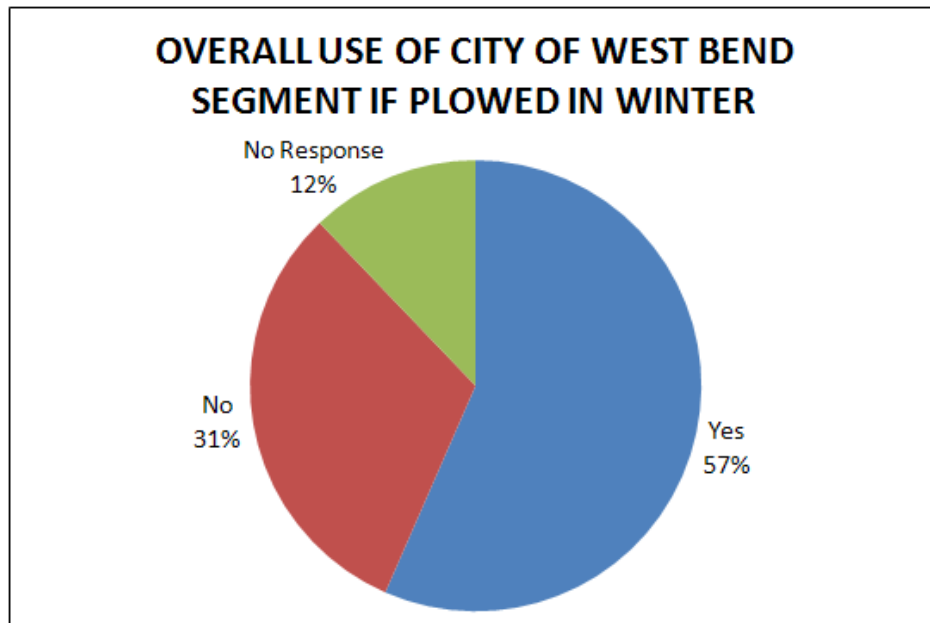
Use of City of West Bend Segment if Plowed (Q18)

To gauge winter use of the City of West Bend segment, respondents were asked if they would use the segment if it was plowed in the winter. A larger percentage of Phase 1 respondents, 63.1%, indicated that they would use the West Bend segment of the trail if it was plowed than Phase 2 respondents, 31.3%. Subsequently, a larger percentage of Phase 2 respondents, 56.0%, indicated that they would not use the West Bend segment of the trail if it was plowed than Phase 1 respondents, 24.9%. Overall, most respondents, 414 or 56.6% reported that they would use the West Bend segment of the trail if it was plowed and 229 or 31.3% reported they would not use the segment if it was plowed. Eighty-nine (12.2%) of those who submitted a survey did not respond to this question.



Table 26: Use of City of West Bend Segment if Plowed

Response	Phase 1		Phase 2		Overall	
	Number	Percentage	Number	Percentage	Number	Percentage
Yes	367	63.1	47	31.3	414	56.6
No	145	24.9	84	56.0	229	31.3
No Response	70	12.0	19	12.7	89	12.2
Total	582	100.0	150	100.0	732	100.0



Additional Amenities (Q19)

Survey respondents were given a list of amenities, any of which they could select that they would like more of on the trail.

Because respondents were given the option of choosing more than one amenity, the sum of the percentages could total more than 100 percent. They could also write in an amenity if it was not listed. Of the 732 Phase 1 and Phase 2 trail users who submitted a survey, 571 (78.0%) responded to this question.

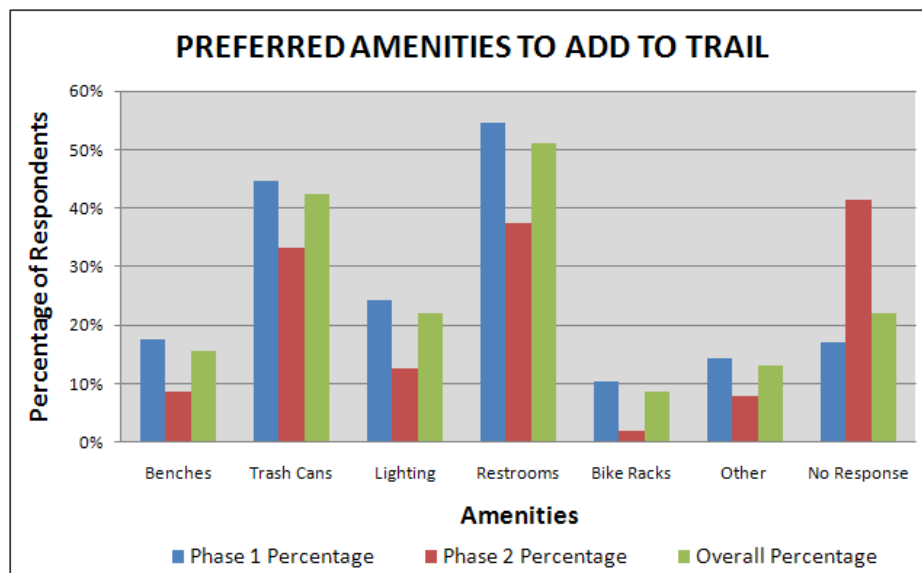
The most frequent response was “restrooms” as 373 (51.0%) respondents reported it as an amenity that should be added to the trail. “Trash cans”, reported by 310 (42.3%) respondents, and “lighting”, reported by 161 (22.0%) respondents, were also frequently selected amenities. Of the 96 “other” responses, “additional water sources” was the most frequent written-in response as it was reported by 49 respondents.



Table 27: Preferred Amenities to Add to Trail

Amenity	Phase 1		Phase 2		Overall	
	Numbers	Percentage	Numbers	Percentage	Numbers	Percentage
Benches	102	17.5	13	8.7	115	15.7
Trash Cans	260	44.7	50	33.3	310	42.3
Lighting	142	24.4	19	12.7	161	22.0
Restrooms	317	54.5	56	37.3	373	51.0
Bike Racks	61	10.5	3	2.0	64	8.7
Other	84	14.4	12	8.0	96	13.1
No Response	99	17.0	62	41.3	161	22.0

*Note: Percentages listed in Table 27 represent the percentage of the total amount of trail users that submitted a survey during Phase 1 (582), Phase 2 (150) and overall (732). Because survey respondents could select more than one response, the sum of percentages may equal more than 100 percent.



Additional Comments (Q20)

Survey respondents were given an opportunity to write in additional comments that were not addressed by the survey. Overall, a frequently reported response was to pave further to the north. Another frequently reported comment was regarding traffic control where the trail crossed busy roads, specifically Highway 33, Decorah Road, and Paradise Drive within the City of West Bend. Many respondents suggested placing pedestrian signs in the middle of the road so drivers would be more conscious of trail users. Others suggested installing push buttons on traffic lights to allow trail users to temporarily stop vehicular traffic making it safer to cross.



Another concern frequently reported by respondents during both phases was regarding the amount of pet waste left on the trail. Suggestions for solving this problem included having pet waste bags located at various points along the trail, and having fines posted for pet owners who do not pick up waste.

Phase 2 respondents frequently emphasized that they believe snowmobiling is a key component in our local economy. They stressed that the trail should be more snowmobiler friendly with more access to local businesses.

During both phases, many survey respondents used this question to report positive comments. Respondents frequently reported that they love the trail, think it is well maintained and very enjoyable. A complete list of responses can be found in Appendix B on page 62.

Trail Access Points Used by Survey Respondents (Q21)

As part of the survey, a map displaying 25 access points and labels for the major roads associated with them was provided to identify which access points respondents generally use most often. Overall, 482 or 65.8% of the 732 trail users that submitted a survey responded to this question, the majority of them Phase 1 respondents. As shown on Table 28, the largest proportion of respondents (17.5% or 128 people) identified the Paradise Drive access point, 123 (16.8%) identified the Rusco Drive access point, and 122 (16.7%) identified the Highway 33 access point. See Map 4 on page 35 for a summary of responses.

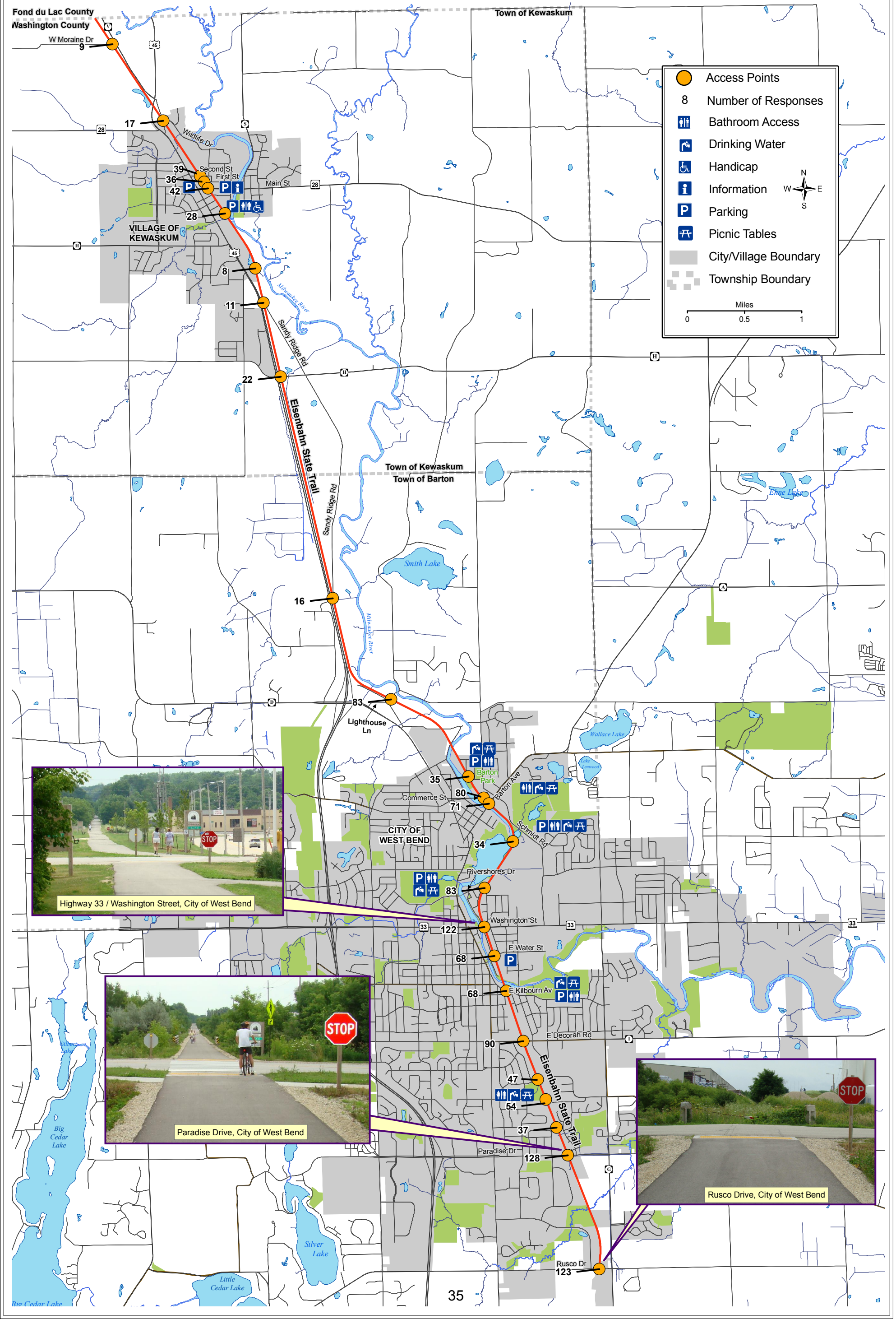
Table 28: Access Points Used Most Often by Survey Respondents

Access Points	Paved	Phase 1		Phase 2		Overall	
		Number	Percentage	Number	Percentage	Number	Percentage
W. Moraine Dr.	No	8	1.4	1	0.7	9	1.2
Hwy 28	No	16	2.7	1	0.7	17	2.3
Second St.	No	34	5.8	5	3.3	39	5.3
First St.	No	33	5.7	3	2.0	36	4.9
Main St. / Hwy 28	No	38	6.5	4	2.7	42	5.7
River Hill Park	No	26	4.5	2	1.3	28	3.8
BP Gas Station	No	8	1.4	0	0.0	8	1.1
N Sandy Ridge Rd.	No	11	1.9	0	0.0	11	1.5
Hwy H	No	21	3.6	1	0.7	22	3.0
S. Sandy Ridge Rd.	No	14	2.4	2	1.3	16	2.2
Lighthouse Ln.	No	79	13.6	4	2.7	83	11.3
Barton Park	Yes	34	5.8	1	0.7	35	4.8
Commerce St.	Yes	76	13.1	4	2.7	80	10.9
Barton Ave.	Yes	63	10.8	8	5.3	71	9.7
Schmidt Rd.	Yes	32	5.5	2	1.3	34	4.6
Rivershores Dr.	Yes	78	13.4	5	3.3	83	11.3
Washington St / Hwy 33	Yes	117	20.1	5	3.3	122	16.7
Water St.	Yes	64	11.0	4	2.7	68	9.3
Kilbourn Ave.	Yes	62	10.7	6	4.0	68	9.3
Decorah Rd.	Yes	84	14.4	6	4.0	90	12.3
Ziegler Park	Yes	44	7.6	3	2.0	47	6.4
Decorah Elementary	Yes	48	8.2	6	4.0	54	7.4
Stonebridge Rd.	Yes	34	5.8	3	2.0	37	5.1
Paradise Dr.	Yes	121	20.8	7	4.7	128	17.5
Rusco Dr.	Yes	114	19.6	9	6.0	123	16.8
No Response	--	134	23.0	116	77.3	250	34.2

*Note: Percentages listed in Table 28 represent the percentage of the total amount of trail users that submitted a survey during Phase 1 (582), Phase 2 (150) and overall (732). Because survey respondents could select more than one response, the sum of percentages may equal more than 100 percent.

MAP 4 OVERALL EISENBahn STATE TRAIL SURVEY QUESTION 21 RESPONSE

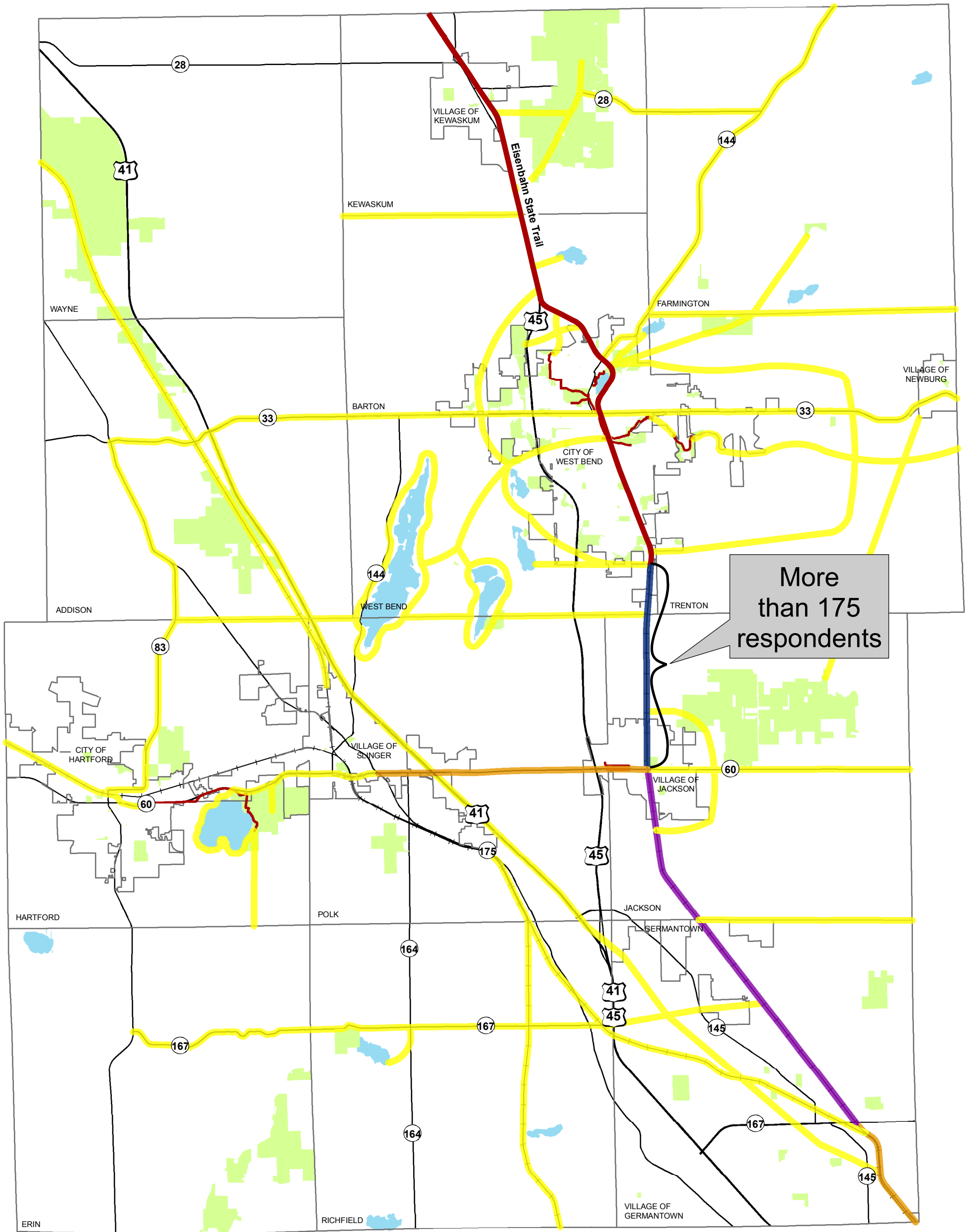
Trail Access Points Generally Used by Survey Respondents



MAP 5

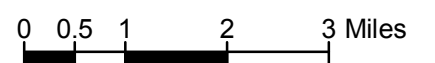
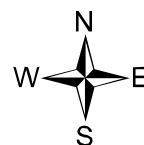
OVERALL EISENBahn STATE TRAIL SURVEY QUESTION 22 RESPONSE

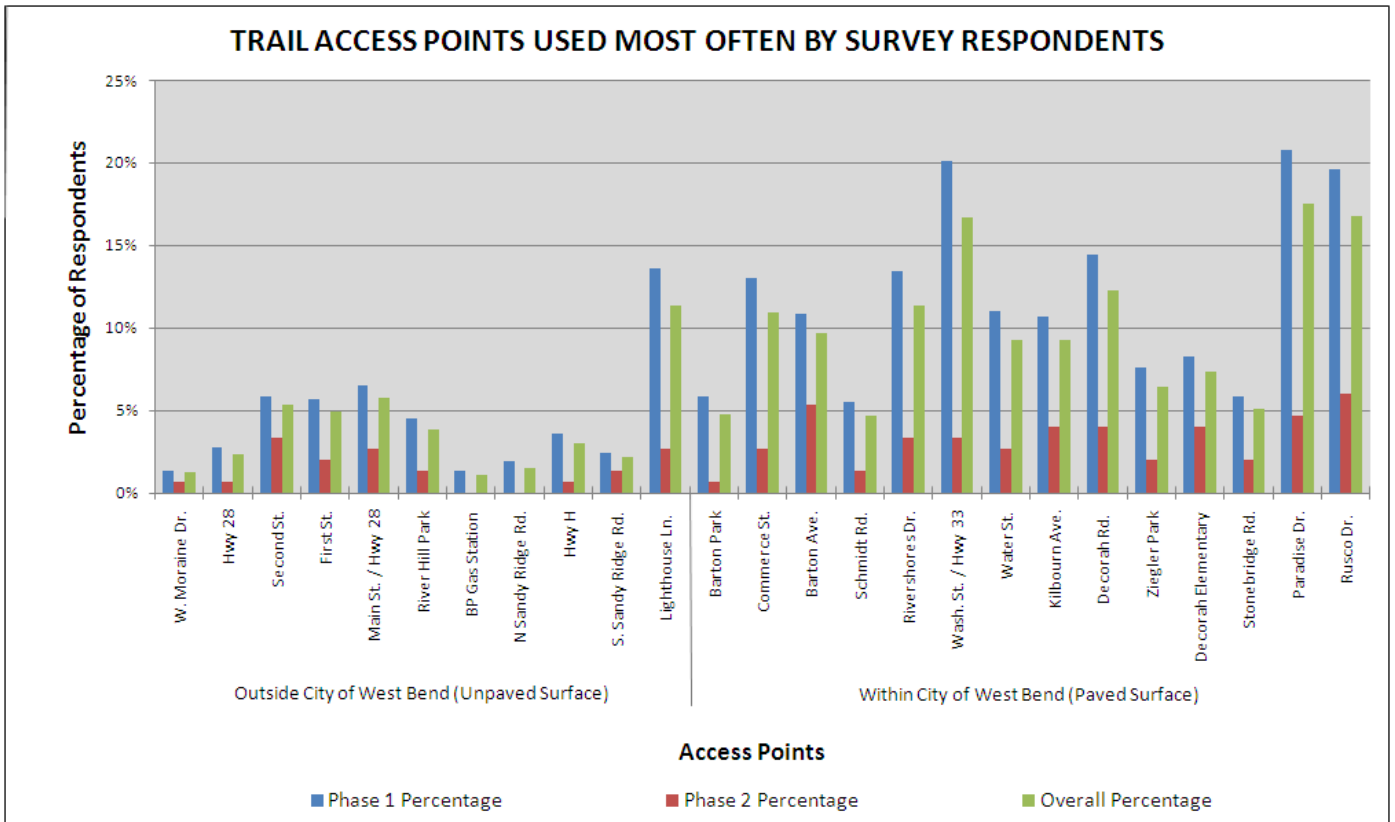
Additional County Trails Desired by Survey Respondents



Number of Respondents Indicating Where Additional Trails Should be Located

- | | |
|----------------------|--|
| 1 - 25 respondents | Existing Bikeways |
| 26 - 50 respondents | City, Village, County, State Parks and Natural Areas |
| 51 - 100 respondents | Surface Water |
| over 100 respondents | |





Additional County Trails (Q22)

A map was also provided on which respondents could draw where they thought additional county trails should be located. Overall, of the 732 trail users who submitted a survey, 293 or 40.0% responded to this question. One hundred and eighty-six (25.4%) respondents indicated the trail should be extended to the south, connecting it to the Village of Jackson. Eighty-three respondents reported that the trail should be expanded even further to the south to the Town of Germantown, 60 respondents wanted the trail extended to Highway 167, and 46 respondents wanted expansion to Waukesha County. Twenty-six respondents also reported that they would like a recreational trail connecting the Villages of Jackson and Slinger. Many comments were also written on the map. Respondents most frequently reported that they would like to see a bike lane connecting Paradise Drive to 18th Avenue in the City of West Bend. Many also reported that they would like the trail connected to the Kettle Moraine State Forest. See Map 5 on page 36 for a summary of overall responses and Appendix C for a summary of comments that were also submitted.



Section 5: Phase 1 Trail User Count Survey Results

Methodology

In addition to the in-person survey during Phase 1, the survey administrator conducted a trail user count survey. Not all trail users filled out the in-person survey. The trail user count survey was conducted to provide information on the number and types of all trail users. It should be noted that, as the survey was being conducted later into the fall, there were a few days when the distribution of the survey stopped at 7:00 p.m. or 7:30 p.m. due to earlier sunsets. The count was conducted at all six survey locations for a total of 13 hours throughout weekdays at each location (Monday through Friday) and a total of 13 hours on the weekend at each location (Saturday or Sunday). See Sections 3 and 6 of this report for details on when and where the survey was conducted. A counting form (see Appendix E) was developed to standardize the types of data collected.



Counts were tallied and organized by survey location, time of day, trail users' approximate age group and trail activity being conducted. A total of 2,312 people were counted. This included those who filled out a survey and those who did not. If a person passed by more than once, he or she was counted each time they passed by.

Estimated Age Distribution of All Trail Users

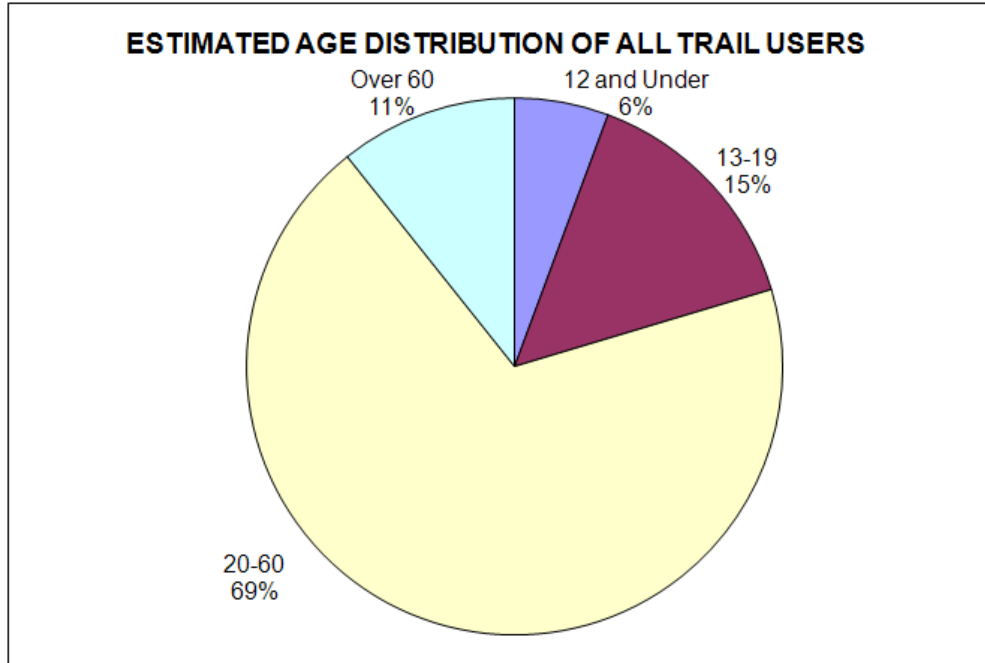
To determine age distribution of 2,312 trail users, the age of all trail users were estimated and categorized into four groups: under the age of 12 (children/not working), 13 to 19 (teenagers/early working class), 20 to 60 (adults/working class), and over the age of 60 (older working class/retired).

Of all trail users, 5.6% were estimated to be under the age of 12, 14.7% were estimated to be between 13 to 19 years of age, 69.0% were estimated to be between 20 to 60 years of age and 10.7% were estimated to be over the age of 60.



Table 29: Estimated Age Distribution of Trail Users

Age Groups	Totals	Percentage
12 and Under	131	5.6
13-19	340	14.7
20-60	1,593	69.0
Over 60	248	10.7
Total	2,312	100



Trail Activity Conducted

The activity being conducted by trail users were counted. Biking was the most frequent activity as 1,756 (76.0%) bicyclists were counted. Walking without a pet was the second most frequent activity at 12.0%. Activities tallied as “other” were not individually specified when recorded.

Table 30: Trail Activity Conducted

Activity	Number	Percentage
Walking with pet	110	4.8
Walking without pet	277	12.0
Bike	1,756	76.0
Rollerblading	45	1.9
Other	124	5.4
Totals	2,312	100

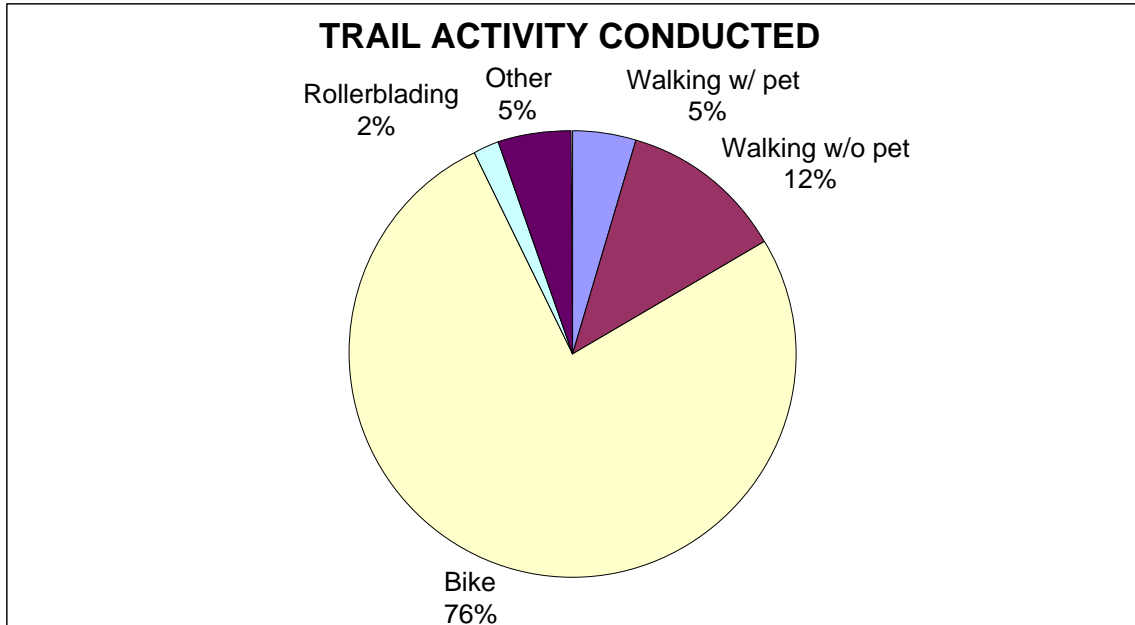


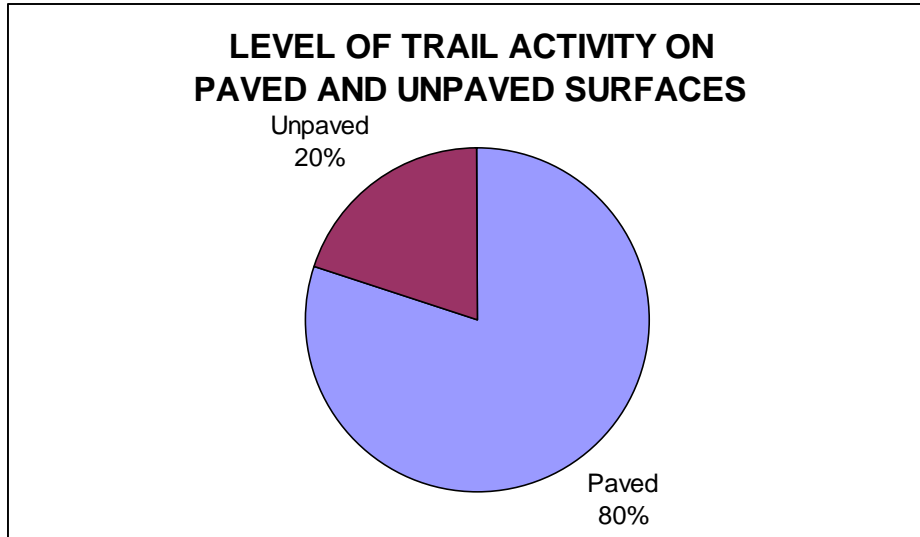
Table 31: Trail Activity Conducted (Paved vs. Unpaved)

Activities	Paved Segments	Unpaved Segments	Total
Walking w/ Pet	83	27	110
Walking w/o Pet	211	66	277
Biking	1,402	354	1,756
Rollerblading	45	0	45
Other	107	17	124
Total	1,848	464	2,312

The information in Table 32 can be used to determine the percentages of overall trail activity that occurred on paved and unpaved segments of the trail. The majority (79.9%) of trail use occurred on the paved portion of the trail even though it is approximately only a five mile stretch or roughly 40% of the entire Washington County segment.

Table 32: Level of Trail Activity on Paved and Unpaved Portions of the Trail

Surface Type	Number	Percentage
Paved	1,848	79.9
Unpaved	464	20.1
Total	2,312	100



Please note that snowmobiling is allowed on the unpaved portions of the trail in the winter when conditions permit. This survey was conducted in the summer and fall months so snowmobile activity was not able to be tallied as it was out of season.

Trail Use by Location

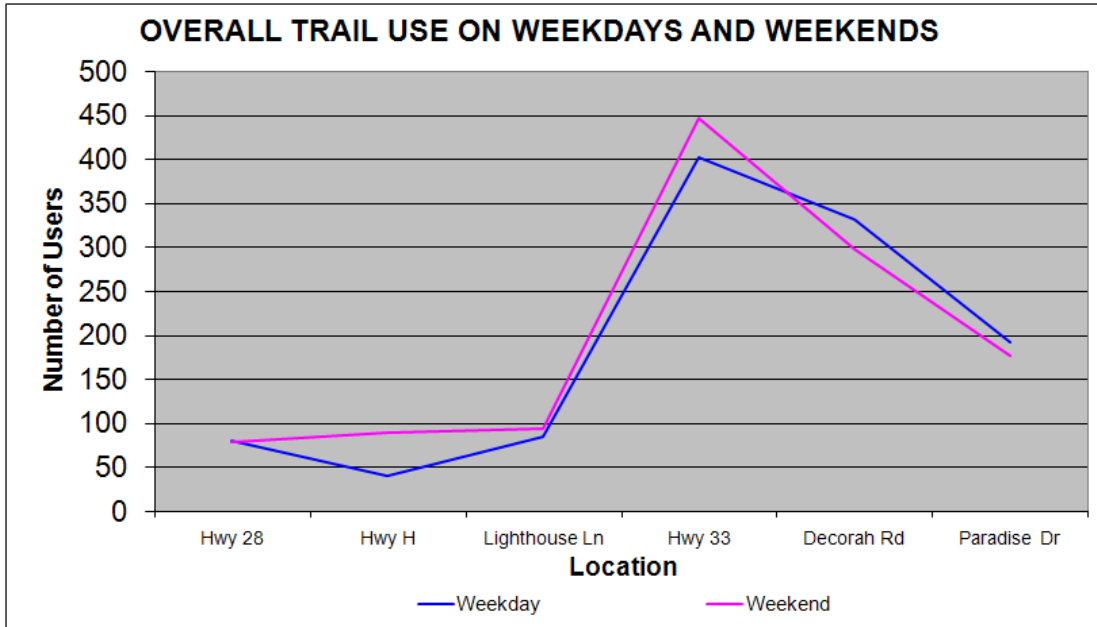
Data regarding trail activity level and type was counted at each of the six locations where the survey was conducted. This section contains data categorized by the six survey stations.

Overall trail use was relatively constant on weekends and weekdays except at the Highway H survey station. The Highway H survey station had about double the use on weekends than on weekdays.

Table 33: Trail Use on Weekdays and Weekends

Location	Weekday	Weekend	Combined
Hwy 28	80	78	158
Hwy H	40	88	128
Lighthouse Ln	84	94	178
Hwy 33	402	447	849
Decorah Rd	332	298	630
Paradise Dr	192	177	369
Total	1,130	1,182	2,312

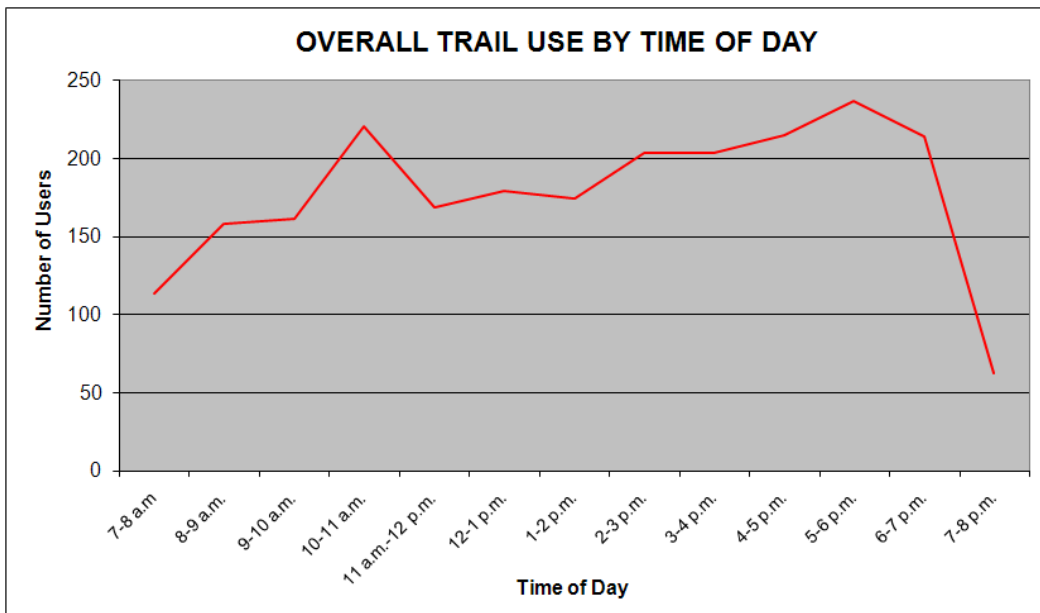
*Note: The count was conducted at all six survey locations for a total of 13 hours throughout the weekdays at each location (Monday through Friday) and a total of 13 hours on the weekend at each location (Saturday or Sunday).



Trail Use by Time of Day

Knowing when peak times of trail usage occur can be helpful for many reasons such as determining vehicle safety and security measures to name a few. Data displaying overall peak times of trail use and location can be analyzed in order to determine when and where safety measures should be increased.

Using the tallied data of overall trail use, trail activity steadily increased throughout the morning between the hours of 7 a.m. and 11 a.m. The level of use then decreased until 2 p.m. Trail use then increased, peaking at 6:00 p.m., and declined throughout the evening.



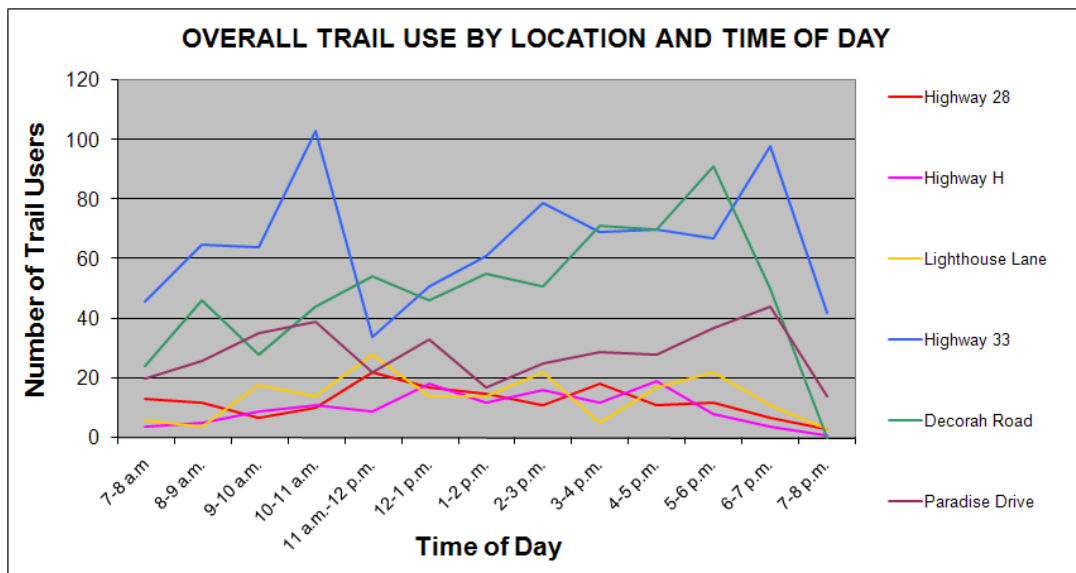
Overall Trail Use by Location and Time of Day

Peak times of trail use can be compared by location to determine exactly where the most trail activity occurs during any given day. The trail user count was conducted at all six survey locations for a total of 13 hours throughout the weekdays at each location (Monday through Friday) and a total of 13 hours on the weekend at each location (Saturday or Sunday). Results indicate that, of the six locations at where the trail user count was conducted, the busiest location on any given day was at Highway 33 between the hours of 10 a.m. and 11 a.m. Highway 33 and Decorah Road are also busy locations between the hours of 5 and 7 p.m.

Table 34: Overall Trail Use by Location and Time of Day

Time of Day	Highway 28	Highway H	Lighthouse Lane	Highway 33	Decorah Road	Paradise Drive	Total
7-8 a.m.	13	4	6	46	24	20	113
8-9 a.m.	12	5	4	65	46	26	158
9-10 a.m.	7	9	18	64	28	35	161
10-11 a.m.	10	11	14	103	44	39	221
11 a.m.-12 p.m.	22	9	28	34	54	22	169
12-1 p.m.	17	18	14	51	46	33	179
1-2 p.m.	15	12	14	61	55	17	174
2-3 p.m.	11	16	22	79	51	25	204
3-4 p.m.	18	12	5	69	71	29	204
4-5 p.m.	11	19	17	70	70	28	215
5-6 p.m.	12	8	22	67	91	37	237
6-7 p.m.	7	4	11	98	50	44	214
7-8 p.m.*	3	1	3	42	0	14	63
Total	158	128	178	849	630	369	2,312

*Note: The trail user count was not conducted at some of these locations between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.



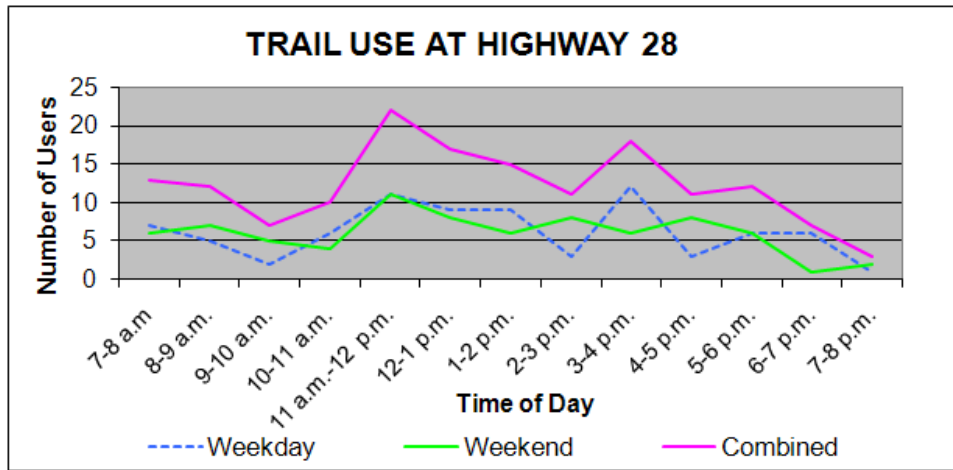
Trail Use by Location and Time of Day (Highway 28/Main Street in the Village of Kewaskum)



The number of trail users at Highway 28 on weekdays and weekends was nearly equal. Overall trail use peaked around the hours of 12 p.m. and 4 p.m.

Table 35: Overall Trail Use at Highway 28 by Time of Day and Day of Week

Time of Day	Number of Trail Users		
	Weekday	Weekend	Combined
7-8 a.m.	7	6	13
8-9 a.m.	5	7	12
9-10 a.m.	2	5	7
10-11 a.m.	6	4	10
11 a.m.-12 p.m.	11	11	22
12-1 p.m.	9	8	17
1-2 p.m.	9	6	15
2-3 p.m.	3	8	11
3-4 p.m.	12	6	18
4-5 p.m.	3	8	11
5-6 p.m.	6	6	12
6-7 p.m.	6	1	7
7-8 p.m.	1	2	3
Total	80	78	158



Trail Use by Location and Time of Day (Highway H in the Town of Kewaskum)

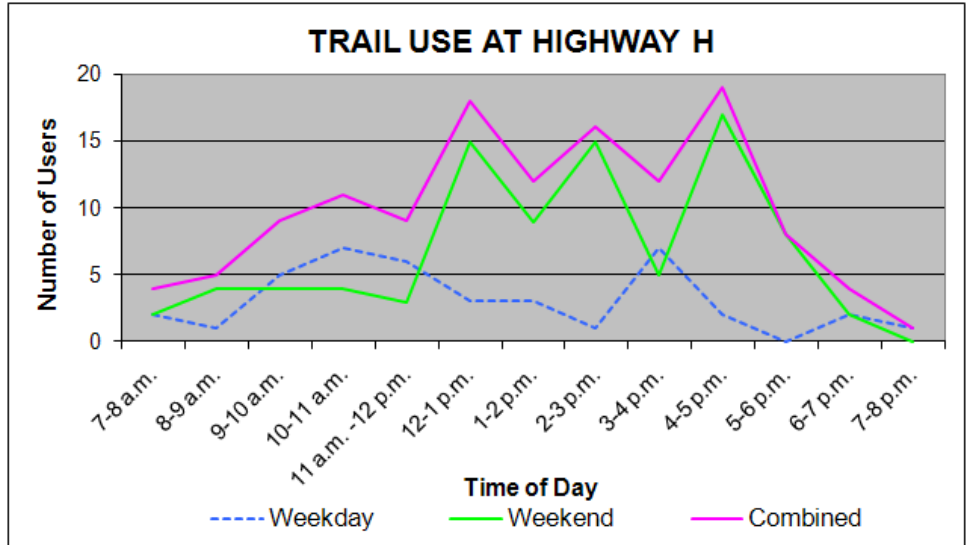


The level of trail use that occurred at Highway H on the weekend was about double than that on weekdays. Overall trail use peaked between the hours of 12 p.m. and 5 p.m. The survey was not conducted at this location on a weekend between the hours of 7:30 p.m. and 8:00 p.m. due to earlier sunsets.

Table 36: Overall Trail Use at Highway H by Time of Day and Day of Week

Time of Day	Number of Trail Users		
	Weekday	Weekend	Combined
7-8 a.m.	2	2	4
8-9 a.m.	1	4	5
9-10 a.m.	5	4	9
10-11 a.m.	7	4	11
11 a.m. -12 p.m.	6	3	9
12-1 p.m.	3	15	18
1-2 p.m.	3	9	12
2-3 p.m.	1	15	16
3-4 p.m.	7	5	12
4-5 p.m.	2	17	19
5-6 p.m.	0	8	8
6-7 p.m.	2	2	4
7-8 p.m.	1	0*	1*
Total	40	88*	128*

*Note: The trail user count was not conducted at this location on a weekend between the hours of 7:30 p.m. and 8:00 p.m. due to earlier sunsets.



*Note: The trail user count was not conducted at this location on a weekend between the hours of 7:30 p.m. and 8:00 p.m. due to earlier sunsets.

Trail Use by Location and Time of Day (Lighthouse Lane in the Town of Barton)

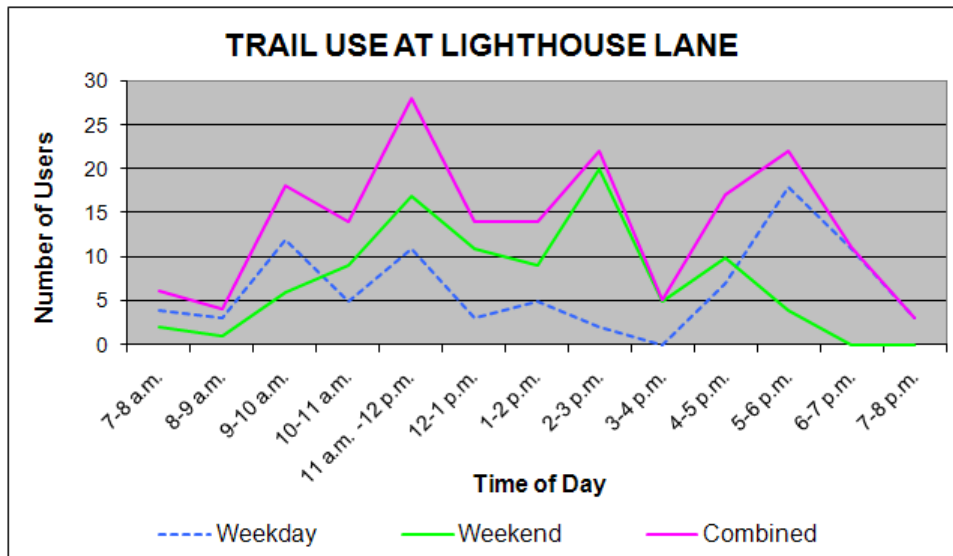


There was slightly more trail use at Lighthouse Lane on weekends than weekdays. Overall trail use was fairly sporadic and peaked at various times of the day with the most use occurring around 12 p.m. The trail user count was not conducted at this location on a weekend between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.

Table 37: Overall Trail Use at Lighthouse Lane by Time of Day and Day of Week

Time of Day	Number of Trail Users		
	Weekday	Weekend	Combined
7-8 a.m.	4	2	6
8-9 a.m.	3	1	4
9-10 a.m.	12	6	18
10-11 a.m.	5	9	14
11 a.m. -12 p.m.	11	17	28
12-1 p.m.	3	11	14
1-2 p.m.	5	9	14
2-3 p.m.	2	20	22
3-4 p.m.	0	5	5
4-5 p.m.	7	10	17
5-6 p.m.	18	4	22
6-7 p.m.	11	0	11
7-8 p.m.	3	0*	3*
Total	84	94*	178*

*Note: The trail user count was not conducted at this location on a weekend between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.



*Note: The trail user count was not conducted at this location on a weekend between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.

Trail Use by Location and Time of Day (Highway 33/Washington Street in the City of West Bend)

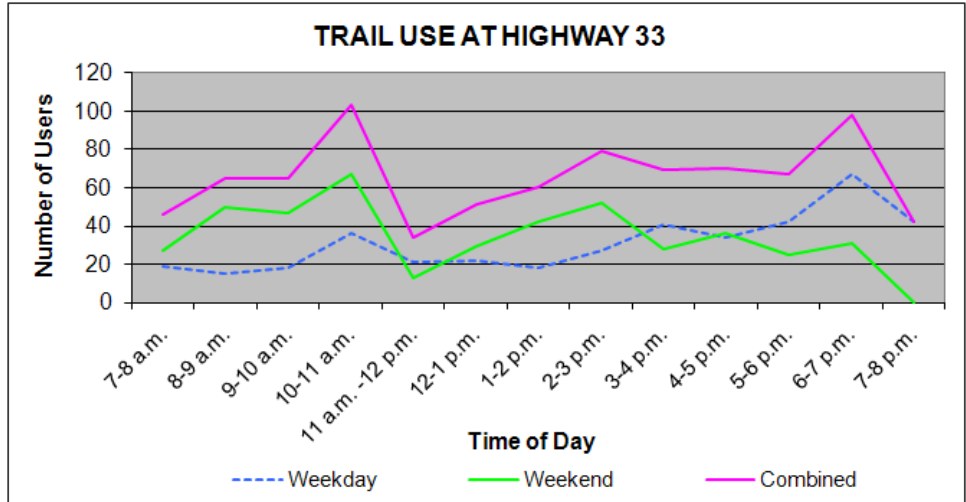


There was about 11% more trail use on weekends than on weekdays at Highway 33. Overall trail use was fairly sporadic during the day with the most use occurring around 11 a.m. and 7 p.m. The trail user count was not conducted at this location on a weekend between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.

Table 38: Trail Use at Highway 33 by Time of Day and Day of Week

Time of Day	Number of Trail Users		
	Weekday	Weekend	Combined
7-8 a.m.	19	27	46
8-9 a.m.	15	50	65
9-10 a.m.	18	47	65
10-11 a.m.	36	67	103
11 a.m. -12 p.m.	21	13	34
12-1 p.m.	22	29	51
1-2 p.m.	18	42	60
2-3 p.m.	27	52	79
3-4 p.m.	41	28	69
4-5 p.m.	34	36	70
5-6 p.m.	42	25	67
6-7 p.m.	67	31	98
7-8 p.m.	42	0*	42*
Total	402	447*	849*

*Note: The trail user count was not conducted at this location on a weekend between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.



*Note: The trail user count was not conducted at this location on a weekend between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.

Trail Use by Location and Time of Day (Decorah Road in the City of West Bend)

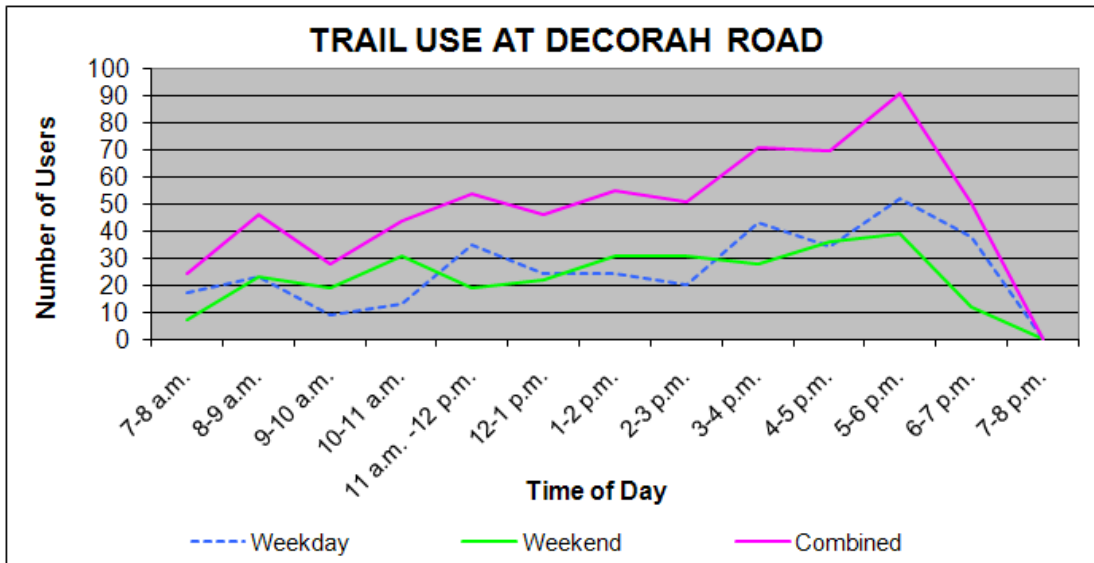


There was about 11% more trail use on weekends than on weekdays at Decorah Road. Overall trail use increased fairly steadily throughout the day peaking around 6 p.m. The trail user count was not conducted at this location on a weekend between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.

Table 39: Trail Use at Decorah Road by Time of Day and Day of Week

Time of Day	Number of Trail Users		
	Weekday	Weekend	Combined
7-8 a.m.	17	7	24
8-9 a.m.	23	23	46
9-10 a.m.	9	19	28
10-11 a.m.	13	31	44
11 a.m. -12 p.m.	35	19	54
12-1 p.m.	24	22	46
1-2 p.m.	24	31	55
2-3 p.m.	20	31	51
3-4 p.m.	43	28	71
4-5 p.m.	34	36	70
5-6 p.m.	52	39	91
6-7 p.m.	38	12	50
7-8 p.m.	0	0*	0*
Total	332	298*	630*

*Note: The trail user count was not conducted at this location on a weekend between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.



*Note: The trail user count was not conducted at this location on a weekend between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.

Trail Use by Location and Time of Day (Paradise Drive in the City of West Bend)

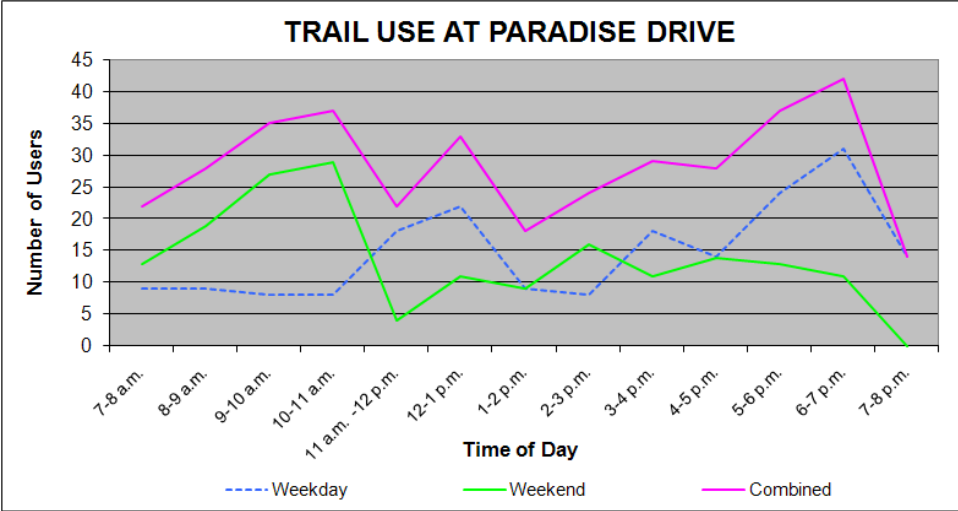


There was slightly more use at Paradise Drive during weekdays than on weekends. Use peaked on weekdays around 12 p.m. and 6 p.m. and on the weekend around 11 a.m. Overall, the amount of trail use varies throughout different times of the day peaking in the evening between the hours of 5 and 7 p.m. The trail user count was not conducted at this location on a weekend between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.

Table 40: Overall Trail Use at Decorah Road by Time of Day and Day of Week

Time of Day	Number of Trail Users		
	Weekday	Weekend	Combined
7-8 a.m.	9	13	22
8-9 a.m.	9	19	28
9-10 a.m.	8	27	35
10-11 a.m.	8	29	37
11 a.m. -12 p.m.	18	4	22
12-1 p.m.	22	11	33
1-2 p.m.	9	9	18
2-3 p.m.	8	16	24
3-4 p.m.	18	11	29
4-5 p.m.	14	14	28
5-6 p.m.	24	13	37
6-7 p.m.	31	11	42
7-8 p.m.	14	0*	14*
Total	192	177*	369*

*Note: The trail user count was not conducted at this location on a weekend between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.



*Note: The trail user count was not conducted at this location on a weekend between the hours of 7:00 p.m. and 8:00 p.m. due to earlier sunsets.

Section 6: Survey Schedule

The following table is a schedule of when and where the survey was conducted. The survey was conducted at all six survey locations for a total of 13 hours throughout the weekdays at each location (Monday through Friday) and a total of 13 hours on the weekend at each location (Saturday or Sunday). It should be noted that distribution of survey concluded at 7:00 and 7:30 p.m. on a few days later in the summer rather than 8:00 p.m. due to earlier sunsets.

Table 41: Eisenbahn Survey Schedule (2008)

Location	AM						PM						
	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8
Main St./Hwy 28													
Weekdays	20-Aug	20-Aug	20-Aug	8-Aug	8-Aug	8-Aug	8-Aug	25-Aug	25-Aug	25-Aug	25-Aug	25-Aug	25-Aug
Weekends	6-Sep	6-Sep	6-Sep	6-Sep	6-Sep	6-Sep	6-Sep	7-Sep	7-Sep	7-Sep	7-Sep	7-Sep	7-Sep
Hwy H													
Weekdays	21-Aug	21-Aug	21-Aug	11-Aug	11-Aug	11-Aug	11-Aug	12-Sep	12-Sep	12-Sep	12-Sep	12-Sep	12-Sep
Weekends	20-Sep	20-Sep	20-Sep	20-Sep	20-Sep	20-Sep	20-Sep	20-Sep	20-Sep	20-Sep	20-Sep	20-Sep	20-Sep
Lighthouse Lane													
Weekdays	19-Aug	19-Aug	19-Aug	19-Aug	19-Aug	3-Sep	3-Sep	3-Sep	3-Sep	18-Sep	18-Sep	18-Sep	18-Sep
Weekends	4-Oct	4-Oct	4-Oct	4-Oct	4-Oct	4-Oct	4-Oct	4-Oct	4-Oct	4-Oct	4-Oct	4-Oct	N/A
Washington St./Hwy 33													
Weekdays	2-Sep	2-Sep	2-Sep	31-Jul	31-Jul	31-Jul	31-Jul	6-Aug	6-Aug	6-Aug	6-Aug	6-Aug	6-Aug
Weekends	9-Aug	9-Aug	9-Aug	9-Aug	21-Sep	21-Sep	21-Sep	21-Sep	21-Sep	27-Sep	27-Sep	27-Sep	N/A
Decorah Road													
Weekdays	27-Aug	27-Aug	27-Aug	18-Aug	18-Aug	18-Aug	18-Aug	18-Aug	18-Aug	16-Sep	16-Sep	16-Sep	16-Sep
Weekends	28-Sep	28-Sep	28-Sep	28-Sep	28-Sep	28-Sep	28-Sep	28-Sep	28-Sep	28-Sep	28-Sep	28-Sep	N/A
Paradise Drive													
Weekdays	9-Sep	9-Sep	9-Sep	28-Jul	28-Jul	28-Jul	28-Jul	30-Jul	30-Jul	30-Jul	30-Jul	17-Sep	17-Sep
Weekends	10-Aug	10-Aug	10-Aug	10-Aug	5-Oct	5-Oct	5-Oct	12-Oct	12-Oct	12-Oct	12-Oct	12-Oct	N/A

- survey conducted until 7:30 p.m. due to earlier sunsets
 - survey not conducted at this time due to earlier sunsets

Appendix A

Question 17 Responses

Phase 1

- Restaurants
- Bathrooms
- Kettle Moraine areas
- Bike Trails
- Keep Bathrooms open.
- A trail to Jackson.
- Development of a trail that connects to the Kettle Moraine.
- Development of a trail that runs along the Milwaukee River to Newburg and beyond.
- A connection system of trails to all major
- Parks / Activities for biking / walking
- High school
- Shopping Areas
- Ice Age Trail
- Library
- Stores
- Jackson
- Shops
- Ice Cream
- Drinks
- A connector trail to the Kettle Moraine State Forest.
- ATV use in the winter time to join Fond du Lac and the Kettle Moraine State Forest.
- Kettle Moraine State Forest.
- Access under / over Hwy 33!
- Fair Park.
- Quaas Park Trail System.
- Fair Park
- Underpass on Hwy 33
- Riverwalk
- Restaurants
- Bathrooms
- Resting spots
- Areas of interest
- South of Rusco Road
- Food and refreshments
- More Benches
- Further South
- Fair Park Subdivision (North end)

- PMF Subdivision (South end)
- Water Fountains
- Garbage Cans
- Port-a-Potty
- I love all the trails and am proud to be a part of the community for providing them.
- Kewaskum Piggly Wiggly
- Paved to Kewaskum
- Paved to Kewaskum
- Fair Park
- Cedar Lake
- Downtown
- More snowmobile trails
- Subdivision by Rusco Dr.
- Link to Cabela's and the Jackson Area
- Access across Hwy 33.
- More Riverwalk Connections
- All of Washington County
- Paved and Extended
- Downtown
- Downtown West Bend
- Riverwalk
- Link to the Riverwalk
- Create East-West links in West Bend to the trail.
- Expand South
- Big and Little Cedar Lake areas
- More of West Bend
- Access to beverages.
- Continue South
- Jackson, WI
- SAFE access to shopping areas south of Decorah.
- Parks
- Farther south than Rusco Dr.
- Farther North than Eden.
- To Pleasant Valley Road.
- Some link from the end in Eden to another trail.
- Rusco Drive south continuation.
- Restaurants
- Riverwalk
- Circle around West Bend
- Vending machines
- Picnic Areas
- Permanent Rest stop (old depot usage?)
- Trail to riverside without crossing roads.
- Everything Possible!

- Snack, Coffee Shop
- Ice Age Trail
- All Parks
- All Schools
- Slinger
- To Jackson
- To Hartford
- Fair Park
- Better access to high school
- Riverwalk
- Barton to Kewaskum- paved trail
- To Sandy Knoll
- With the Riverwalk
- To the Kettle Moraine.
- Hwy H to the West
- Open to Jackson
- Open to Fond du Lac
- Walmart
- Jackson
- Links to all areas of concentrated businesses
- Fair Grounds
- Eisenbahn to Jackson and Newburg.
- Eisenbahn to Kettle Moraine Forest
- Better access from Eisenbahn to Ice Age Trail.
- The Fair Grounds
- Hwy G
- Schools
- Stores
- Riverside Park
- Prairie Meadows Subdivisions
- Ice cream shops
- Coffee Shops
- Food and Refreshments
- Water
- Germantown
- Easy access to get west of Main Street
- Trail linked to Jackson
- Link to Cedarburg
- Need trail to Jackson –even if on road
- Just moved back to WI, not sure
- Slinger
- Hartford
- Court House Museum
- Cafes

- Need a east / west connector
- Food
- Toilets
- It should go all the way into Jackson
- Kettle Moraine State Forest
- Jackson Snowmobile trails
- Milwaukee River access
- Circle the city
- Tie in with the parks
- Next bike trail
- Hospital for work
- Ice Age Trail
- Paradise Drive- Shopping
- Lac Lawrann
- Ice Age Trail or Rec Trail
- Connect trail that runs West Side River to Barton to this trail.
- Ice Age Trail
- More hills
- Sunburst ski hill
- Newburg to West Bend
- West Bend to Jackson
- Link trail to 18th Ave.
- Restaurants
- Parks
- Ice cream and coffee shops
- River
- Downtown
- West Bend Riverwalk at Milwaukee River Trestle (between Water and Kilbourn)
- Moraine Park Technical College
- An east-west route to Ridge Run County Park and the Cedar Lake areas.
- Extended beyond Rusco Drive.
- Downtown
- Riverside Trail.
- Ice Age
- I'd like to see the trail extended, so you could get to trails in other counties without leaving the trail.
- Trail to Jackson or farther south
- Riverwalk trail(s)
- Good access to parks which we have
- Plants
- Flowers
- Kettle Moraine State Forest
- Four Wheelers
- Ice Center

- Fair Park Elementary
- Ridge Run Park
- Just more trail
- All of Washington County
- From West Bend all the way to Jackson
- Run a trail parallel to Paradise
- City Parks
- Campsites.
- Bike shops
- Washington County Fair Park
- City of Fond du Lac
- Ski Hill
- Kettle Moraine State Forest hiking trails
- Better access to Downtown and Riverside Park
- Riveredge Nature Center and Newburg Area
- More food destinations
- Wingate area – Creek Road – (South Schmidt Road access)
- Extended trail to Jackson- along RR tracks (see picture #5)
- Powder Hill state park
- Cedar Lake
- Please consider extending the trail from Rusco Dr. (south) to Pleasant Valley by Fair Park and Hospital.
- Thank You!
- South of Rusco Road (to Jackson)
- Ice Age Trail
- Newburg, Hartford
- Northern Kettle Moraine Park
- Restaurants
- Downtown
- Better parking
- Picnic areas (bathrooms don't exist)
- Ridge Run Park
- County fairgrounds
- Kettle Moraine – South
- Village of Slinger
- Town of Jackson
- City of Hartford
- Include signage to the Riverwalk
- Kettle Moraine State Forest
- Milwaukee River Trail
- Fond du Lac
- Lighthouse Lanes
- Geocaching
- Downtown area

- Downtown West Bend for Snowmobilers
- Mid-Cities Motorsports
- Downtown West Bend for Snowmobilers
- Downtown West Bend for Snowmobilers
- Downtown West Bend for Snowmobilers
- Mid-Cities Motorsports
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- Downtown West Bend for Snowmobilers
- Mid-Cities Motorsports
- Downtown West Bend for Snowmobilers
- Mid-Cities Motorsports
- Downtown West Bend for Snowmobilers
- Downtown West Bend for Snowmobilers
- Downtown West Bend for Snowmobilers
- Downtown West Bend for Snowmobilers
- Downtown West Bend for Snowmobilers
- Jansen Park
- Downtown West Bend for Snowmobilers
- Downtown West Bend for Snowmobilers
- Downtown West Bend for Snowmobilers
- Mid-Cities Motorsports
- Downtown West Bend for Snowmobilers
- Downtown West Bend for Snowmobilers
- Downtown West Bend for Snowmobilers
- Barton for Snowmobilers
- Let 4-wheelers & snowmobiles into Barton
- Move snowmobile trails
- Allow snowmobiles into West Bend
- To end at Hwy 144, Barton Ave.
- Being able to snowmobile from Lighthouse thru West Bend to Paradise Drive
- Downtown West Bend for Snowmobilers
- Snowmobile to Barton Ave.
- Downtown West Bend for Snowmobilers
- Mid-Cities Motorsports
- Fairgrounds

Appendix B

Question 20 Responses

Phase 1

- I think the entire Washington County trail should be paved. It would get more use and be safer. The Interurban Trail is paved and used a lot!
- The surface right north of Kewaskum was difficult to ride in-size of material? Packed differently?
- I love the rural areas north of Kewaskum, it's quiet and pure Wisconsin.
- More Paving North.
- Love the trail "as is" – some washouts where trail crosses roads can be hazardous at times, but I feel the trail is well maintained. Thank You!
- Better Traffic Control at Decorah and Paradise.
- Better gravel in Kewaskum.
- Something to promote waste pick up from dogs.
- ATV use in the winter just as the snowmobiles use North of Lighthouse Lane and a trail that permits use to the Kettle Moraine State Forest from Kewaskum.
- I would definitely like to see signs in the roads (crosswalks) bright yellow signs alerting drivers of the trail – I use the trail daily and this safety issue is a HUGE concern. West Bend police need to help enforce this as well as crack down on speeding in general but most certainly at trail crossings. Pedestrians have right-of-way in crosswalks by law, and motorists need to know this. Also people need to pick up pet waste- this should be enforced. **ALSO**, please do **SOMETHING** to control the invasive species along the trail - Buckthorn, Honeysuckle, Dame's Rocket, Teasle- **BIG** problem, form a "Friends Group" and clean it up!
- The City of West Bend does not support biking / walking safety in almost anyway. Also law enforcement for laws pertaining to right-of-way of pedestrians and bikers is non existent. Proper signs on the road and in the crosswalk are desperately needed.
- More Lighting
- Is there any way to prevent the trail damage - gravel on trail and shoulder erosion done by the kids at Decorah School / Eisenbahn Trail intersections? Thanks for the trail!
- Pave the trail to Lighthouse Lanes
- Parking signs at Rusco Road.
- Signs that tell motorists to stop for bicyclists.
- Signage for auto crossings at Paradise, Decorah, Main St. and Kilbourn Ave.
- Excellent!!
- Sell me the train station so I can turn it into a custard shop.
- Let local businesses advertise on kiosks on the trail by road crossings.
- Allow us to keep walking with our dogs.
- I enjoy the unpaved portion of the trail the most.
- People with dogs need to clean up after their dogs.
- The trails are great. Try to keep it as natural, low maintenance as possible. The more natural, or "green" the better.

- Love the Trails!
- Mandatory stopping of traffic on road crossing; currently unsafe.
- It would be great to let ATVs use the trail just as snowmobiles do.
- Biggest issue is crossing Hwy 33.
- Please add ¼, ½, ¾ and 1 mile markers - these are very helpful!! Thanks.
- Emphasis on dog owners to clean up after their dogs, we want to continue bringing our dog.
- Pave the whole trail, buy out the snowmobilers, such as Root River Trail in MN, the Interurban in Mequon.
- More Dog policing.
- Landscape – improvements needed – weeds
- Water and improve grass areas along Veterans Avenue.
- A ramp at Vine Street to get on and off of the trail.
- Need to replace mile markers.
- I like it
- A “walk sign” on Hwy 33 / Washington Ave. would be nice.
- Thoroughly enjoy using the paved portions of the trail.
- Wish dog walkers would pick up mess.
- Place for dog droppings.
- My Sister–in–law lives in apartments off of 33, we walk the trail in winter.
- Water
- Water
- The section of River Road (G) from Decorah to Paradise really needs a path of some kind. The stretch past the high school (South) is very dangerous for bikers and walkers- especially down to Sand Drive.
- If kept with stone - maintain crossovers where dirt erodes. Sometimes difficult on bike.
- I’d like to see signs AND fines for dog walkers who don’t pick up after pets!
- I love the Trail.
- Yellow divided line down the middle get the younger bikers ready for driving along with courtesy.
- More frequent distance markers so we know how many miles we walk or bike.
- I LOVE the Trail!!
- I like it.
- Please extend the path or create additional bike paths.
- Safe, signaled pedestrian crossing at Hwy 33 and Veterans Ave.
- Eliminate the yellow metal “grating”.
- Paved North to Kewaskum
- Open the trail earlier and keep it open later in the summer.
- Allow snowmobiles south to where the paving starts North of town.
- I have heard the County Golf Course loses money. If that’s true, I would oppose user fees for the trail. If the golf course breaks even I would be more inclined to accept a fee for the trail.
- Better development of places to eat along trail.
- No Cops or Police
- Make it an ATV trail.
- No Cops

- Paved Further North
- Extend to the city of Fond du Lac.
- Center lines
- Pave North! (If ever Possible)
- The pavement is so nice to ride on; I wish it would continue north.
- Fond du Lac County needs some signs that tell what road you are crossing. I've had questions from other bikers about what roads they were crossing.
- Glad to see Washington County re-do gravel south of Fond du Lac and Washington County Line.
- Thank you for the resurface up to Fond du Lac- makes it usable.
- Common sense courtesy to others using the trail ie: walk right, not 4 wide on bikes, move when others want to pass - common sense!
- Lack of restrooms in the winter is a real problem for women especially since the nearby park bathrooms are closed (apparently one doesn't have to go in the winter). Thanks for checking!
- Dog owners need to pick up after their pets.
- Groomed ski trail.
- Connect with trails in Cedarburg.
- "It's the Law" signs would be nice at trail crossings on certain streets to remind drivers that pedestrians have the right-of-way.
- Keep gravel off of the path by using a street sweeper so rollerbladers don't have to worry about being tripped by stones.
- How about having the trail continue south of Rusco Rd.
- Would be great to pave all and extend south of Rusco Rd.
- Currently the trail closes at 9 pm. I would like to have it open longer because I would like to use it late at night to commute home from work. (between 11 pm and 12 am)
- I Love the Trail!
- When will the whole trail be paved?
- Safer crossings of streets-Especially Hwy 33.
- Light buttons to cross Hwy 33 (have to wait forever)
- Tunnel under Hwy 33 to bypass road.
- Excellent Trail- Satisfied as is.
- We Love It!
- Pave it from Lighthouse Lanes north to Kewaskum?
- Please find a way to keep dog waste off trail.
- I Love this Trail.
- Cross country Ski Portion.
- Paved to Rusco Dr.
- Fond du Lac County- Campbellsport to Eden lots of weeds growing on path - also shrubs along trail need to be trimmed.
- Thank You!
- We Love it!
- Signs to local ice cream shops
- Paved path from Richards Place to Bike Trail.
- Water! And a few more rest areas.
- Asphalt beyond Barton.

- We own property along the trail and I would like to be contacted regarding adding a bench or table.
- Open trails at 5 am or 5:30 am for folks that work at 6 am. Put crosswalk buttons at Hwy 33 so walkers and bikers can cross.
- It would be nice to see the invasive species (like teasel and buckthorn) cleaned up along the river.
- Dog Litter bags could be placed on the trail – it might help
- Better crossing light at Hwy 33.
- Enjoy the trail a lot. Great for biking and walking my dog.
- Bike Trail in Riverside Park - Wider and paved trail from Rusco to Jackson.
- More mileage markers.
- Better cleaning up of dog droppings by owners.
- Please more benches.
- Bags for pet waste!
- No snowmobiles - skiing only.
- Would like to see it patrolled by police for underage drinking and smoking.
- Put in lights!
- Move Paving
- Less dog waste left on the trail
- Put up good Lights.
- Dog waste bags would be nice. I see pretty much waste on trail.
- It would be great if multi-use bike lanes were added to Paradise and Hwy 33 to allow you to safely access the trail.
- Caution lights at busy crossings in city. Pedestrians should be able to hit a button to stop traffic and cross just like at regular crosswalks. This should be done soon before there is a fatal accident. Lighting should also be added within the city. Also pave gravel trail north of Barton Park with a row for summer use and snowmobiling.
- Wider corners by sidewalks
- Connected with other trails like Mequon or Jackson
- Pave all the way to Kewaskum.
- Pave it to Kewaskum
- Connect trail to East West bike lanes
- Solicit commercial signage for revenue.
- More access from areas
- Pave thru Lighthouse and/or Kewaskum.
- Great place for me to take my handicapped daughter in her wheelchair with my rollerblades.
- Pave all the way to the end.
- Bubbler
- Pedestrian crossings light that trail users can press to change light (MINIMUM on Hwy 33)
- Need safe way to get to other communities, Jackson etc...
- Hard to cross roads - people do not stop or yield for people crossing roads.
- Blacktop more of the trail to Kewaskum.
- Finish paving it all of the way to Eden.
- Self policing of people leaving dog waste on the trail.

- Very nice trail – continue paving it towards Kewaskum
- Nicely kept - Secure, Thanks!
- Redo the old train station in West Bend with snacks and ice cream!
- Information signs on areas of interest.
- More parking access
- Update the old depot to a pit stop and show what the inside once was.
- I would like to see more of it paved.
- My family and I love this trail!! Thanks
- Controlled Crosswalks
- I don't understand why there was so much money spent planting trees and bushes along the trail.
- Great Trail!!
- Please do not shut off this trail to snowmobiling. Pea sized gravel is good for bikers, snowmobilers and walks/ joggers. It is cost effective and cheaper than an asphalt trail.
- Do NOT shut trail off for snowmobiling. Towns rely on the winter revenue and access permits for trails north and east.
- Sometimes, it is difficult to cross Hwy 33. It takes forever for the light to change.
- Paving to Kewaskum!
- The surface of the trail from north Sandy Ridge Road to Fond du Lac County line is too rough. It would be nice if it was the same surface as the rest.
- Pave the section out to Lighthouse Lane road.
- ATV (ing)
- ATV (ing)
- More signs in West Bend to indicate how to get to the start of the trail.
- Very enjoyable
- I wish it was open later, I bike to work 2nd shift and it's much safer on the trail than on the road at night.
- Asphalt limits the trail usage and increases maintenance costs.
- The Trail is great
- Should extend it to the east and west along Hwy 33
- Keep gravel trails- brings more revenue to the cities from snowmobilers.
- That snowmobilers obey the times and speed limit posted for trail use.
- Gravel better in Kewaskum, but it will be a few years before paving. Would be nice to have a part of Kewaskum's area paved.
- Why is the gravel so coarse near Kewaskum?
- Extend the paved areas; we ride from Rusco to Fond du Lac County line 3 times a week- trail head parking at Rusco.
- Trail head parking at Rusco.
- More miles of paved trail
- Signage for West Bend businesses.
- List of good places to park a car along the trail.
- Paved all the way
- We walk and the paved trail is NOT as nice to walk on.
- If people have to walk their dogs, fine them if they don't pick up after them. Saw 2 piles on trail today.

- Safety crossing marks on Decorah and Paradise - similar to those in Kewaskum.
- Decorah is especially dangerous.
- Pave Barton to Lighthouse Lanes.
- Snack stands - healthy
- Snack stand - Turn the old train station into snack stand and rent skis and wagons for pulling children.
- Keep snowmobiles in the winter---NO ATV'S!!
- Run a groomer down trail so we can ski, doesn't have to be plowed or swept clean in winter.
- Glad to see sheriff patrol once in a while.
- Do not get rid of the trail - PLEASE! We love it.
- It would be great to pave the trail all the way to Lighthouse Lanes or Sandy Ridge.
- Mark parking areas with signage for trail like they have for the West Bend Riverfront Trail.
- More trail maps
- Continue past Rusco Dr.
- Mile markers
- Paved from West Bend to Kewaskum
- Mile markers
- Kids have paths worn into the side of the trail. They shoot out into the trail on their bike without first looking for traffic. Example - Vine and trail. There's a dirt pile the kids use....very dangerous.
- Do NOT go to user fee system
- Paving is preferred
- Referring to Question 18 – This would be very NICE. Biking on city streets in the winter is hard.
- Like to see more mountain bike trails in West Bend or just of this trail.
- Build a jug handle / clover leaf connector to Riverwalk trail at Milwaukee River Bridge north of Kilbourn. (Maybe a joint venture with city would work and post the different hours and dog regulation, etc, on signs.)
- Extend asphalt to Moraine Park Technical College and create access at their “backyard” you create a practical anchor at the north end of the city.
- Referring to Question 15 – Trails abruptly ending - dumping you onto sidewalks - like West Bend Riverwalk – That I'd rate a “2”.
- I would be willing to volunteer time for maintenance / improvements, survey work.
- Prune tree limbs please so they don't reach over the trail at bike rider helmet height.
- People with dogs should pick up their mess.
- Fabulous trail – I hope it can be expanded.
- NO Lighting
- Nice addition to the county.
- Please Plow!
- Pave all the way!
- Pave the trail all the way to Kewaskum.
- Keep it open until 11 pm and open it at 4:30 am
- Extend trail past Rusco Drive so I could commute to work at Hospital.
- I love the trail! I wish more of it were paved and I wish it extended south, but I'm grateful for it as is, too.

- Pick up your pet's waste.
- Warning bell on bikes...no respect
- Let people know you are passing on the left.
- I have thoroughly enjoyed the trails. I would like to see it go farther as well as south.
- Keep up the good work on the trail.
- Safer crossing at Decorah? Maybe a sign that reads "Motorists required to stop for bikers."
- Great to see how much it is being used.
- No pavement outside the city limits.
- Snowmobilers go the speed limit or people will become aggressive to close the trail to snowmobilers due to safety. We have been concerned with the middle of the night speeding snowmobilers crashing into our garage.
- Would like to see cross county skiing vs. snowmobiling
- Paint a passing zone line down the center.
- Need parking at Rusco Trailhead
- Go south towards Jackson
- Some signs training people to look before turning, stopping, weaving, not walking 3 wide etc...would help people who think they are the only ones on the trail.
- Maybe rail guards along the portions that are steep instead of just say steep sides.
- Stop paving it...gravel is better.
- Pave entire pathways
- Pave entire trail!
- Beverages
- Whoever thought of the bike trail needs to be congratulated!
- Having a portion of the trail cleared this winter was GREAT! ☺ It made keeping a regular walk an easy part of my health routine - keep it up!
- I think the trail should be linked to campgrounds. I think it would provide more publicity and fun for the biker and such.
- The new surface (pea gravel) Kewaskum south is a big improvement - Thank You!
- Keep up the good work. Glad the bad spots in Kewaskum were fixed.
- Connect from Eisenbahn to Interurban
- Connect from Eisenbahn to Wild Goose
- ATV use 2 times a year (summer and winter) for the weekends.
- If we get lights could we use it later?
- Better signage with locations of water fountains and restrooms in parks near trail.
- I would like groomed cross-country ski trails!
- Maps along trail to adjacent trails like the Ice Age Trail.
- More parking especially at Rusco.
- I only wish we had more paved trails to use.
- Remind people with pets to clean up after them.
- Keep it plowed in the winter from Decorah to Barton. A bunch of us use it for work and shopping and it's safer on the trail than the road.
- Would be nice to pave trail north.
- Definitely needs more trash cans.
- I still see pet waste not picked up along the trail.

- Bikers need to be instructed as to rules and regulations when sharing the trail with walkers.
- Pet owners MUST clean up or they will be fined. The trail will be tricky to use when the leaves fall. Will not be able to see the pet waste.
- Divider lines on paved trails in high traffic areas and or signs directing people to “Stay right.” It is very difficult to get around people when they walk, run, or ride double in trails with iPods on and can’t hear you coming. This slows down a great work out and is dangerous.
- Please consider extending the trail south from Rusco Dr. to Pleasant Valley Rd. We would also like the trail paved from West Bend to Kewaskum.
- We love the trail – Thank You!
- Tax money should be used for the maintenance of the trail, do not want a usage fee.
- I was upset to see the trail was plowed before my street was, and I live in the city! Ski season is so short; please do not plow the trails, at least in part - leave south of Decorah unplowed.
- Please pave from Kewaskum..?
- I’m glad it’s accessible to handicapped.
- I prefer working out in the trails lined with trees (as much as possible).
- I appreciate the paved trail but am also pleased with the crushed stone which, I imagine, costs less? The combination of urban and rural trails makes it one of Wisconsin’s best trails, Congratulations!
- I / We enjoy the trail – we walk and bike usually, very peaceful in the morning – Lots of birds.
- Thanks for asking
- I would absolutely minimize the impact on property taxes
- I would rather see a voluntary user fee than any increase in taxes.
- If it was paved it would be nicer.
- A sign every 2-5 miles “north, south” distances to communities.
- Would pay a small fee to have tables and signs.
- Please send me a response of the survey.
- Maybe some signs on trail etiquette. Many people don’t understand they need to allow for bicyclists to pass, even when you call out “bike on your left” they walk across entire trail - some bicyclists ride abreast and don’t move for faster riders.
- Thank you so much! The Eisenbahn trail is a wonderful resource!
- Signage should also be installed on roadways to direct people to parking areas/trailheads
- I commute by bike to work, so I’d like to see the section from Barton to Lighthouse Lanes paved.
- Get businesses on board and advertise the trail like the Interurban Trail.
- Put high quality maps and information at trailheads and local restaurants and bike shops...website!
- Install signage on trail at intersections with jumper trails to explain where they go.
- Don’t custom to Torry Urona!!
- Blacktop from West Bend to Kewaskum.
- Concession stand (or some place to get H2O, snacks) where the old RR depot is! (and/or parking)
- I would like to see ATV use north of West Bend and a connected trail to KMSF.
- Along the stretch from downtown to Ziegler the heavy vegetation along the west side of the trail as well as the east side non-residential region makes it a little less safe early in the AM. Could vegetation be cut back / thinned to allow for improved sight lines?

- Trail north of Kewaskum was embarrassing and dangerous. Improvements were finally made, but have certainly hurt the businesses in Kewaskum as no one wanted to use that section. FDL County has a beautiful trail. Too bad Washington County couldn't do the same. Wash outs at intersections in Kewaskum after each rain fall are very dangerous and not fixed until weeks later.
- Please - No Lighting
- Bike police patrols work well.
- Trash cans might help with the trash.
- Keep motorized vehicles (snowmobiles, ATV's, motorized scooters) off the path
- Love the pavement - Usage has increased.
- I would like to see it open from Lighthouse Lanes to Hwy 33 in the winter time for walking.
- Signs to downtown attractions.
- Yield Signs! Cars don't stop when they're supposed to at intersections!!!
- Yield signs at Decorah, Paradise – in the road like in Kewaskum to tell drivers to yield.
- Thanks
- Trail too tough in Kewaskum for my type of bike tires.
- Barton / Commerce Street need parking lots.
- Need ATV trails in Washington County
- Water
- Definitely a paved bike trail at the very least, from Kewaskum to West Bend and Campbellsport. The gravel is a big safety problem, loose gravel is dangerous.
- Paving the remainder of Washington County's portion must be done to attract the true bicyclist's. They spend a lot of money on equipment and clothes. Also, the number of spills seen certainly discourages the casual biking family. We use the Ozaukee trail weekly. Never have seen a spill or a flat tire. We've had 5 flat tires in two years on the Washington County portion.
- Need some parking at Rusco access point.
- This is an outstanding trail. Well maintained and very accessible to patrons.
- Keep it natural.
- A longer paved section would be nice for rollerblading.
- Are there any plans to connect the trail to Milwaukee County?

Phase 2

- I'd like to see some care taken to protect the turtle nests (and the turtles themselves) along the trail, particularly on the segment between Lighthouse Lane and Highway 33, West Bend.
- I would like to see the path paved through Kewaskum.
- I would appreciate getting the people with dogs to please pick up their dogs' waste. There is way too much of it on the trails. There are older people without dogs that walk every day.
- Water spigots for drinking
- Big rocks on trail in Kewaskum make it hard for walking and riding bike.
- Too much dog waste left on trail (irresponsible dog owners).
- As stated earlier, signs to remind people to pick up after their pets. That's the least they can do if they wish to use the trail.
- Also would be nice if distances were shown between the different points.

- Would be nice if the trail was paved to Kewaskum.
- Make the old train depot in West Bend a small deli style restaurant or similar to Toucan Custard on Main with same food offered.
- I would really like to see the trail continue south – paved or unpaved!
- I would really like to see the trail continue south – paved or unpaved!
- The trail has been a delightful addition to our neighborhood, and we enjoy walking and biking (wife and I).
- Adding information signs on trail “etiquette” would be helpful. For example, bikers and skateboarders should pass on the left and announce their presence as they approach walkers.
- It is a pity that people that walk their dogs on the trail leave their dog’s waste on or next to the trail.
- It would also be nice if the trail was paved farther north.
- I hope ATV’s are not allowed on the trail.
- Plus, I see the snowmobiles are wearing out the wooden bridges.
- Separate lanes for bikers and walkers
- Dog waste bags- people might clean up better after their pets. Lots of dog waste sometimes – not a gripe against the trail – just pet owners.
- Restrooms from Barton Ave. to Kilbourn.
- Lighting from Water to Kilbourn and Kilbourn to Decorah.
- Police on foot or bike on trail - Not community security office with headlights in face as it gets darker before 9:00 p.m.!!
- Clean up the Fields Building
- Lights on Highway 33 adjusted better!
- I use the trail usually from 6-9 p.m. daily - with the seasons changing and darkness setting in by 6:30 or 7:00, the lighting could be a little better, especially from Water to Kilbourn and Kilbourn to Decorah.
- The stop lights need to be adjusted better - there is too long of a wait to cross on Washington going north or south, not enough time to cross for us older slower walkers as the traffic doesn’t always stop on the red or amber lights!
- Almost twice I have been hit due to motorists in a big hurry and very little courtesy!
- Thank you!
- Absolutely no ATV’s should be allowed on trail sections from Rusco Rd. to Lighthouse Lane!!
- Too many dog owners are not cleaning up after their dogs. It is disgusting! It is also slippery when I’m riding my bike on the trail and the waste is hard to remove from the tires, to say nothing of the odor!
- Signage to describe points of interest – names of lakes, streams, etc.
- People are not cleaning up after their dogs.
- Crosswalks at Paradise and Decorah can be treacherous
- Overall, I love this trail.

- The more amenities there are, the higher the maintenance cost and likelihood of vandalism. Keep it simple, keep it plowed and avoid any need for fees. Also, having a user fee would incur the cost of personnel to ensure compliance with such a rule. We regularly encounter school kids walking/ biking to and from school. They likely won't fill out surveys, but should matter anyways.
- Having the trail is a great addition to the community. Please do not open it to snowmobiles or ATV's. Motorized traffic would ruin the outdoor experience and jeopardize safety.
- I think it's great dogs can be on the trail. I bring my dog all the time but some people don't pick up the waste - I always do. Maybe have signs saying pick up waste or have a day for waste pick up. I would join. I would join on a clean up trash walk too. I would even volunteer to head up / organize a clean up trash dog waste event.
- You should really enforce that people with pets must pick up their pet's waste. You should watch once in awhile and give the people fines that don't. It's not nice to look at.
- Connect to Kettle Moraine Trails.
- Since the trail between Kewaskum and Lighthouse Lanes has little snow on it, we would like to snowmobile between Hwy 45 and the trail.
- Keep it the way it is!
- Eisenbahn is a rail trail (also known as a "there and back" trail). Additional funding may be available from www.railstotrails.org.
- More advertisement (via yearly fee) - get advice from Ozaukee Interurban Trail Committee!
- Trails like the Eisenbahn are a "healthy gift" to any community!! I would approve any tax dollars or fees to make improvements or new ones!
- Open to ATV use from Barton to the Fond du Lac County line.
- NO ATVs
- The gravel part of the trail from Kewaskum to about halfway to Campbellsport is not well maintained - especially right after 45 towards Campbellsport - makes it difficult to bike on.
- I think that taxes in town are more than enough to pay for upkeep. Thank You
- The segment from Kewaskum to CTH H is not rideable because of the material used. Larger sharp rock punctured my tire.
- I would use all segments more frequently if it were blacktopped.
- I really enjoy the West Bend portion of the trail. Thank you for having it.
- It would be nicer if it was paved north of West Bend too. I think more people would use it. Our family loves using this trail and wish there were more in the area.
- I would like more parking areas. I live on Kettle Moraine Dr. It is about 1 mile to the trail, with kids it's difficult to start at home and ride down Kettle Moraine Dr. to get to the trail. We park on the street near the trail but I'm not sure how legal it is. It would be nice to have a lot on H be designated parking also near Lighthouse Lane have designated parking.
- It is such a pleasant experience and I walked it all winter (except when icy). I'll be enjoying the summer on it as well.

- I am an avid cyclist and it is imperative that counties provide safe travel for silent sports. This trail has so much to offer I'm anxious for additional veins to merge with other counties.
- Your surveys should provide info on donations and where to send them - Having a "trail patch" for those who donate a specific amount, or a laminated folding map. I'd love to be involved.
- Thanks
- Keep trail open for snowmobiles
- More help by public that use the trail system
- Keep ATVs off, don't like seeing ATV tracks on trails, it makes the trails rough and then snowmobilers won't go on them.
- Let us use ATVs on the trail too
- This trail would not be here if it were not for the grassroots efforts of snowmobilers – Why is it not more snowmobile friendly?
- Snowmobiling is a very strong use of this trail
- This is an important entity to the snowmobile trail association of Fond du Lac and Washington Counties. Please keep this available as such.
- Bar
- Better maintenance at underpass to McDonalds on Hwy 45
- Less gravel
- Let snowmobiles in Barton to restaurants / gas stations
- Take advantage of trail users. They would spend money in Barton.
- Nice Trail

Appendix C

Comments Submitted with Question 22

Phase 1

- Try to integrate scenic areas of Cedar Lake areas to Eisenbahn with a loop route.
- Bike lane along Schmidt Road
- Connect trail at Paradise to 18th Ave. with bike lane
- Pave trail next to gravel trail for summer and winter use
- 18th Ave. – Decorah to Hwy NN
- Bike lanes along Chestnut
- Connect Eisenbahn to Ridge Run Park trails
- Trail to Cedarburg Trail
- Bike lanes on all roads
- Pave down to Hwy PV
- Upgrade Ice Age Trail to bike path
- Bike lanes on Paradise
- Work with railroad... ride train to south at own risk
- Trail going out to Port Washington
- On-road trail west of Main Street
- East of Kewaskum in Kettle Moraine State Forest area as it is now. Cars are very dangerous.
- Mountain bike trails to Kettle Moraine State Forest
- Connect to Ice Age Trail in Kettle Moraine State Forest
- 18th Ave. to Paradise
- Nothing in Slinger, Hartford, Jackson, etc.
- Needs better connection
- Cedarburg Interurban Trail

Phase 2

- Loews Lake area, Erin, Glacier Hills
- County parks
- Boltonville
- Nabob
- Allenton
- Allenton to Newburg
- Wait for further funding
- West
- From County Line/Q to West Bend
- From Town of Erin to Germantown
- West Bend to Slinger

- Little Cedar area
- East and west
- Anywhere
- Anywhere
- Snowmobile access to more lakes
- To Nabob

Eisenbahn Trail User Survey

In order to provide you with a high quality recreational experience, we are conducting a survey of trail users. Your cooperation in completing this survey will be greatly appreciated. One user per survey form please!

Date: _____ **Time of day:** _____ **County:** _____ **Zip Code:** _____ **Gender (circle):** M / F

1) Please identify your age group. (circle one response)

15 and under	26-35	46-55	66 or older
16 to 25	36-45	56-65	

2) What are your primary activities on the trail? (circle all that apply)

Walking without a pet	Commuting to Work	Cross country skiing
Walking with a pet	Commuting to School	Jogging/Running
Rollerblading	Biking	Part of School Group/Educational
Commuting to Shop	Snowmobiling	Other (specify) _____

3) How often, on average, do you use the trail? (circle one response)

Daily	A couple times a month
Between 3 and 5 times a week	Once a month
1 or 2 times a week	A few times a year
Once a week	First time

4) Generally, what days do you use the trail? (circle one response)

Weekdays	Weekends	Both
----------	----------	------

5) Generally, what time(s) of day do you use the trail? (circle all that apply)

6 a.m. – 11 a.m.	11 a.m. – 4 p.m.	4 p.m. – 9 p.m.
------------------	------------------	-----------------

6) How much time do you generally spend on the trail each visit? (circle one response)

Less than 30 minutes	1 to 2 hours
30 minutes to 1 hour	More than 2 hours

(Continue)

7) How did you find out about the trail? (circle all that apply)

- | | |
|---|-----------------|
| Word of mouth | Driving past |
| Washington County Planning & Parks Dept. | Internet |
| City of West Bend Park & Recreation Dept. | Newspaper |
| Roadside signage | Snowmobile club |
| Bike shop | Other_____ |

8) Has your use of the trail influenced your purchase of: (circle all that apply)

- | | | |
|---------------|--------------|----------------------------------|
| Bike | Footwear | Winter recreational supplies |
| Bike supplies | Clothing | Other _____ |
| Rollerblades | Pet supplies | Has not influenced my purchasing |

9) If the trail has influenced your purchasing, approximately how much did you spend on the items above in the past year? (circle one if applicable)

- | | | |
|------------|-------------|-----------------|
| \$0-\$50 | \$101-\$150 | \$201-\$250 |
| \$51-\$100 | \$151-\$200 | More than \$250 |

10) In your opinion, the maintenance of the trail is: (circle one)

- | | | | |
|-----------|------|------|------|
| Excellent | Good | Fair | Poor |
|-----------|------|------|------|

11) In your opinion, the safety and security along the trail is: (circle one)

- | | | | |
|-----------|------|------|------|
| Excellent | Good | Fair | Poor |
|-----------|------|------|------|

12) In your opinion, the cleanliness of the trail is: (circle one)

- | | | | |
|-----------|------|------|------|
| Excellent | Good | Fair | Poor |
|-----------|------|------|------|

13) Would you be willing to pay an annual usage fee to help maintain the trail? (circle one)

- | | |
|-----|----|
| Yes | No |
|-----|----|

14) Please rate the signage on the Eisenbahn Trail on a scale of 0 to 10. (circle a number)

- | | | | | | | | | | | |
|-----------|---|---|---|---|---------|---|---|---|---|-----------|
| Very poor | | | | | Average | | | | | Very Good |
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |

15) Please rate each of the following images on a scale of 0 to 10 (10 being very good) according to what you would like to see in a trail system.

Very poor

Average

Very Good

0 1 2 3 4 5 6 7 8 9 10

Paved not within road right-of-way



Circle one → 0 1 2 3 4 5 6 7 8 9 10

Unpaved not within road right-of-way



Circle one → 0 1 2 3 4 5 6 7 8 9 10

Paved within road right-of-way with no buffer



Circle one → 0 1 2 3 4 5 6 7 8 9 10

Within road right-of-way with landscape buffer



Circle one → 0 1 2 3 4 5 6 7 8 9 10

Within railroad right-of-way and buffered



Circle one → 0 1 2 3 4 5 6 7 8 9 10

Within railroad right-of-way with no buffer



Circle one → 0 1 2 3 4 5 6 7 8 9 10

16) What portion(s) of the trail do you use the most often? (circle all that apply)

Fond du Lac County to Kewaskum

Lighthouse Lane to Hwy 33 (Washington St.)

Within Village of Kewaskum

Hwy 33 to Decorah Rd.

Kewaskum to Lighthouse Lane

Decorah Rd. to Rusco Dr.

17) What areas or attractions in Washington County should be linked to the Eisenbahn by trails that currently are not?

- _____
- _____

The following 2 questions refer to the City of West Bend segment of the Eisenbahn Trail.

18) Did you, or would you use the City of West Bend segment of the trail if it is plowed in the winter?

Yes

No

19) What additional amenities would you like to see on the trail? (circle all that apply)

Benches

Restrooms

Trash cans

Bike racks

Lighting

Other _____

20) Anything else you would like to add?

Please use the attached maps to answer Questions 21 and 22.

**The Washington County Planning & Parks Department
thanks you for completing this survey.**



Your opinion is greatly appreciated!

To mail in survey, please send to the following:

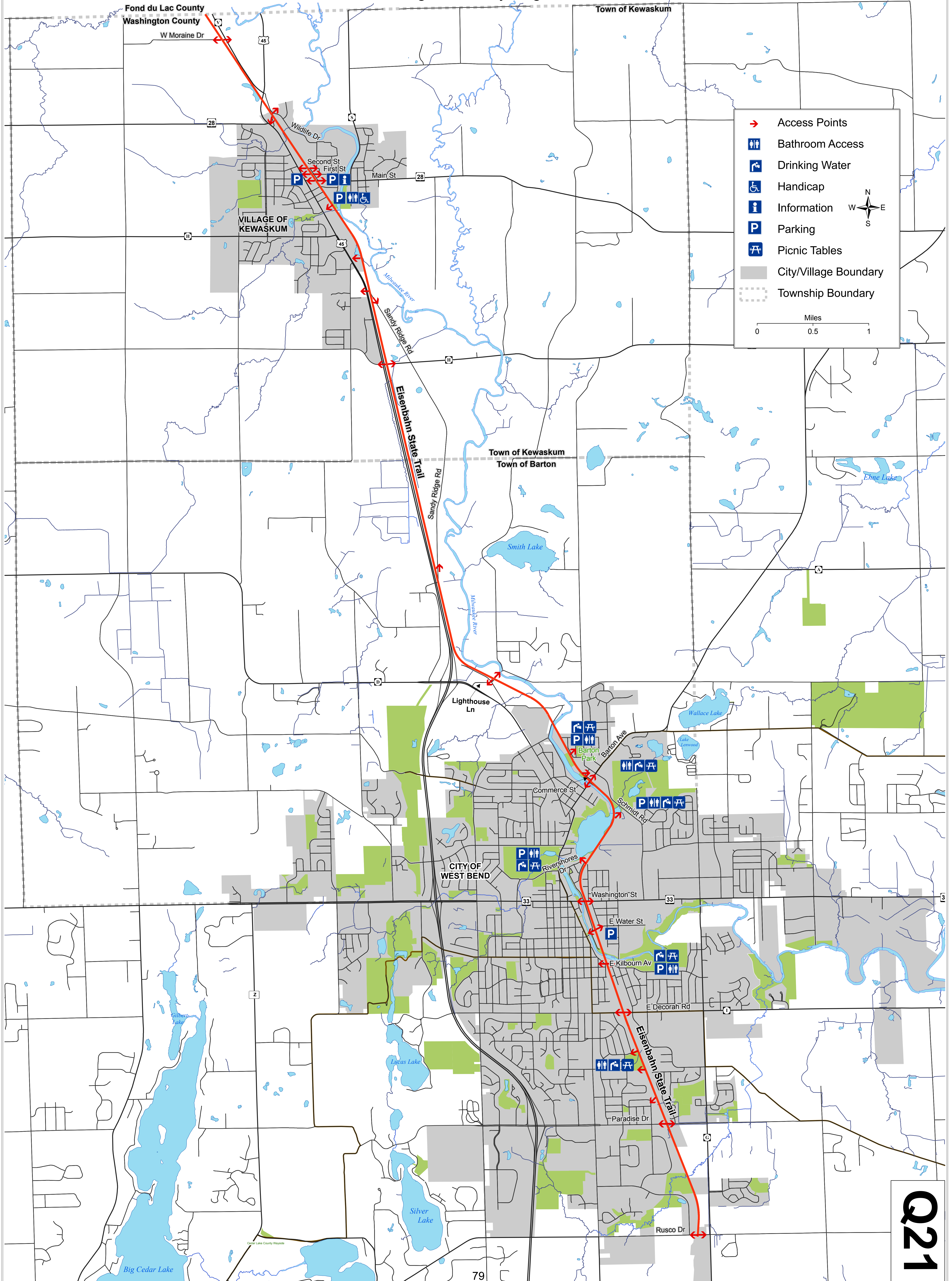
**Washington County Planning & Parks Department
 Attention: Joshua Glass, Planner
 333 E. Washington St. Suite 2300
 P.O. Box 2003
 West Bend, WI 53095-2003**

For questions regarding the survey, please call (262) 335-4445.

21) Please mark which trail access point(s) you generally use when you visit the trail?

EISENBAHN STATE TRAIL

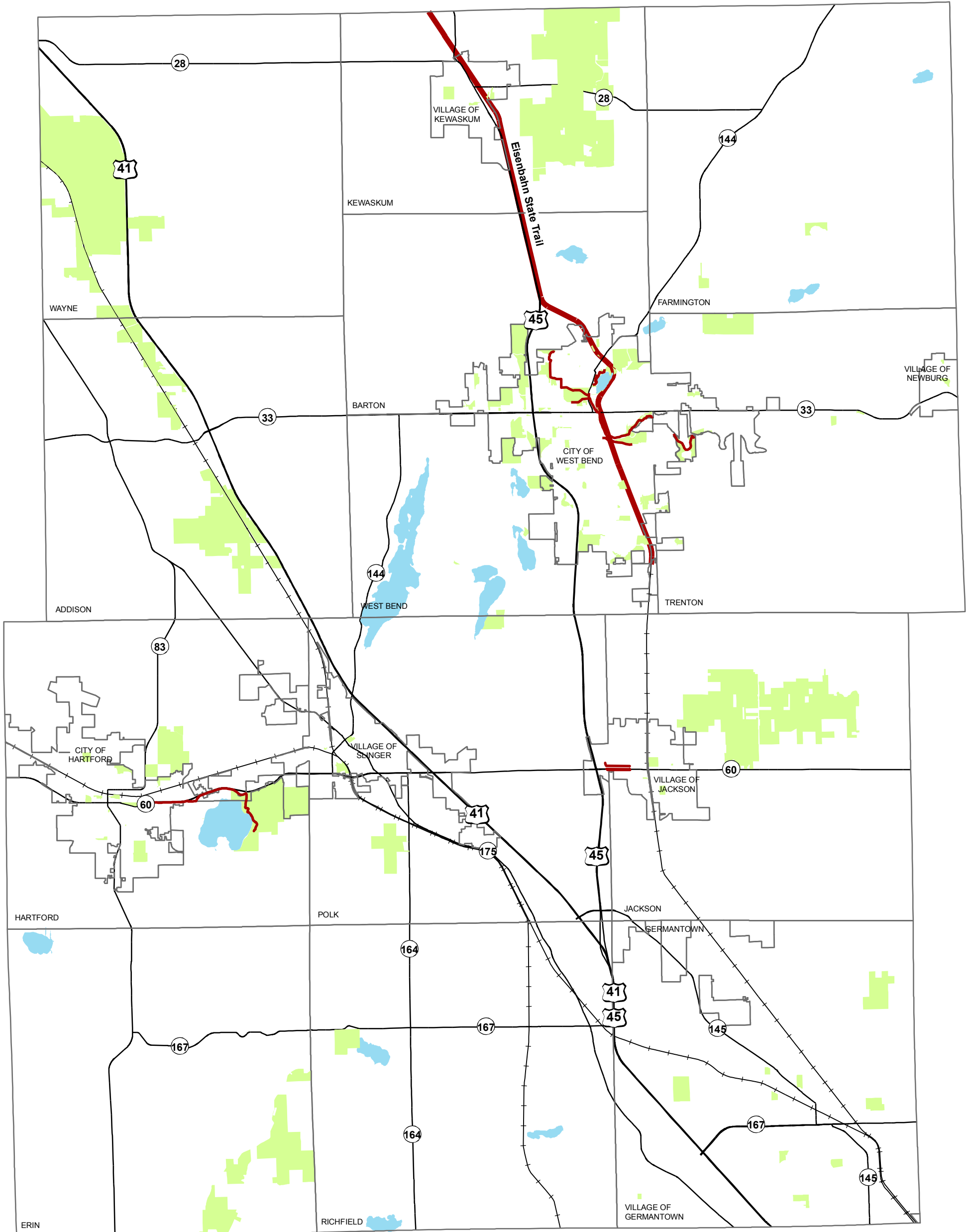
Washington County Segment



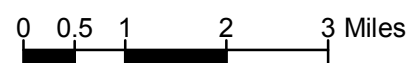
Q21

22) Using the map below, please draw where you think additional county trails should be located.

BIKEWAYS IN WASHINGTON COUNTY



-  **Bikeways**
-  **City, Village, County, State Parks and Natural Areas**
-  **Surface Water**



Appendix E

Trail User Count Form

Date:

Location:

Time Frame:

Eisenbahn Trail Morning Usage Chart

		AM	7:00-7:30	7:30-8:00	8:00-8:30	8:30-9:00	9:00-9:30	9:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00
Age Group	12 and under											
	13 to 19											
	20 to 60											
	Over 60											
Mode of Transportation	Walking with pet											
	Walking without pet											
	Bike											
	Rollerblading											
	Other											

Weather Conditions:

Date:

Location:

Time Frame:

Eisenbahn Trail Afternoon Usage Chart																	
	PM	12:00-12:30	12:30-1:00	1:00-1:30	1:30-2:00	2:00-2:30	2:30-3:00	3:00-3:30	3:30-4:00	4:00-4:30	4:30-5:00	5:00-5:30	5:30-6:00	6:00-6:30	6:30-7:00	7:00-7:30	7:30-8:00
Age Group	12 and under																
	13 to 19																
	20 to 60																
	Over 60																
Mode of Transportation	Walking with pet																
	Walking without pet																
	Bike																
	Rollerblading																
	Other																

Weather Conditions: