Appendix C: Comprehensive Trails Master Plan Report

Scandia Comprehensive Trails Master Plan Report

I. Background

Scandia's 2030 Comprehensive Plan includes a goal to "Establish a network of public parks and public, multi-use, non-motorized trails, including the Gateway Trail, which the City Council might establish as a part of a program of providing outdoor recreation amenities and community-wide connections that serve the health and welfare of the City's residents." This report summarizes the results and recommendations of a community planning process to complete a city-wide trail master plan. The planning process was funded by a State Health Improvement Program (SHIP) grant that Washington County awarded to the City for this project.

The City recognizes that a comprehensive trails network can provide many benefits to residents and visitors to the community:

- Improve the health of residents of all ages by providing opportunities to walk, bike and participate in physical activities
- Provide alternatives to automobile trips, to reduce the consumption of fossil fuels, save money and protect air quality
- Bring visitors to the community who will use local restaurants and businesses, and benefit the local economy
- Provide connections among neighborhoods and parks, and help local residents become acquainted with each other, with the rural and village neighborhoods in Scandia, and with the local and regional park and open space resources.

The Trails Master Plan builds on several previous efforts. Maps and information that were utilized are included in the Attachments. The previous park trail planning efforts in the Scandia area include the following:

- In 2006, New Scandia Township completed and adopted a Parks, Trails, Open Space and Recreation Plan. The plan included a map of proposed bike trails, included in the attachments.
- The City's Comprehensive Plan includes a parks and trails chapter that identifies existing and proposed parks and trails, and includes policies and recommendations for the development of the park and open space system in Scandia.
- Washington County included a map of the Planned Trail System for the County in its 2030 Comprehensive Plan. The map included existing and proposed county and regional trails in the Scandia area. Washington County planners also provided information about the trails proposed in Scandia for this plan.
- The Friends of Scandia Parks and Trails developed a plan for three looped bicycle trail routes in Scandia in 2010.

- The Minnesota DNR provided information regarding the easements that have been acquired along the proposed route of the Gateway Trail within Scandia.

II. Planning Process

The planning process included several steps:

- The City Planner and Administrator reviewed existing planning documents, and developed base maps for the city and the village area identifying existing and proposed trails.

- The Planner incorporated the Friends of Scandia Parks and Trails proposed trail loops into the base maps.

- The City held an initial charette meeting on March 28, 2011 to review the existing planning information and base maps, and develop proposed trail routes. The Scandia Park and Recreation Committee, Friends of Scandia Parks, and Scandia residents participated in the meeting. (This group is referred to as the "planning group" for the project in this Master Plan Report.) The meeting created a map of draft trail loops, including the three routes identified by the Friends of Scandia Parks, and several "sub-loops" as part of each of these loops. The meeting also identified the need for several new trail crossings of major roadways in Scandia, and the proposed locations of trailheads for the proposed trail routes. The proposed trail loops, crossings and trailheads were added to the base maps.

- The planning process included contacts with Scandia Elementary School, to discuss the need for safe trail routes that would allow students to walk or bike to school. A survey was distributed to parents to determine the numbers of students currently walking or biking to school, issues, and needs for safe routes to school. The survey results and summary are included in the Attachments.

- The City held a second charette meeting on April 25. The focus of the meeting was the review of the draft map created after the first charette meeting. The meeting again included the City's Park and Recreation Committee, Friends of Scandia Parks, and Scandia residents. This planning group made several changes and refinements to the draft map, particularly to clarify connections, crossings and trailheads in the Village area, and potential connections to the proposed Gateway Trail. The meeting participants also developed a list of priorities for development of the Master Plan.

- The City's Park and Recreation Committee will review the trail maps and Draft Master Plan in June. They will provide comments and recommend the Master Plan to the City Council for approval.

III. Master Plan

A. City-Wide Trail Plan (Figure 1)

The city-wide Master Plan for trails in Scandia is shown on Figure 1. The proposed system includes three major trail loops, and several sub loops for each trail, to provide a variety of options for trail users. The system also includes the extension of sidewalks along key routes in the Village area, connections to the proposed Gateway Trail, trails along Trunk Highway 97 and 95, a proposed Soo Line Railroad trail, and trail crossings and trailheads. All of the proposed trail routes are non-motorized routes.

The major elements of the city-wide trail plan, and recommendations regarding the character of these elements, include the following:

Three Major Trail Routes

The major routes identified on the plan include the Big Marine Trail, Scandia/Marine Trail, and Scandia North or Bone Lake Trail. These trails are proposed to be on-road trails, designated by signage that will be developed by the Friends of Scandia Parks. The County and City will need to approve trail signage on their respective roadways. The major trail loops are assumed to be on-road trails that will primarily be used by bicyclists, but may also be used by pedestrians.

Sub-loops

Several sub-loops have been identified for each major trail route. These loops have been identified to provide a variety of trail options for bicyclists, walkers and other trail users; to create connections among neighborhoods and to the major trails routes; and to provide connections to a variety of destinations in Scandia and the Old Village. The loops have been named, using local geographic features such as lakes. The proposed sub-loops are shown on Figure 2.

The sub loops are primarily proposed to be on-road trails on the shoulders of existing roadways and quieter streets. Signage should be installed at trail intersections to identify the routes and provide directional and distance information to trail users.

Trunk Highway 97 Trail

The planning group identified a goal to explore creation of an off-road trail along portions of Trunk Highway 97, from Odell Avenue to TH 95. The proposed off-road trail and TH 97crossings are particularly needed near Scandia Elementary School. The City would need to work with Mn/DOT to develop and fund this trail and the proposed crossings.

Washington County has identified a potential trail segment along TH 97 from Manning Avenue to Lofton in its long-range trail plan. The County has not determined whether this would be developed as an on-road or off-road trail.

Soo Line Trail

The Master Plan includes a proposed Soo Line Trail route near the St. Croix River. This loop would follow the existing Soo Line railroad tracks. This is currently an active rail line. The route would be developed if the rail route is abandoned in the future. The trail surface should accommodate biking and walking. The route would connect Scandia with Marine-on-St. Croix and communities to the south, and could connect with communities in Wisconsin. The proposed trail would be an off-road route parallel to the St. Croix River and TH 95.

Gateway Trail

Minnesota Department of Natural Resources (DNR) and County staff provided information about the proposed route of the Gateway Trail in Scandia, and the easements that have been acquired to date. The proposed route travels from William O'Brien State Park to the Village Area. The DNR has also identified a large search area for extension of the trail north from the Village. The search area is shown on the County trail map in the Attachments.

Figures 1 and 2 identify proposed Scandia connections to the Gateway Trail from the Scandia/Marine Trail and from sub-loops within the Village area.

Trailheads

The figure indicates proposed trailheads at the intersection of Trunk Highways 95 and 97, Hay Lake Park, Big Marine Regional Park Reserve and the Big Lake School. The trailheads are located on major trail routes, and would include parking facilities, signs, bathroom facilities and picnic tables.

The planning group for the Master Plan reviewed the trailheads proposed in the City's 2030 Comprehensive Plan, and modified the list by removing two of the proposed trailheads:

- A proposed trailhead at Wind in the Pines Park was removed because the park is not on a major trail route, and the park will not have facilities to serve trail users. Wind in the Pines Park is an area of ecological and scenic significance, and proposed primarily for protection of these quality and passive use.
- A proposed trailhead on TH 95 at Oakhill was removed because the trail route proposed on Oakhill in the Comprehensive Plan has been moved to 199th Street in the Trail Master Plan. A trailhead in this area would duplicate the facilities at William O'Brien Park.

B. Scandia Village Area Trail Plan (Figure 2)

Figure 2 identifies existing and proposed trails, sidewalks, and crossings in the Village area. The Village is the center of the proposed trail system. Each of the major trail loops identified on Figure 1 connects in with the other trail loops the Village Center via one or more of its proposed sub loops.

The Master Plan includes the following elements in the Village area:

School Connections

The planning group identified connections between residential areas and Scandia Elementary School as a priority for the Master Plan. A recent survey of parents indicated that the speed and volume of traffic on Highway 97, lack of safe crossings, and limited sidewalks or pathways are significant barriers to walking and biking to school.

Parents have also noted that children are currently walk or bike along roadways east of the school that are also used by buses and cars, because there is no sidewalk available. This creates safety concerns, and discourages walking and biking.

Based on these concerns, the Master Plan identifies potential options for safer routes to school, including the following:

- A proposed off-road trail and crossings are identified along Trunk Highway 97. The trail is proposed to follow the south side of TH 97. The City would need to work with Mn/DOT to implement this proposed trail.
- The Master Plan includes an option for a sub loop that connects Ozark Avenue North to Olinda Trail, and then follows existing sidewalks on Olinda Trail and Oakhill to the Elementary School. Development of this route would require easements from private properties along the proposed route.

Proposed Pedestrian/Bicycle Crossings

Safe roadway crossings exist at TH 97 and Olinda Trail, and at Olinda Trail and Oakhill Road.

The Master Plan indicates several places where the planning group identified the need for new, safe crossings of major roadways. The crossings at TH 97 would require traffic controls. The crossings at Olinda could be created with signage and roadway striping. The proposed new crossings include the following:

- Trunk Highway 97 (Scandia Trail North) and Oakhill Road.
- Trunk Highway 97 and Ozark Avenue
- Olinda Trail at Ozark Court
- Olinda Trail at 209th Street North

Gateway Trail

The map identifies the proposed route of the Gateway Trail in the Village area. The Master Plan proposes connections to the Gateway Trail in the Village area at several locations using sub-loops from the proposed Scandia/Marine Trail. The DNR has purchased some of the easements required to create the trail.

The DNR hopes to connect the trail from the end point shown on Figure 2 to the center of the Village Area, but a route through the private properties that would complete this connection has not been identified at this time.

New Sidewalks and Trailheads

Proposed new sidewalks are shown to link the Village area to the ball field south of the Community Center and from the Scandia Ball Park to the proposed trail routes at Olinda Lane north of the Village. The new sidewalks extend existing sidewalks from the Village center.

Proposed trailheads are included in the Village area on the city's former fire hall site adjacent to the proposed Gateway Trail, and at the Scandia City Hall and Community Center.

C. Priorities for Implementation

The City and other potential partners do not have the resources to implement the entire Master Plan in the near future. The City will work with several partners, including the Friends of Scandia Parks and Trails, Washington County, Minnesota DNR and Mn/DOT, and Scandia Elementary School to identify potential funding and resources to implement the Trail Master Plan. For example, the City has identified Mn/DOT's Safe Routes to School program as a potential funding source to develop trails or crossings that help students walk or bike safely to Scandia Elementary School.

The City's priorities for implementation of the plan include the following:

Short-term priorities (1 year):

- City Council adopts the Trails Master Plan
- City develops brochures and other public information about the major trail routes
- Friends of Scandia Parks works with the City and County to add signage along the three major bike trail routes

Mid-term priorities (2-5 years):

- Proposed new crossings of TH 97 at Oakhill Road and Ozark Avenue
- Proposed crossing at 209th and Olinda (may be completed with striping, may not require traffic control)
- Add proposed sidewalk from the Community Center to the south ball field

- Develop signage on sub-loops
- Signage on the "secondary" trail loops

Long-term priorities (More than 5 years):

- Off-road trail on TH 97
- Proposed trail along Ozark and Ozark Court to sidewalks on Olinda Trail and Oakhill to the Elementary School
- New crossing of Olinda at Ozark (concurrent with trail on TH 97)
- New sidewalk from the Scandia Ball Park north to Olinda Lane
- Proposed trail along Oakhill through the Cottages
- New sub-loops outside the village area that focus on the school
- Complete local connections to the Gateway Trail (to be timed with development of Gateway Trail)

D. Acknowledgments

The City of Scandia appreciates the contributions of the following groups and individuals to this Trail Master Plan:

Scandia Park and Recreation Committee
Friends of Scandia Parks
City residents who participated in Trail planning meetings
Scandia Elementary School
Washington County
Statewide Health Improvement Program (SHIP)
Minnesota Department of Natural Resources

Living Healthy IN WASHINGTON COUNTY

Washington County

The Statewide Health Improvement Program (SHIP), an integral part of Minnesota's nation-leading 2008 health reform law, strives to help Minnesotans lead longer, healthier lives by preventing the chronic disease risk factors of tobacco use and exposure, poor nutrition and physical inactivity. For more information, visit http://www.health.state.mn.us/healthreform/ship.

SCANDIA
minnesota

Figure 1:
Trails Planning Map

Bike Routes (Friends of Scandia Parks)

- Big Marine Trail (13 miles)
- Scandia/Marine Trail (13 miles)
- Scandia North or Bone Lake Trail (10 miles)

Neighborhood Loops

- Scandia North Trails Loop
- Scandia/Marine Loop
- Big Marine Loop Trails
- County Road Trail
- Off-Road Trail
- Grateway Trail (Proposed)
- Existing Sidewalks
- Proposed Sidewalks
- Destinations
- Trailheads
- Existing Trail Crossings
- Proposed Trail Crossings
- Park Entrance

0 0.5 1 2 Miles

Data Sources: Scandia Comprehensive Plan, Washington County, Metropoiltan Council, Minnesota Department of Natural Resources.

Chisago Lakes Township

Franconia Township

City of Forest Lake

City of Scandia

City of Hugo

May Township

City of Marine

Bone Lake Park

Bone Lake Landing

Oldfield Loop

German Lake Loop

Eko Backen Recreation Area

Swenson Estates Informal Ball Field

Goose Lake Landing

Scandia Rider's Club

St. Croix Trail Loop

Falls Creek SNA

Wind in the Pines Park

NPS Wildlife Refuge

Rustrum WMA

Log House Boat Landing at Copas

See Old Village Map

Big Marine Lake Landing

Village Connection

Big Lake School Area

Good Templar Park Association

Swedish Settler's Monument

Lions Park

Hay Lake School Museum

Lakamaga Loop

Camp Lakamaga Girl Scout Camp

Sand Lake Loop

William O'Brien State Park

Soo Line Loop

Big Marine Regional Park Reserve (Planned)

Clear 78w

Nielson 55w

Bone 54p

Sea 53w

57w

Wojtowicz Pond 58w

Goose 59p

German 56p

61w

62w

Sylvan 80p

66w

Fish 64p

Hay 62p

Sand 67p

Rasmussen Pond 70w

Long 68p

White Rock 72p

Big Marine 52p

Pitzl Pond

Falls Creek

St. Croix

Alice

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Washington County

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June 14, 2011

Figure 2:
Trails Planning Map - Old Village

Bike Routes (Friends of Scandia Parks)

- Big Marine Trail (13 miles)
- Scandia/Marine Trail (13 miles)
- Scandia North or Bone Lake Trail (10 miles)

Neighborhood Loops

- Scandia North Trails Loop
- Scandia/Marine Loop
- Big Marine Loop Trails
- County Road Trail
- Off-Road Trail
- Grateway Trail (Proposed)
- Existing Sidewalks
- Proposed Sidewalks
- Destinations
- Trailheads
- Existing Trail Crossings
- Proposed Trail Crossings
- Park Entrance

0 0.125 0.25 Miles

Data Sources: Scandia Comprehensive Plan, Washington County, Metropoiltan Council, Minnesota Department of Natural Resources.

Living Healthy IN WASHINGTON COUNTY — Washington County

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Attachments

2006 Park and Recreation Area Map
2006 Parks Plan Trail Map
County Comp Plan Trails Map
Elementary School Survey Results

EXISTING PARK AND RECREATION AREAS

- New Scandia Township Property
- Washington County Property
- State of Minnesota Property
- Federal Property
- Planned Boundaries of Big Marine Regional Park
- St. Croix National Scenic Riverway
- Private/Semi-Public Recreation
- Lake
- Wetland

0 0.25 0.5 1 Miles

N W E S

The data presented on this map is from various sources including the Washington County GIS Support Unit and the Minnesota Department of Natural Resources. The data is intended is intended to be used for general planning purposes only.

Mapping Prepared by:

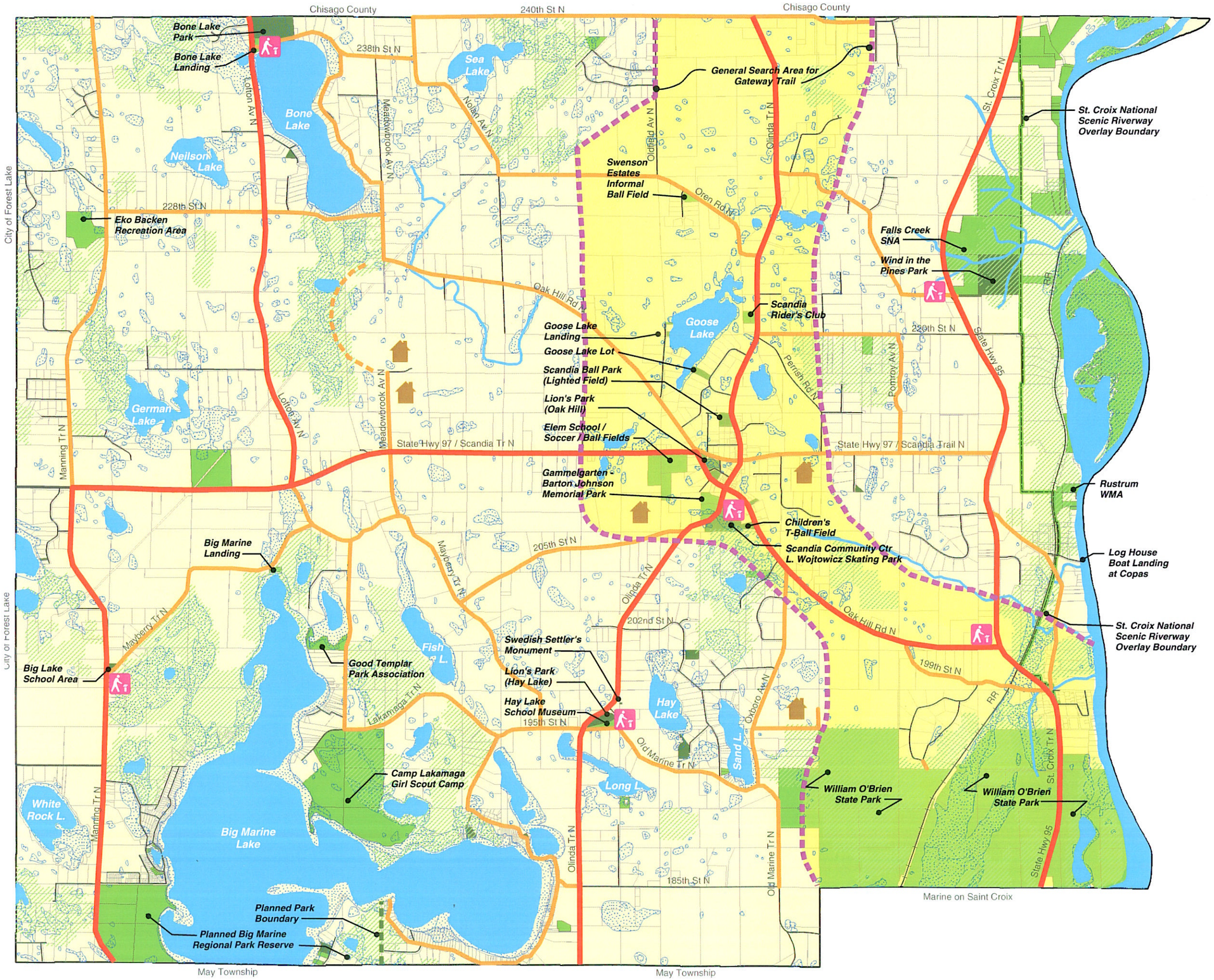
Sanders Wacker Bergly, Inc.

Landscape Architects and Planners
Saint Paul, Minnesota

Adopted: 18 July 2006

Figure 3-2: Existing Park and Recreation Areas

BICYCLE ROUTES PLAN



- Existing Township Park or Open Space
- Other Existing Parks, Recreation, Open Space
- Regionally Significant Natural Area
- Proposed Township Trailhead
- Washington County Bike Trails
- Township Bike Routes
- Proposed Gateway Trail Search Area
- Contemplated Residential Subdivision (2005)

0 0.25 0.5 1 Miles

The data presented on this map is from various sources including the Washington County GIS Support Unit and the Minnesota Department of Natural Resources. The data is intended is intended to be used for general planning purposes only.

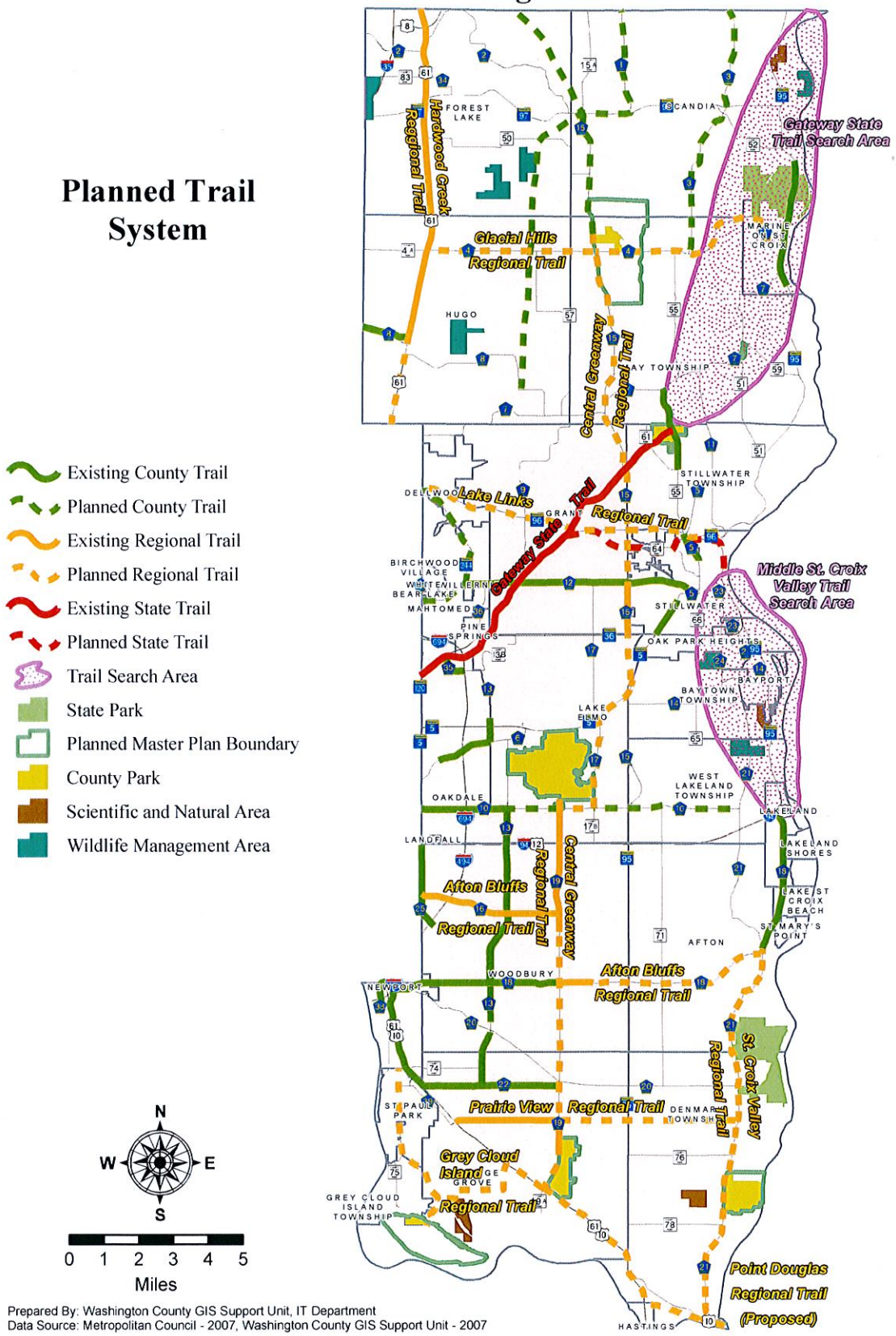
Mapping Prepared by:
Sanders Wacker Bergly, Inc.
Landscape Architects and Planners
Saint Paul, Minnesota

Adopted: 18 July 2006

Figure 4-2: Bicycle Routes Plan

Figure 4-21

Planned Trail System



Prepared By: Washington County GIS Support Unit, IT Department
Data Source: Metropolitan Council - 2007, Washington County GIS Support Unit - 2007

Scandia Elementary Parent Survey on Walking/Biking to School

Parent's opinions on allowing children to walk and bike to/from school
March 2011

Response Rate:
141 of 300 families (47%)

General Observations:

1) Top 6 issues that affect parents' decisions to allow or not allow biking/walking to school:

- Speed of traffic along route (77%)
- Distance (73%)
- Amount of traffic along route (72%)
- Safety of intersections and crossings (56%)
- Sidewalks or pathways (53%)
- Weather or climate (48%)

2) Top 6 issues that parents answered YES to the question, "Would you probably let your child walk or bike to/from school if this problem were changed or improved?"*

- Sidewalks or pathways (35%)
- Speed of traffic along route (34%)
- Distance (33%)
- Amount of traffic along route (33%)
- TIE: Safety of intersections/crossings -- weather/climate (27%)

3) Distance from school is an issue for the majority of parents:

- 103 (73%) selected distance as an issue.
- 85 (60%) live 3 or more miles from school
- 67 (48%) live 4 or more miles from school
- 67 (48%) selected distance as an issue AND said they would not feel comfortable allowing their child to walk/bike at any age. This indicates that for nearly half of parents, distance (combined with other factors) may be an obstacle to big to overcome, even if safety issues were alleviated.

* NOTE: A large number of parents did not follow instructions on the multiple-column question on page 2. They were asked to check on the left if an issue affects their decision to allow walking/biking, and check on the right if they would probably allow walking/biking if the issue was changed or improved. Many parents only answered the left or the right side. If they only answered the right side, I assumed they were checking which issues cause them concern, rather than indicating which changes would alleviate their concerns. This may be why the percentages are considerably smaller for the changes that would alleviate concerns.

4) Over half of parents (54%) say, “I would not feel comfortable at any grade” allowing my child to walk or bike to school without an adult.

- Of those parents not comfortable at any grade, the percentage that checked “Distance” as an issue: 88%
- Of those not comfortable at any grade, percentage who live 3 or more miles from school 74%
- Of those not comfortable at any grade, percentage who live 4 or more miles from school 62%

5) 59 parents (42%) provided an age at which they would allow their child to bike. Six parents (4%) did not answer the question.

- Of the 59 parents who provided an age, 75% live within 4 miles of school.
- Of the 59 parents who provided an age, 59% live within 3 miles of school.

Detailed Results for Selected Questions:

Distance from School:

Less than ½ mile:..... 8 (5.7%)

½ mile up to 1 mile: 5 (3.5%)

1 mile up to 2 miles:..... 24 (17.0%)

2 miles up to 3 miles:..... 15 (10.6%)

3 miles up to 4 miles:..... 18 (12.8%)

4 miles up to 5 miles:..... 14 (9.9%)

More than 5 miles:..... 53 (37.5%)

No answer: 4 (2.8%)

Issues that affect Walking/Biking Decisions*

What of the following issues affected your decision to allow, or not allow, your child to walk or bike from school?		Would you probably let your child walk or bike to/from school if this problem were changed/improved?		
	Number (percent) who checked this issue	**Yes**	**No**	**Not sure**
Speed of traffic along route	109 (77%)	48 (34%)	22 (16%)	12 (9%)
Distance	103 (73%)	47 (31%)	22 (16%)	12 (9%)
Amount of traffic along route	102 (72%)	46 (33%)	22 (16%)	8 (6%)
Safety of intersections and crossings	79 (56%)	38 (27%)	13 (9%)	5 (3.5%)
Sidewalks or pathways	75 (53%)	50 (35%)	6 (4%)	3 (2%)
Weather or climate	68 (48%)	38 (27%)	18 (13%)	8 (6%)
Time	47 (33%)	16 (11%)	12 (9%)	5 (3.5%)
Violence and crime	37 (26%)	18 (13%)	16 (11%)	0
Adults to walk or bike with	35 (25%)	21 (15%)	4 (3%)	4 (3%)
Crossing guards	30 (21%)	21 (15%)	3 (2%)	2 (1%)
Child's before or after-school activities	17 (12%)	7 (5%)	6 (4%)	2 (1%)
Convenience of driving	14 (10%)	2 (1%)	6 (4%)	1 (0.7%)

* NOTE: A large number of parents did not follow instructions on the multiple-column question on page 2. They were asked to check the boxes on the left side to indicate if an issue affects their decision to allow walking/biking. They were asked to check the boxes on the right side to indicate whether they would probably allow walking/biking if the issue was changed or improved. Many parents only answered the left or the right side. If they only answered the right side, I assumed they were checking the issues that cause them concern, rather than indicating which changes would alleviate their concerns.

Comments:

Comments from families who live under 5 miles from school:

- I would love to have safe bike paths in Scandia. However, Hwy 97 is a major problem.
- We are excited about having bike trails in Scandia.
- Would consider if there were a bike path or sidewalk for them to ride on.
- I would not allow my child(ren) to cross Hwy 97 by themselves.
- We live on a secluded road with homes having 10 or more acres. Few people can see the road from their house. My children will not walk or ride their bikes to or from school. Our nearest bus stop is at least a mile away. Kids walking to school in the winter is crazy. If there isn't outside recess, how can kids walk to school?
- I would probably still not let my children ride bikes to school, but we would love to see a trail system and would definitely use it as a family if it came close enough to our house.

- Olinda is a very busy road with small shoulders one way. If this road had a safe area to ride bikes, I would let my son ride bike with a neighbor to school during fall and spring.
- I would love for my child to ride his bike to school as I did as a child. The traffic is just too heavy. There isn't a sidewalk or riding path. Would like to see that change to Oakhill Road. Even just a shoulder to have so the kids can ride.
- I think an off-road bike trail alongside Olinda Trail would be an EXCELLENT idea.
- I allow my child to bike or walk to/from school during the non-snowy/icy months, but I am concerned about safety and traffic along Hwy 97 (part of the route to school). I do not allow biking in the winter because I worry about the slippery conditions – dangerous for a biker on the shoulder of a busy highway. I might consider winter biking if there was a separate bike trail on Hwy. 97.
- We would love to have a bike path down 97, due to the speed and the traffic that occurs. We would also like a connecting path to get to 95, which would connect to William O'Brian.
- We live on Hwy 97 and unless a path were available, I would not feel safe to let my kids walk or bike on that road regardless of their ages.
- It would be GREAT if we could provide bike paths along Scandia Trail (Hwy 97)!!
- Walking and biking trails are a wonderful idea! I would love to have more in our area.
- Hwy 97 and Oakhill is a dangerous (curves, speed, number of vehicles) intersection. Oakhill is now used as a thoroughfare. There is no posted speed limit; people drive fast and there is not shoulder.
- Too far for my child to ride his bike to school with his backpack.
- My son bikes with a group of classmates, meeting centrally at Scandia Store before school. I am always concerned with the kids needing to cross 97 to get to school.
- My child is in kindergarten and will not be walking or biking to school for some time.
- How about cutting half the bus routes, have kids walk or bike to central location. Save money – healthy – smart.
- I would love to see a trail/sidewalk on our road (Nolan/Oakhill).
- I love Scandia and the community, but because of people driving through that are not from the community, I would not allow my child to walk/bike to school. I just do not think that is safe to do anymore.
- Hwy 97 is the only way to school. [checked would not be comfortable at any grade]
- My children walk/bike to school but I have always been concerned about the speed and amount of traffic in front of the school.
- We could have 4 siblings going to Scandia at once—we/they would rather have them be able to go together instead of 2 able to walk and 2 having to ride the bus. [indicated in survey that he/she would allow child to walk/bike to school without an adult starting in 3rd grade]
- Has to cross 97.
- Hwy 97 is a big problem for kids that live north of the highway. Also, traffic on all roads in Scandia needs to be slowed down.

- If there was a sidewalk/path to school from our house, we would gladly let our kids use it to get to school/church/etc.
- No sidewalks. Few streetlights. Too far from school.
- I would not feel comfortable with my child walking/biking to school without adult supervision – paths or no paths.
- Olinda is too busy to allow my children to bike on it.
- It's a fun way to help kids get to know each other. Eliminate bus "drama"; motivates child.
- We live too far for my children to walk or bike to school. (4-5 miles)
- Due to the distance we are from school, I do not think this ever will be an option, especially with our weather. (4-5 miles)
- We live on Hwy 95. Deer cannot safely walk this road.

Comments from families who live 5 or more miles from school:

- We live 9 miles from the school so it's not an option. I think it should be encouraged for those closer to the school—good and healthy for kids and saves on bussing. I know many districts won't bus if you live within a mile of the school (or maybe it's ½ mile).
- We live too far away from school to walk or bike.
- I prefer bussing since my taxes are paying for that anyway.
- We live much too far away to walk or bike. Also, path would be 2 main highways. It would be fun and good exercise if possible. I walked as a child.
- The distance is just too far. But if we lived closer, I would certainly have her walk to school with other kids or by 4th grade or so (alone).
- If we lived closer to the school, I would allow my children to walk or bike. I think other families would benefit from this.
- Due to distance, it is too far for my children to walk. Crime levels are not high but kidnappings are always a concern.
- Since we live closer to the Forest Lake side of the Scandia Elementary school zone, I'm not sure how much my child could ride on a trail.
- We live too far out for bike riding to be an option.
- We are too far to even consider the kids walking or biking.
- We live too far away to bike or walk to school.
- We live too far and travel a highway (97)—no way for us.
- We live too far from school to consider walking or biking.
- Because we live so far away and Scandia Trail (Hwy 97) is our only route to school, walking or biking would never be an option.
- We are open enrolled at Scandia Elementary. Walking is not an option due to distance.
- I like the idea of walking/biking, but we live too far away.
- We live too far for the kids to walk.
- I believe most parents in Scandia are pretty strict and wouldn't allow their kids to walk to school anyway. I have found most parents here to be very protective. It's kind of a real shame that most kids don't even play outside anymore unless

parents are watching like hawks and hovering around. Maybe money could be better spent to build a trail to bike/walk on throughout the whole Scandia area.

- A bike path would be great!
- A trail for walking and biking would be nice as traveling on Hwy 97/Scandia Trail would be dangerous. At this point, our son is too young to do that though (ride alone).