

2022

# Trail User Report



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# Chapter 1: Background

*The City of Janesville would like to acknowledge the contribution of Janesville citizens in collecting data for this report. The City would like to thank the Rock Trail Coalition, VELO Club, and the Ice Age Trail Association. This report would not be possible without the generous support of volunteers from these groups and the broader Janesville community.*

## Summary

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This report documents the City’s effort to count and survey users of the recreational trail system that runs throughout Janesville. In 2010, 2013, 2016, 2019 and 2022, the City undertook counts and surveys with the intent to gauge trail user preferences and patterns and document the amount of annual use. Key findings of the 2022 survey include:

<b>2022 Annual Usage</b>	<b>Trail Satisfaction</b>	<b>Trail Safety</b>
<u>94,942</u>	<u>99%</u>	<u>93%</u>
“TRIPS”	“VERY GOOD” OR “GOOD”	“VERY SAFE” OR “SAFE”

- Staff counted 1,272 trail users between June 21<sup>st</sup> and July 10<sup>th</sup>. Nine percent of observed adults (18+), or 115 trail users, were interviewed. In addition, 453 surveys were submitted online between June 21<sup>st</sup> and July 17<sup>th</sup>.
- Bicycling represented the primary trail use, at 59% of total observed use. This number shows a 10% increase from 2019.
- In 2022, 53% of trail users were adults (18-64), 13% were teens, 7% were children, and 26% were seniors. Women represented 41% of observed trail users, while men represented 58%.
- Similar to the past two surveys, nearly half of the people (42%) surveyed in 2022 use the trails between three to six times per week in the summer. The majority of those surveyed (86%) use trails outside of the summer at least once per week.



*Image 1: An observed trail user skateboarding on Ice Age Trail near Wright Road Crossing*

- City of Janesville residents represent 84% of surveyed trail users. Of the surveyed trail users, 70% travel less than three miles to access the trails. Additionally, 57% of trail users travel six miles or more while using City trails.
- There is interest in trail expansion north to Milton, south to Beloit, and connecting the trail network through the west side of Janesville. Future improvements to connect these areas reflect similar feedback documented in the Janesville Area Metropolitan Planning Organization's 2020-2050 Long Range Transportation Plan.
- There was a great deal of open-ended comments provided during the surveys. Surveyors obtained 42 comments from the in-person paper survey and 130 from the online survey. The majority of comments were positive feedback about the City's effort, the trail system in general, or constructive feedback about improvements to the system. Staff divided comments into 4 general themes:
  - Connectivity
    - Comments suggested a desire to improve connectivity of the trail network and on-street network with neighborhoods, community destinations, and other communities in the area. This includes trail connections to Milton along John Paul Rd/Wright Rd, to Beloit along the Peace Trail, to the Westside of Janesville, to neighborhoods further away from the trails, and to places to stop for food and drinks. Adding more bike racks throughout the city and improving signage related to connections from neighborhoods to the trail were noted as some ways to accomplish this as well as adding additional system-wide maps at natural rest areas.
    - Additional comments included:
      - Improving low stress connections from neighborhoods to trail network
      - Improving overall network connections to everyday places
      - Improving network connections to the region
      - Improving signage related to neighborhood connectivity
      - Providing additional system maps at natural rest areas
      - Increasing the amount of bike racks at destinations throughout the City
  - Safety
    - While users overwhelmingly indicated they feel safe or very safe while using the trails, many users indicated they do not feel safe where the trail crosses roads and where the bicycle network runs on-street. Crossings at W Centerway St and Wright Rd were cited multiple times as being particularly stressful and unsafe. Additionally, the on-street corridor that runs along John Paul Rd between the Ice Age Trail and Glacial River trail was also identified as being particularly stressful and unsafe. During the wintertime, users indicated the trails can be hazardous due to the limited amount of plowing across the system.
    - Additional comments included:

- Improving safety at road crossings with better signage, and clearer indication of who has right of way
  - Continued clearing and sweeping of the trails and bike lanes
  - Improving segments of trail that have experienced cracking and settling of the trail pavement
  - Reducing hazards during wintertime
  - Providing improvements or alternatives to dangerous road segments without sufficient shoulder width
  - Increasing safety during the early morning and night time with emergency call boxes and more lighting along the trail
  - Addressing concerns about the speed of users at busy segments of the trail
- Inclusion
    - One theme that emerged from the survey was the desire for a more inclusive trail network for users of all types and abilities. Users expressed confusion and frustration with dog restrictions, with conflicts between more active and more passive users, with a perceived lack of available restrooms and water fountains, and with the limited access to the trails from November through March. There was a desire to provide enhanced pedestrian experiences with walking loops, a better unpaved running network, and more mountain bike trails.
    - Additional comments included:
      - Addressing limited access from November through March
      - Limited allowance of dogs reduces some users access who feel safer having their dog present
      - Improving connectivity to the trail network for less mobile users
      - Improving on existing low impact running network
      - Creating loops and links that provide an enhanced pedestrian experience
      - Providing better skateboarding facilities
      - Providing additional off-road biking trails such as pump tracks and jump tracks
- Quality of Life
    - Many users indicated that the trails are one of the reasons they moved to Janesville, and an invaluable asset for living a healthier, more active lifestyle.
    - Additional comments included:
      - Limited access to drinking water fountains
      - Limited access to bathroom facilities
      - Lack of trash cans/dog poop containers



## Background

Located in southcentral Wisconsin, the City of Janesville is the largest municipality in Rock County and serves as the County Seat with a population of approximately 65,615 in 2020<sup>1</sup>. Janesville has a temperate climate typical of the greater Midwest. The average high temperature in July is 83 degrees, while the average January low is 13 degrees. The low temperature in January is higher than the low temperature in January in 2019, while the average high temperature in July is the same between 2019 and 2022. Average precipitation is 39.5 inches, and average annual snowfall is 46.3 inches.

Janesville is home to thirty miles of paved, off-road, multi-use trails, which radiate throughout the City. The trails follow the Rock River in many areas, and extend along the City's Greenbelt System, which connects many of the City's parks and natural features.

The City constructed the first 2.4-mile trail segment in 1993-1994 along the Spring Brook Corridor. Since then, a combination of local, state, and federal funds have been used to build 25 additional miles of exclusive off-road trail throughout Janesville. A number of groups such as the Rock Trail Coalition, the Ice Age Trail Alliance of Rock County, and the Velo Club are active in advocating for the maintenance and expansion of the City's trail network. Volunteers with the Ice Age Trail Alliance clear the trail of debris and trash.

The trails are most often used for bicycling, walking, running, and skating. The trails are free to the public throughout the year. Limited portions of the system, including the Ice Age Trail through Palmer Park near Mercy Hospital and Peace Trail, are plowed by volunteers during the winter months.

There are five primary trail segments of the system that radiate from the central trail hub (just south of Downtown) like spokes on a wheel.<sup>2</sup>



*Image 2: Ice Age Trail at East Milwaukee Street Crossing*

### **Nine locations were surveyed and counted in 2022<sup>3</sup>:**

1. Ice Age Trail crossing at East Milwaukee Street
2. Ice Age Trail crossing at Wright Road
3. Ice Age Trail at Palmer Park
4. Ice Age Trail near Downtown (Between the Janesville Transfer System (JTS) Transfer Station and the Rock River)
5. Ice Age Trail at Briarcrest Park
6. Intersection of Ice Age Trail and trail to Sheiffer Park (intersection just north of Hwy 14 underpass)

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<sup>1</sup> U.S. Census Bureau, 2020 Decennial Census.

<sup>2</sup> A map of all off-road bike paths may be found in [Appendix G](#)

<sup>3</sup> A map of survey locations may be found in [Appendix A](#).

7. Peace Trail at Monterey Park
8. Peace Trail at Rockport Park Rd and the parking lot off of Afton Road
9. Connector Trail near Oakhill Ave and Hwy 11

Additionally, there was a single trail observation session (2 hours) at the Ice Age Trail at Riverside Park. Four trail users were observed during this session, and there were no participants in the trail user survey (paper form).

## Methodology for Estimating Annual Trail Usage

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Staff from the City of Janesville and volunteers from the community conducted in-person counts of trail users from June 21<sup>st</sup> through July 10<sup>th</sup>. Weekday survey times included two-hour windows from 7am-9am, 12pm-2pm, and 5pm-7pm. Weekend survey times included two-hour windows from 8am-10am, 10am-12pm, and 12pm-2pm.

Surveyors kept a paper tally of all users that passed their location going in both directions. This included documenting whether the user was walking by or rolling by, what kind of wheeled device they were using, whether they were wearing a helmet, their approximate age, and their approximate gender. See **Appendix B** for the observation form.

A known weakness of this methodology is that two-hour windows often result in high error rates when estimating annual usage due to variations in when people use the system, when they do not, and who is being observed during the two-hour observation window. Additionally, surveyors for this study were also engaging users in filling out a trail use survey and so may not have had full attention on counting during busier times. To account for variations in use between the time of day, the day of week, and across seasons staff created an adjustment factor profile based on long-term usage data. This typically comes from a permanent automatic counter (at a single location for over 1 year), however Janesville has never deployed automatic counters. Some common tools include use of an infrared reader to count people passing by a static point or inductive loops to count the number of metallic objects (bicycles) that pass by a static point.

Due to the lack of in-house long-term usage data, staff utilized data available from Strava Metroview to create a factor table for time of day, day of week, and month in year. This dataset is made available by the fitness app company Strava for use by city planners, researchers, and others doing work related to bicycle and pedestrian activity. Data from April, March, and June of 2020, 2021, and 2022 was used to create hourly, daily, and monthly adjustment factors for Rock County based on a worksheet provided by the National Bicycle and Pedestrian Documentation Project (click [here](#) for more details). The NBPDP tools have been used previously by staff to annualize short-term observations, however, the tool provided by NBPDP is based on a national model. Janesville has a relatively unique profile of trail use given the age and demographics of users as well as land use patterns that disincentivize utilitarian walking or biking for going to work, school, or for running errands. Staff built a custom model using the NBPDP short-term observation tool and localized Strava data.

Each two-hour observation was plugged into the calculator and an annual estimate was generated. The average of all annual estimates generated by the calculator was used as the annual estimate for the whole of Janesville's trail system. Please note, no short-term observational data was collected of users on the road or sidewalk network. The NBPDP national model calculator was used to annualize the two-hour observations taken during 2016 and 2019.

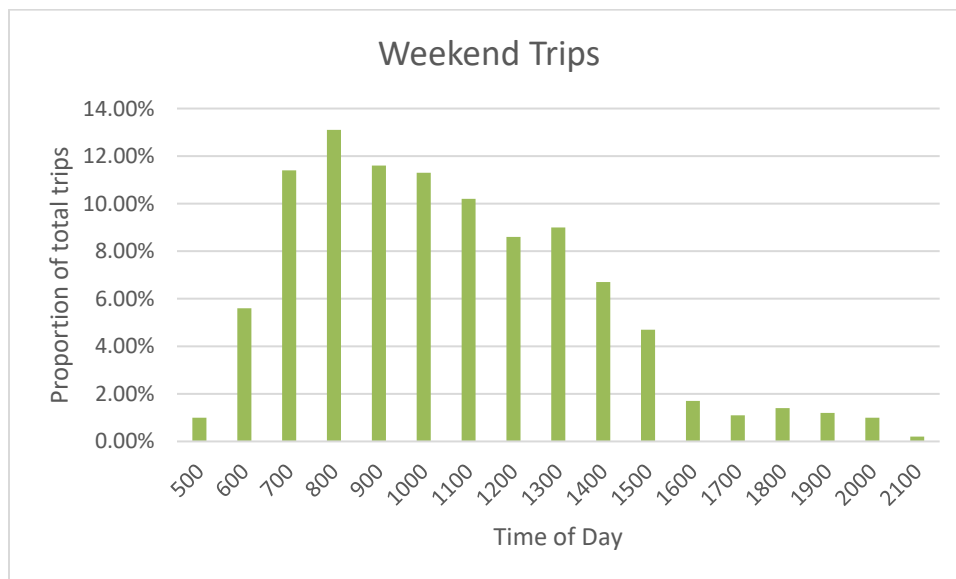
A note about previous reports. When calculating the annual estimates staff have previously taken the average of all annual estimates at each survey location and then added the estimate from each location together to create a single system-wide annual usage estimate. By adding the average estimates together from each location, previous estimates have overestimated annual usage. The original NBPDP tool is not designed to differentiate segments and is based off an "entire system's" worth of data to adjust estimates rather than being tailored to a specific segment. The revised tool is also based off an "entire system's" worth of data and so was only used to estimate annual usage of the system.

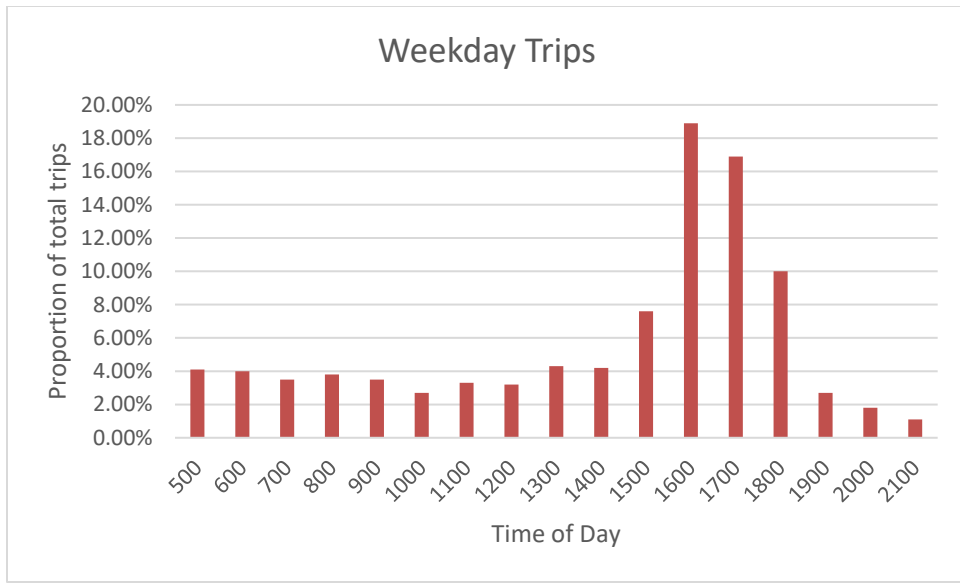


## How the Annual Estimate Calculator Works (adapted from NBPD methods detailed [here](#))

Annual estimates are calculated by applying various adjustment factors to every two-hour traffic count. First, a count is multiplied by 1.05 as a scaling factor. Then, the date, and time are used to find the appropriate hour to day adjustment factors. The scaled count is first multiplied by an Hour to Day adjustment factor, this results in a daily figure. Table 1 is a table of adjustment factors for hour to day adjustments.

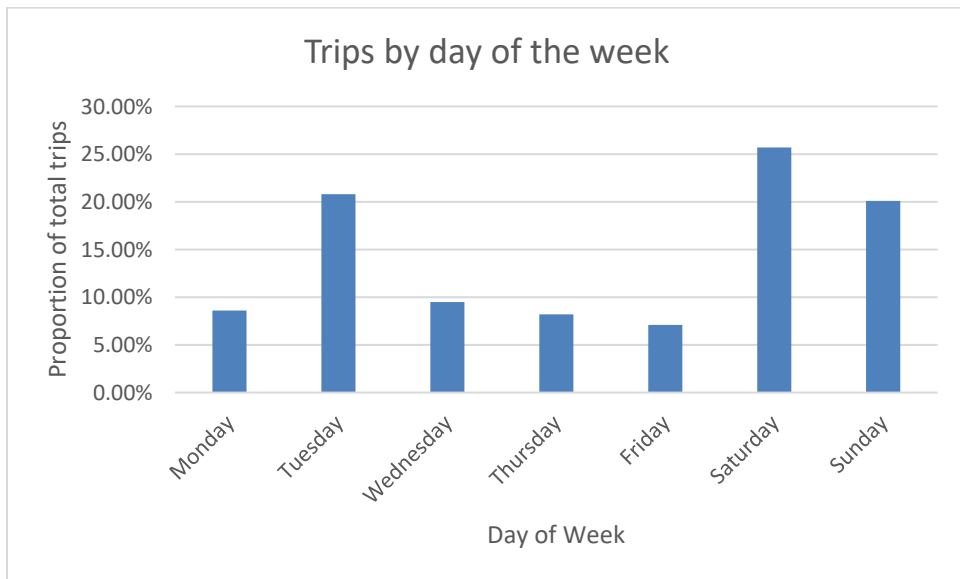
Hour	Weekday	Weekend
0500	4.2%	0.0%
0600	4.1%	1.0%
0700	4.0%	5.6%
0800	3.5%	11.4%
0900	3.8%	13.1%
1000	3.5%	11.6%
1100	2.7%	11.3%
1200	3.3%	10.2%
1300	3.2%	8.6%
1400	4.3%	9.0%
1500	4.2%	6.7%
1600	7.6%	4.7%
1700	18.9%	1.7%
1800	16.9%	1.1%
1900	10.0%	1.4%
2000	2.7%	1.2%
2100	1.8%	1.0%
2200	1.1%	0.2%





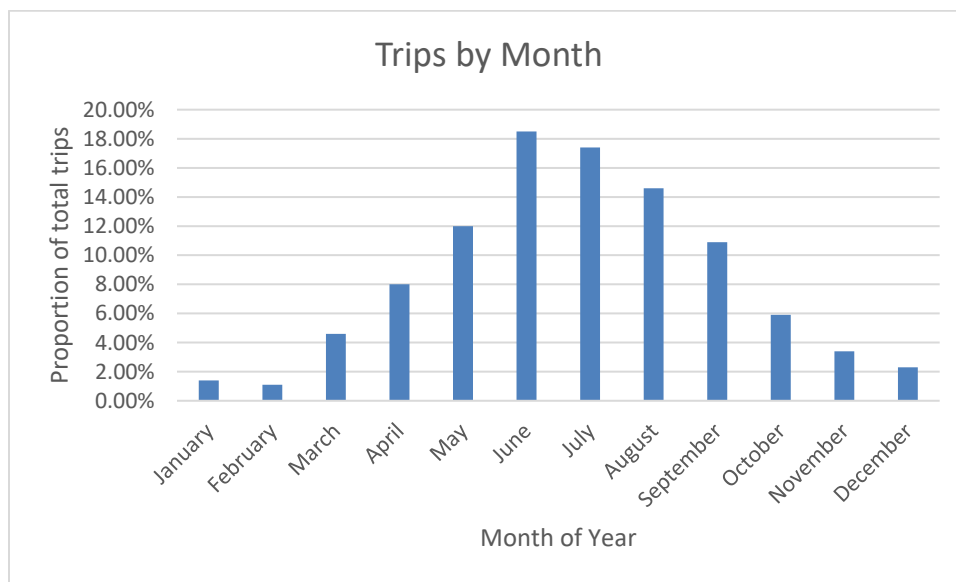
The daily figure is then multiplied by a Day to Week adjustment factor, this results in a weekly figure. The weekly figure is multiplied by the number of weeks in the count month. June has 4.29 weeks (Days in the month /7). This gives the monthly activity figure. Table 2 is a table of adjustment factors for Day to Week adjustments.

Day	Adjustment Factor
Monday	8.6%
Tuesday	20.8%
Wednesday	9.5%
Thursday	8.2%
Friday	7.1%
Saturday	25.7%
Sunday	20.1%



The monthly figure is extrapolated to the annual figure by selecting the appropriate climate and count-month adjustment factor. In this case, the count was taken in June in Janesville which has long winters and short summers – similar to Minneapolis. Finally, the annual estimate is arrived at by dividing the monthly activity estimate by 12%. Table 3 is a table of adjustment factors for Region and Month Adjustments.

Month	Adjustment Factor
January	1.4%
February	1.1%
March	4.6%
April	8.0%
May	12.0%
June	18.5%
July	17.4%
August	14.6%
September	10.9%
October	5.9%
November	3.4%
December	2.3%



This calculation was performed on every two-hour traffic count at each observation point. Staff took the annual estimates that were generated from all two-hour counts and took their average to generate a systemwide estimate.

**Figure 1: Annual Activity Calculator Example**

	Input two-hour count total	27		
	Count Date	6/22/2022		
	Count Time enter first hour of two hour count period	1200.00		
	Month	Jun		
	Day of Week	Wednesday		
	Weekday or Weekend?	Weekday		
	Time of year	Apr-Sep		
	Type: Path or Street/Sidewalk	Path		
Multiplier Value				
	Outputs			
1.05	Two Hour Period	28.35		
6.4%	Two hour count to estimated daily figure	440.5376	Daily Activity (Wednesday)	
10%	Daily estimate to weekly estimate	4630.6052	Weekly Activity	
4.2857143	Weekly estimate to monthly estimate	19845.451	Monthly Activity (June)	
18.52%	Monthly estimate to annual figure	107162.13	Annual Activity	

## Methodology for trail use survey

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A survey was provided to users of the Janesville Trail System to collect demographic information, general sentiment about the trail network, and to provide a forum for users to express the strengths, weaknesses, threats and opportunities of the network. See **Appendix B** to see the survey instruments in full. Surveyors conducting in-person counts were asked to stop every third user and ask if they would like to complete a survey. Users were able to complete a survey on the spot or to take a business card with QR code and link to complete the survey at a later date. Posters were hung at strategic points across the trail system and at local bike shops. Trail groups including the Velo Club, Ice Age Trail Alliance of Rock County, and Rock Trail Coalition forwarded survey information to their members and staff provided an interview to WCLO for a radio spot about the survey.

In 2022, the survey was revised to ask about race/ethnicity, gender, the home location of users, whether users walked or biked for purposes other than recreation alone, and whether users walked or biked outside of the summer months. Other questions remained the same as in previous years.

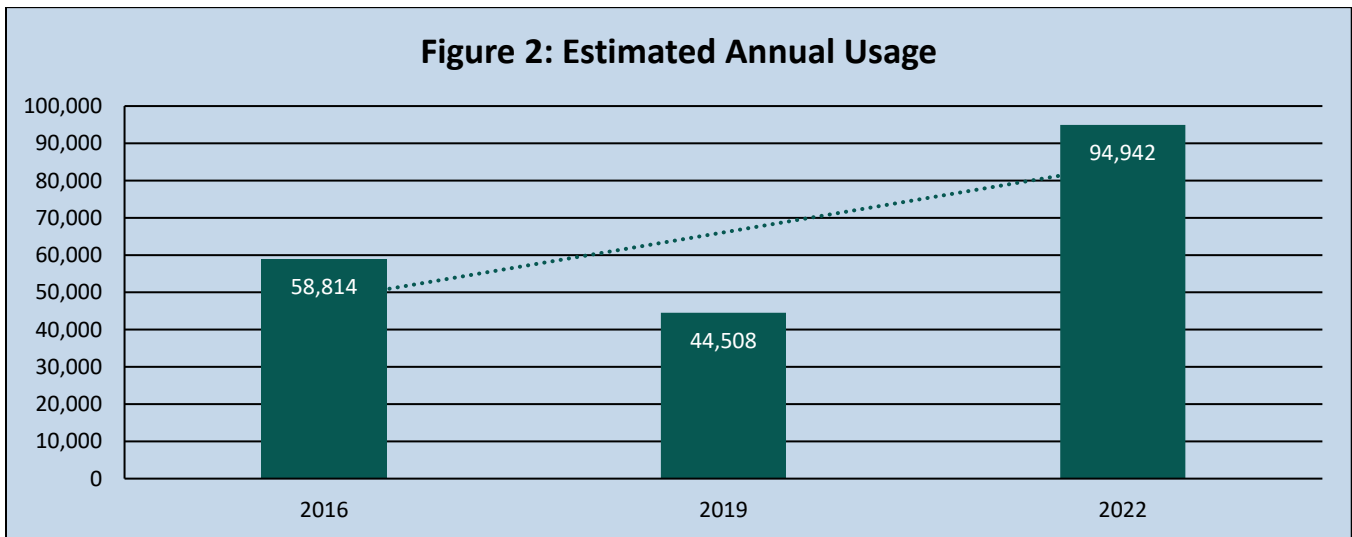


*Image 3: Ice Age Trail at the Wright Road crossing*

# Chapter 2: Trail Usage & Demographic Profile of Users

## Estimated Annual Usage

In 2022, MPO staff used a customized version of the National Bicycle and Pedestrian Documentation Project <sup>4</sup> (NBPD) model for estimating annual traffic based on short term traffic counts. Using this tool as a calculator, staff generated estimates based on raw data collected during trail counts in 2016, 2019, and 2022. Our model generated estimates of 58,814 trips in 2016, 44,508 trips in 2019, and 94,942 trips in 2022.



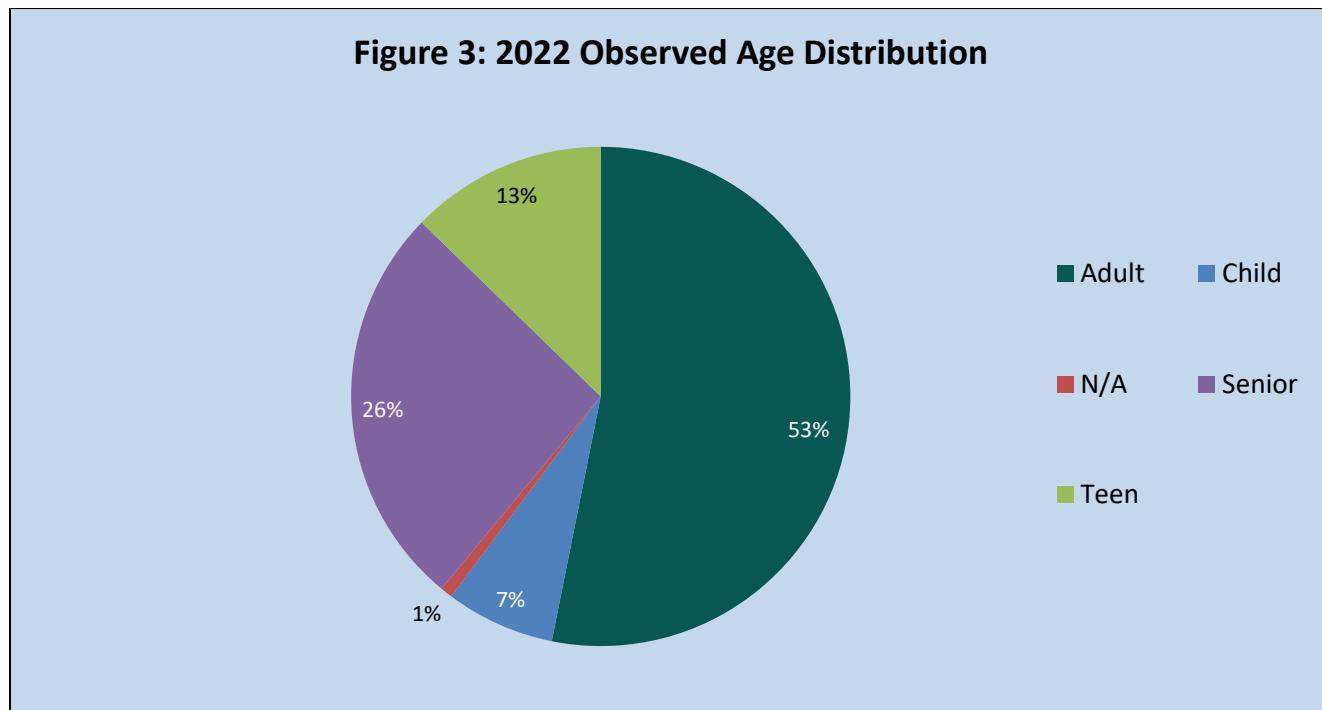
*Image 4: Bike Trail entering Sheffer Park*

<sup>4</sup> National Bicycle and Pedestrian Documentation Project; <http://bikepeddocumentation.org/>



## Demographic Profile of Users Counted

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In 2022, adults (ages 18-64) were the most common age group observed on City trails, comprising 53% of observed trail users. This is a decrease from 2019, when 56% of observed trail users were identified as adults. Additionally, 13% of trail users were teens, a decrease from 19% in 2019.

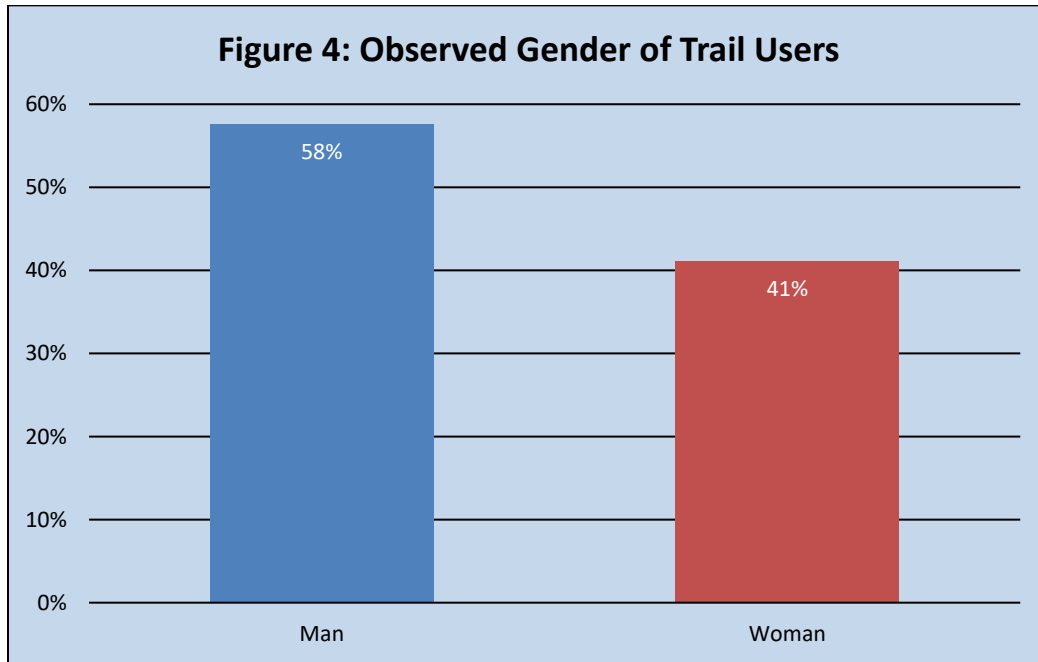
The proportion of observed seniors increased from 18% of trail users in 2019 to 26% of trail users in 2022 while the proportion of children<sup>5</sup> remained the same at 7% of trail users in 2019 and 2022. It should be noted that designation as a child, teen, adult, or senior was based solely on observation, and actual age was only ascertained while surveying individuals.

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<sup>5</sup> For purposes of this survey, "Children" are ages less than 13 years old

## Observed Gender Ratio

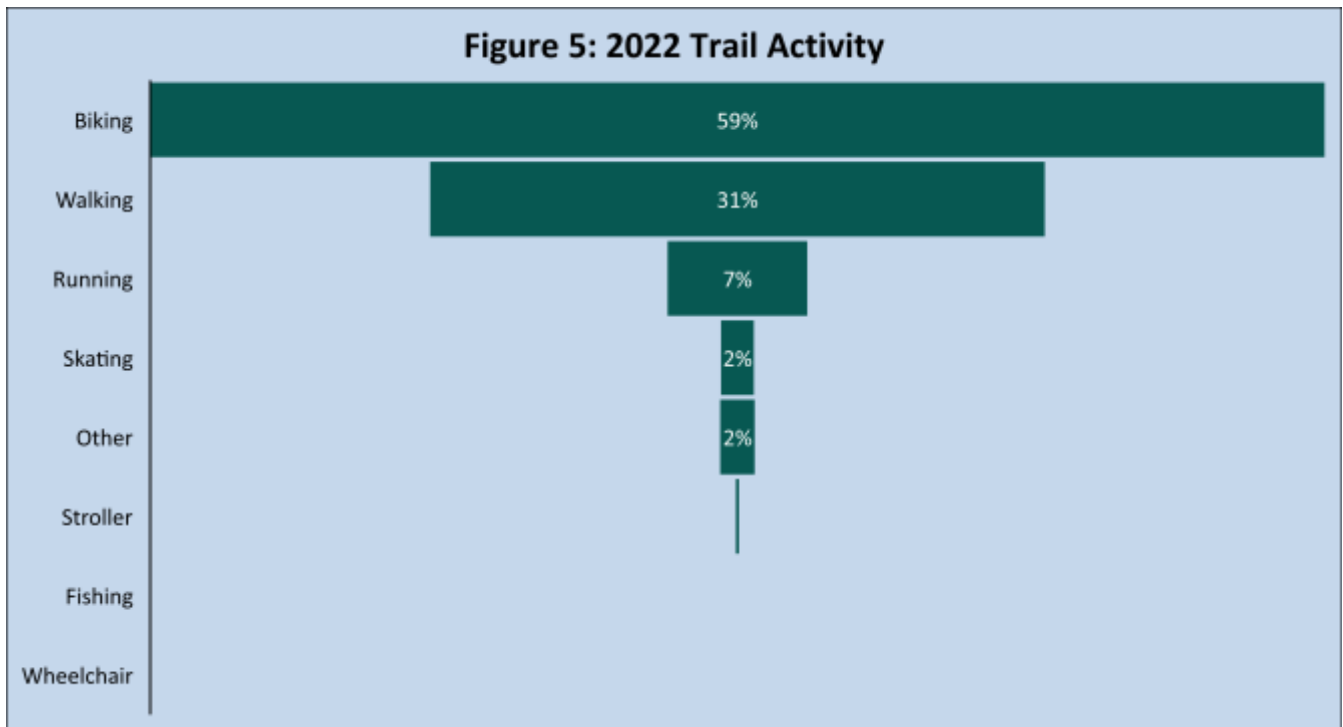
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Staff observed more men using the trails than women during the 2022 survey period. The percentage of women observed using the trails decreased by 2% in 2022 compared to 2019 (39%).

## Observed Activity

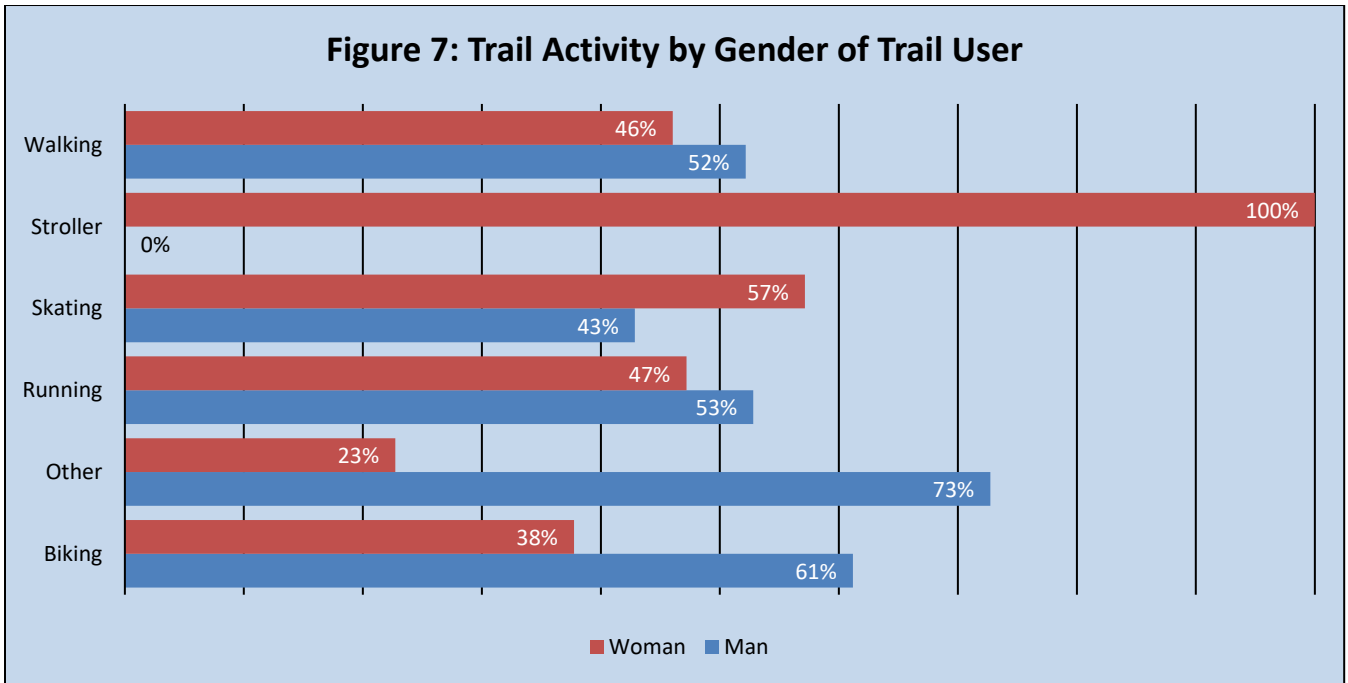
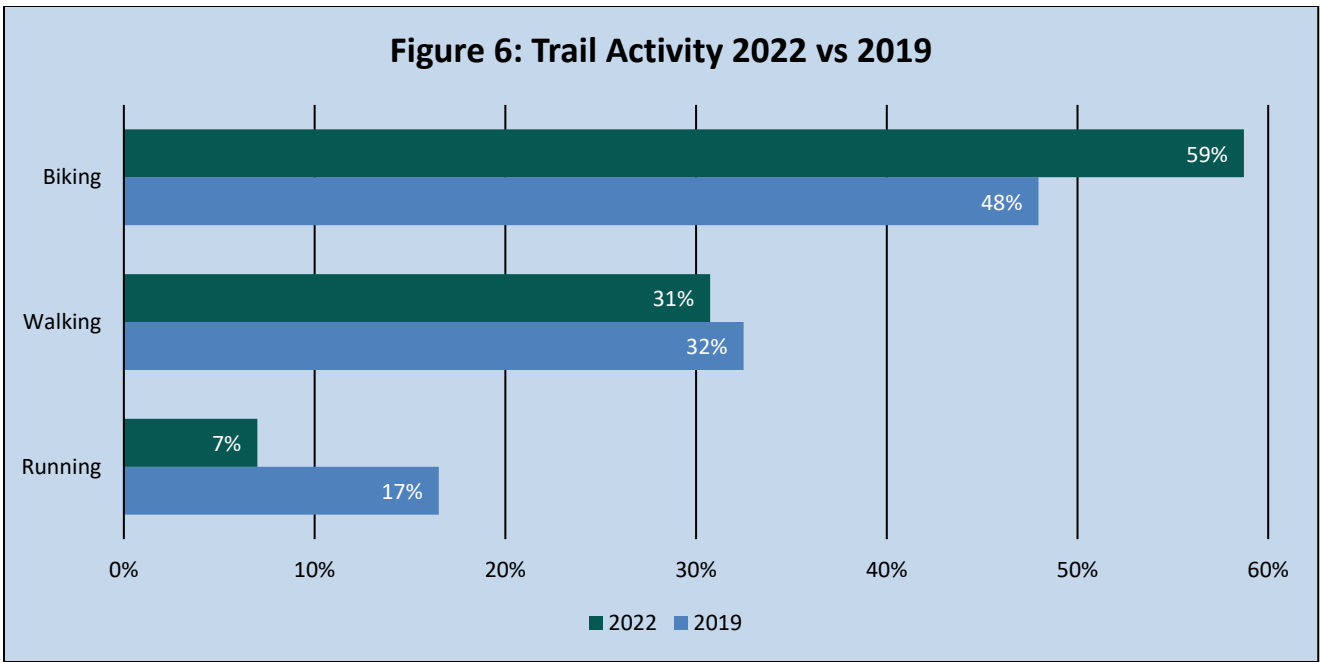
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Survey results indicate that biking is the majority of trail activity at 59%. This is an increase of 20% from 2019 (48% of trail use) to 2022 (59% of trail use). This increase is likely due to the spike in popularity biking gained during and after the COVID-19 pandemic.

Additionally, walking and running combined made up 38% of observed trail usage in 2022. This is a significant decrease from the 49% observed in 2019. Running decreased from 17% in 2019 to 7% in 2022, and walking decreased from 32% in 2019 to 31% in 2022.

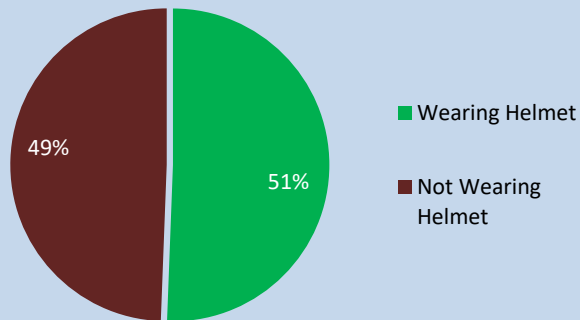
There were only 2 observances of trail users with a stroller, and there were no observances of trail users fishing or using a wheelchair.



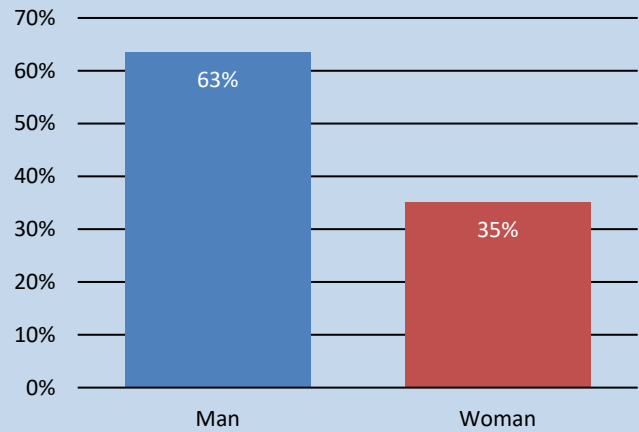
Staff broke down the trail activity of all trail users by their gender. The survey results illustrate differences in the type of activity most common among specific genders. Surveyors observed that women on the trail were more likely to be walking and/or running than men, while men were over twice as likely to be cycling instead of walking/running on the trail.

## Bicycle Helmet Use

**Figure 8: Overall Helmet Usage by Cyclists**



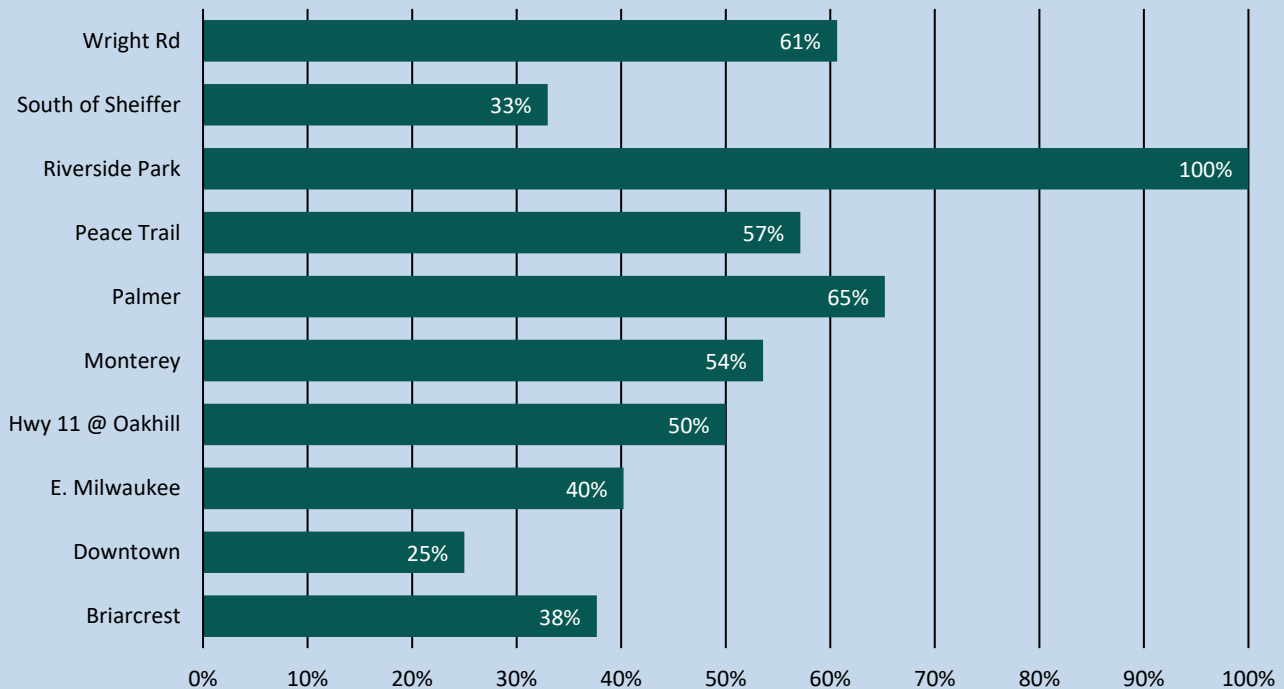
**Figure 9: Percent Helmet Usage by Gender**



Half of observed cyclists (51%) wore a helmet. The percentage of observed cyclists who wore helmets dramatically decreased from 2019 (69%).

Around two-thirds of observed male cyclists (63%) wore a helmet while only about one-third of observed female cyclists (35%) wore a helmet.

**Figure 10: Percent of Cyclists Wearing Helmets by Location**



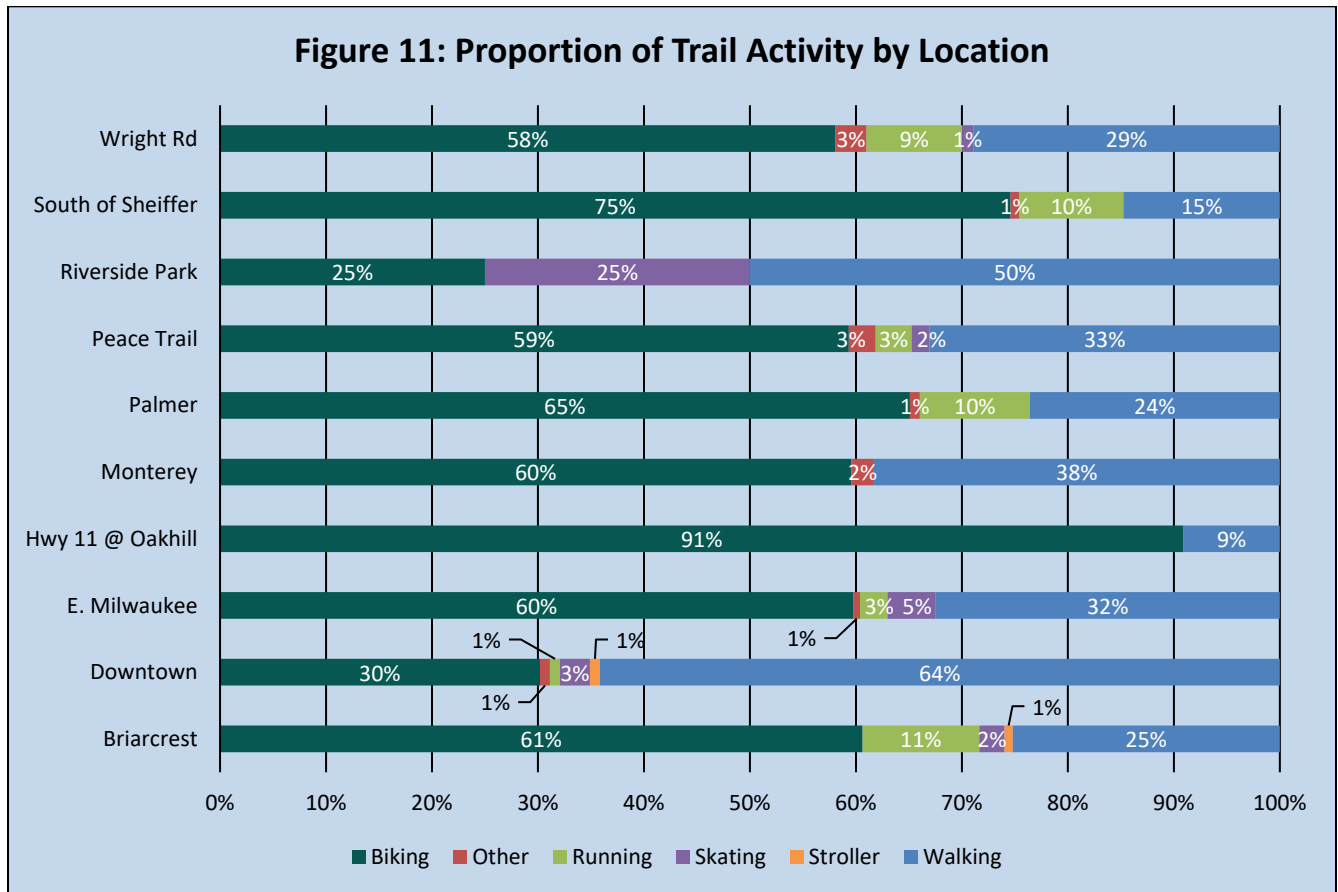
The proportion of observed cyclists wearing a helmet varied greatly at each survey location. Surveyors observed 65% of cyclists wearing a helmet in Palmer Park and 61% wearing a helmet at Wright Rd. All users were observed wearing helmets in Riverside park, however there was only one 2-hour sample taken at this location with four observed users.



*Image 4: Ice Age Trail through Palmer Park*



## Tally Results by Location

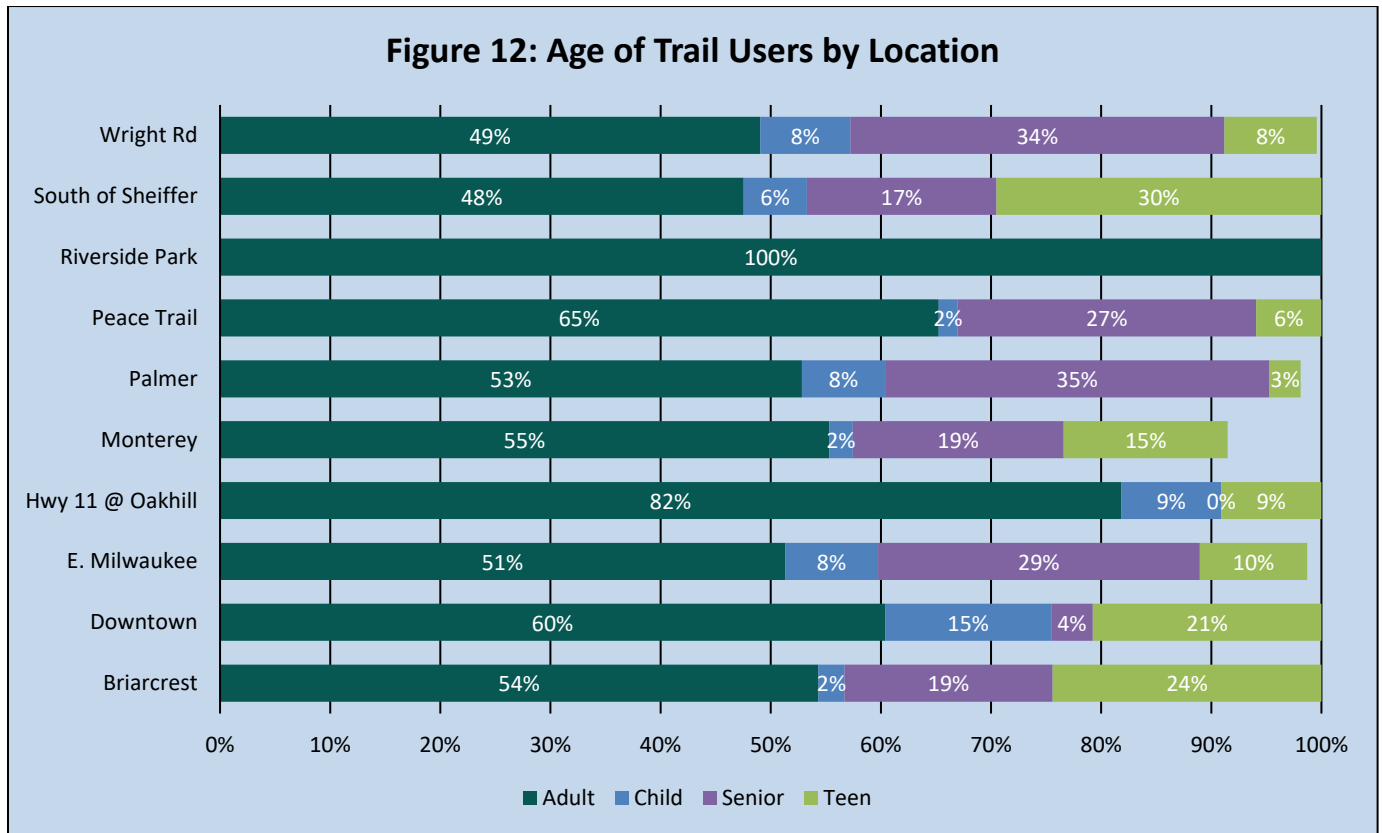


Biking is the most common activity at most trail locations. In fact, bike usage on the trail as a whole increased by 20% from 2019 (48% of trail use) to 2022 (59% of trail use). This increase is likely due to the spike in popularity biking gained during and after the COVID-19 pandemic.

The percentage of observed users walking in Palmer Park dramatically increased from 18% in 2019 to 24% in 2022 (a percent change of 28%). However, the only instance where walking was the majority of observed trail use was at the Downtown location.

The Wright Road location experienced more trail users than any other site. Staff observed 37.5% of all 1,272 observed trail users at Wright Road. This is likely due to the major intersection between the Sports Complex Loop and the Ice Age Trail near the Wright Road crossing survey location.

## Age Demographics of Trail Locations



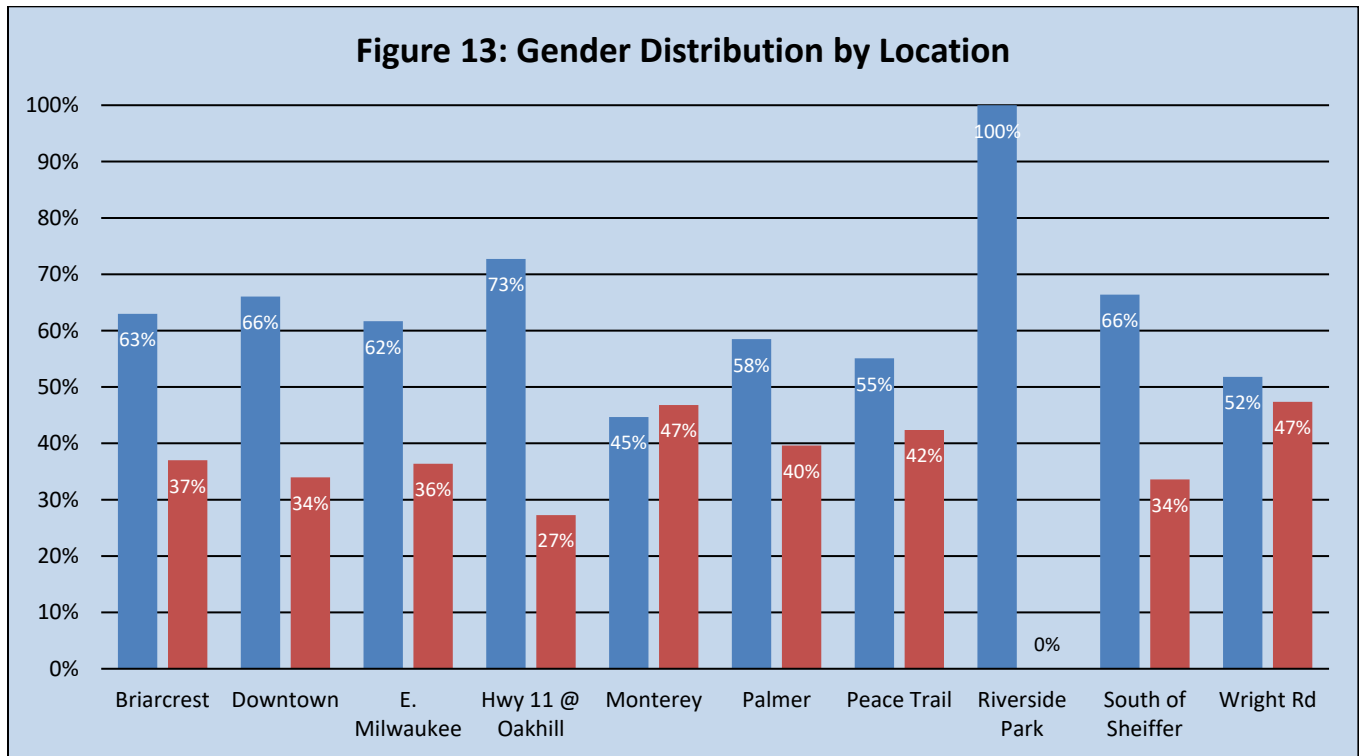
Surveyors observed the majority (or largest plurality) of trail users at each location were adults.

Staff observed the largest percentage of teenagers at the intersection south of Sheiffer Park (near the Humes Rd Underpass) and Briarcrest Park. This is likely to the large number of neighborhoods, single-family homes, retail stores, and restaurants in close proximity to the trails in these areas.

Staff observed the largest percentage of children Downtown, likely due to the large number of neighborhoods and destinations (parks, businesses, Town Square) in the area. In 2019, staff observed the largest percentage of children at the Wright Road location.

Staff observed the largest percentage of seniors at Palmer Park, followed by Wright Road. In 2019, staff observed the largest percentage of seniors at Peace Trail and Wright Road. The cause for this change is likely the end construction along the Rock River during the survey period, and proximity of Palmer Park to area neighborhoods, area businesses, Rotary Gardens, and a large senior living facility near the park.

## Gender Distribution by Trail Location



Surveyors observed the highest percentage of female trail users at Monterey Park (47%). In 2019, staff observed the highest percentage of female trail users at Peace Trail @ Rockport Park Dr. Staff observed the lowest proportion of female trail users at the Connector Trail (Hwy 11 @ Oakhill [27%]) (ignoring the small count of trail users at Riverside Park).

Staff advised surveyors to leave the gender portion blank if an observed child was very young and gender was hard to determine, so these percentages do not include children whose gender was not determined and other trail users whose gender could not be determined.

## Count Totals

Table 4: Counts Per Location			
Location	Count Total	Number of Count Sessions	Two-hour Average
Downtown	106	3	35
E. Milwaukee St.	154	3	51
Peace Trail	118	4	30
Monterey Park	47	2	24
Briarcrest Park	127	5	25
Wright Rd.	477	5	95
Palmer Park	106	3	35
Hwy 11 @ Oakhill	11	2	6
South of Sheiffer Park	122	5	24
Riverside Park	4	1	4
<b>TOTAL</b>	<b>1272</b>	<b>33</b>	<b>39</b>

In 2022, surveyors observed the greatest amount of trail use at the IAT at the Wright Road crossing, which averaged around 95 users over a two-hour period. The IAT at E. Milwaukee St had the second most observations with about 51 users over a two-hour period. This is different than in 2019 when staff observed the greatest amount of trail use at Palmer Park. This year’s survey found the Hwy 11 Connector Trail to have the lowest amount of observed trail use.

# Chapter 3: Questionnaire Analysis

In addition to counting trail users, staff and volunteers administered a questionnaire to a select number of trail users utilizing random convenience sampling. Surveyors stopped every third trail user; however, they were also advised that any trail user could stop voluntarily and request to complete a questionnaire. Staff provided surveyors with survey “business cards” to hand out if trail users wished to fill out a survey at their own convenience (online). The online version of the full survey was linked with a QR code on posters hung at various locations along the trail, were posted at the Hedberg Public Library, Michael’s Cycles, and Velocity Cycle. The Velo Club, Ice Age Trail Alliance of Rock County, and Rock Trail Coalition forwarded the survey to their member groups via email. Staff aggregated all online survey results together and calculated/analyzed separately from the in-person questionnaire results.

Staff and volunteers observed 1,272 trail users, and 115 trail users were surveyed on the trail, resulting in a survey response of 9% of observed adults (18+). Four hundred fifty-three online surveys were also completed.

A breakdown of survey responses follows. Some of the analysis may include user comments; however, a complete listing of all user comments can be found in **Appendices D and E**.

It is also important to note that this sample is an accurate representation of trail users, but does not necessarily represent the thoughts of Janesville residents as a whole. Notice was made through the local media that the survey would occur, but surveys were only administered to those using the trails, saw the poster, and upon request.

Questions from the 2019 questionnaire were slightly modified and additional questions were added for the 2022 version of the Questionnaire. <sup>6</sup> These modifications and additions were added based on a review conducted by the MPO staff. Some of the results provided below separate the in-person and online results, while others are combined.



*Image 5: Peace Trail at parking lot at Rockport Park Dr.*

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<sup>6</sup> A table of question additions and modifications can be found at **Appendix F**

## Demographics of the Respondents (Paper and Online Surveys)

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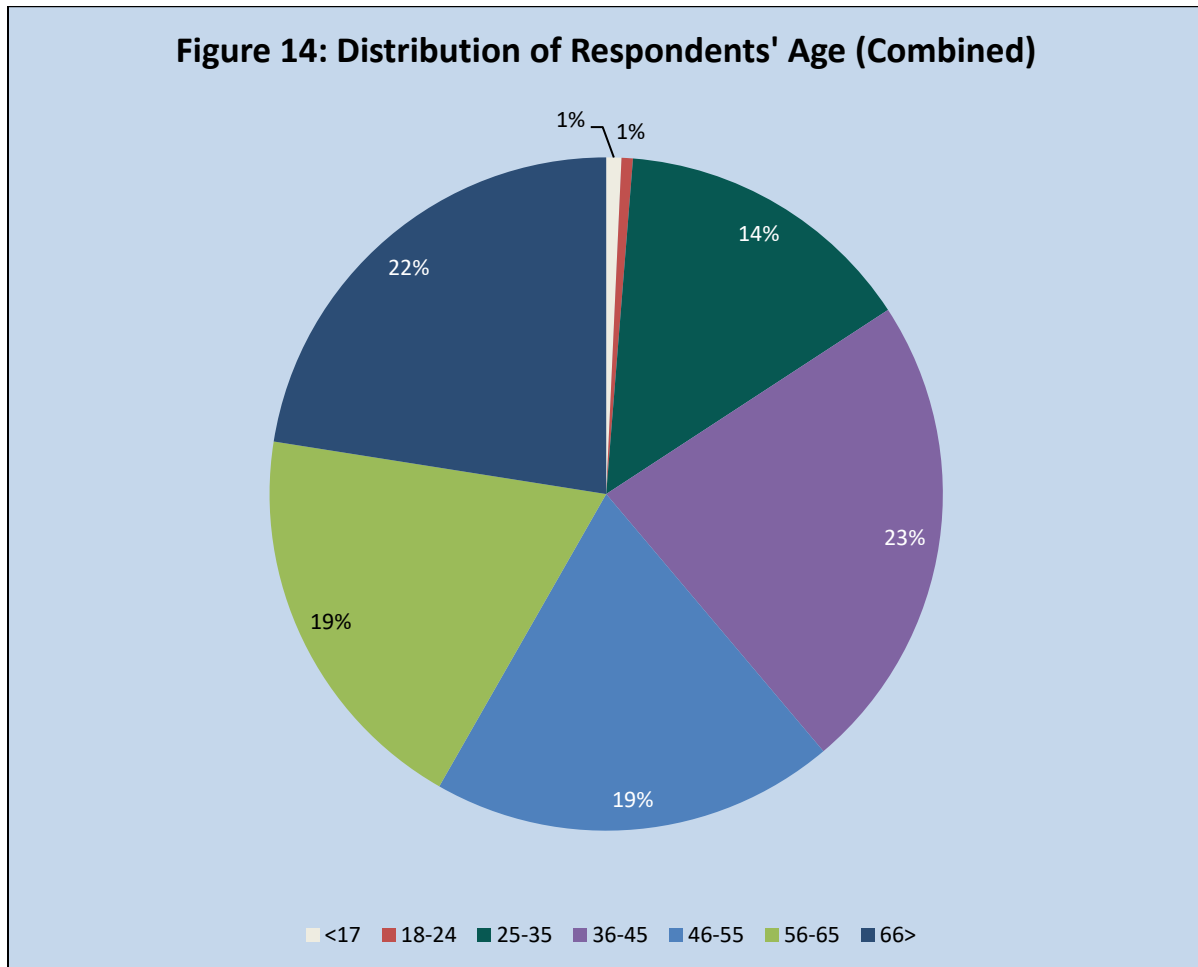
Both the paper and online version of the survey began with 4 questions about the demographics of the respondents. The questions are:

1. Age  
(Years)
  
2. Gender  
Male            Female            Other
  
3. Race/Ethnicity (Select all that apply)  
White            Black/African American            Asian            Latino/Hispanic  
American Indian/Alaska Native            Native Hawaiian or Other Pacific Islander  
Other
  
4. What is the location of your primary residence?  
Janesville            Milton            Beloit            Rockford            Madison            Other

The results for the first 4 questions about demographics from both the paper and online surveys (i.e. the “combined” results) were aggregated and are presented below. The results from Questions 5-22 were analyzed separately and paper and online. The paper results are presented immediately after the results of the demographics questions (“combined” results), and the online results are presented in Chapter 4.



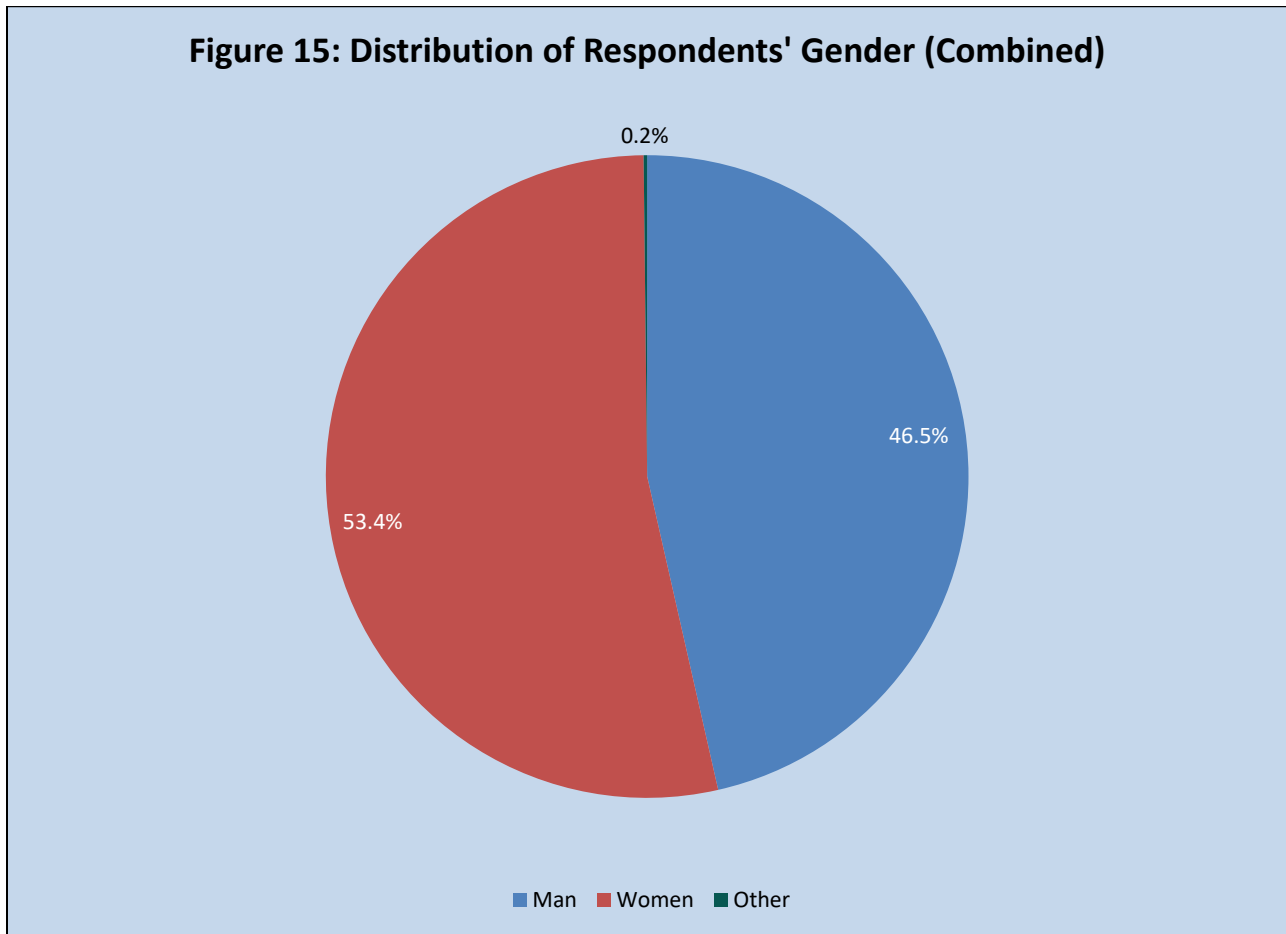
## Question 1: Age (Combined)



In 2022, the distribution of ages of respondents was mostly balanced, though respondents 35 and under were the smallest share of respondents (~16%). This means that there is slight underrepresentation from trail users less than 35 years (and especially 24 years) in age in the survey's results.

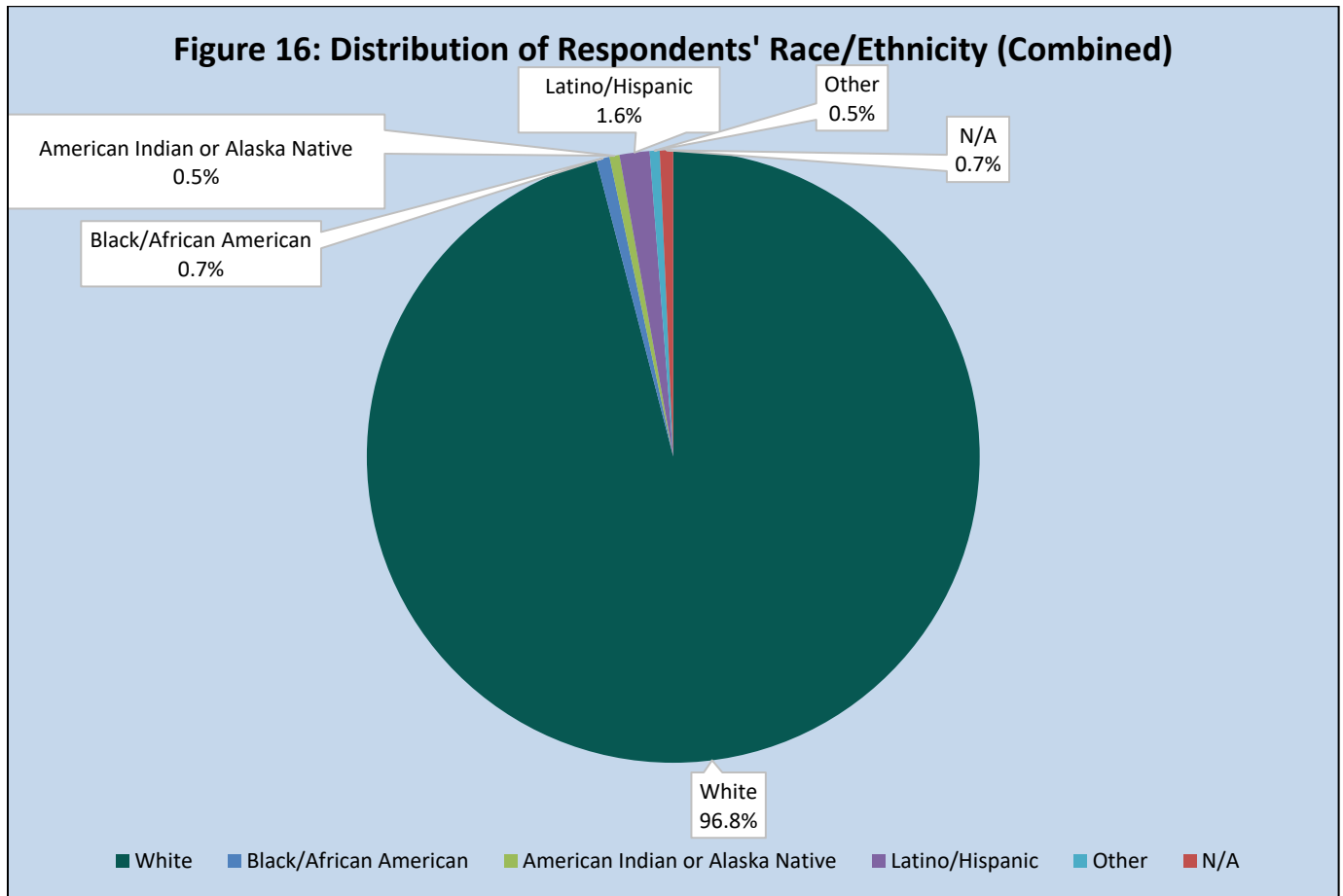
It is important to note that the survey was designed to be answered by trail users aged sixteen and up, to avoid any parental concerns. Staff instructed those administering the trail user survey not to stop and question anyone that appeared under the age of sixteen that were unaccompanied by an adult, which may have a very minor effect on the survey results.

## Question 2: Gender (Combined)



In answering **Question 2**, 53.4% of respondents to the survey were women and 46.5% were men. The observation count showed trail use to be 58% men and 41% women, so the survey sample is somewhat close to representation as observed. However, the number of women who took the survey online highly skews the overall gender ratio of the survey (55% women and 45% men was the gender ratio from the online survey). It should be noted that 0.2% of the survey responses answered this question as 'Other.'

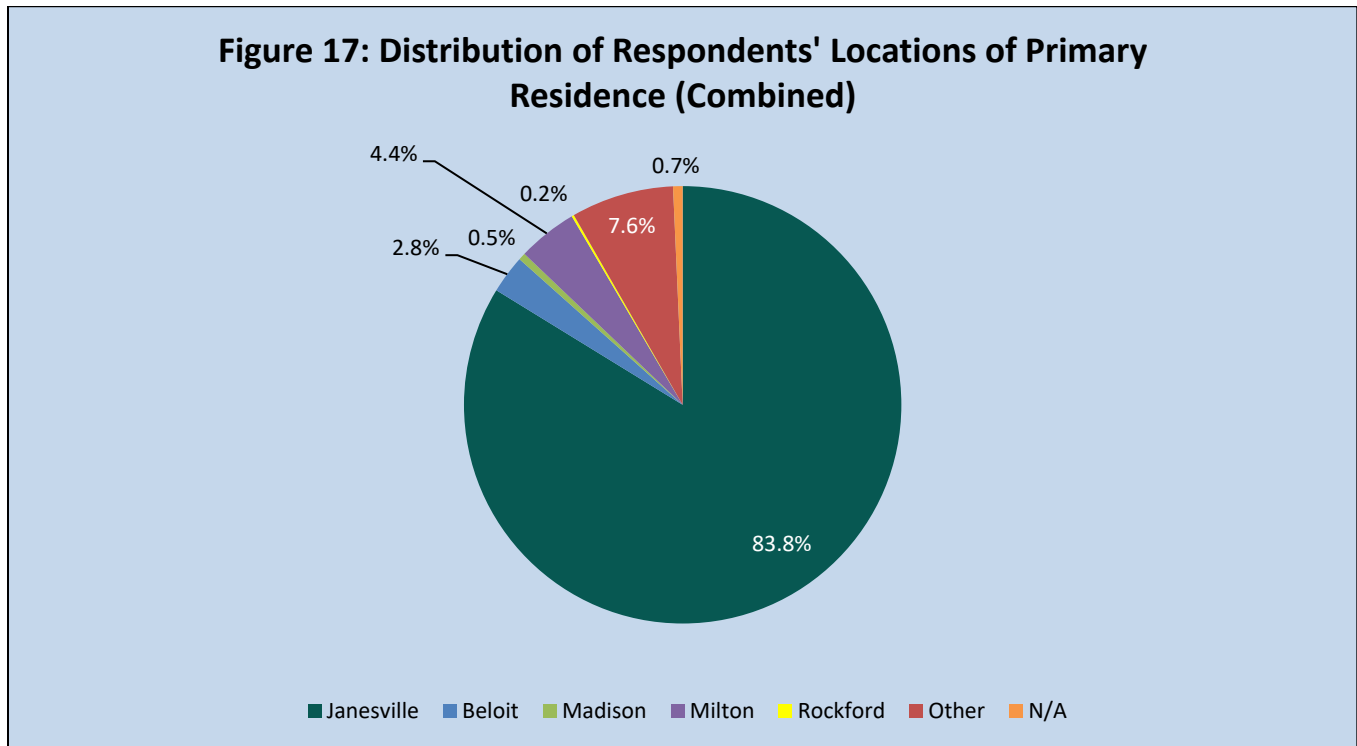
### Question 3: Race/Ethnicity (Combined)



**Question 3** was a new addition to the trail user survey in 2022 to city the City of better idea of who uses the trails.

The results show that over 90% of survey respondents were White, 1.6% were Latino/Hispanic, 0.7% were Black/African American, 0.5% were American Indian or Alaska Native, and 1.2% of respondents either responded 'N/A' or 'Other.'

## Question 4: Location of Primary Residence (Combined)

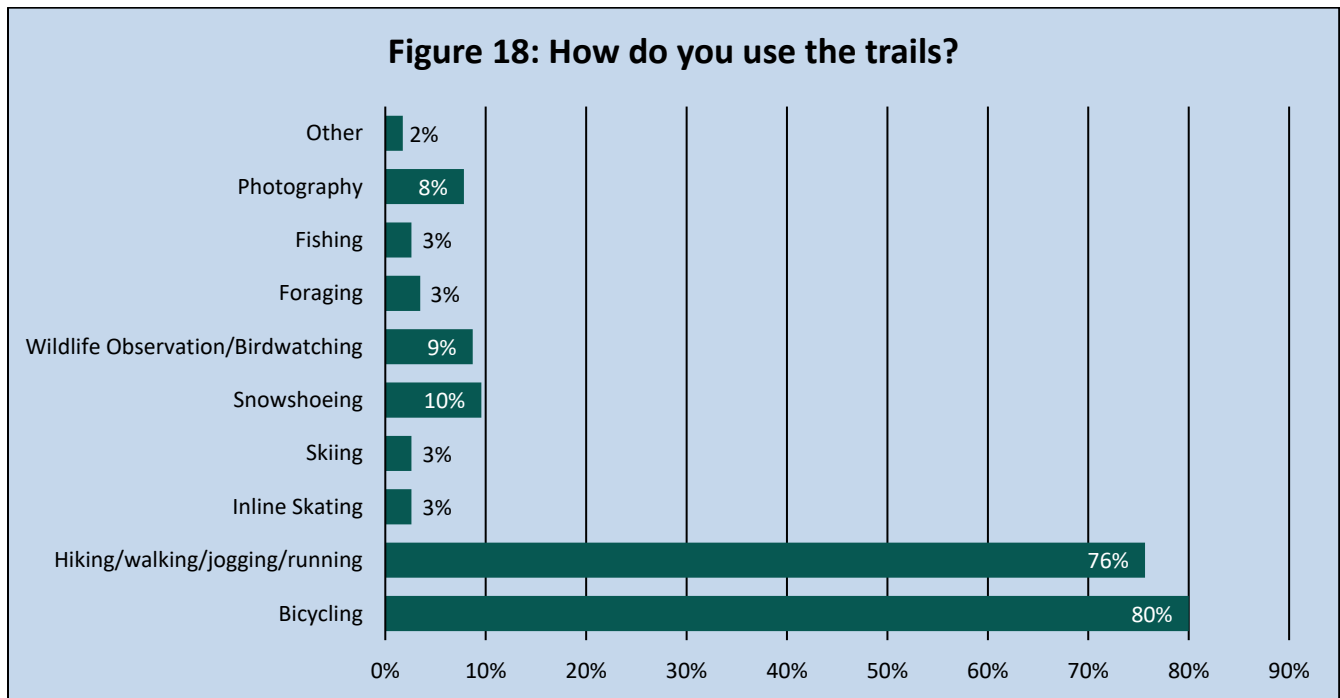


**The results of Question 4** show that over 80% of the survey's respondents were from Janesville, 4% were from Milton, 4% were from Beloit, 1% were from Madison, 4% declined to answer, and 4% responded "Other." The "Other" locations identified from the survey were from surrounding communities including Edgerton, Orfordville, Delavan, Elkhorn Harmony, Afton, Clinton, Footville, Fort Atkinson, Milwaukee, and Roscoe, IL. A few were from places like New York City, Florida, and Brazil.

One rider from New York City commented that Janesville is one of the cleanest cities he has visited in Wisconsin (in terms of the bike trails and public spaces) and that the trails here are nice. He also said that as for being a "bike-friendly city," Janesville is not a very pleasant place to bike on city streets due to traffic volumes, high speeds, and unwelcoming environments even when there are painted bike lanes on the street. He also was quite grateful to the City for conducting this survey and noted that other similarly-sized places do not put this much thought and effort into bike infrastructure.

## Question 5: How do you use the trails?

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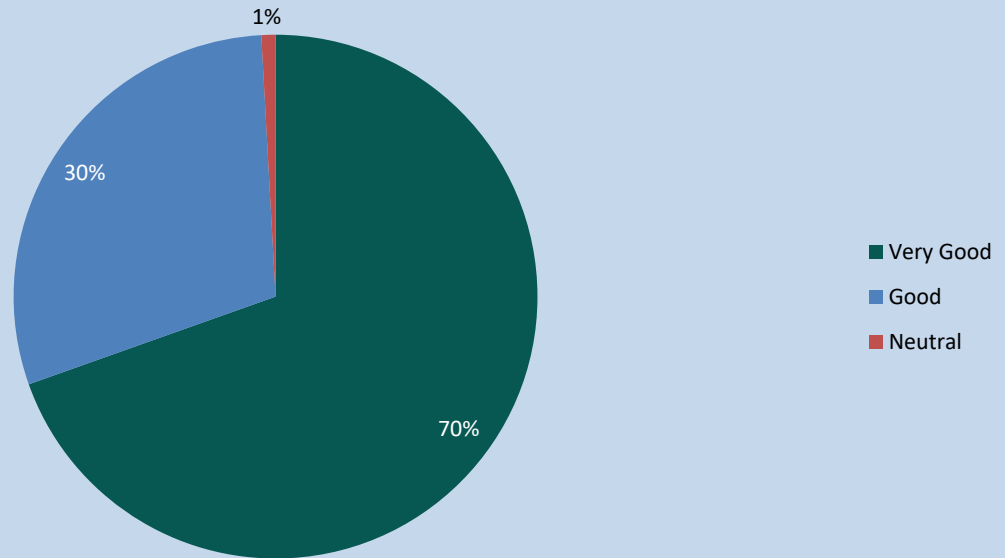
The results for **Question 5** show that bicycling and hiking/walking/jogging/running are the most popular trail uses. This is consistent with the observed trail uses observed by staff on the trails.

Comments for 'Other' responses are dog walking and riding a lawn mower.

## Question 6: Overall, how would you rate your satisfaction with the trail?

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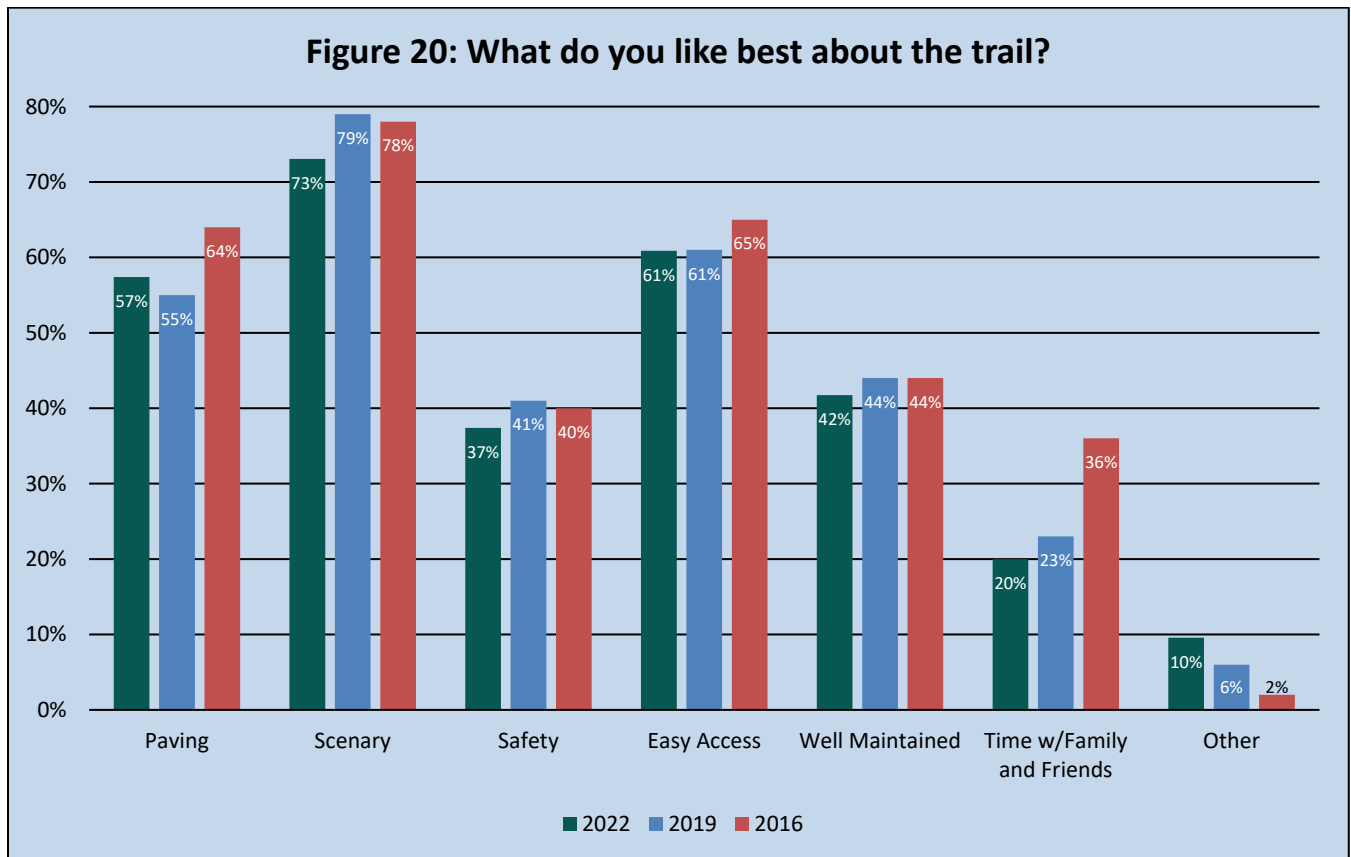
**Figure 19: Overall, how would you rate your satisfaction with the trail?**



The results of **Question 6** show that over 99% of respondents described the trail as either 'Very good' or good. There was only one 'Neutral' response, and there were no 'Poor' or 'Very Poor' responses.



## Question 7: What do you like best about the trail?

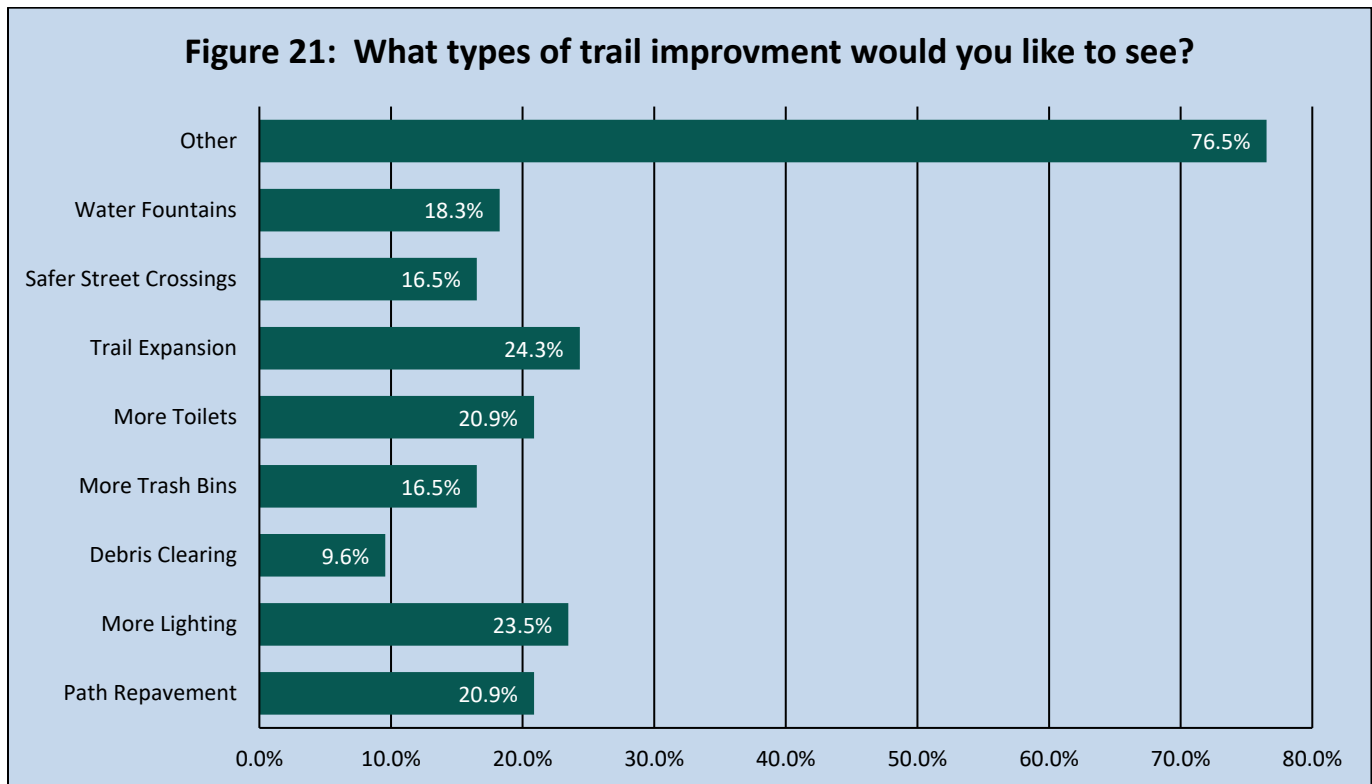


Trail users answering this question were allowed to list more than one response, resulting in a total that is greater than 100%.

Surveyed individuals most commonly chose scenery, easy access, and paving as the best features about the trail during every survey year. Consistently, surveyed individuals included scenery in what they liked best about the trails, however, it is clear that surveyed individuals are choosing paving and easy access less over time.

Responses for 'Other' include: separation from car/bus traffic, wildlife, shady, dog walking, and parking facilities.

## Question 8: What type of trail improvements would you like to see?

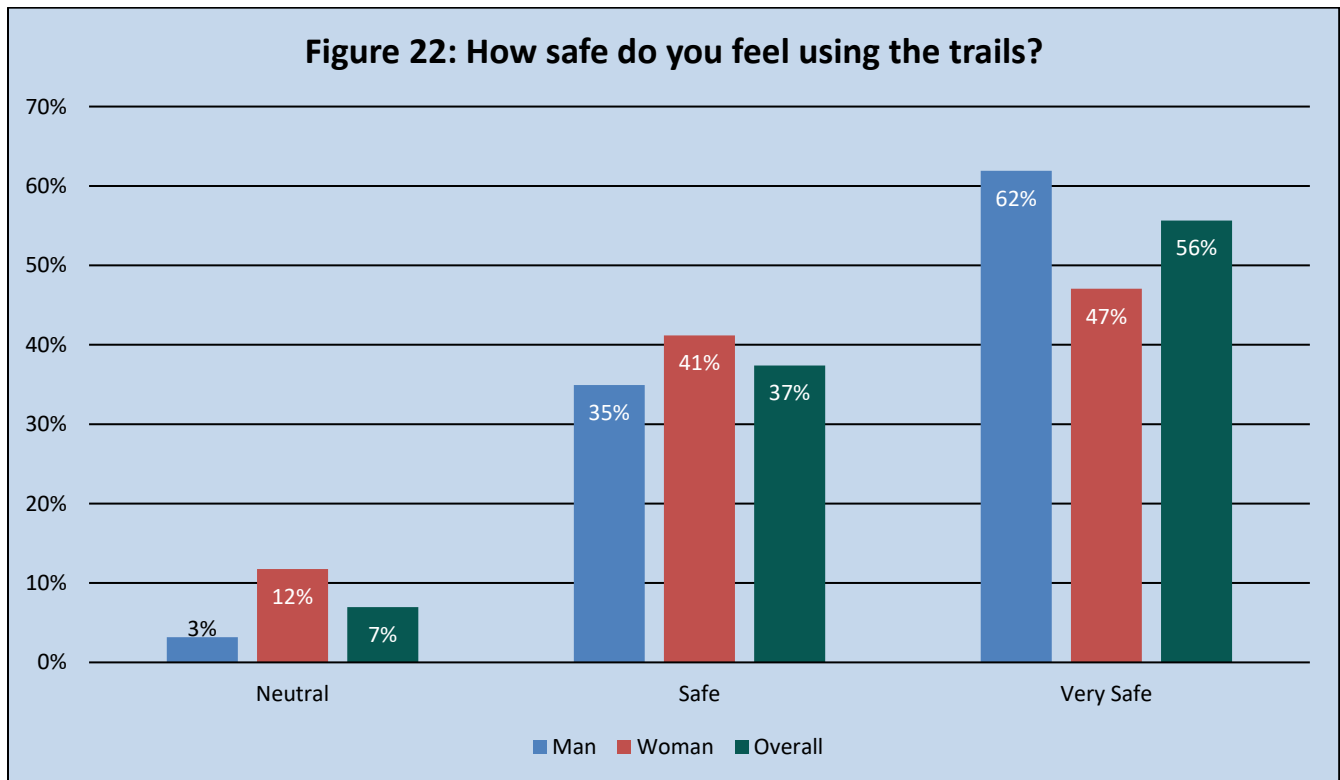


Staff used responses to **Question 8** as well as the “other comments” from **Question 22** and the “Other Comments” from the online survey to gauge the types of improvements trail users desire. Surveyed individuals most commonly recommended trail expansion and the addition of more lighting to the trail system.

Water fountains was the most popular response in 2019, but it was the 6<sup>th</sup> most popular response in 2022. ‘Trail Expansion’ and ‘More Lighting’ grew in popularity between 2019 and 2022.

Additional improvements mentioned in the ‘*Other*’ category were: dog waste bag dispensers (or enforcing the dog rule more strictly or lift the restriction entirely), re-painting bike lane lines, more benches, signs for directions, improving street crossings (there were many comments about adding flashing lights at Wright Rd), snow removal, mowing trail edges, and trimming back tree and brush overgrowth on trails. These comments were frequently expressed on the Peace Trail along Afton Rd.

## Question 9: How safe do you feel using the trails?



**Question 9** indicates that 93% of respondents feel ‘*Safe*’ or ‘*Very safe*’ using the trail, 88% of woman feel this way and 97% of men feel this way.

The number of ‘*Very Safe*’ and ‘*Safe*’ responses are similar between 2019 and 2022. However, ‘*Neutral*’ responses were made by 7% of respondents in 2022, which is twice the number of “*Neutral*” responses in 2019. No respondents reported feeling unsafe on the trails.

When responses are separated by gender, the aforementioned biases introduced by the gender balance of the survey sample become apparent as seen in the chart above. Since 55% of the respondents were men, the concerns of women are diminished in the overall statistics. When separated by gender, staff observed that 12% of surveyed women feel neutral about their safety, which is higher than the number of respondents in 2019 and 2016. There were fewer ‘*Safe*’ responses and more ‘*Very Safe*’ responses than in 2019 and 2016 (see **Figure 23**). These safety concerns may be contributing to the skewed trail-user gender distribution.

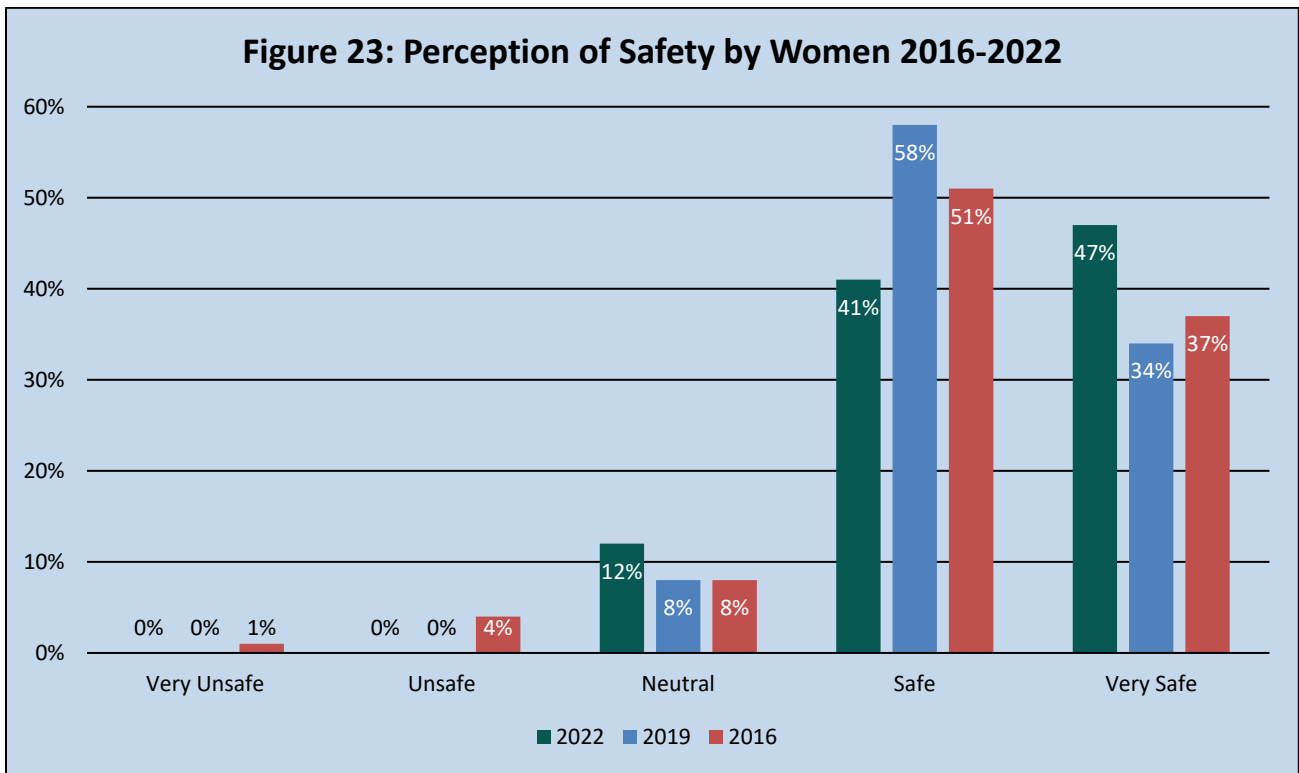
Individuals that responded neutral were asked, “*Can you describe what made you feel this way?*”

Five women and two men responded to this question. Most felt very safe or safe in the daylight, but felt unsafe at night. Many women expressed that they feel safer when they are with another person (family or friend). Another woman said that graffiti and trash the trail makes the environment feel unsafe.

These are quotes recorded by surveyors and the location the quote was recorded:

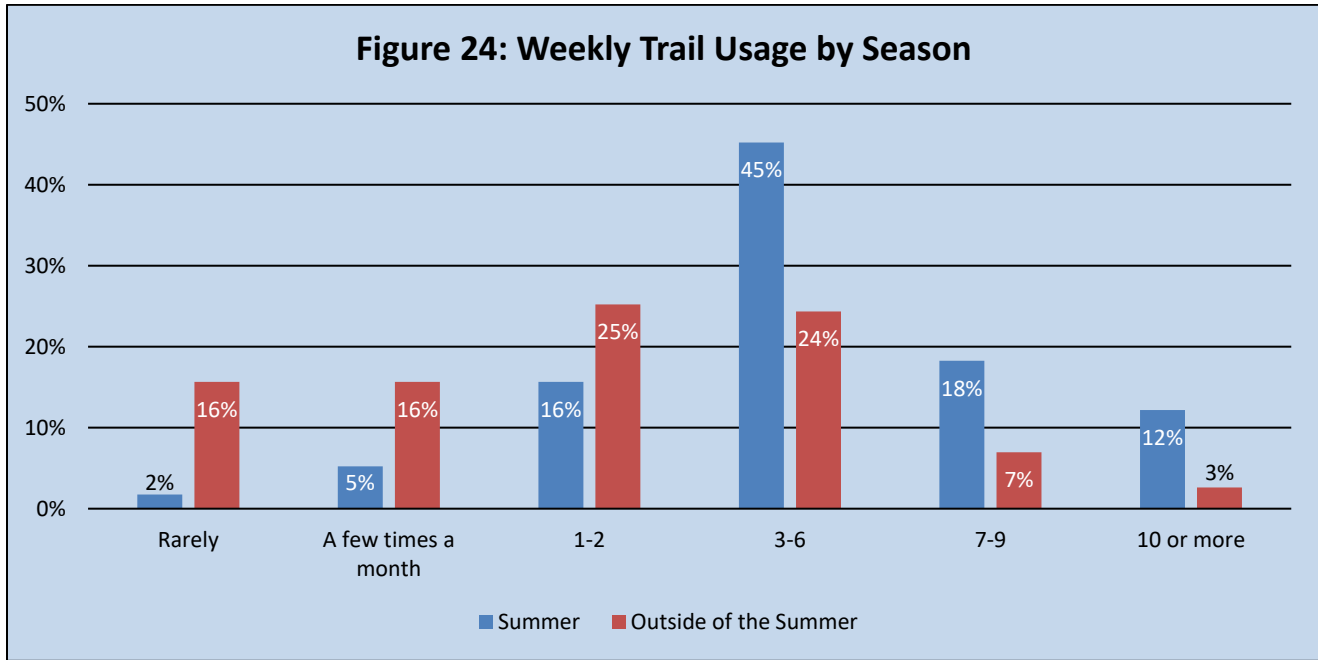
- “Graffiti on bridges, trash/litter” (Peace Trail @ Rockport Rd)
- “If I am with my dog, I feel safe. If I don't, I feel like I might get attacked” (Peace Trail @ Rockport Rd)
- “I've been yelled at by bicyclists and runners about dog use on the trail and near dog exercise area” (Peace Trail @ Rockport Rd)
- “Wildlife” (Downtown)
- “I feel safe if walking with someone else - unsafe if walking alone.” (Peace Trail @ Rockport Rd)

No women who took the survey in 2022 stated they felt unsafe or very unsafe. This is the same amount of responses in 2019, which was a decrease from 5% of women in 2016 who felt unsafe or very unsafe.



Lastly, since this survey uses a convenience sampling method that relies on self-selection, it is a distinct possibility that individuals who feel relatively unsafe are not using the trails in the first place.

## Questions 10 and 11: On average, how many times per week do you use the trail in the summer/outside of the summer?



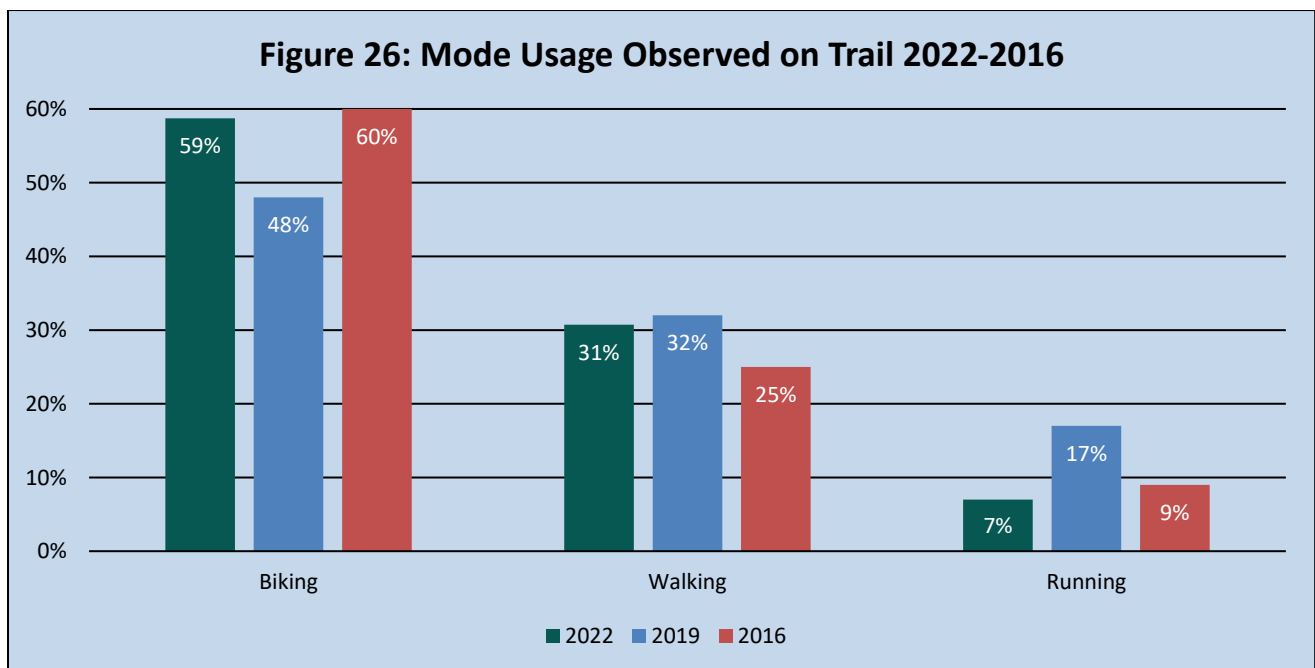
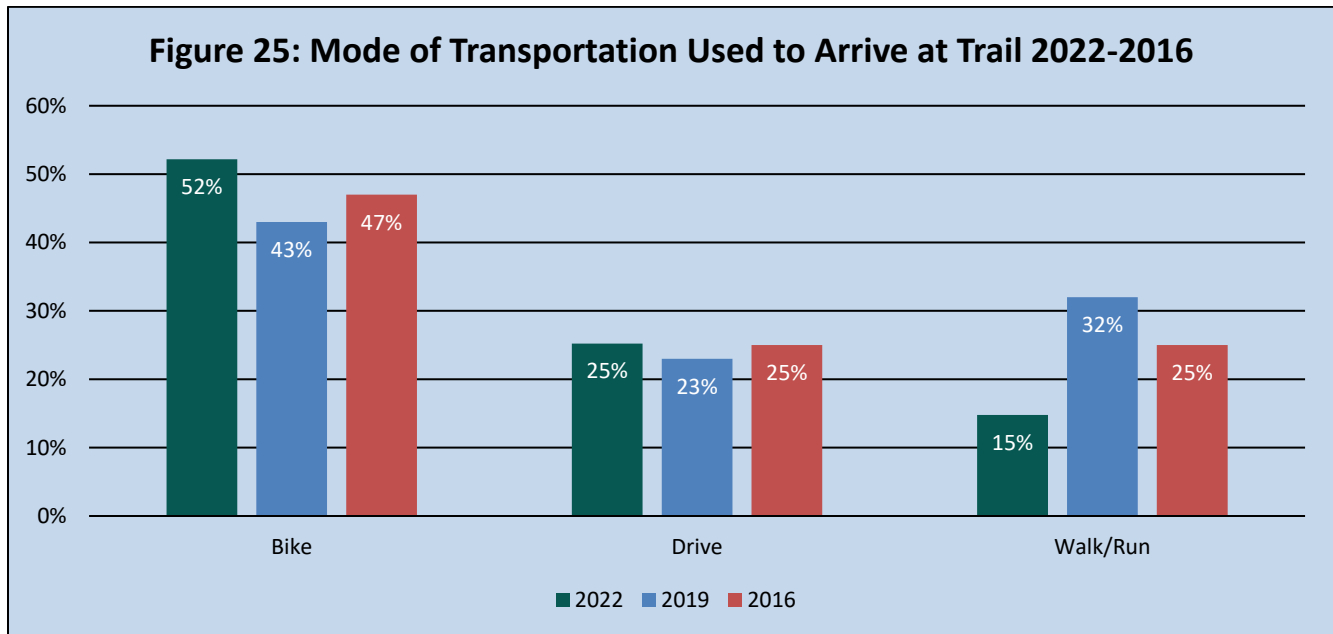
Similar to the 2016 and 2019 surveys, 45% of respondents in 2022 indicated that they frequent the trails three to six times a week during the summer. Trail users frequenting the trail seven to nine times per week during the summer had the next highest response rate at 18%. Of users that arrived to the trail by bicycling, 54% said they use the trail seven or more times a week in the summer while only 17% of those walking or running to the trail said they use the trail seven or more times a week in the summer.

Usage of the trail outside the summer had a large difference than usage during the summer. Only a portion of trail users who responded to the survey, 84%, reported that they use the trail outside of the summer months. Of the users of the trail outside of the summer, 30% of respondents use the trail 1-2 times per week.

Many people reported they were happy that portions of the trails are plowed during the winter, but that their usage would increase if additional sections of the trails were plowed. Many comments were about winter maintenance at Sheffer Park, where the elevation changes and shade from the trees keeps snow and ice on the trail well into the spring, making the trail difficult to use for a sizeable portion of the year.

The responses to this question may not adequately represent total usage outside of the summer. This survey only collected responses from those people using the trail during the summer months. Administering a survey during the autumn, winter, or spring may yield more accurate responses regarding trail use outside of the summer.

## Question 12: How did you get to the trail today?



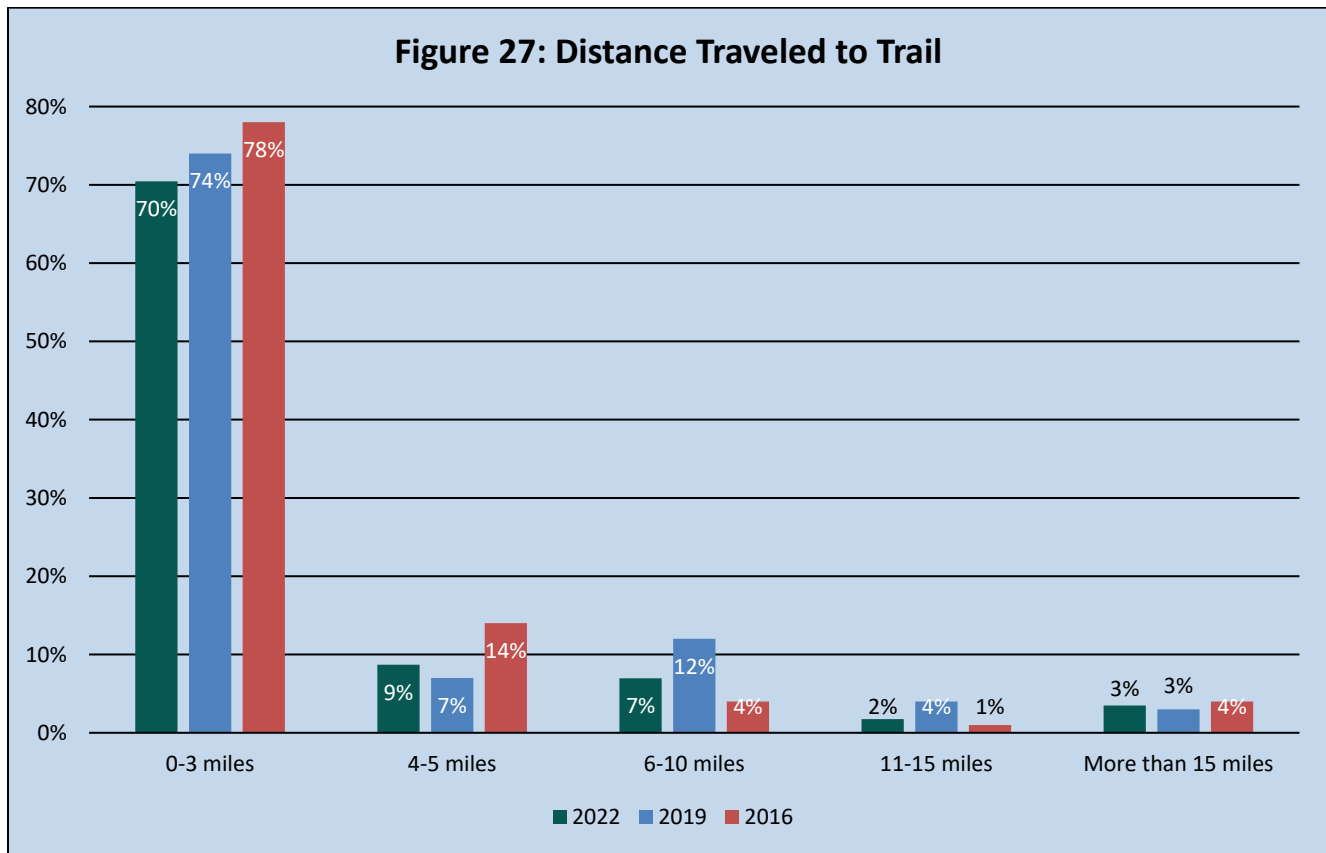
Staff compared the results of **Question 12** with observed trail activity found during the trail count. This comparison suggests that the majority of trail users use the same mode of transportation to get to the trail as they use on the trail and that trail users are not often using public transportation to arrive at the trails.



*Image 6: View near Gazebo along Ice Age Trail in Palmer Park*



## Question 13: How far did you travel to arrive at the trail?

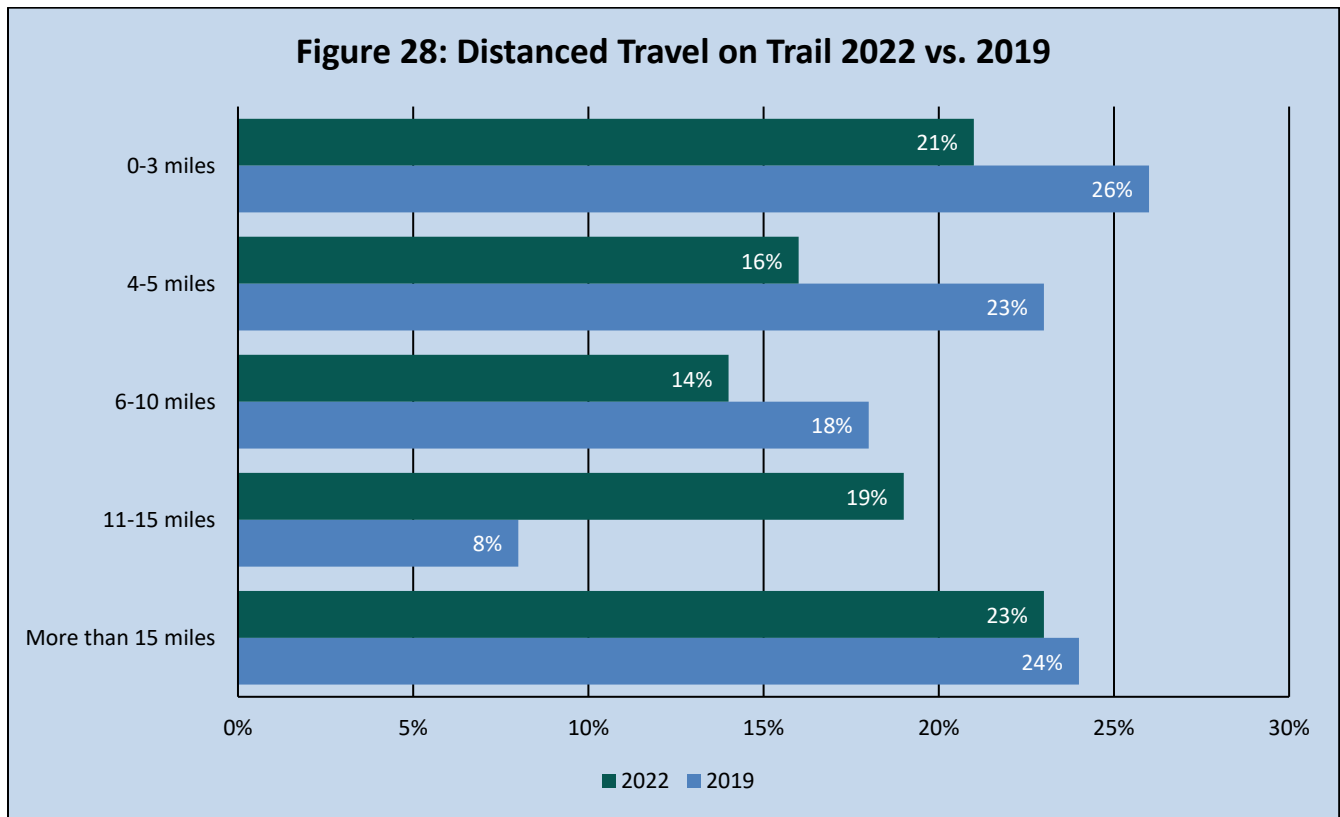


The results of **Question 13** show that the majority of surveyed trail users (70%) traveled less than three miles to arrive at the trails.

The decrease in users who traveled six to ten, and eleven to fifteen miles in 2022 compared to 2019 indicate a possible downturn in users willing to travel farther distances to access the trail. The high response rate of people traveling less than three miles to arrive at the trail is an indication that increasing access points may increase trail traffic. The high percentage of users indicating a preference for easy trail access from **Question 7** support these findings.

Of individuals who said they arrived by walking or running to the trail, 77% said they traveled less than three miles to arrive at the trail.

## Question 14: How far do you usually travel while on the trail?



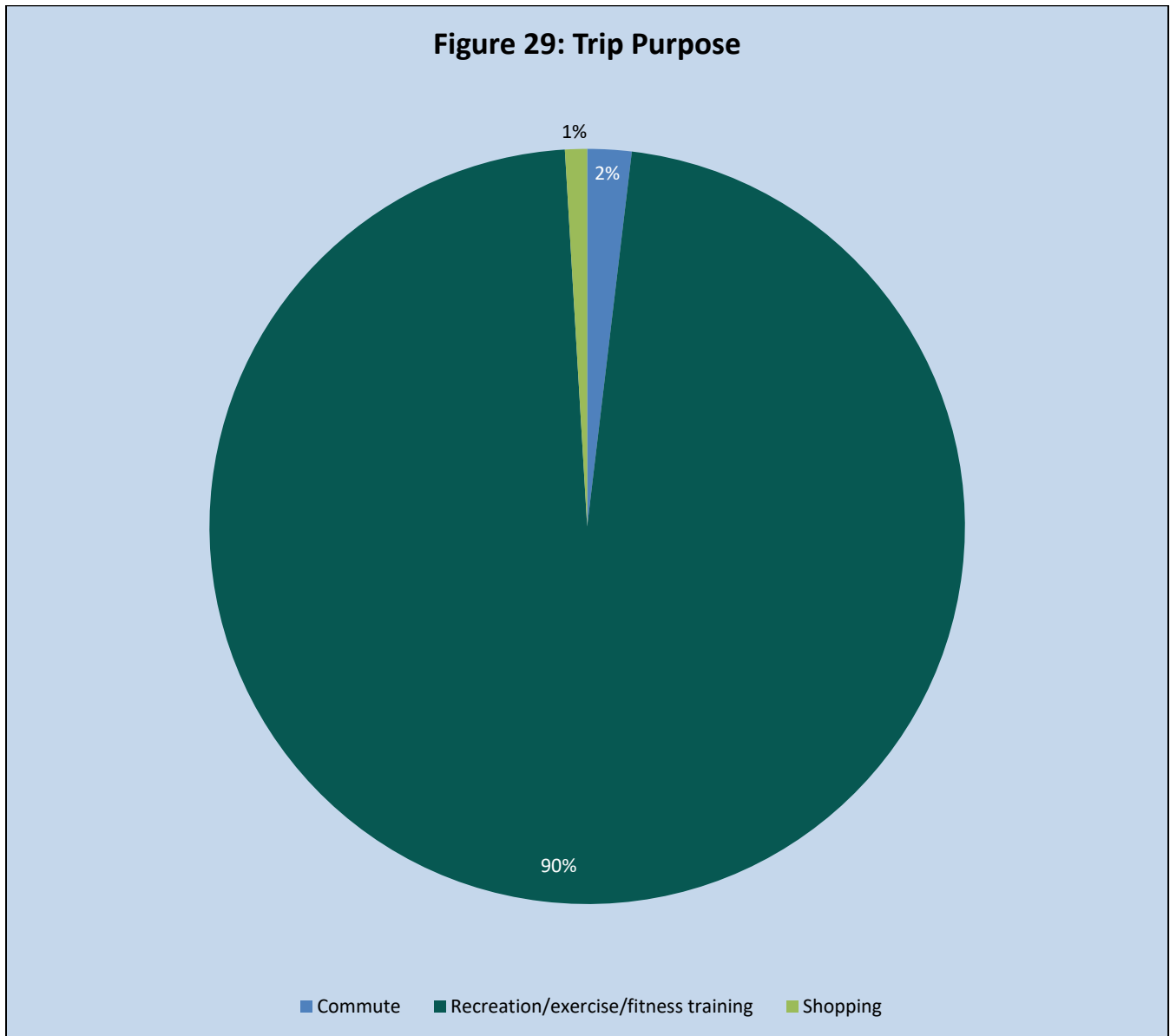
This graph illustrates the average trip length respondents took. The greatest number of surveyed users reported that they travel greater than fifteen miles, with the second largest number of users travelling between zero and three miles on average. It also should be noted that overall trip length has increased from 50% of respondents travelling 6 miles or more in 2019 to 56% of respondents travelling 6 miles or more in 2022. This is likely due to the increased amount of bicycle usage on the trail.

Of the respondents that said they travel fifteen or more miles on average, 40% responded to **Question 12** as arriving to the trail by “*bicycle*”.

Of respondents who arrived to the trail by “*walking or running*”, 17% said they traveled five miles or less on average while on the trails.

## Question 15: What is the purpose of your trip today?

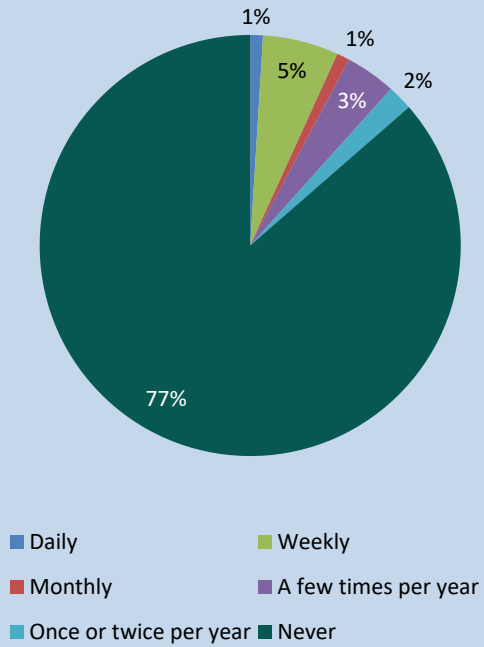
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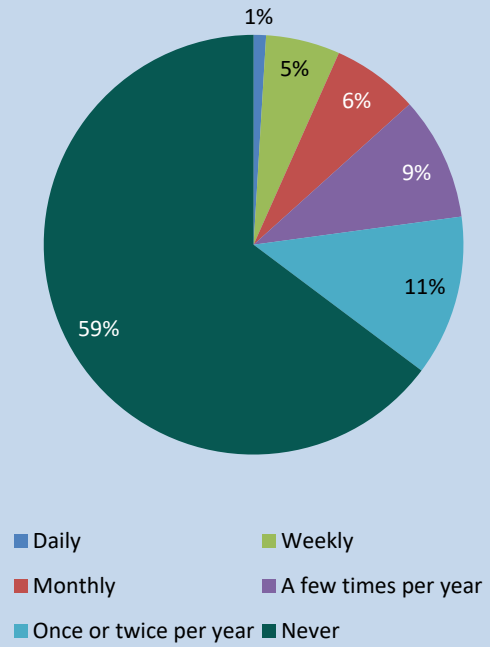
The vast majority of surveyed trail users stated that they were using the trail for 'recreation, exercise, and/or fitness training' the day they responded to the questionnaire. This is similar to results received in past trail user surveys.

## Commuting by Bicycling and Walking in Janesville

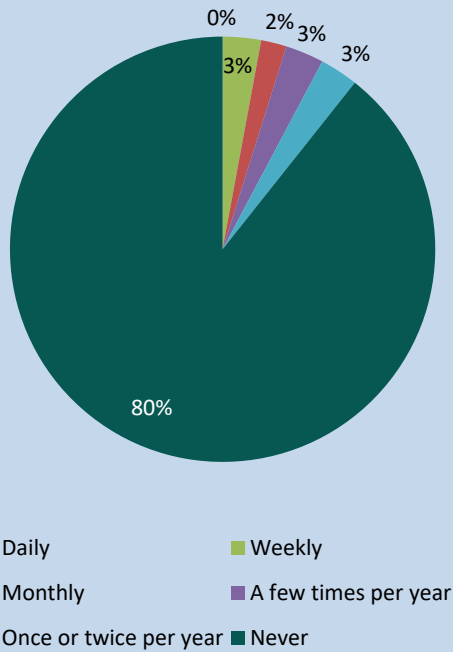
**Figure 30: Question 16 - How often do you bicycle commute to work/school?**



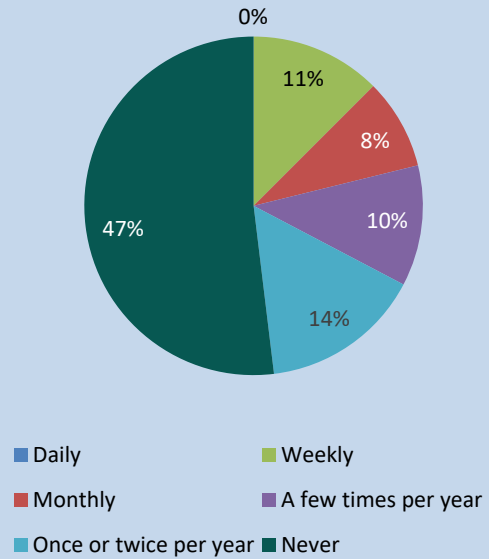
**Figure 31: Question 17 - How often do you bicycle to retail places to make purchases?**



**Figure 32: Question 18 - How often do you walk to work/school?**

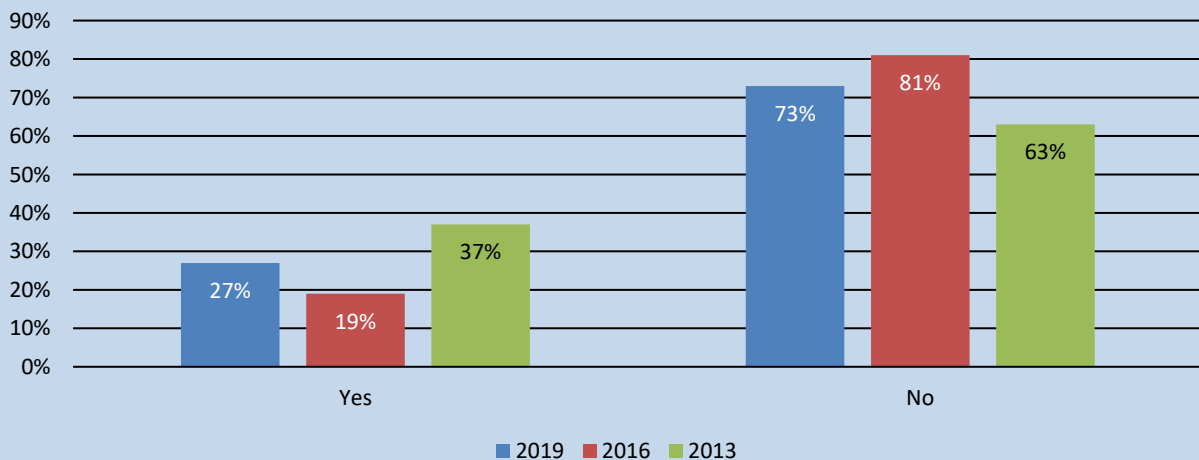


**Figure 33: Question 19 - How often do you walk to restaurants, shops, or the grocery store to make purchases?**

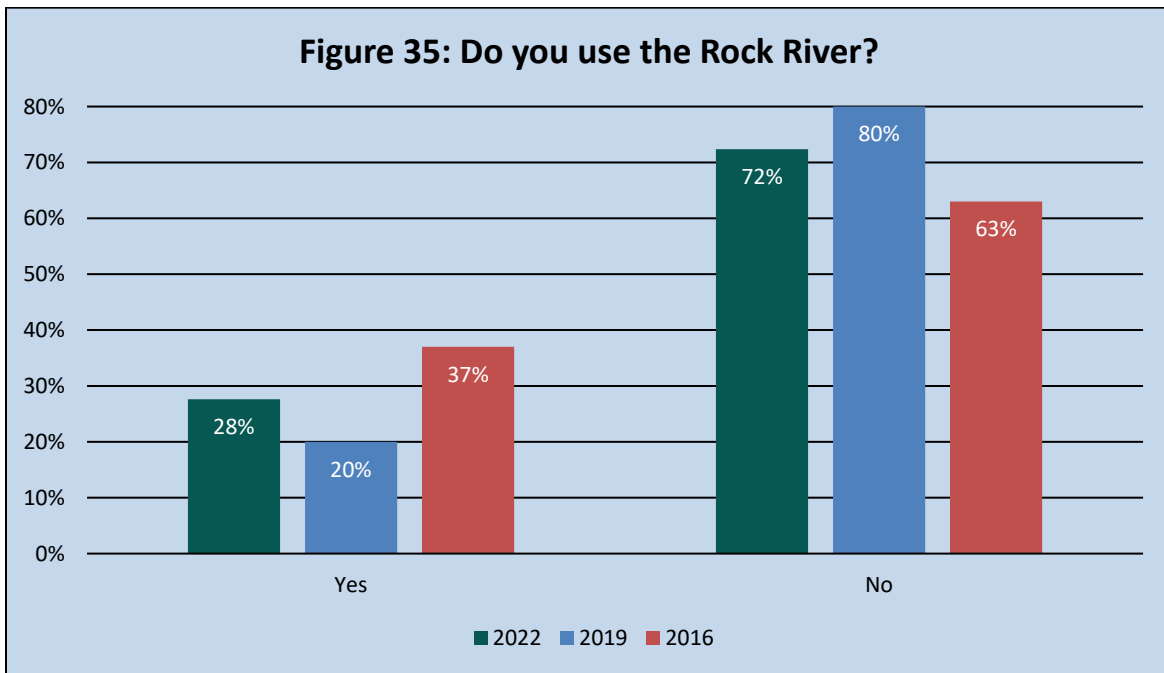


Staff recently obtained and started analyzing bicycle route usage data provided by Strava. The data indicates that there is a significant amount of bicycle traffic that is on-street. **Questions #16-#19** were added to the 2022 survey and designed to help staff provide data on walking, biking for “utilitarian” purposes, such as traveling to work, school, shopping, etc. It should be noted that for **Question 18** and **Question 19**, there were no respondents who answered ‘Daily’ to these questions. **Figure 34** shows the results from 2019, 2016, and 2013 from the survey’s question about making purchases on the trail.

**Figure 34: Make Purchases**



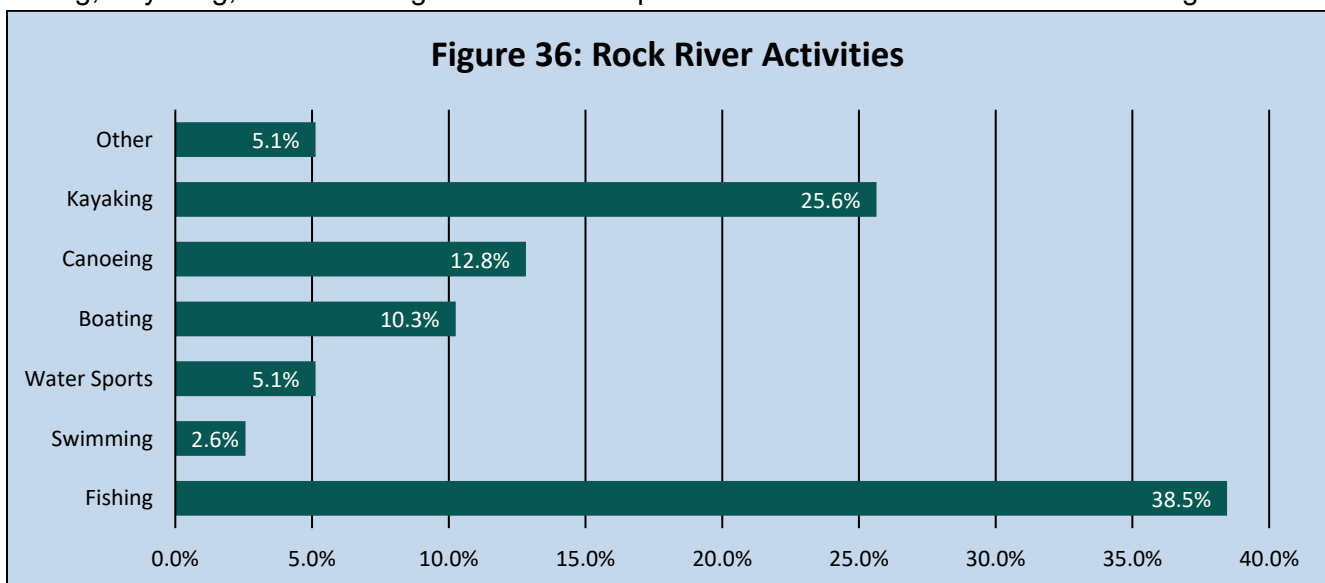
## Question 20: Do you use the Rock River?



**Question 20** is intended to gauge use of the Rock River by trail users. The trail locations along the Ice Age Trail, Downtown, Monterey Park, and Peace Trail are all parallel to the Rock River.

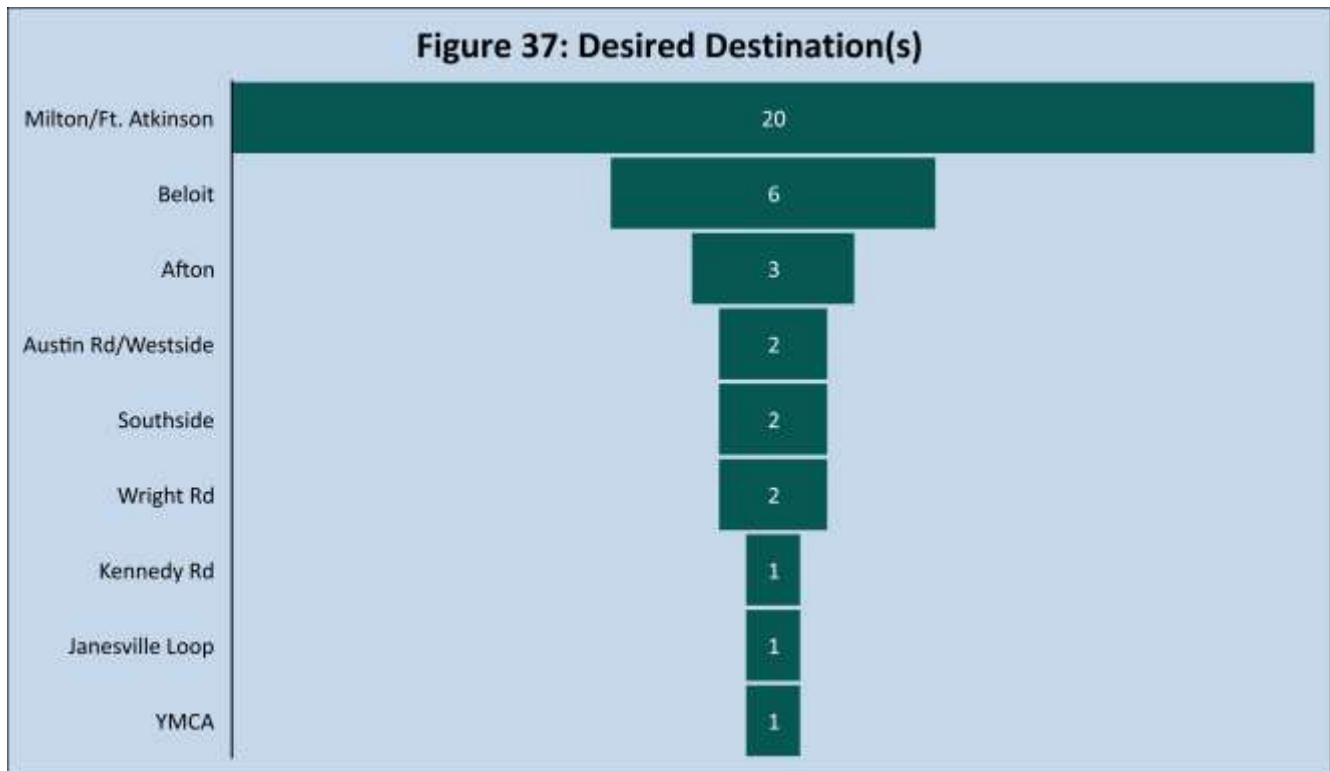
Only about a quarter (28%) of respondents said they use the Rock River. While this number is higher than the amount of 'Yes' respondents in 2019 (20%), this is down from the number of 'Yes' responses in 2016 (37%). Among a number of individuals, there is a perception that the Rock River is dirty and polluted.

Of the 28% of respondents who use the Rock River, some of the most popular activities on the river are Fishing, Kayaking, and Canoeing. The 'Other' responses were "bike trails" and "Birdwatching."



## Question 21: Are there any destination(s) you would like to see future trails serve?

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This question was asked to determine where trail users would like to see an expansion in the paved trails system. The most popular destination reported was Milton/Fort Atkinson with 20 surveyed trail users requesting that destination, followed by Beloit with 6 surveyed trail user responses.



## Question 22: Other Comments (Optional)

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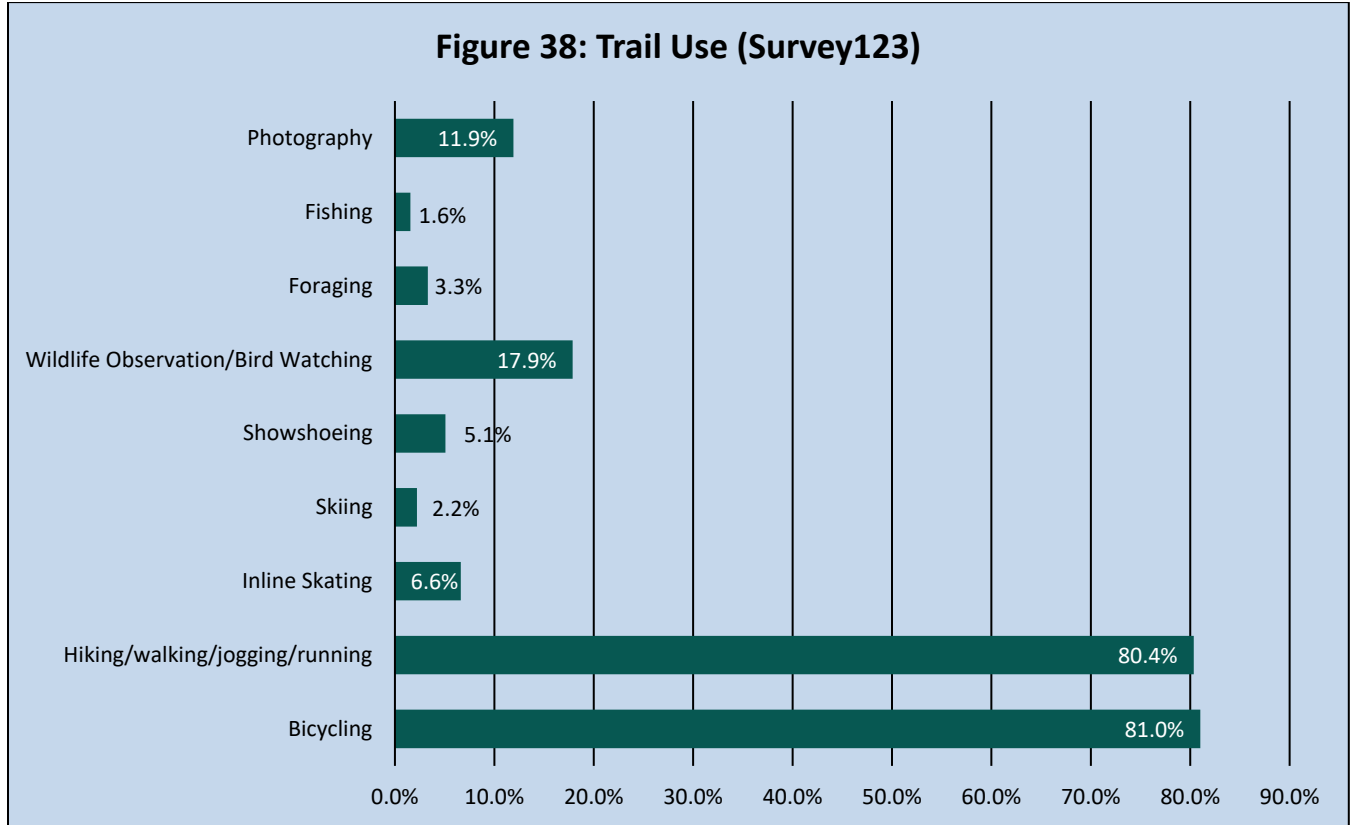
The last question of the survey was an open-ended opportunity for respondents to provide feedback on any topics. The paper survey received 42 comments from respondents. Some comments were compliments to this effort and the quality of the trails in Janesville, and some were specific about plant trimming, potholes, dog-usage on the trail, and road connection/crossing issues (John Paul Rd/CTH Y were mentioned quite a few times). Like in many of the previous comments, there were quite a few comments either in favor of or opposing the prohibition of dogs on the trail that is currently in place. For example, one comment says, “Either get rid of the no dogs rule or enforce it. Lots of people don't respect that rule,” and another one says, “Improve dog area signage, provide bags for dog droppings, and more trash cans. Many owners do not clean up after their pets.”

The complete list of the comments from the paper survey is in **Appendix D**.

# Chapter 4: Online Results

An online version of the trail use survey (which included all of the same questions as the paper-version of the survey) was available to the public June 21<sup>st</sup> – July 17<sup>th</sup>. The public was given access to the survey as a link and QR code. “Business cards” were provided to users on the trail and posters were hung at gazebos, posts, road crossings, at parks on the trail network. Some locations include Briarcrest Park, the gazebo near the Wright Road crossing, the gazebo in Palmer Park, on both sides of the trail bridge across the Rock River, at local bike shops Michael’s Cycles and Velocity Cycle, and at the Hedberg Library. Staff received 453 responses to the online survey. The poster is in Appendix B: Survey Instruments, and the responses to the questions are presented below (excluding Questions 1-4, which are in Chapter 2).

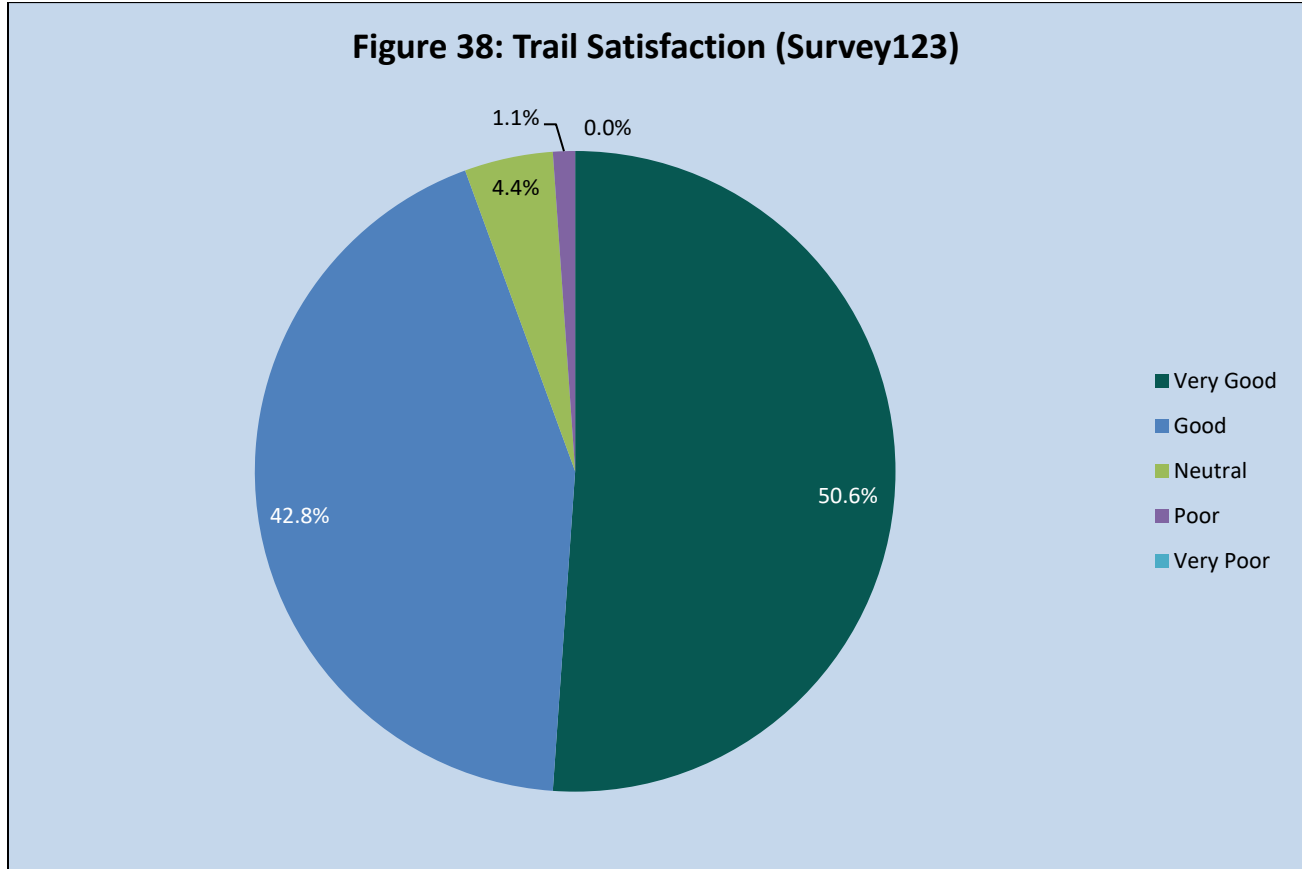
## Question 5: How do you use the trails?



The online survey responses were similar in proportion in the paper survey results, except the proportion of respondents answering 'Snowshoeing' is about half the response rate for the paper survey (5.1% versus 10%, respectively), and the number of 'Inline Skating' doubled between the online and paper surveys (6.6% vs. 3%). The responses to the paper survey are in **Figure 18**.

## Question 6: How would you rate your satisfaction with the trail network?

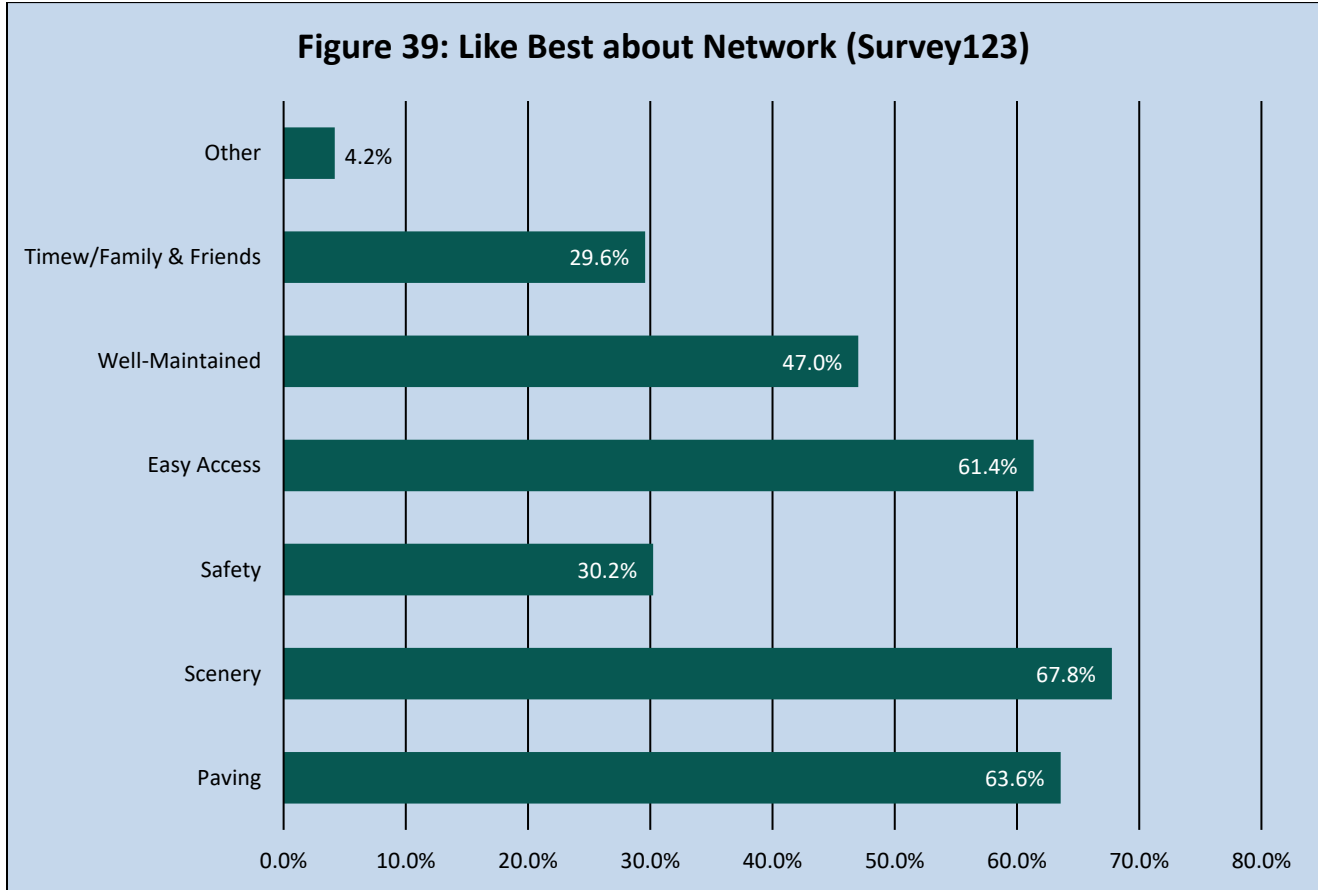
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The online survey's results are very similar to the paper survey's results for this question, but there are a few differences between the results. In the online survey, only about 93% of respondents answered either 'Good' or 'Very Good' (as opposed to 99% in the paper survey). There were more 'Neutral' responses than the paper survey, and there were 5 'Poor' responses in the online survey (as opposed to no 'Poor' or 'Very Poor' responses in the paper survey). There were no 'Very Poor' responses to this question.

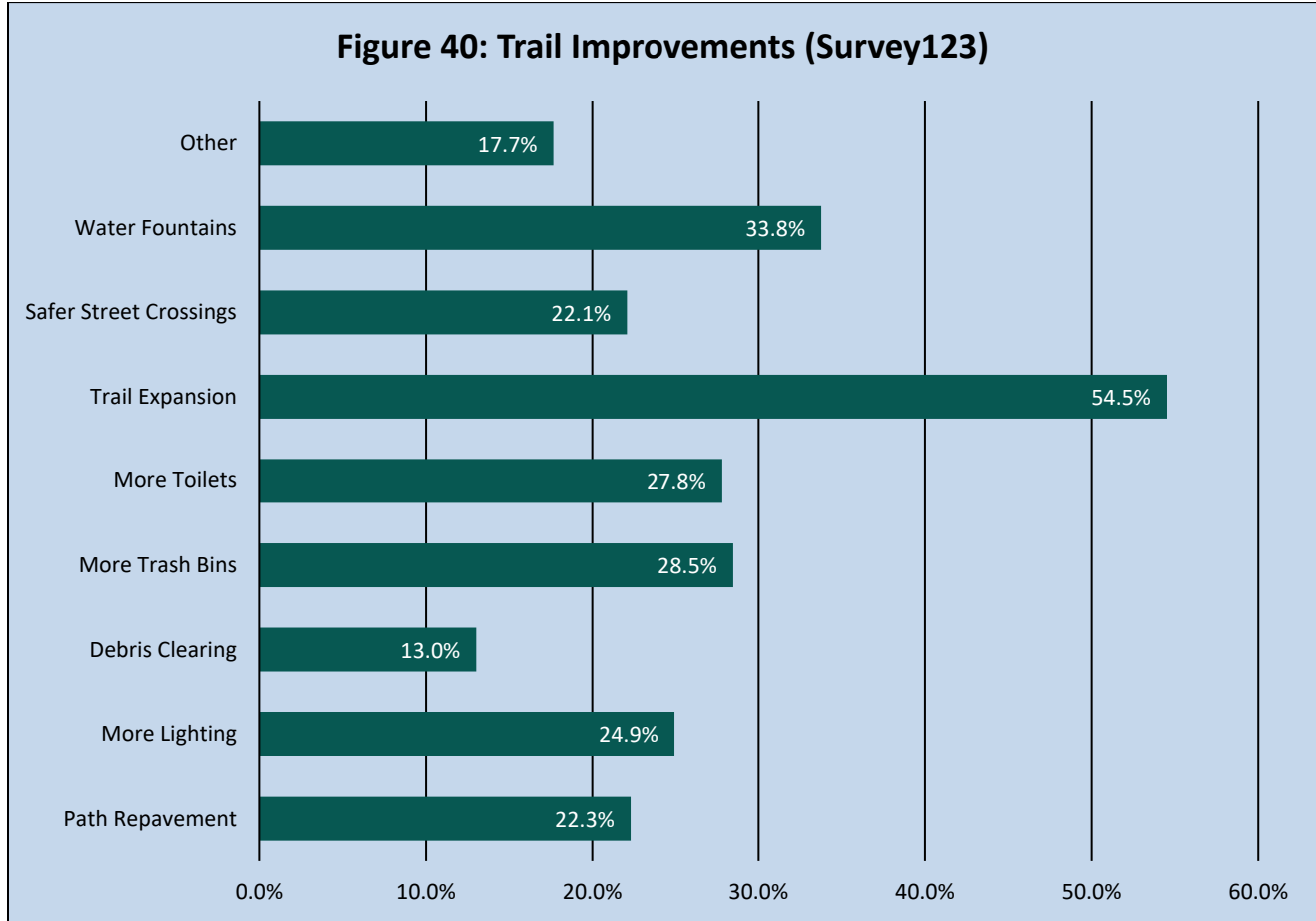
The responses to the paper survey are in [Figure 19](#).

## Question 7: What do you like best about the trail network?



The online survey's results are similar to the paper survey's results. The 'Other' responses in the online survey included separation from vehicle traffic, time in nature, and topography. The responses to the paper survey are in **Figure 20**.

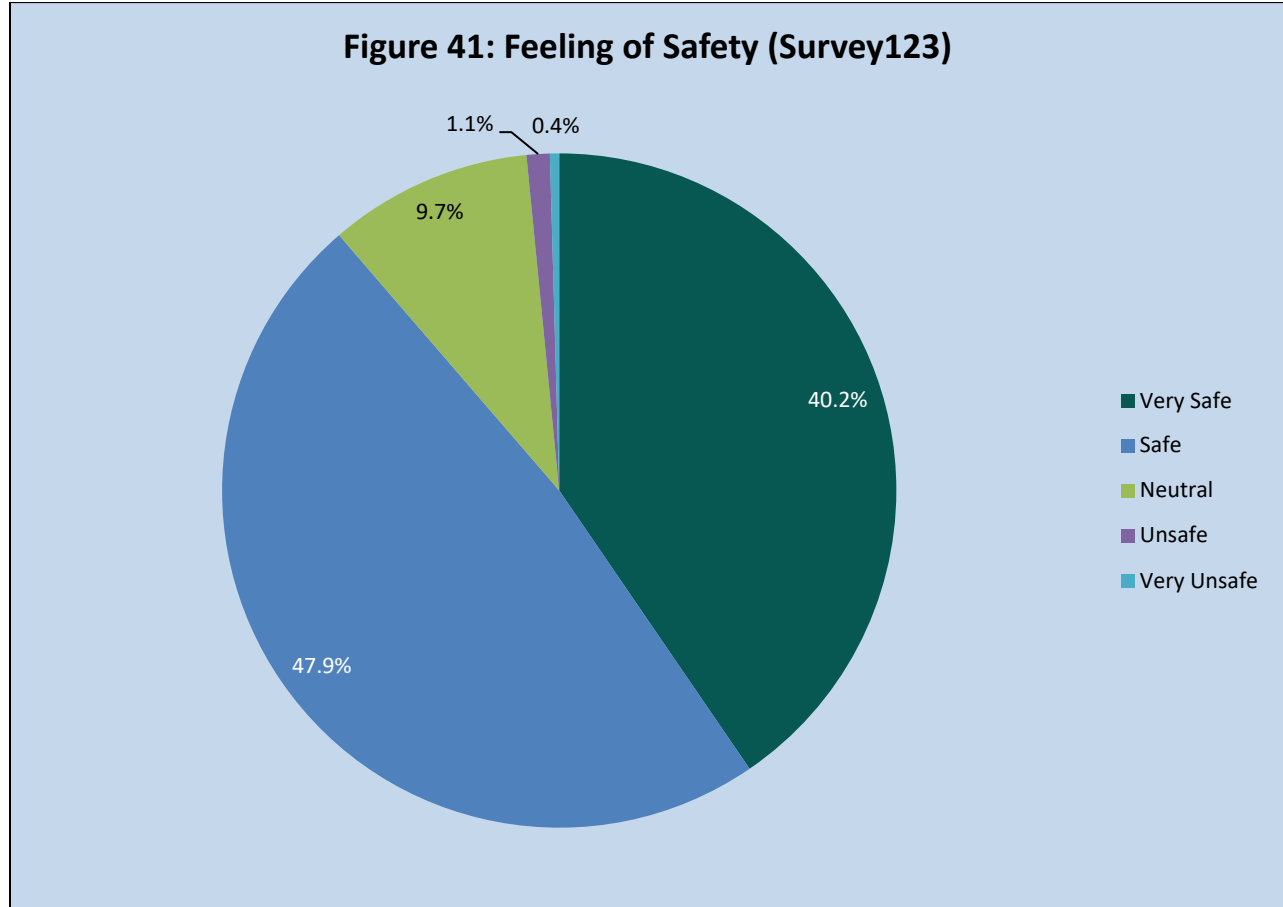
## Question 8: What type of trail improvements would you like to see?



Although responses to this question were quite similar in proportion for both the online and paper surveys, there are 2 major differences that need to be addressed: 1) 'Trail Expansion' is the most popular response in the online survey by a wider magnitude than that in the paper survey and 2) 'Other' was not as popular in the online survey as it was in the paper survey. That being said, the 'Other' responses in the online survey include winter maintenance (snow/ice removal), adding more bike repair stations, and first aid stations, and many comments in favor of allowing dogs on the trail year-round.

The responses to the paper survey are in **Figure 21**.

## Question 9: How safe do you feel on the trails?



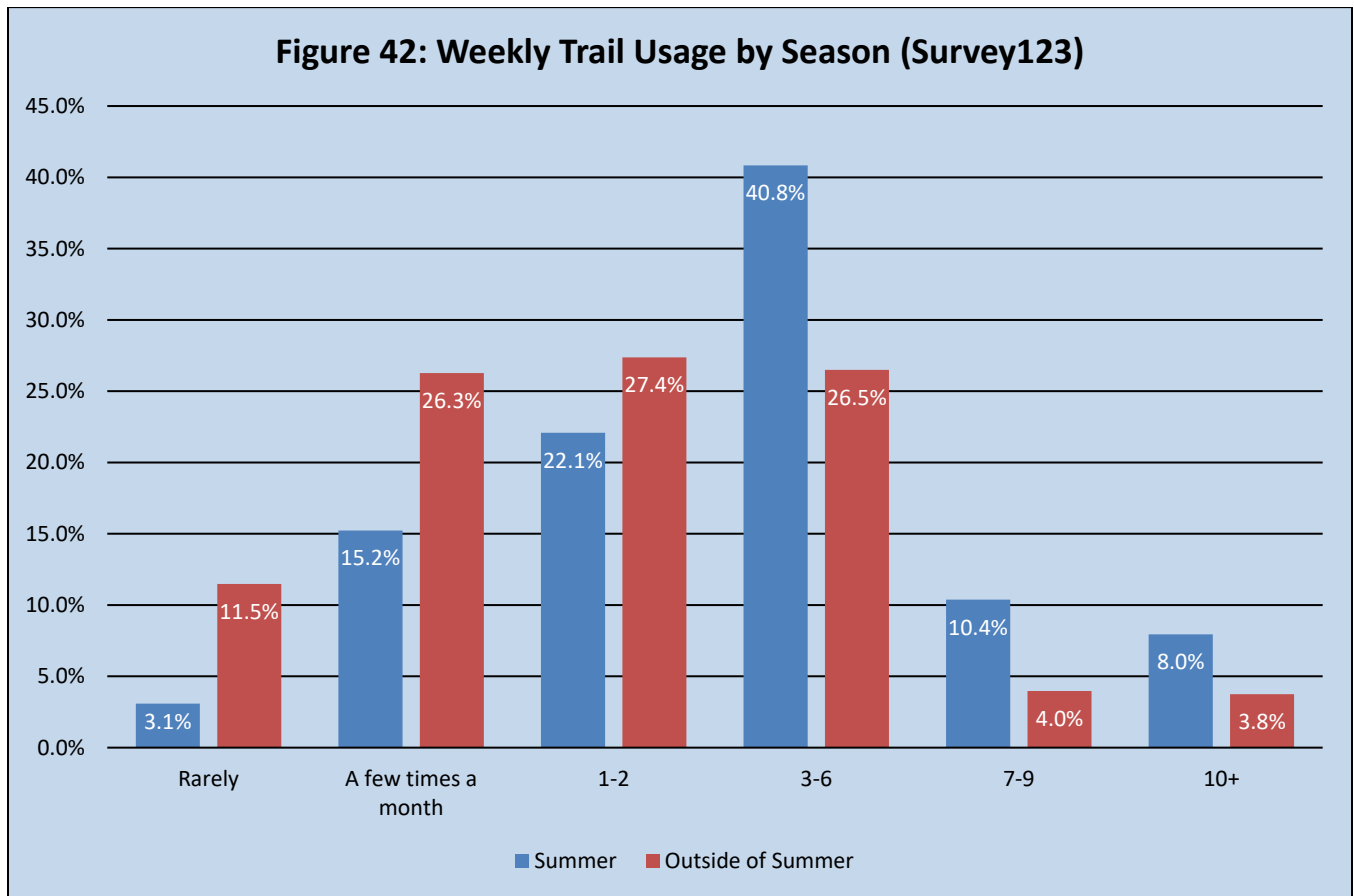
The online survey's results are that about 88% of trail users feel either 'Safe' or 'Very Safe' using the trails, which is lower than the 93% from the paper form. There is also a higher response rate for 'Neutral' online than there was with the paper survey (9.7% vs. 7%), and 1.5% of respondents for the online survey felt 'Unsafe' or 'Very Unsafe' (there were no respondents who answered this way in the paper survey).

When asked to elaborate for feeling neutral or unsafe, there were over 50 comments, and they included improving light conditions on the trail (trail feels unsafe at night and in more secluded areas), adding emergency buttons on light poles on the trail (similar to UW-Whitewater), inadequate knowledge about trail use etiquette (e.g. going too fast on the trail, not allowing room to pass, inattentiveness on trail, dog leashes crossing the entire trail width, etc.), and several comments supporting and opposing the prohibition of dogs on the trail (for example, there were some comments against off-leash dog use being an issue while others said they would feel safer on the trail if they had their dog with them).

The responses to the paper survey are in **Figure 22**.

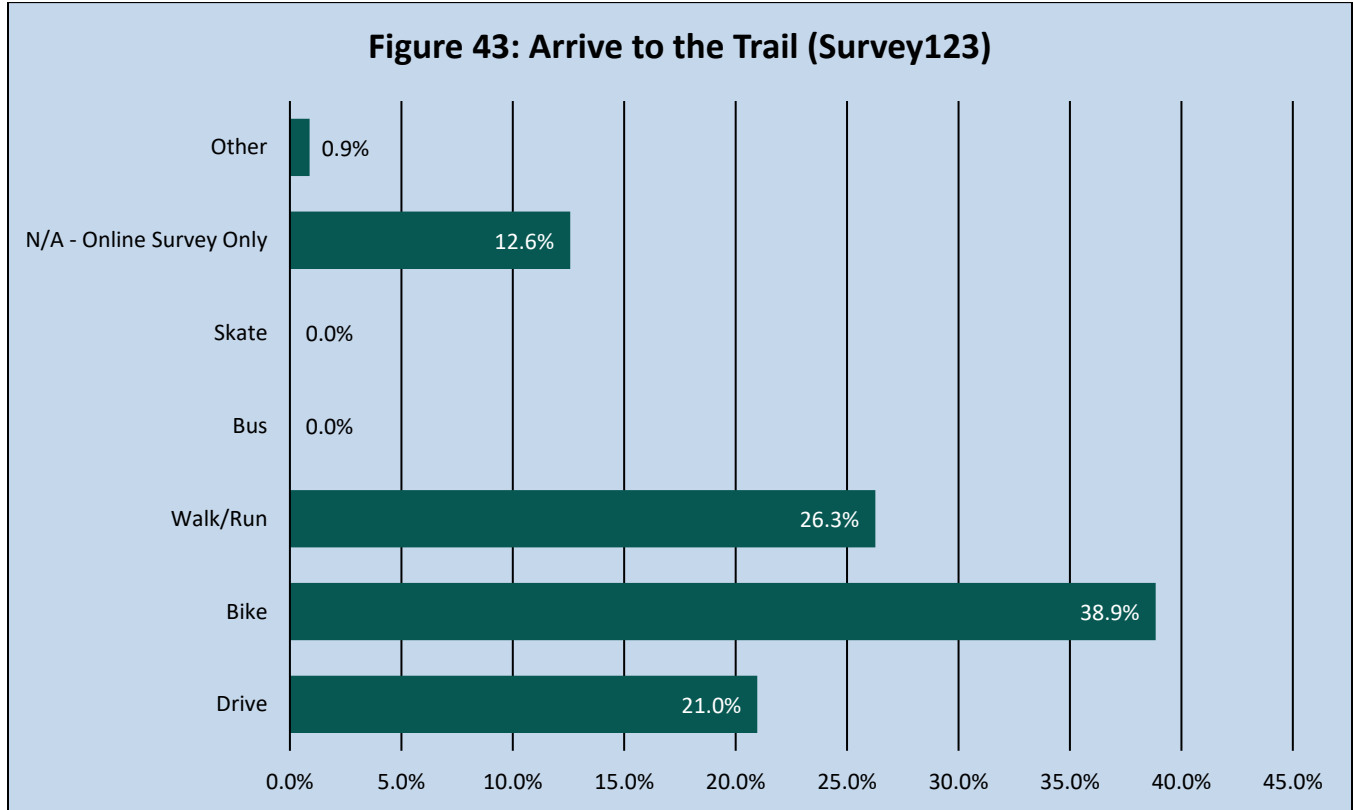


## Questions 10 and 11: How many times per week do you use the trail in the summer/outside the summer?



Although the proportions are very similar between the online and paper versions of the survey, it should be noted that overall usage is slightly lower in the online survey, but usage outside the summer is slightly higher in the online survey. The responses to the paper survey are in **Figure 24**.

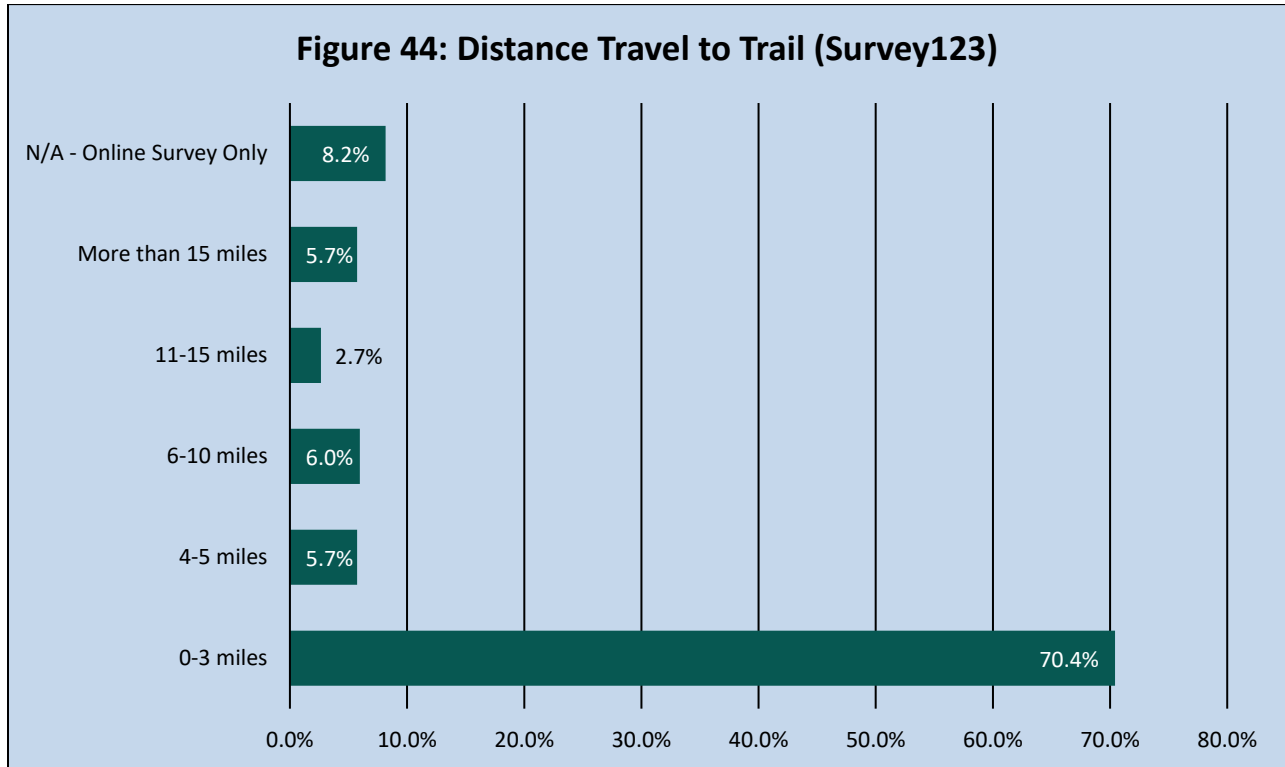
## Question 12: How did you get to the trail today?



In the online survey, the proportion of respondents who answer 'Walk/Run' was higher than in the paper survey (26.3% vs. 15%). Other than that, the proportions are mostly the same, considering the 'N/A – Online Survey Only' response that is only in the online survey. The responses to the paper survey are in **Figure 25**.

### Question 13: How far did you travel to arrive at the trail?

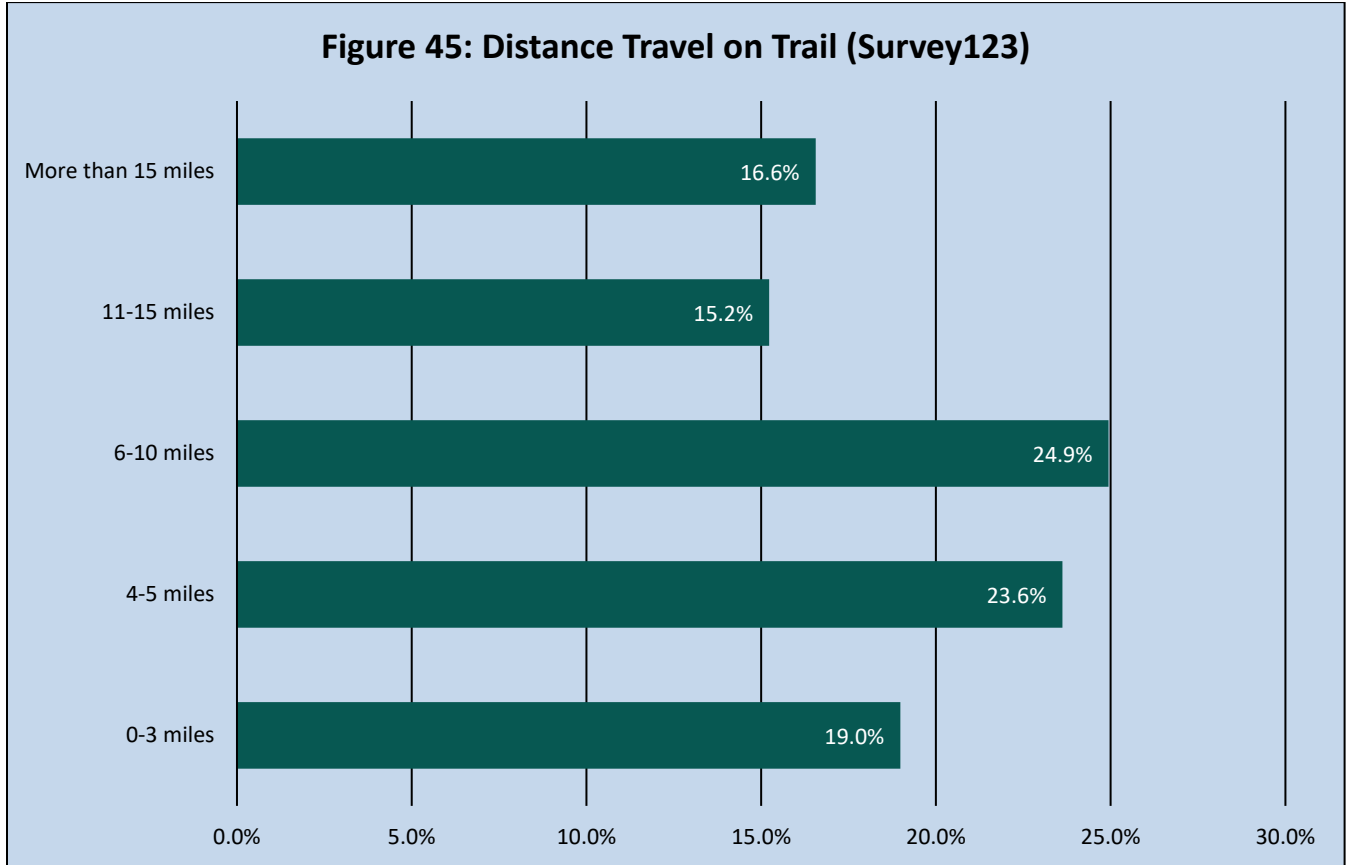
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The responses are similar in proportion for both the online and paper surveys. The responses to the paper survey are in **Figure 27**.

## Question 14: How far do you usually travel while on the trail?

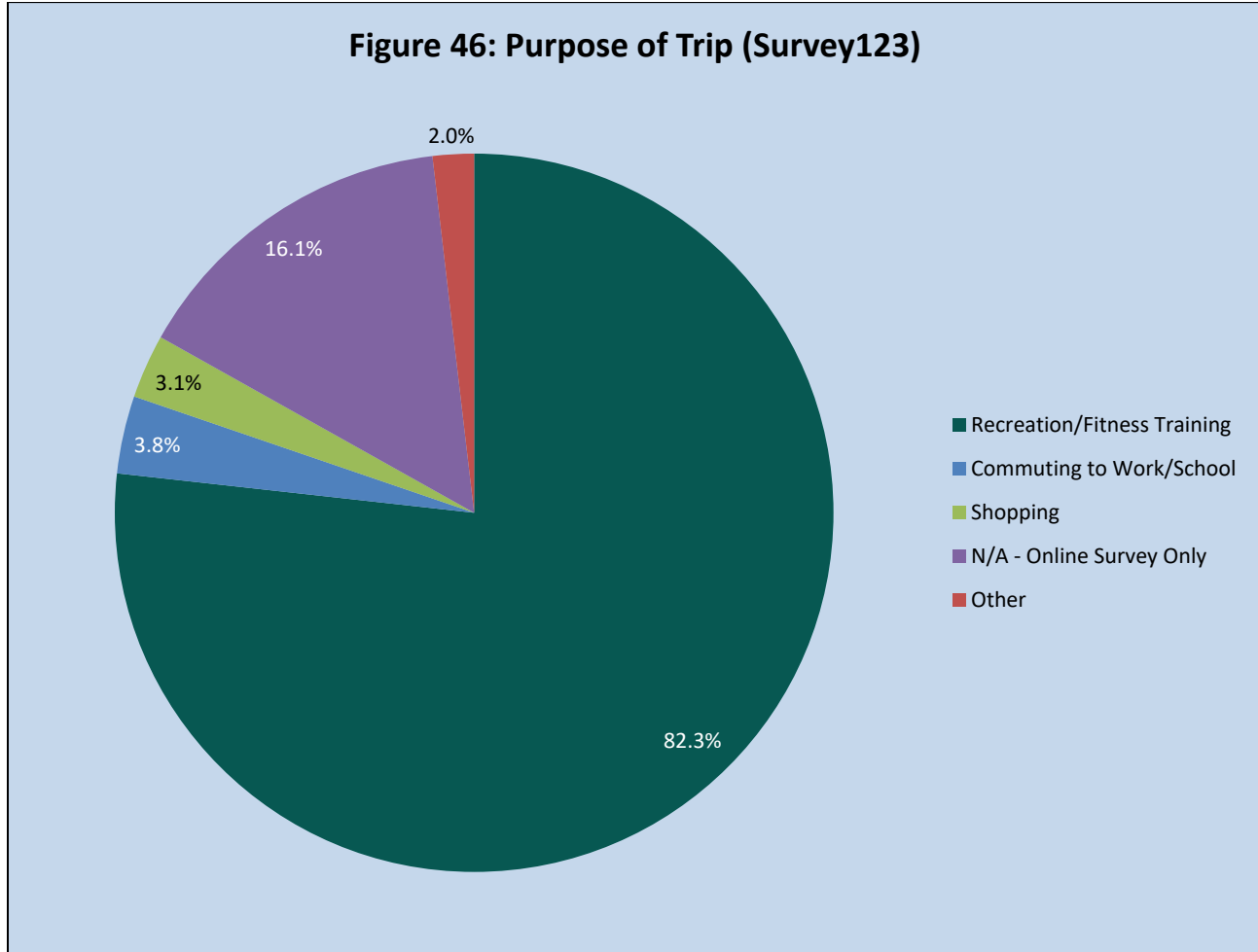
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The online survey's results show that more people travel between 4-10 miles than the results of the paper survey do. Other than that, the proportions are similar from both the online and paper surveys. The responses to the paper survey are in [Figure 28](#).

## Question 15: What is the purpose of your trip today?

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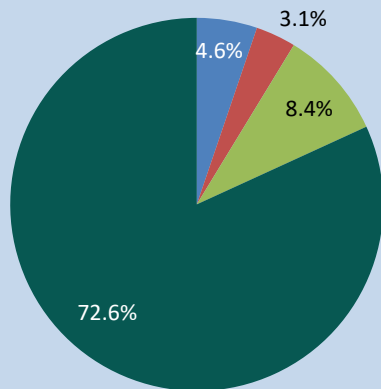


More respondents gave 'Commuting' and 'Shopping' responses in the online survey than in the paper survey, but 'Recreation/Fitness Training' was still the most popular purpose of trail use. The 'Other' responses to this question include social time with friends and to see family. The responses to the paper survey are in **Figure 29**.

## Commuting by Bicycling and Walking in Janesville

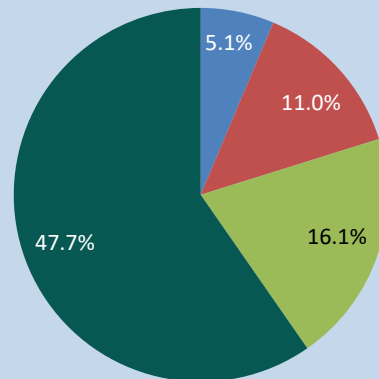
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**Figure 47: Question 16 - How often do you bicycle commute to work/school? (Survey123)**



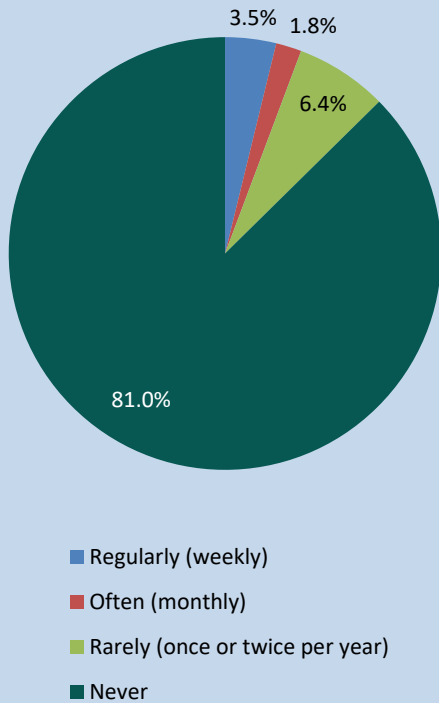
- Regularly (weekly)
- Often (monthly)
- Rarely (once or twice per year)
- Never

**Figure 48: Question 17 - How often do you bicycle to retail places to make purchases? (Survey123)**

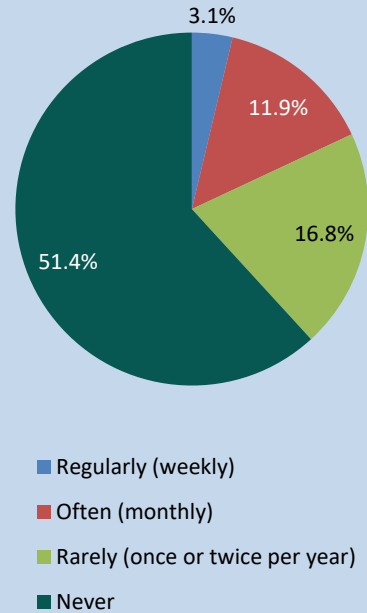


- Regularly (weekly)
- Often (monthly)
- Rarely (once or twice per year)
- Never

**Figure 49: Question 18 - how often do you walk to work/school? (Survey123)**

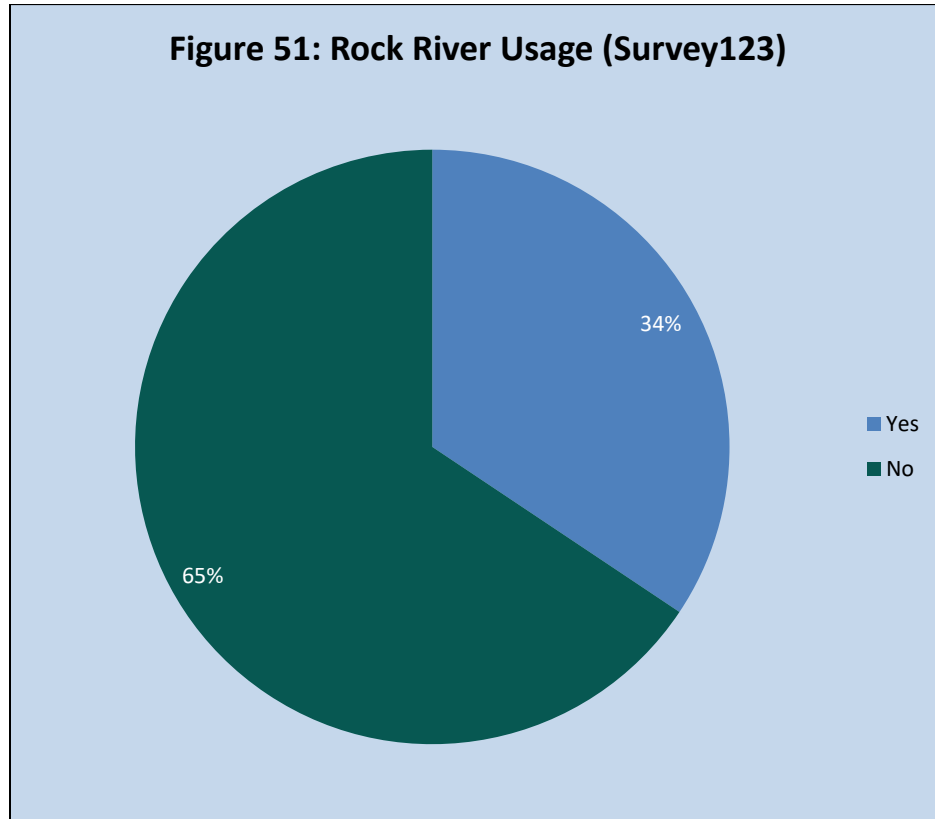


**Figure 50: Question 19 - How often do you walk to restaurants, shops, or the grocery store to make purchases? (Suvey123)**

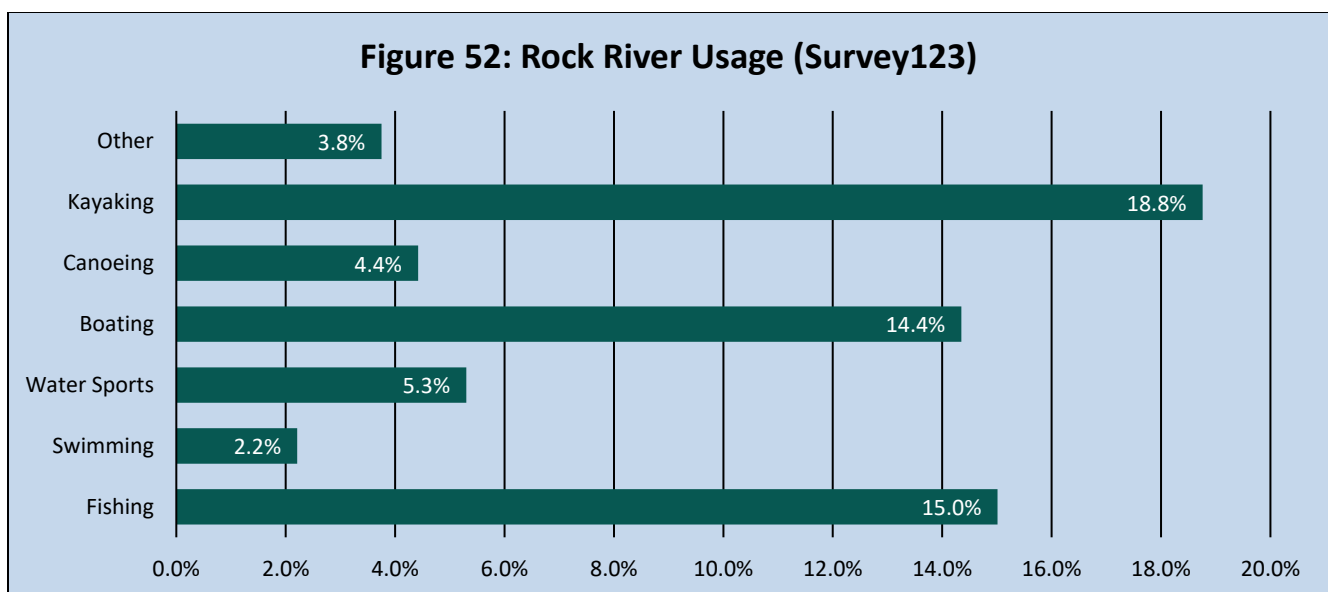


Staff recently obtained and started analyzing bicycle route usage data provided by Strava. The data indicates that there is a significant amount of bicycle traffic that is on-street. Questions #16-#19 were added to the 2022 survey and designed to help staff to have a better understanding of common destinations used by bicyclists and pedestrians to use the trail and other routes for “utilitarian” purposes (such as work, school, shopping, etc).

## Question 20: Do you use the Rock River?



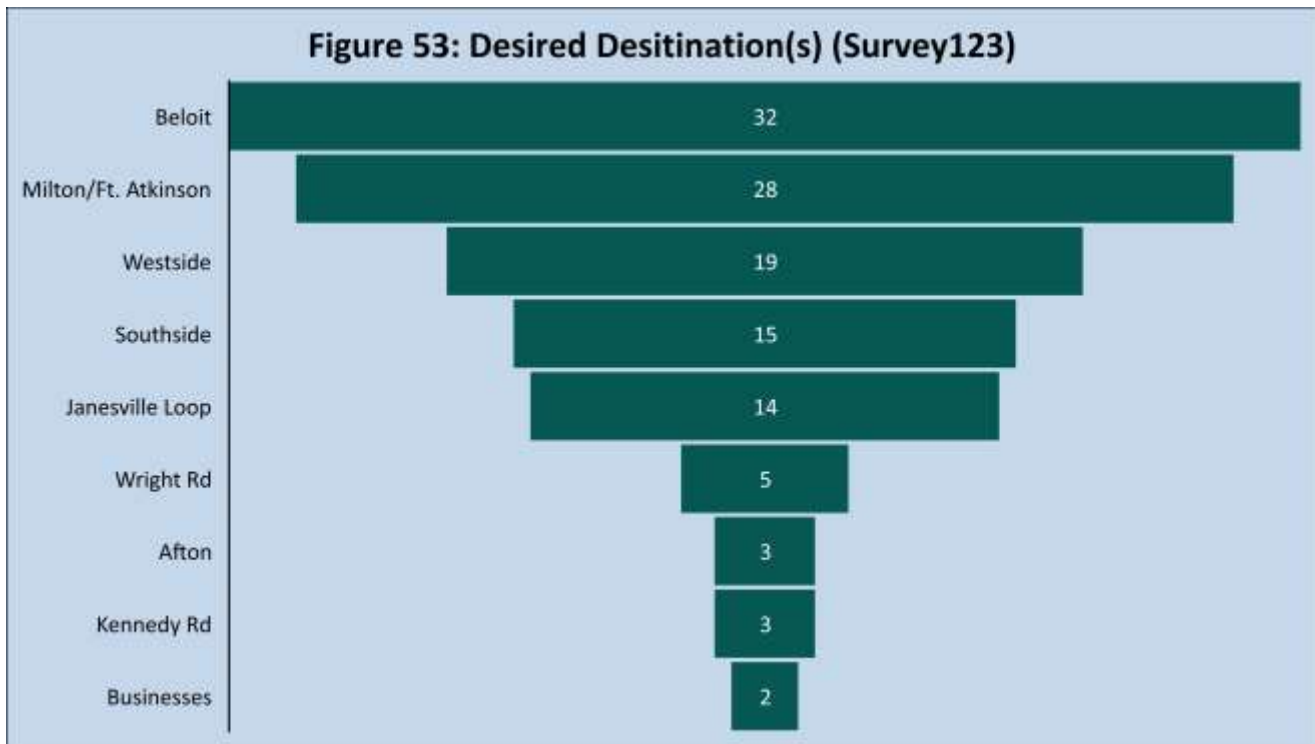
Only about a third (34%) of respondents said that they use the Rock River. This is slightly higher usage as reported by the paper survey in 2019 and 2022 (**Figure 35**). **Figure 52** below shows that among river users, the most popular activities on it are Kayaking, Boating, and Fishing. The 'Other' responses were mainly about wildlife & scenery viewing.





## Question 21: Are there any destination(s) you would like to see future trails serve?

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There were 113 open-ended responses to this question. Beloit, Milton/Fort Atkinson/John Paul Rd, and the west & south sides of the City were among the most common themes. The responses to the paper survey are in **Figure 37**.

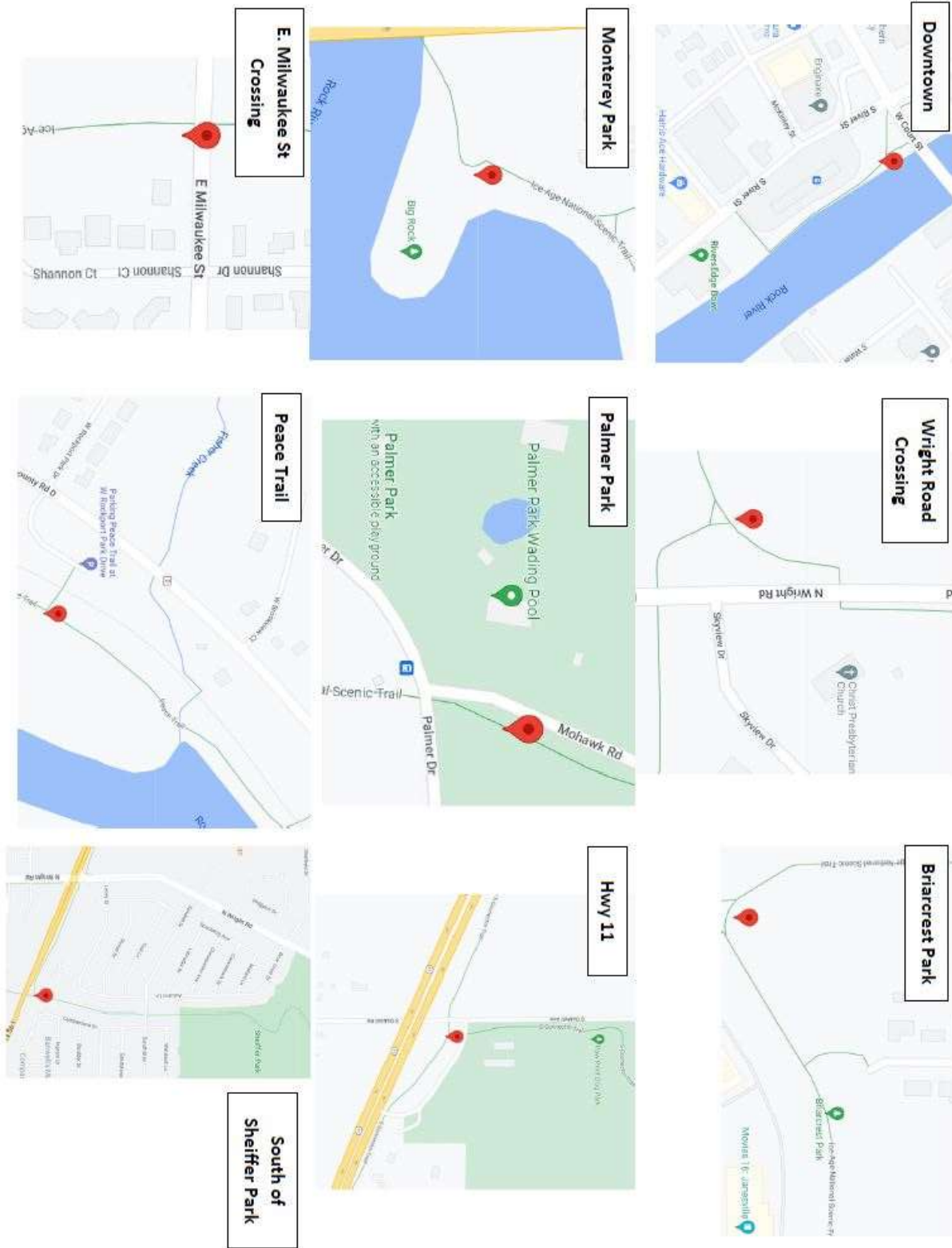
## **Question 22: Other Comments (Optional)**

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The online survey contained 130 comments, ranging in length from a few words to long paragraphs. All of the comments from the online survey are in [Appendix E](#). Here are a few notes about the comments in general:

- Comments suggested a desire to improve connectivity of the trail network and on-street network with neighborhoods, community destinations, and other area communities. This includes trail connections to Milton along John Paul Rd/Wright Rd, to Beloit along Peace Trail, to the Westside of Janesville, to neighborhoods further away from the trails, and to places to stop for food and drinks. Adding more bike racks throughout the city and improving signage related to connections from neighborhoods to the trail were noted as some ways to accomplish this as well as adding additional system-wide maps at natural rest areas.
- While users indicated they largely feel safe or very safe while using the trails, many users indicated they do not feel safe where the trail crosses roads and where the bicycle network runs on-street. Crossings at W Centerway St and Wright Rd were cited multiple times as was the on-street corridor that runs along John Paul Rd. Additionally, users indicated a desire to use the trails during the wintertime, however a lack of wintertime upkeep of the trails posed safety hazards for users.
- One theme that emerged from the survey was the desire for a more inclusive trail network for users of all types and abilities. Users expressed confusion and frustration with dog restrictions, with conflicts between more active and more passive users, with a perceived lack of available restrooms and water fountains, and with the limited access to the trails from November through March. There was a desire to provide enhanced pedestrian experiences with walking loops, a better unpaved running network, and more mountain bike trails.
- Many users indicated that the trails are one of the reasons they moved to Janesville, and an invaluable asset for living a healthier, more active lifestyle.

# APPENDIX A: Trail Survey Locations



# APPENDIX B: Survey Instruments

**Janesville Trail User Observation Survey**

**M T W Th F Sa Su Date: Start Time: End Time:**

Location: \_\_\_\_\_ Surveyor Name: \_\_\_\_\_ Page \_\_\_ of \_\_\_

Weather: Sunny Cloudy Rainy Windy

Count	Activity										Age				Gender	
#	Biking	Helmet? (Y/N)	Walking	Running/jogging	Skating	Stroller (baby)	Fishing	Wheelchair	Other	Child	Teen	Adult	Senior	Man	Woman	
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																

Count	Activity										Age				Gender	
#	Biking	Helmet? (Y/N)	Walking	Running/jogging	Skating	Stroller (baby)	Fishing	Wheelchair	Other	Child	Teen	Adult	Senior	Man	Woman	
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																

Observation: If surveying near Rock River did you see any boats, canoes, kayaks, or other watercraft in use?

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

# Janesville Trail User Survey 2022 Questionnaire

T W Th Sa Su Date: Time:

Location: \_\_\_\_\_ Surveyor Name: \_\_\_\_\_

<b>1) Age</b>		<b>2) Gender</b>	Male	Female	Other:
<b>3) Race/Ethnicity (Circle all that apply)</b>			White	Black/African American	Asian
Latino/Hispanic			Native Hawaiian or Other Pacific Islander		
American Indian or Alaska Native			Other:		
<b>4) What is the location of your primary residence?</b>			Janesville	Milton	Beloit
Rockford			Madison	Other:	

**5) How do you use the trails? (Circle all that apply)**

Bicycling      Hiking/walking/jogging/running      Inline Skating      Skiing  
 Shoeing      Wildlife Observation/Bird Watching      Foraging      Fishing      Photography

**6) Overall, how would you rate your satisfaction with the trail?**

Very Good      Good      Neutral      Poor      Very Poor

**7) What do you like best about the trail? (Circle all that apply)**

Paving      Scenery/Safety      Easy Access      Well Maintained  
 Time with family/friends      Other \_\_\_\_\_

**8) What type of trail improvements would you like to see? (Circle all that apply)**

Path Repavement      More Lighting      Debris Clearing      More Trash Bins      More Toilets  
 Trail Expansion      Safer Street Crossings      Water Fountains      Other \_\_\_\_\_

**9) How safe do you feel using the trails?**

Very Safe      Safe      Neutral      Unsafe      Very Unsafe

\*If neutral or unsafe, can you describe what made you feel this way?

**10) On average, how many times per week do you use the trail in the summer months?**

Rarely      A few times a month      1-2      3-6      7-9      10 or more

**11) On average, how many times per week do you use the trail outside of the summer?**

Rarely      A few times a month      1-2      3-6      7-9      10 or more

**12) How did you get to the trail today?**

Drive    Bike    Walk/Run    Bus    Skate    Other \_\_\_\_\_

**13) How far did you travel to arrive at the trail?**

0-3 miles    4-5 miles    6-10 miles    11-15 miles    more than 15 miles

**14) How far do you usually travel while on the trail?**

0-3 miles    4-5 miles    6-10 miles    11-15 miles    more than 15 miles

**15) What is the purpose of your trip today? (circle all that apply)**

Recreation/exercise/fitness training    commuting to work/school    shopping

**16) How often do you bicycle commute to work/school?**

Weekly Monthly    A few times per year    Once or Twice per year    Never

**17) How often do you bicycle to retail places to make purchases?**

Weekly Monthly    A few times per year    Once or Twice per year    Never

**18) How often do you walk to work/school?**

Weekly Monthly    A few times per year    Once or Twice per year    Never

**19) How often do you walk to restaurants, shops, or the grocery store to make purchases?**

Weekly Monthly    A few times per year    Once or Twice per year    Never

**20) Do you use the Rock River?    Yes    No    -if Yes (circle all that apply)**

fishing    swimming    water sports    boating    canoeing    kayaking

Other: \_\_\_\_\_

**21) Are there any destination(s) you would like to see future trails serve?**

\_\_\_\_\_

**22) Other Comments (Optional)**

\_\_\_\_\_

***“Thank you!”***

Any additional questions or comments can be directed to:  
City of Janesville - Planning Services Division/David Salmon (608) 755 3095  
Municipal Building 18 N. Jackson St. Janesville, WI 53547  
salmond@ci.janesville.wi.us

**DO YOU RIDE BICYCLES OR WALK THE TRAILS IN  
JANESVILLE? IF SO, WE WANT TO HEAR FROM YOU!**



**SCAN ME TO TAKE THE 2022  
BICYCLE AND PEDESTRIAN SURVEY!**

**TAKE OUR SURVEY ONLINE,  
OPEN YOUR PHONE CAMERA  
AND SCAN THIS QR CODE!**

QUESTIONS OR CONCERNS CAN BE  
DIRECTED TO DAVID SALMON,  
MPO COORDINATOR FOR THE  
JANESVILLE AREA MPO

[SALMOND@CI.JANESVILLE.WI.US](mailto:SALMOND@CI.JANESVILLE.WI.US)

(608) 755.3095



THE SURVEY CAN ALSO BE TAKEN ONLINE HERE:  
[HTTPS://ARCCG.IS/1KT848](https://arccg.is/1KT848)

PAPER COPIES OF THE SURVEY CAN BE FILLED  
OUT ON THE 3RD FLOOR OF CITY HALL  
(18 N JACKSON STREET)

**PLEASE SUBMIT THE SURVEY BY JULY 17TH, 2022. THANK YOU!**

# APPENDIX C: Trail Count Totals

Sum of Record	Column Labels						
Row Labels	10am-Noon (Weekend)	5pm-7pm	7am-9am	8am-10am (Weekend)	Noon-2pm	Noon-2pm (Weekend)	Grand Total
<b>Briarcrest</b>	40	33			54		127
06/23/2022					38		38
06/30/2022		18					18
07/05/2022					16		16
07/07/2022		15					15
07/09/2022	40						40
<b>Downtown</b>		79			27		106
06/22/2022					27		27
06/30/2022		43					43
07/07/2022		36					36
<b>E. Milwaukee</b>					53	101	154
06/21/2022					27		27
06/23/2022					26		26
06/26/2022						101	101
<b>Hwy 11 @ Oakhill</b>					11		11
06/23/2022					8		8
06/30/2022					3		3
<b>Monterey</b>		16			31		47
06/22/2022					31		31
06/30/2022		16					16
<b>Palmer</b>	5				61	40	106
06/25/2022	5						5
06/26/2022					61		61
07/06/2022					40		40
<b>Peace Trail</b>			43		45	30	118
06/21/2022			43				43
07/05/2022					11		11
07/07/2022					19		19
07/10/2022					45		45
<b>Riverside Park</b>		4					4
07/07/2022		4					4
<b>South of Sheiffer</b>		35			29	58	122
06/23/2022		24					24
06/25/2022						21	21
06/28/2022					29		29
07/05/2022		11					11
07/09/2022						37	37
<b>Wright Rd</b>		24	135		71	247	477
06/21/2022		24					24
06/23/2022			135				135
07/06/2022					71		71
07/09/2022						148	148
07/10/2022						99	99
<b>Grand Total</b>	<b>45</b>	<b>191</b>	<b>178</b>		<b>106</b>	<b>346</b>	<b>406</b>
							<b>1272</b>



# APPENDIX D: Question 22 - Other Comments (Optional) [Paper Survey]

## Comments

Good right now - Great asset!

Love off leash trail

Again, just allowing dogs (leashed) in parks year round.

Please encourage more dog doo clean up. Lots of it. Thank you

Trail to connect to Wright Rd to 26 bridge. Bike Trail Co south of Monterey south of boat launch/chemical plant

Best around (compared to Madison), especially in terms of debris clearing and safety

Great trails!

I'm very grateful for the trails in Janesville. It's great that the City conducts these surveys to decide how to prioritize funding

The trail at Sheffer Park is often water logged and is icy for a long time of the year. Please consider snow plowing or other treatments here and at other parts of the trail.

Debris is cleared after storms, some trash needs to be removed

Good job

Thanks for doing this

I love the trails! More trash bins for dog droppings

Either get rid of the no dogs rule or enforce it. Lots of people don't respect that rule.

During and after heavy rain, debris runs onto trail

Before you build the new trail south to Beloit, maintain the old. Plant bushes to cover messy yard in yhr back of abor by Dawson field

If the trails were cleared of ice and snow in the winter, more would be active on the trails outside of the warmer months

new by golf course & lions beach --> the blacktop has gaps

please maintain the trails during the winter (especially snow and ice removal)

there are kids that loiter and shoot off fireworks (and leave debris) at the humes rd underpass

none, I love the trails

my compliments for a wonderful trail!

trim back trees and bush that encroach on trail

Good job!

improve dog area signage, provide bags for dog droppings, and more trash cans. Man owners do not clean up after their pets

Janesville is a cleaner city than others I've visited in WI. While the bike trails are nice, Janesville isn't a very nice city to bike on street in for being a "bike-friendly" city. Traffic is fast, aggressive, and I feel a bit exposed sometimes biking on street.

I really dislike biking on John Paul Rd

West of the city, the number of dogs is insane. Also, enforce a speed limit for bicyclists

Gas station for water

Hwy Y is not good for grandkids

Trail system in Janesville is a great asset!

Overall it's a nice survey

I love the trails! Best part of Janesville

Have warning lights at Wright Rd crossing

John Paul Rd is not fun to ride on if I want to travel north

I'm very grateful for the trails in Janesville

Love the Trail!

I love the trail and thank you!

Thank you! Grateful for the trail!

There are a high number of dogs and dog droppings on the trail.

# APPENDIX E: Question 22 - Other Comments (Optional) [Survey123]

Other Comments (Optional)

The trails are fantastic. Whoever designed them did a great job. I enjoy the trails daily except when they're slippery from ice or really deep snow.

The City has done an unbelievably fantastic job with the bike trails!!!! Thank you so much. Need more bike racks on Main St near restaurants. Encourage stores and restaurants to install bike racks.

The red wing black birds are terrible in the summer between Sandhill and Hwy14 and between Curry and Randolph. I have been physically attacked numerous times (actually hit me). They drew blood on my neighbor. I avoid that area of the trail during the summer which is very frustrating.

I would like to see a flashing light put up at Centerway and River Street.

Also some clarification on who has the right away at crossings would be appreciated. I have had multiple occasions where I have been waiting to cross. A civilian motorist has stopped and waved me across and a police officer has blown right past the motorist. Had I expected the officer to show the same courtesy as the civilian I would have been like. The truth is I don't know what the law says. Or who is supposed to yield to who. Personally I always yield to traffic, just to be on the safe side. Some sort of public service/ informational campaign would be appreciated.

Lastly, I would like to see a smoother crossing of the railroad tracks behind Mercy Hospital.

Thanks for all of the efforts to make our bike trails great. I enjoy the trail very much. I appreciate that it gets swept especially after storms that blow debris out of the trees. I have noticed that especially this year more dog owners are not obeying the no dog rule from May 15th to September 15th. I would also like it to be acceptable to have dogs on the trail. Even if we have to pay a park pass. Make pet friendly with waste stations at every road crossing. Adding this trail would be great to allow people easy access to that area of town.

We enjoy riding down to the trail and going both directions, to Afton and out to Harrington. Bathroom facilities could be open sooner in the year, they were all closed even in May. We like the gravel path that goes to Afton and dog walkers are often on that section. Would be nice to keep it unpaved.

I'd really like to see a sign put up on Bekol Ave by Dawson field reminding vehicles they are required by law to stop for people crossing the road via the trail. Most don't and when one does I still can't cross for fear the others aren't going to.

PLEASE get the groups to trim their trail sections!

Host volunteer days for invasive species /brush removal. I'm sure the community would love ways to engage directly!

Love the trails - thank you for them. Something needs to be done about the "hating" bicyclists who think it's their own race track; I've had several near misses.

I live near Kawans park and it's a bit difficult to get to the trail by walking or biking. It would be nice to have more access on the North side of town.

I would like pedestrians to move to the right side of the trail when a bicyclist approaches from either in front or behind.

Love rockport hiking. Would like more marked hiking trails in the city. The paved ones I mostly use for biking.

Great trail, I would suggest a bicycle repair station.

Greatest improvements would be a water fountain in the small pavilion just before you cross N Wright RD. Trails connect from Option Park, Palmer Park, & Trail all in a great triangle.

If possible a porta potty or two located somewhere on the trails.

-All would be great additions!

If dogs are not allowed on trail, then it should be enforced. So many people take their dogs and disregard that they are not supposed to be on there. Might as well allow them to be there. Please consider putting flashing lights on Wright Road. Cars drive very fast and rarely stop for bike riders. Also, please enforce the no dogs on the trails between May 15th and September 15th. The number of people who have dogs on the trail during the summer is out of control.

Love the trails overall, but would like to see a more detailed map at rest areas, also water fountains would be good to fill up a bottle.

As far as the trail on the north side of the town goes, once up around the Highway 26 bridge there isn't much of an easy way to get down town. Now that there is a trail from that bridge along a short portion of Milton Avenue, it sorta dead ends at Festival, it would be nice to have a way to get from that portion of the trail to connect to the trails down town safely, making a full Janesville loop. Currently, if coming over by Walmart/Mercy, heading south to connect down town, will cross 26 over by mansards, and zig zag my way through neighborhoods if I survive crossing Highway 14.

It was great to see an actual person with the trail survey talking with someone on the trail today. That is a great way to organize. Has there been any discussions on parking areas for people to park (with their bike racks) and picnic on the north end of Janesville? If you have any other questions, please feel to call Troy #608) 295-5346. Thanks for the opportunity to voice my opinion.

I enjoy seeing the native plants. I live near Bear Crest, I see so many butterflies and bees on the flowers and plants.

This year highway 14 near the Janesville travel center was so incredibly dirty. It was full of trash. Can that travel center get up a fence? Can the city of Janesville do a community ice age trail pickup?

Concerns over people walking their pets on the bike trails when signs show May 15-Sept 15, that no dogs allowed on paths. This is not enforced and people either don't notice the signs or choose to ignore. It seems like a common practice for COt to only enforce when there is a complaint and I would like to see this changed. Also would like to see more police on bikes patrolling the pathways.

I know this isn't a city project but I'd like to voice my support for connecting the Arbor Ridge section of the IA1 and the Albany segment.

Because I have a dog we are not welcome on the trail May to Sept. since I walk twice a day with the dog the trail is of no use to us, really sad. I live just behind Harrison school and we are not welcome. I have hiked the entire Ice Age Trail and am a 1000 mile and I don't recall other trail communities that don't allow dogs on a leash all year. It is not very inclusive of Janesville.

I volunteer when I can for trail maintenance. Trimming and plowing.

Please plan to include a count of e-bike usage in the next survey. With the increase of pedal-assist bikes on our trails they go faster, are heavier to maneuver in congested areas, and riders may be inexperienced in trail courtesy as they whiz and weave.

Thanks,  
Carolyn Brandeen  
-bike user and trail advocate  
brandeen@charter.net

Thank you for letting us have access to this survey! The trails are so important to me and a very large rut group in Janesville! Thank you for keeping them clean and get free certain times of the year for our safety!

Love the trails. I would love to see a spur line connecting the west side of Janesville

Your survey asks how often I use the trail in the winter, but you need to include how often I would like to use the trail in the winter. The trails are not shoveled in the winter and therefore my answer to how often I use the trail is skewed much lower due to this.

Allow dogs year round

Definitely safer crossing at busy intersections is a main concern. More lightening

Please make Janesville a more bike friendly community so we can actually like to run errands without almost dying crossing streets or riding along Hwy 14 with zero bike lanes or side walk. This is the most unfriendly bike town I've ever lived. In fact it is outright dangerous.

I like how the trails have grown over the years. Not sure why the fence disappeared under the Center Ave bridge. The trail bridge by the Jackson street bridge could use repair. It also seems to be made in a way that doesn't allow much to get through like branches

More bike lanes as part of the trail system

It would be nice if the trails by Monterey were cleared in the winter

Some sort of map at big entry points would be nice.

Also, it's difficult to know which direction the trail is supposed to go around Optimat Park area - up the hill or along the side of the park?

Dogs shouldn't be forbidden from the path in summer. Thousands of other trails manage to safely allow dogs and bicycles simultaneously.

More signage for areas that the trail goes thru neighborhoods or is unclear where to pick it back up.

I am an athlete and use these trails primarily for exercise purposes. I run or bike the trails daily. There is a large community of athletes in this area and we appreciate the chance to give our input.

We are very happy with the trails that we have.

Is it legal to ride horses on the bike paths?

The biggest setback for me using the Janesville trails is the seasonal dog restriction. I only use them when I'm able to run/bike with my dog.

continue expansion ... I have used the trails before they were trails for walking and biking. My son and his wife, my grandson his wife and their children, my granddaughter and her boyfriend... family members/friends/neighbors all use the trails. Love all the improvements that have occurred over the years. One of the best reasons for living in Janesville and it's surrounding area.

Would love to have easier access to trails on the west side. We use the trail regularly for running, biking, hiking, walking, and exploring with kids but we always need to drive to get to the trails which is harder as they are getting older to transport all the bikes. We'd use it so much more if it was easier to get on and then could use it for more commuting and transportation as well. We are near Parker High School. We need to get down Mineral Pt rd which is usually busy or Austin Rd has a bike lane but then you have to cross Hwy 11 and it stops.

Snow removal so that these areas can be enjoyed more than half the year. Also, connecting trails from the west of Janesville would be awesome as there is currently no safe way to bike into town from there (Hwy 14 being the only option currently).

Safer crossing on highway 11 Austin road

Please consider allowing dogs year round. I live in an area without sidewalks, and I walk my dog every day. 6 foot leashes allow a walker to control their dog as easily on the trail as a sidewalk. The trail is actually safer in many ways for dogs. There are no "loose" dogs in yards to come out, even when they are within an invisible fence it can scare my dog. Cars backing out of driveways or racing down the street, and crossing many streets, are also a danger to my dog.

I love the trail, think it's well-maintained, and use it often. I just wonder what improvements/features could be added to consider safety.

I live on the far west side of Janesville. I would use the trails a lot if there was a safe way to connect to them. I'm limited in my use because I have to drive to get to a trail. For biking this means I have to haul my bike too. I love the trails. A friend of mine comes from Stoughton to walk with me because she loves them so much too.

We live near Scheffer park and are so happy that the trail extension was put in a couple years ago, also the underpass near Walmart makes it easier to get to the west side of 33 for shopping.

I use the trail for bike exercise. North of Janesville, you can get on and go. In Janesville, it is slower bc of stops and people traffic. It opens up a bit on Hwy 11, but some of the roads that the trail splits out onto are uncomfortable. The trail just ends or you get into neighborhoods where it is slower

Milton and Janesville need to connect to allow kids to safely ride back and forth, especially since Janesville residents attend Milton schools

I've been very happy with the trails since I moved to Janesville in 2014. I commend those that started it, maintain it, and seek to improve it. It's an asset to our community in many ways I love that it goes so far throughout Janesville and beyond. Glad to see this survey taking place... cheers to keeping the trails and expanding them!

Would like more off road mountain bike trails

Excited to learn trail work is underway to connect cities of Janesville and Beloit. I would also like to see a wider, safer bike lane along John Paul Road to connect the east side trail from Janesville to the link along Hwy 26 into Milton. I would like to say that my husband and I carry our bikes to other communities in Wisconsin, Illinois and Iowa to ride popular bike trail. Janesville's trail system compares very favorably to all of them. Well done!

I have been very lucky to avoid being hit by cars 4 different times while cruising in the trail at Palmer Drive and Mohawk.

Expand the areas dogs are allowed please

I work from home now, so that's why using a bike to commute to work has ended. However, I use it for other everyday activities. I'd like to see more safe public bicycle racks near businesses in plain site, where you could feel ok with locking your bike to use a business. I'd like to see more community education encouraging people to bicycle/walk outside the typical recreational only.

The trails are wonderful! One of the very best parks in Janesville.

Those of us living on the west side need access to the trail. I currently have to ride on city streets for 3-4 miles to get to an access point. Please and thank you.

More bike lanes on Milwaukee street/mount ain as these are the two main roads we have to utilize to access the trail. Better with the kids when bike lanes are present.

I LOVE the trails and don't take this amazing resource for granted. Thanks for everything you do!

The COI team and citizens should be extremely proud of the trail and trail network. I believe it is the highlight of the city! I would like to do more roller skiing on the trail for cross country skiing conditioning, perhaps if the asphalt was a little smoother. I commute to work most days and also bike to the YMCA and use the trail to commute to shop at some stores. There also is a great amount of nature and wildlife to view on the trail. Perhaps a water fountain somewhere around Milwaukee Street would be nice too. Also, like the Jennifer Fox Memorial (I hope I have that correct) shelter/gazebo near Palmer Park, is a very nice thoughtful rest stop. Keep up the great work and thanks for the survey!

I live in an area where there is no trail or sidewalks. It would be great if the trails were extended to cover the area around north Parker drive to make it easier to get downtown

I enjoy the trail and it's beauty year round. It has been a wonderful addition to the Janesville community.

Connect the Schaefer path to the Hwy 26 path so that one doesn't have to travel on John Paul Rd.

It'd be nice to have a trail for the ice age trail connecting route between Janesville and Crossville. It'd be helpful if the trail bathrooms stayed open year round too.



The city is very cognizant of providing recreation for its citizens, however many of the programs are limited by skill and age. Use of the trail system can be used by anyone regardless of skill level or age. There should be greater emphasis on recreation that is more inclusive.

They need to improve the crosswalk at Wright Road. Please add flashing lights.

Would love to see more MTB trails.

Instead of paving section from water filtration plant towards Beloit, money should be spent repaving portions in need, and widening shoulder along county Y on north end.

Overall, really nice trail system and my wife and I enjoy using it.

Allow leashed dogs on all trails all months of the year. I would utilize the trails more in the summer months, if I was allowed to walk or run with my dog on them.

Once you cross the bridge that crosses HWY 26 where do you go from there?

I'm really spoiled for the paved trail system in Janesville. I would be great to have a safe trail ride from Ft Atkinson to Beloit.

Paving on trail from afton road boat launch to water treatment plant need a repaving. Wastewater treatment plant to afton I would love to see paves a lot of gopher holes, I've had a lot of flat tires in that area. That being said love the trail. Great job Janesville.

I live in St. Louis but grew up in Janesville and my parents still live there. I'm home fairly routinely, and often come home specifically for the quality of the biking options in southern Wisconsin. It would be great to see the trails expanded and with some camping options added perhaps between Beloit and Janesville or north of Janesville. An ideal would be to link to a Chicago-bound trail or at least a rail line. Always impressed with the riding in Janesville, and it seems to get better every year!

It would be great to expand the trail to the Milton/Fort Atkinson trail. Also repair to the very bumpy areas would help safety and comfort biking. In the meantime if the major bumps/holes could be spray painted a bright color to warn bikers that would be helpful.

We love the trail and believe it is one of Janesville's greatest assets.

I am a year round bike user, and use the City trails to safely get out of town to rural roads. The trail system is well planned and executed and serves citizens as a safe recreation corridor. I would like to see more connectivity with the trail north along USH 26, and paving of the trail south to Afton (I understand that this is planned for later in 2022). It would be nice if planning for trail extensions to the east and west could be undertaken. I use Rager Ave. and CTH MM to head east, and out Mineral Point past Parker High for travel west. There are some rural roads that could be widened to accommodate a shoulder for cyclists - like Town Hall Road from the USH 26 trail south to the City, or Road Road from the USH 11 Bypass trail north to Delavan Dr., or North Washington St./CTH E past Riverside Golf Course out to USH 14 (this route used to travel north across the Rock River and north on River Road. The on-street bike lanes need to be swept periodically to remove gravel/glass.

Clear up the "no motor vehicles" ordinance. This was meant for vehicles with ENGINES. An E-bike has a MOTOR. Big difference between motors and engines, which you learned in the 5th grade, or did you?

Revised connection to north side of Milton not on roads.

Segments of trail south of Afton road boat landing are getting rough from tree roots undermining the blacktop.

The bike lanes on Portia are a big improvement. It would be good to see bike paths or bike lanes that connect other residential areas to the trail system. Also the whole Milton Ave corridor is not very bike or pedestrian friendly.

It would be nice to have other options for bicycling. Rockport trails are great but it is currently the only option and quite honestly not terribly fun. I go for more training and workout. I know that there are supposed to be other trails built but this has been an ongoing process for 2yrs. It would be great to have more options for mt. biking with a skills park in town. When looking and riding other places like Carrock etc... this city is seriously lacking in this department. Currently I travel for the more fun machine or single track trails. It would be nice to have some fun flowy trails here so people could stay and play in town and spend money here.

I would like the condition of the trails improved. There are countless wide cracks that, when crossed on a road bike, are a significant jolt.

Find a way to fill cracks. Not just black paint.

Very glad I live in a city with a trail system like we have.

Thank you we love the trails.

As mentioned earlier, the trail is starting to show its age and needs to be upgraded in spots. Like the signage on the trails.

Thank you.

Portable toilets or permanent restrooms would be welcome at the extreme ends of the trail. Suggest approximately 3 mile intervals for portable facilities.

Most often use trail to get THROUGH town, from east to southwest, or via verie.

Retired.

We would use the trails more if we had better access not on busy - dangerous side roads.

Extension of trail north of Rotamer Rd to Wright Rd bridge over Hwy 26 and on to current trail that leads to Milton and beyond.

Dogs should be allowed on all trails, all year. They are much more safer than some bicyclists.

The south and west trails could use some love.

We love the trails! The woody, prairie views and 'country' ride are wonderful. We've noticed the past couple of years that many blacktop seams are rising and separating which create a very hard, bumpy ride in spots.

Thank you for providing this survey to collect residents input.

Just would like to see more trail options that just the one (albeit nice) Ice Age trail we have.

Rather than putting a trail down into the watershed green belt, put in a bike lane on Austin Rd (like on the south end to Hwy 11) so the walkers and cyclists have a direct route from ISOL to Court Street. A walk/bike lane would be easier to maintain and more cost effective.

Would love to have a better/direct connection from Janesville to Milton trails. Mainly via highway 26 area.

Dog poop collection bins!!!

Please allow dogs to use the trails more during the summer!!

I would use the trail more if dogs were not restricted on it during the summer months.

Looking forward to the trail being paved between Janesville and Beloit.

Garbage & bathroom access Cook Arboretum (ISOL)

Solar lighting would be nice for summer biking. Clearing the paved sections of snow in the winter would be nice. After the snow falls the trail becomes useless to people who just want to walk or run. Other than that the trails in Janesville are awesome!

They're a big part of the reason I am sober today! Thanks!

Have city make the business on 202 Riverside street clean up all the old trucks and junk outside. Have more bathrooms, open the ones along trail earlier in season and keep open later in the season.

Go look at Fort Collins Colorado if you want to see an excellent city trail program.

I would like to use the trails year round. It's a great place to walk my dog away from traffic. Let's be a pet friendly community!

Dogs are banned on most of the trails. Allow them. Start giving fines for leaving dog poop behind. Same for other littering. Fine people. This week I found condom wrappers, fireworks garbage and a Walmart shopping cart on the trail. Our community businesses are disgusting with trash outside their doors and the city doesn't push for cleanup but we ban dogs from the trails. Our stores litter this community horribly. Especially Sams and Walmart. The trail is the best thing to happen to Janesville. Allow dogs. Put cameras up. Fine humans that suck.

People suck, dogs should be allowed in all parks and trails year round.

Need to offer option of "retiree" so survey for those who do not travel to work/school. Need family-friendly options for access to the trails from the West side and South side. ADDING BIKE LANES ON COURT STREET OR CENTER AVENUE ARE NOT SAFE ACCESS FOR FAMILIES!!!!!! Please locate future benches a bit further (maybe 12") from the trails so that bikers can safely negotiate around families/children that may using the benches. Please fix access to the crosswalk lights at Hwy. 51/Hwy. 11 intersections so that walkers and/or bikers don't have to crawl into weeds to activate the crosswalk lights.

More bike paths for safe riding. Wider paths so walkers don't almost get hit by bikers!

I would love to see more off road bike trails. For some reason, bikes are banned at ISOL and Palmer Park. The kids used to LOVE going to the little jumps at Palmer. I don't understand why they are banned. Hikers have soooooo many places in rock county, and there are no public dirt jumps for kids. The kids would love to have a pump track, currently we have to drive to other towns to do this. They are cropping up at cities all over the place and it's a huge pain. The skatepark the city put in is a major disappointment. Extremely poor layout and they paid way too much money for too little. I'm going to guess whoever they put in charge of it has never ridden or been to a skatepark before, or actually researched what they needed to do for a successful build.

As far as the paved trails, there aren't any on the west/northwest side of town. If we want to ride on a paved trail, we have to drive a half hour to the trail and back just to ride.

It would be nice if you could go south from the existing trail along Hwy 11 to go south, we have tried the peace trail and it is ok but does not really allow you to travel between Beloit and Janesville.

A pump track or a jump track. E-bikes are here! Would be nice to have more options in the area to ride.

I noted I commute by bike about once a week, but only 0.5 out of 9 miles are on the bike trail due to poor access and connectivity. I would love to use the bike trail to go shopping or out to eat more frequently.

When I go to the trail for recreation (running) I always drive there because there is no good access from my neighborhood. When I bike for recreation, I don't use the trail because it is a pain to get to via bike and I hate driving to go biking.

Trail expansion in my mind isn't just the paved bike trail, but better bike lanes (or sidewalks, for runners/walkers) to allow easier navigation to the path from many neighborhoods and buildings areas. Current bike lanes are fragmented and are difficult to follow even if you know where they are.

For context, the closest access point to the bike path for me is 3.75 away and I need to bike on what I feel is a super dangerous road, 51 between Black Bridge and Traxler Park. That is where I feel the most unsafe in all of Janesville.

Crossing Hwy. 51 at N. River Street to the Ice Age Trail segment along the Rock River downtown is dangerous and difficult.

It is very unclear where dogs are allowed now. We see them everywhere on the trail system.

Porta potties would be so great at Fisher Creek parking area, Monterey Park, and Briarcrest Park. If a restroom remained open in Palmer (and even Lutzig) through March and November, that would be helpful.

Thank you for this survey. We appreciate the Janesville trails very much!

Recommend porta-potties at Fisher Creek parking, Monterey Park, and Briar Crest Park. Recommend trail expansion going from Burbank at Crosby south to the trail and from the north end of the Schaeffer trail going north over Highway 26 to the Animal Hospital trail area. Would like to see something to make the crossing over Highway 51 at N River Street to connect the downtown trail to the trail leading to Riverside Park.

Thanks to all involved for making these trails possible!

Love these trails! Just started bike riding 2.5 years ago with my husband, after we gave up motor cycling because it was getting too dangerous. We have seen so much wildlife on our trips and we love it. Its a great way to get exercise.

Thanks much for the trails that exist. We appreciate your efforts to expand the reach of them in the future.

Love the trails but I cannot ride on the roads that are over 40mph or hilly. I don't feel it's safe. Bike paths are needed to go between the towns.

Please develop more trail connections on the south and west side of the City. Mostly we have roads that are high traffic and somewhat dangerous to travel on.

Beloit Ave crossing is a very high danger. I've seen many close calls and almost been hit myself. Motorists will stop but then ones behind them will swerve around the stopped car and nearly hit people in the road making the crossing. This is the area of the trail most needing improvement. A crossing with flashing lights and a center raised median like at the Milwaukee street crossing would add significant safety to users of the trail crossing the Beloit Ave.

On the PETA near the entrance of the wastewater plant, 2 signs have been missing for quite some time. I believe one said to signal when passing others. I don't recall the other.

I would love to "loop" around Janesville at some point rather than turning around (on bike) at Riverside

Keep dogs off the trail!

My biggest concerns are the upkeep/mowing of trails. It used to be one mowing pass on either side of trail, but it is becoming more and more that it is mowed deeper into the grass. Also, (and this is my greatest complaint), entire areas (prairie/natural areas that need no care), are now being wiped out and mowed down completely!! Nature has a way of taking care of itself and regenerating, but it's the human that are trying to spoil it. Now there's no home/food for the animals/birds and also all the scenery is gone!! I was devastated when a particularly favorite part of the trail of mine was desecrated! As I stated, nature can take care of itself and why hack it all down at the peak of it's beauty?! Who hates nature that much. A lot of joy has gone out of my walks, as I am sure other people's too. Go back to simplicity. One swipe of mowing on either side and let GOD take care of the rest!! I hope you receive, read and consider all I have said. Thank you from a nature lover!!

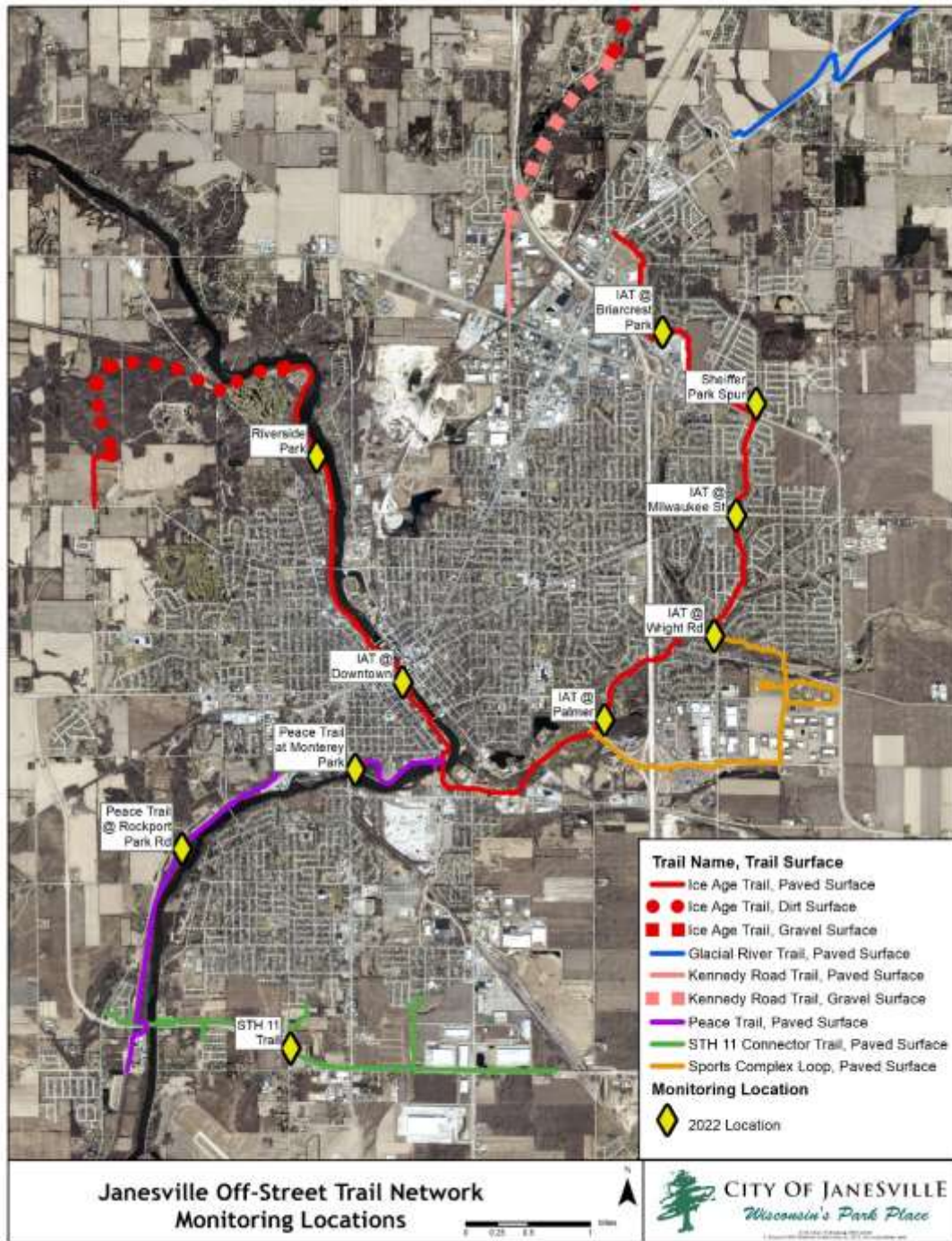
# APPENDIX F: Updated Survey Questions for 2022 Survey

<b>Question #3</b>	<b><i>“Race/Ethnicity: White, Black/African American, Asian, Latino/Hispanic, American Indian or Alaska Native, Native Hawaiian or Other Pacific Islander, Other”</i></b>
<p>This question was added to the survey to collect more demographic insights into who uses the trail.</p>	
<b>Question #11</b>	<b><i>“On average, how many times per do you use the trail outside of the summer? (Circle all that apply)</i></b>  <i>Rarely      A few times a month</i> <i>1-2            3-6</i> <i>7-9            10 or more”</i>
<p>The 2019 survey asks about usage during the winter months exclusively. In the 2022 survey, the language was changed to “outside of the summer” to be more inclusive to autumn and spring trail usage as well as winter usage.</p>	
<b>Question #16</b>	<b><i>“How often do you bicycle commute to work/school? Weekly Monthly A few times per year Once or Twice per year Never”</i></b>
<p>Staff recently obtained and started analyzing bicycle route usage data provided by Strava. The data indicates that there is a significant amount of bicycle traffic that is on-street. Questions #16-#19 were added to the 2022 survey and designed to help staff have a better understanding of common destinations used by bicyclists and pedestrians to use the trail and other routes for “utilitarian” purposes (such as work, school, shopping, etc).</p>	
<b>Question #17</b>	<b><i>“How often do you bicycle to retail places to make purchases? Weekly Monthly A few times per year Once or Twice per year Never”</i></b>
<p>Staff recently obtained and started analyzing bicycle route usage data provided by Strava. The data indicates that there is a significant amount of bicycle traffic that is on-street. Questions #16-#19 were added to the 2022 survey and designed to help staff to have a better understanding of common destinations used by bicyclists and pedestrians to use the trail and other routes for “utilitarian” purposes (such as work, school, shopping, etc).</p>	

<b>Question #18</b>	<b><i>“How often do you walk to work/school? Weekly Monthly A few times per year Once or Twice per year Never”</i></b>
<p>Staff recently obtained and started analyzing bicycle route usage data provided by Strava. The data indicates that there is a significant amount of bicycle traffic that is on-street. Questions #16-#19 were added to the 2022 survey and designed to help staff to have a better understanding of common destinations used by bicyclists and pedestrians to use the trail and other routes for “utilitarian” purposes (such as work, school, shopping, etc).</p>	
<b>Question #19</b>	<b><i>“How often do you walk to restaurants, shops, or the grocery store to make purchases? Weekly Monthly A few times per year Once or Twice per year Never”</i></b>
<p>Staff recently obtained and started analyzing bicycle route usage data provided by Strava. The data indicates that there is a significant amount of bicycle traffic that is on-street. Questions #16-#19 were added to the 2022 survey and designed to help staff to have a better understanding of common destinations used by bicyclists and pedestrians to use the trail and other routes for “utilitarian” purposes (such as work, school, shopping, etc).</p>	



# APPENDIX G: Janesville Off-Road Bike Trails







# JANESVILLE AREA

*Metropolitan Planning Organization (MPO)*

**2022 Trail User Survey**

**Janesville, WI**

Summer, 2022

Janesville Area Metropolitan Planning Organization (MPO)