

REVISED
Meeting Agenda
Thursday, September 26, 2019

11:30 a.m. – 1:30 p.m.

Public Participation

Call: 888-327-8914

Passcode: 6829 265#

GEF II/ Room 713

101 S. Webster Street

Madison, Wisconsin

TIME	PRESENTER	ITEMS & TYPE
11:30 a.m.	Joel Patenaude, Chair	Welcome and introductions
11:35 a.m.	Members	Agenda review/repair and approval of April meeting minutes
11:40 a.m.	Joel Patenaude, Chair	Discussion concerning new applicants / vacancies
11:50 a.m.	Members	Committee Chair Reports
12:20 p.m.	Kathryn Gehrke & Caitlin Lill, DNR	DNR Update
12:40 p.m.	Cameron Bump, DNR	Winona Connector Project Update
12:50 p.m.	Jill Mrotek-Glenzinski, DOT	DOT Update
1:00 p.m.	Guests	Public comment
1:10 p.m.	Members	Nominate potential future agenda items
1:15 p.m.	Members	Set next meeting date
1:20 p.m.	Joel Patenaude, Chair	Adjourn

Nonmotorized Recreation and Transportation Trails Council

MINUTES

September 26, 2019 11:30 a.m. – 2 p.m.

Room 713 GEF II

Madison, WI

Telephone 888-327-8914, passcode 6829 265#

1. Meeting was called to order by Joel Patenaude.

a. Roll Call for Attendance (11:30—11:35 a.m.)

- i. Ben Popp (phone)
- ii. Joel Patenaude
- iii. Geoff Snudden (phone)
- iv. Bill Hauda
- v. Rod Bartlow (phone)
- vi. David Phillips (phone)
- vii. Blake Theisen
- viii. Staff: Kathryn Gehrke (DNR)
- ix. DOT: Jill Morteck Glenzinski
- x. Invited Guests: Caitlin Lill & Cameron Bump (DNR)

2. Approval/Discussion of Meeting Minutes from April 2019 (11:35-11:40)

Kathryn asked for a correction of the minutes on page 6. She would like “Diane Milligan asks how the group wants to collectively comment...” paragraph updated to “Diane Milligan asks the Council to confirm that it would be giving input on the acquisition, development, maintenance and management issues addressed in master planning, not more routine maintenance, small acquisitions, etc., and the group voiced general agreement.”

She would like this clarified as her words were paraphrased too much and made it sound like the Department would consult with the council about all land acquisition, development, maintenance and management which would be logistically impossible unless we had a staff person devoted to collecting information and providing updates on a weekly basis.

David motions for approval of amended June minutes, Joel seconds, minutes approved.

Kathryn will post revised agenda with 11:30 not 11:00 start time.

3. Discussion concerning new applicants/vacancies (11:35-11:50)

Only application we have so far is William Johnson. Joel voices his support for William and his work with the Gandy Dancer and his work with local government. Joel's only hesitation is our lack in representation in water, pedestrians, tribal and people with disabilities and William does not represent those areas. Do we take a pool or accept people as they come?

Ben Popp mentions his work with William Johnson and knows he is an advocate for non-motorized trails.

Group discusses putting names forward to the Governor's Office as they come but want to continue looking for additional representations.

David would like to move the application forward Ben seconds, no objections.

Group has further discussion on who to reach out to for applicants.

4. Committee Chair Reports (11:50-12:10)

a. Funding (Bill, Rod, Dave)

Bill discusses eminent domain current law and proposed legislation from report and work done with BikeFed, sent via email, see APPENDIX A

Bill suggests that this may be a topic the council can take action on

Rob mentions Senate Bill 65 to repeal and thought it would be included in the budget

Jill confirms that when budget was re-written it was removed

Geoff sends link to group which indicates republicans are working on this issue too:

<http://www.paths4people.org/>

b. Outreach (Joel, Anne, Geoff)

Geoff sent a draft on the Economic Impact on Bicycle

Jill further explains the study. Study is not as robust as the previous and was mainly led by department of health and also focuses on bicycle spending. It is currently 8 pages and we are looking into final tweaks and we are hoping to keep it short so it is something the public can use. Governor Bicycling Council is trying to wrap this up on their December meeting. DOT is staff to the council, so the study will most likely go on DOT's website.

Kathryn will send out document and group will provide comments to Jill.

c. Education (Blake, Geoff)

Blake doesn't have anything new but suggests that we heavily share any studies that come out.

5. DNR Update (12:10-12:45)

Kathryn Gehrke gives Master Planning Update:

Blue Mound State Park: initial public kickoff meeting and comment period were held in Spring 2019 and over 1,800 comments were received. As Diane Brusoe mentioned in June, the DNR planning team has been preparing management alternatives for recreation and resource management at the park.

Alternatives include: management options for nonmotorized trails within the park and connections through the park to other trail systems. Specifically, the management alternatives will discuss options for connecting the Military Ridge State Trail to Dane and Iowa County snowmobile trail systems, mountain bike and cross county ski trail realignment, and connections to the potential Driftless Trail.

Public will have the opportunity to review and provide input this fall. Department will then form the draft master plan. Public will also be given the opportunity to review the draft plan, anticipated release in early 2020.

Northeast Sands Regional Plan: draft plan was posted for public review on July 22, public meetings at end of July and the public comment period extending through August 21. Anticipate presenting the plan for NRB approval in October.

Draft plan proposes the following new actions related to nonmotorized trails on department properties:

- Developing a primitive trail to provide views of Breakwater Falls on the Pine-Popple Wild River.
- Close a small area (14.7 acres) on the Potato Flowage Unit of the Peshtigo River State Forest to public use. This parcel contains a network of trails that currently allow hiking, biking, hunting, horseback riding, and snowshoeing. The NES plan proposes closing this area to prevent impacting an archaeological site. The closure does not represent a barrier to use of the remainder of the trail network and is not expected to materially impact trail users.
- Work with trail users on an expansion of the trail network in the Potato Flowage Unit of the Peshtigo River State Forest as well as trailhead development for the Potato Rapids Flowage Unit.
- Provide up to two additional miles of trail to the existing Otter hiking/ski trail at Governor Thompson State Park.

David Phillips asks for further explanation on the proposed closed area. Kathryn agrees to follow-up via email. Email sent on 9/27/19 and is reflected in appendix.

Western Prairie Regional Plan - November 2018, the department initiated public involvement and the planning process. Presently, after considering alternatives, the department's planning team is preparing the [draft regional plan for public review and requests for comment in fall 2019.](#)

The following are opportunities related to nonmotorized trails on department properties:

Willow River State Park:

- Develop and maintain a network of primitive to lightly developed sustainable off-road bicycling trails. Provide support facilities, such as vault toilets, as needed.

- Allow for a regional multi-use trail to pass through northern portion of the park and connect to the day use and camping area, provided the trail logically connects to a trail segment outside the park boundary.

Kinnickinnic State Park:

- Develop and maintain a network of primitive to lightly developed sustainable off-road bicycling trails. Provide support facilities, such as vault toilets, as needed.

Kinnickinnic River Gorge and Delta State Natural Area:

- If demand exists, develop and maintain a multi-use primitive trail that would allow access to a popular viewing area on the south side of the Devil’s Den or Devil’s Punchbowl. The developed trail would specifically be routed to protect sensitive resources.

Group asks definition on trail types mentioned above and Kathryn agrees to follow-up via email. Email sent 9/27/19 and is reflected in appendix.

Southwest Savanna Regional Plan – In spring 2019, the department initiated planning with a public involvement process. The input received is summarized in the Public Scoping Input Summary posted on the DNR SW Savanna Ecological Landscape webpage. Presently, the department’s planning team is drafting the regional plan.

The public will be given the opportunity to review the draft plan, which we anticipate being released in early 2020. We anticipate presenting the plan for NRB approval in summer 2020.

Badger State Trail, Military Ridge State Trail and Sugar River State Trail are included in this project. At this time the department does not have any specific actions related to nonmotorized trails to consider.

Central Sand Plains Regional Plan – The department engaged the public at a scoping meeting in Adams, WI on August 28. The comment period for public scoping of planning issues to consider runs through September 27. At this time the department does not have any specific actions related to nonmotorized recreation and transportation trails to consider.

Central Sand Hills Regional Plan – The department is currently collecting background information for this regional plan, including a rapid ecological assessment and short, “postcard” surveys of visitors to Devil’s Lake and Hartman Creek state parks.

We anticipate finishing our pre-planning data gathering by the end of 2019 and posting a series of summary documents describing the region and properties in February 2020.

We plan to hold an initial public “kick-off” meeting in late February or early March to gather input on the properties and their future management, regional ecological and recreation needs. At this time the department does not have any specific actions related to nonmotorized recreation and transportation trails to consider.

Northern Highland – American Legion State Forest Master Plan Variance – The public had an opportunity to review and comment on a variance to the NHAL master plan during a public comment period that ran from July 26 – August 16. The variance follows up on the 2017 amendment to the recreation portion of the NHAL Master Plan which authorized up to 202 miles of ATV/UTV trails to be planned. To date, 51.3 miles have been planned; approval of this variance would bring that total to 70.3 miles planned.

The routes proposed in this variance are primarily on existing DNR roads. One proposed route, the St. Germain connection, would cross the Heart of Vilas County Bike Trail System in three locations. All necessary trail design standards will be used during trail construction to ensure safe trail intersections.

DNR is currently assessing the input received and is working to finalize the variance. Under NR 44, a master plan variance is approved by DNR administration.

Kathryn gives land acquisition and legislation update:

After initial rejection, department received approval from Joint Finance for a \$408,000 land acquisition on September 21. Land is for the Ice Age Trail in Sheboygan County.

Another rejection from Joint Finance was received for the proposed rail trail acquisition in Forest County which would extend the Wolf River State Trail.

Department is working to prioritize all potential upcoming land acquisitions for the coming year, in the next month. Any suggestions for land acquisition are welcome and we can discuss now or via email.

EScooter legislation has been enacted, as mentioned in last meeting, the legislation allows them to operate the same way as segways not Ebikes. DNR still has authority to allow or not allow on state trails and signage will need to be posted if they are allowed.

Another bill, creating an additional class of motor bicycles with wattage over the current maximum of 750 (up to 2,000 watts) is being drafted, as LRB 3383/1.

There are still several bills concerning Lymes disease awareness and prevention that will likely pass in this session.

A bill giving free state park admission to 4th graders passed and will likely be enacted January 1

Draft administrative code package for off-highway motorcycles is out for public comment until September 30 (CR-19-107)

Caitlin Lill, DNR Parks Capital Development Coordinator, gives update on non-motorized RTP funded projects:

Each year a RTP allotment is given to DNR from Federal Government 80% funded projects. Allotment for nonmotorized, motorized (exclusively) and diversified. Some funding is given directly to DNR programs to use on capital development, while some is distributed as grants to partners.

FY20 funded projects:

E&W Bluff Signage at Devil's Lake SP

Relocating the Indian Mound Trail and High Cliff SP

Resurfacing Rawley Point Bike Trail at Point Beach State Forest

Several smaller, replacing decking and general safety repairs on Chippewa River and Glacial Drumlin

Some additional are being allocated through Wildlife and Natural Area: Pewits Nest and Navarino

Additionally, not RTP funded: Hank Aaron State Trail has construction started connection ramp to HWY 100

Diversified funding/projects for RTP can be used anything, not fully motorized but it can be used on fully nonmotorized.

Group asks for list of partner funded RTP projects and Kathryn agrees to follow-up once all partners are notified. Email sent on 11/7/19 and reflected in appendix.

Discussion on motorized use on trails, specifically Ebikes, and Jill mentions proper education will be key going forward.

Kathryn gives outreach and marketing update:

DNR is planning January & February OutWiGo Winter Recreation Events at Lapham Peak and Willow River, please reach out to Kathryn if you or a group you're associated with would like to attend.

6. Winona Connector Project Update (12:45-12:50)

Cameron Bump, Recreation Liaison, joins by phone to give update on the Winona Connector Project.

Winona connector project is proceeding with construction, Buffalo County is finalizing contracts.

10-15 years ago, there was idea to extend Great River State Trail into Minnesota. Group of WIDNR, WIDOT, USFWS and City of Winona began work. Initial grant received by county from DOT, awarded in 2006 and planning began.

Years went on and costs continued to raise, more money was set aside by WIDNR. Years after, project was found out to be much more than originally thought so project was divided into 2 phases. Phase one will connect town park in Buffalo County, Town of Buffalo to City of Winona. Route is along HWY 35 and uses small segment of abandon rail grade and there is a bridge that goes over backwater then a much longer bridge that will connect to abandon road HWY 54. City of Winona and Minnesota have been working on their phase.

Project went out to bid in May, project will start this Fall and goal of finishing up early June 2020. Main source of funding is DOT TAP funding in 2016, in addition to initial grant Buffalo County was awarded 2019 LAWCON funding and 2017 RTP funding. Huge local interest in this project from Buffalo County, they have granted money to this project. Private groups have begun to raise money for the next phases of this project.

David asks if WIDNR has funding that will be allocated to next phase of project. Cameron says it is possible.

Joel asks if there are other trails that are nearby aside from Great River State Trail

Cameron says it is US Bike Route 30 and possibly Mississippi River Trail, when complete one could ride from Great River State Trail to Lacrosse River State Trail, 400 State Trail, etc.

Jill says US Bike Route 30 has been led by Bike Fed and Adventure Cycling next opportunity would be to apply to AASHTO in April. You can update the route after you apply but you cannot apply without a route.

7. DOT Update (1:05-1:15)

Jill Mrotek-Glenzinski gives DOT update. Last week a successful training for 40 WisDOT staff, Designing Pedestrian Facilities for Accessibility. Next month is White Cane month and DOT is looking at doing safety messaging.

Governors Bicycle Council had quarterly meeting a couple weeks ago. One thing they'd like to look at are what funding sources bicycling is eligible under.

Congestion Mitigation Air Quality (CMAQ) Funds, 11 counties in non-attainment areas are eligible for, late spring or early summer we expect to know what projects might be funded. In past at least one bike/ped related project has been funded.

Transportation alternative cycle will be coming up in Fall, Jill will forward when she has the information. About 15 million in program cycle.

Bureau of Transportation Safety, fatal crashes for bike and pedestrians are holding or worse while fatal crashes for drivers and passengers in cars, and motorcycles are going down. These crashes are only reported when a motor vehicle is involved, not two bicycles crashing.

Webinar coming up on a Multimodal Local Supplement (MLS) local and tribal governments. Eligible activities include bike/pedestrian. At least 3 webinars will talk about program. Jill will send out information.

8. Public Comment (1:15)

No public in attendance.

9. Future Agenda Items (1:16)

Joel asks if there are particular issues that group wants to bring up or talk about at future meeting. No comment.

10. Set Next Meeting (1:17)

Next meeting date is December 4 and March 4 by teleconference and meeting room in DNR GEF II, Madison from 11:30-1:30.

11. Adjournment (1:21)

Motion to adjourn by Joel, Bill seconds, motion approved.

APPENDIX A

NRTTC Bicycling Report by Bill Hauda, 26 September 2019

Eminent Domain Current Law & Proposed Legislation

Current law:

32.015 Limitations. Property may not be acquired by condemnation to establish or extend a recreational trail; a bicycle way, as defined in s. [340.01 \(5s\)](#); a bicycle lane, as defined in s. [340.01 \(5e\)](#); or a pedestrian way, as defined in s. [346.02 \(8\) \(a\)](#).

History: [2017 a. 59](#).

(5e) “Bicycle lane” means that portion of a roadway set aside by the governing body of any city, town, village, or county for the exclusive use of bicycles, electric scooters, electric personal assistive mobility devices, or other modes of travel where permitted under s. [349.23 \(2\) \(a\)](#), and so designated by appropriate signs and pavement markings.

(5s) “Bicycle way” means any path or sidewalk or portion thereof designated for the use of bicycles, electric scooters, and electric personal assistive mobility devices by the governing body of any city, town, village, or county.

On 1 April 2019 Bicycle Federation of Wisconsin authorized Gary Goyke to act as its lobbyist on “bicycle safety or budgeting for bicycle safety and pedestrian projects, EBike legislation and eminent domain.” Goyke is a former legislator (D) and currently operates as a contract lobbyist for multiple clients.

In the area of eminent domain nothing has yet been finalized or introduced, so there is no text that can be considered at this point. The bill is in the drafting stage. Rep. Evan Goyke, D-Milwaukee, son of the lobbyist and an author of the EBike bill, will likely be the main author.

It’s unclear at this time whether the bill will get the Republican support needed for passage. The bill will need Republican sponsors if it is to pass. GOP legislators generally have not looked favorably on condemnation of private land for bicycle and pedestrian facilities. The fact this legislation is still being written this late in the session also raises the question of whether there is enough time left for it to be considered. The Legislature has a floor period extending into November of this year, and a series of short floor periods early in 2020, after which legislators’ interests turn to campaigning and the election.

Bike Fed will undoubtedly use the bill as a rallying and fundraising point for its current 6,500 members and in membership drives to sign up additional bicyclists. If it’s not considered due to time constraints this session, it would be ready for early introduction in the 2021-22 session of the legislature. Something for the Council to watch and consider whether to endorse the legislation as it goes through the process.

NOTEWORTHY:

- a. EBikes are now being promoted by dealers for hunting. The powerful \$1,000 mid-drive is touted as a great way, better than an ATV, to trailer hunting gear to a deer stand and the harvest out. Details at www.EBikeGeneration.com. Watch for them to also show up on multi-use trails.
- b. It had to come, Police interceptor EBikes with a top speed of 28 mph. The International Police Mountain Bike Association's executive director estimates about 4,000 police departments, sheriff's offices and campus law enforcement agencies now use EBikes in some capacity. Some park and forest rangers also use EBikes. From the August issue of BRAIN (Bicycle Retailer and Industry News).

Appendix Documentation

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From: [Kathryn L. DMB](#)
To: [Anne Murphy](#), [Bon Page](#), [Bill Hovde](#), [Bake Thiesen](#), [David Phillips](#), [Geoffrey Soudky](#), [Bill Morlok](#), [Clemensky](#), [Ard Palomares](#), [Melissa Verland](#), [gth@wisconsin.gov](#), [Bob Bartlow](#)
Cc: [Liz Collins](#), [DDB](#), [Betsy Johnson](#), [JL DMB](#)
Bcc: [Miguel Garcia](#), [DDB](#), [Stacy](#), [Yvonne DMB](#), [Bryan](#), [Diane M. DMB](#), [Bryan](#), [Bryli E. DMB](#)
Subject: NRTTC September Meeting Follow Up
Date: Friday, September 27, 2019 9:22:00 AM
Attachments: [NR 44 Road and Trail Standards.pdf](#)
[NRTTC September 26, 2019 Minutes - DRAFT.pdf](#)
[NRTTC June 27 2019 Minutes.pdf](#)
[Executive Recession 30 September 9.pdf](#)

NRTTC,

Thank you all for your time yesterday. Next meeting dates are December 4 and March 4, from 11:30-1:30 via teleconference and in person at DNR GEF II. Final June minutes and draft September minutes are attached and will be posted on the website.

Follow up on David's questions about the Northeast Sands Ecological Landscape.

Map on the proposed closed area: https://c-store.widencdn.net/widnr/9/3/A/934470f6-5352-40c5-af7d-bd4bb2f3e92.pdf?response-content-disposition=inline%3B%20filename%3D%22NES_MapM2_PRSF_PotatoRapids_Infra.pdf%22&Expires=1569535642&Signature=YW1A5c4JkblksGGUimg5xValNp5rdaISMapEfc5W/d3-TYdmtEMST-ZxpWh-K2M-Et2rch3yaqhw2Hv5g4kA0vztOC-zghFlwVe-HfuV08MvUvE131-C1G0mG2GcYAN1PofH9G8wXUjhJIetSd4iG3iQyEV38Iq-ISNaECP8kCN1OoddxIM44VvpPWTiC0o5USUjUMkmfRDIqVVLvAv8buTRVYNQondgnMFkV9aTFcqaMyhTFSOLLES1WvvaBzOcz7JfEiKM-UyQjaA79Y-ffh2l760dyv5IITPnoy6i0f25MlqAg1WN3yk6ZnuNqN6-37e- &Key-ParId=APKAD5XGNORVWQ6A6A

Information on this in the plan can be found on page 101-102: https://c-store.widencdn.net/widnr/9/3/9/9f8f8b18-b3cd-fa7e-9ef8-8b56b99b137.pdf?response-content-disposition=inline%3B%20filename%3D%22NES_DraftPlan_June2019.pdf%22&Expires=1569540278&Signature=b37zc2oB6Gd25Vj-FxkVY5VQDboZCjI2CM4Vf2gO8w4wB8wDmV241-MzYTIImHOnI4WWY1S8SPG3yQCV1XoK1f0inKQV1ieD1Cv5p1STM3in-CmpCoGorjv54rOdooeW0S2yL6GffF0r8mym-SbIRE1MWFH71o32XEnissfsc8mJlqCVym-Mhg7aFESbMnW1hgK1C-Qta81GHUKz5tzz80llhCngwJla-n9JfHVS0v8ZuFGQpsEfnNyzu9PF7BUx67-d7EgC7p8z0T9c-SVYwNQMxKtXc7Hj08660ZM6qL8-70e2XVd0yhgj1DnSA- &Key-ParId=APKAD5XGNORVWQ6A6A

Information on this in the plan can be found on page 101-102: https://c-store.widencdn.net/widnr/9/3/9/9f8f8b18-b3cd-fa7e-9ef8-8b56b99b137.pdf?response-content-disposition=inline%3B%20filename%3D%22NES_DraftPlan_June2019.pdf%22&Expires=1569540278&Signature=b37zc2oB6Gd25Vj-FxkVY5VQDboZCjI2CM4Vf2gO8w4wB8wDmV241-MzYTIImHOnI4WWY1S8SPG3yQCV1XoK1f0inKQV1ieD1Cv5p1STM3in-CmpCoGorjv54rOdooeW0S2yL6GffF0r8mym-SbIRE1MWFH71o32XEnissfsc8mJlqCVym-Mhg7aFESbMnW1hgK1C-Qta81GHUKz5tzz80llhCngwJla-n9JfHVS0v8ZuFGQpsEfnNyzu9PF7BUx67-d7EgC7p8z0T9c-SVYwNQMxKtXc7Hj08660ZM6qL8-70e2XVd0yhgj1DnSA- &Key-ParId=APKAD5XGNORVWQ6A6A

I talked with the planner today and she mentioned that the existing trails in this area were developed by the public and more recently being designated by the department but will continue to be maintained by the local user groups. The proposed closed area is due to know archaeological sites but there are plans to connect the trail across the flowage and there is a connection to the area titled "Posselt Lane" via a dike road which is not depicted in this map as the department does not own the road.

Meeting notes on archaeological features: *This area has many archaeological sites. The whole area is basically a cut-out bank of the Peshtigo River and back when the WPS dam went in and the reservoir was dug, many bones were uncovered. The southern portion of the unit has had shovel surveys and arch polygons have been drawn where there are known sites/features.*

Information on trail types mentioned in Master Plans

On this page: <https://dnr.wi.gov/topic/lands/propertyplanning/commonelements/> you can scroll to "MP: Background & Supporting Docs" then "NR 44 Road and Trail Standards" to view classifications of roads and trails. I also attached the document.

I'll get you a list of partner funded RTP projects, to expand on what Caitlin reported, as soon as all partners are notified.

The Bicycle Economic Impact Report is attached and comments can be directed to Jill.

Let me know if there is anything else I forgot to follow up on!

Kathryn

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Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Kathryn Gehrke

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Economic Impact of Bicycling in Wisconsin

This report estimates the economic contributions of bicycling on the State of Wisconsin's economy. Based on data from the Outdoor Industry Association (OIA), in 2017 total consumer spending related to bicycling in the state was valued at over \$1.42 billion. This spending supported over 13,500 jobs and an estimated \$614 million in output, \$394 million in salaries & wages, and \$84 million in state & local taxes.

As shown throughout the report, the contribution that both road and mountain biking have on the state's economy is similar to or exceeds that of several well-known industries in the state. **Continued investment in and support of bicycling in Wisconsin will help improve the health of our communities in both physical and economic terms.**



Prepared for the Wisconsin Governor's Bicycle Coordinating Council by:

Lexi Handrick Davis, MPH, Wisconsin Population Health Service Fellow

Jon Morgan, MS, Wisconsin Department of Health Services, Chronic Disease Program







In conjunction with the Wisconsin Department of Transportation

Introduction: Bicycling in Wisconsin

Bicycling continues to prove to be popular in Wisconsin and contributes greatly to the state's economy.^{1,2} Bicycling was reported as one of the top five favorite outdoor activities and half of Wisconsin residents have bicycled at least once within the past year. Recent trends also show an increase in winter/fat tire bicycling and mountain bicycling.³

Bicycling events are popular throughout the year and support many local economies throughout the state. In 2018, there were over 150 events throughout the state—including large multi-day events such as the Trek World Cup race.⁵ A growing number of communities around the state have received a Bicycle Friendly Community designation,⁶ and in 2017, Wisconsin ranked 17th out of 50 states in the percentage of commuters who bike.⁷

There are many benefits to bicycling, including:

-  **Health**, reduced risk of heart disease, stroke and other chronic diseases;
-  **Transportation and safety**, improvements that benefit all users (e.g. paved shoulders, less congestion);
-  **Environmental**, improved air quality;
-  **Choice and efficiency**, relatively inexpensive and quick for short-trips;
-  **Quality of life**, neighborhood and community; and
-  **Economic**, consumer spending increases income and employment

BIKING RAIL-TRAILS, MOUNTAIN BIKING, AND FAT-TIRE/SNOW BIKING COLLECTIVELY ARE AMONG WISCONSIN RESIDENTS' FAVORITE TOP 5 NATURE-BASED OUTDOOR ACTIVITIES

WDNR SCORP⁴

Previous reports have evaluated the economic impacts of bicycling from various perspectives. This report focuses on various economic indicators (output/sales, employment/jobs, salaries/wages, and state/local taxes) associated with consumer spending on bicycling in Wisconsin and draws comparisons to other Wisconsin industries' contribution to the economy.

Methodology and Results

This report used data from the Outdoor Industry Association (OIA) 2017 study, *The Economic Contributions of Outdoor Recreation*. OIA's study estimated consumer spending on outdoor recreation using data from the U.S. Bureau of Economic Analysis combined with comprehensive outdoor recreation survey data. These consumer spending estimates were then used as inputs into the IMPLAN® model to estimate the direct, indirect, and induced impacts of outdoor recreation. IMPLAN (IMpacts for PLANning) is an input-output economic analysis tool used to assess economic impacts of projects or policies.⁸



Ride Across Wisconsin (RAW) courtesy WI Bike Fed

The OIA study also estimated annual consumer expenditures on bicycling in the state of Wisconsin at a value of \$1.42 billion dollars, exceeding the amount of total visitor spending in Dane County in the same year (Department of Tourism, 2018). In 2017, Dane County ranked 2nd for visitor spending, Milwaukee County ranked the highest. This spending supported an estimated output/sales of \$614 million, 13,505 jobs, salaries and wages of \$394 million, and state and local taxes of \$84 million.⁹

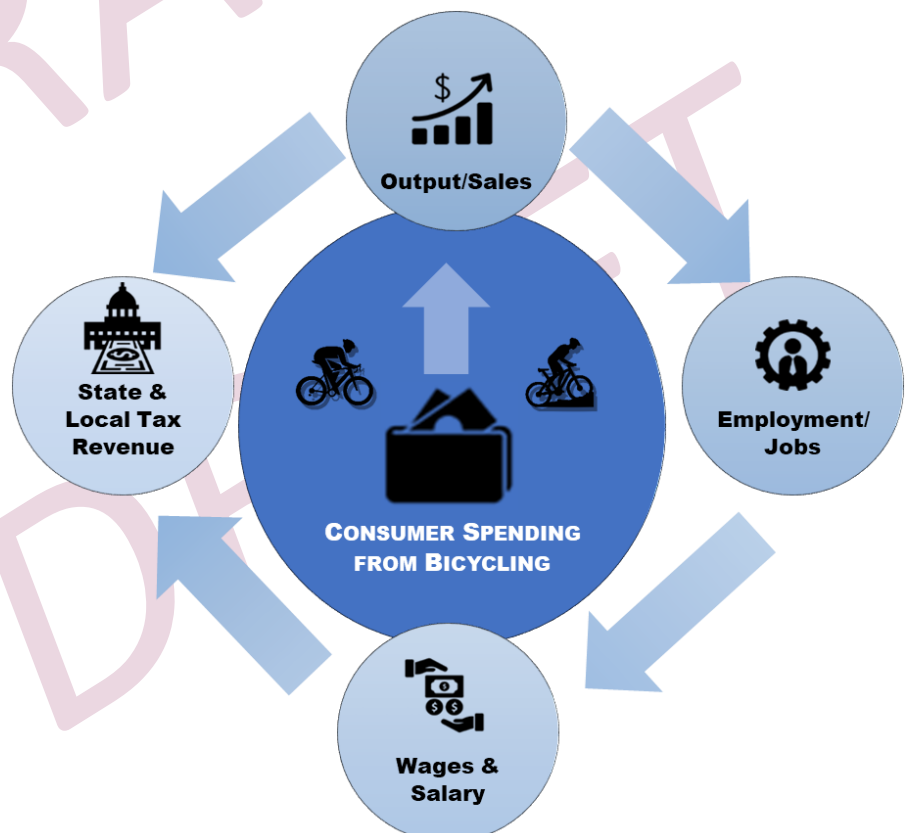
Economic Indicators

The OIA report provides Wisconsin-specific estimates of the economic contributions to output (sales), jobs, salaries & wages, and state & local tax revenues that are supported by consumer spending on bicycling (Figure 1). **Output/sales** is the total "volume" of economic activity made by bicycle-related industries, as well as bicycling-related goods and services. Employment/Job estimates include jobs from all economic sectors as a result of spending on bicycling. **Salaries and wages** include the total paid in all sectors of the local economy resulting from spending on bicycling. Finally, **State and local taxes** are then estimated tax revenues due to consumer spending on bicycling.

Bicycling economic indicators discussed in this report ripple through many industries including manufacturers of bicycles and parts, wholesalers/distributors, and retail and repair services. Also, bicyclists have an effect on the economy through the money that they spend on event entry fees, food and drink, lodging and other items when they ride, tour, and race.

The following sections look at bicycling related consumer spending impacts as compared to several well known Wisconsin industries to provide perspective of the magnitude of economic activity supported by bicycling.

Figure 1: Estimating impacts of Consumer Spending on Bicycling



Consumer Spending

According to the Outdoor Industry Association's (OIA) 2017 report, *The Economic Contributions of Outdoor Recreation*, an estimated **\$96.7 billion, or nearly 11%, of the total consumer spending on outdoor recreation nationally, was related to wheel sports**, this includes bicycling on paved roads, bicycling off-road, and skateboarding. In the report, consumer spending is comprised of:




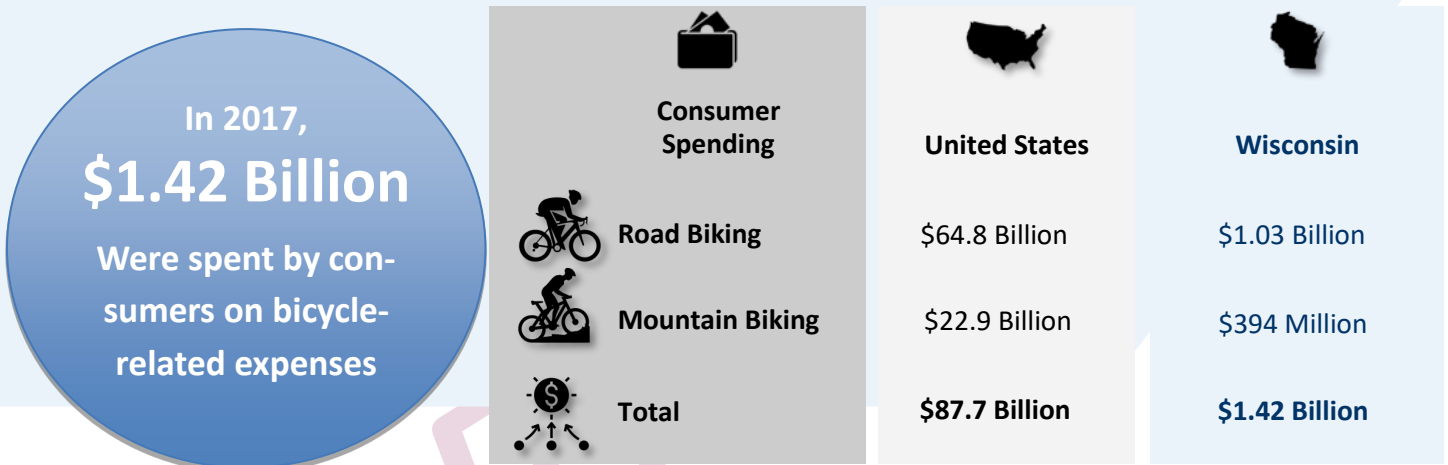
-  Retail sales for equipment
-  Travel expenses
-  Other services related to the various activities *(estimated based on an OIA national survey)*

Table 1 shows total estimated consumer spending in the U.S. of \$87.7 billion on bicycling related activities. Similarly, the total annual spending on bicycling in Wisconsin in 2017 was estimated at nearly \$1.42 billion.

Table 1: Economic Impact of Bicycling –Consumer Spending



As described in the OIA report, consumer spending on outdoor recreation and bicycling in particular, helped support economic activity measured in terms of output (or sales), jobs, salaries & wages, and state & local tax revenues. Economic activity includes direct, indirect, and induced impacts due to the outdoor recreation activities.

Several select Wisconsin industries were chosen for this report to compare with bicycle consumer spending impacts. Out of the 536 IMPLAN industries, the following six were selected for this comparison. These industries were selected based on their recognition by the general public. The industries shown in the following tables include:

- Museums, historical sites, zoos, and parks
- Wineries
- Commercial logging
- Scenic and sightseeing transportation and support activities for transportation
- Rail Transportation
- Breweries



Elroy-Sparta State Trail courtesy WI Bike Fed

Output/Sales

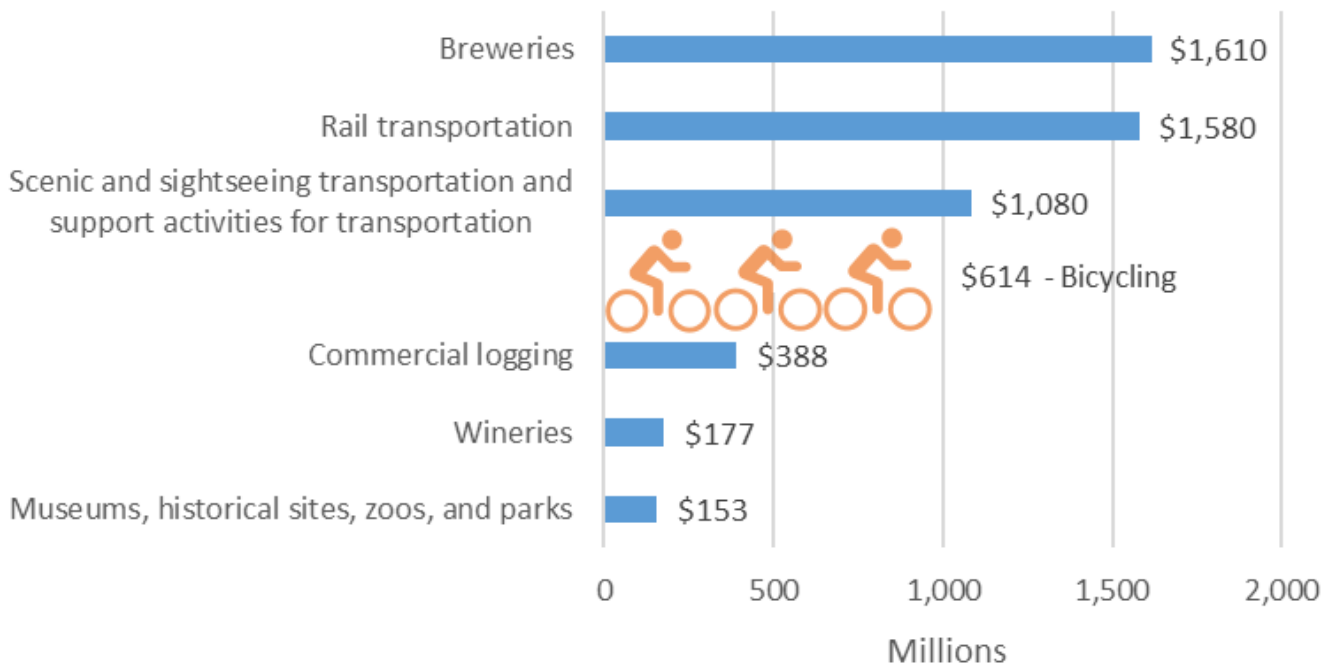
As shown in Table 2, consumer spending on biking in the United States accounted for an estimated \$42 billion in total output, of which \$31 billion was from road biking and \$11 billion from mountain biking. Similarly, in Wisconsin, \$1.42 billion in consumer spending on biking accounted for an estimated \$614 million in output, \$444 million from road biking and \$170 million from mountain biking.

In whole, the total output accounted for by biking in the state is significant and comparable to the total output of other familiar state industries. Table 3 shows how the \$614 million in output of bicycling compares to some select Wisconsin industries. The total output accounted for by bicycling was smaller than the total output from such industries as *Breweries, Rail Transportation, and Scenic and sightseeing transportation and support activities for transportation*. The output from bicycling was greater than the output of other industries such as *Museums, historical sites, zoos, and parks, Wineries, and Commercial logging*.

Table 2: Economic Impact of Bicycling –Output/Sales

	United States	Wisconsin
Output and Sales		
Road Biking	\$30.8 B	\$444 M
Mountain Biking	\$10.8 B	\$170 M
Total	\$41.6 B	\$614 M

Table 3: Output/Sales for Select Wisconsin Industries as compared to bicycling



Employment/Jobs

In addition to the contribution in terms of output, consumer spending on biking in the U.S. supported an estimated 768,663 jobs, 13,505 of which were in Wisconsin. Table 4 shows that road biking supported 567,785 and 9,791 jobs in the U.S. and Wisconsin, respectively. Similarly, mountain biking supported 200,878 jobs in the U.S. and 3,714 in Wisconsin.

In whole, the number of jobs supported by biking in the state appears higher than the total number of jobs in select Wisconsin industries (Table 5). It is important to understand that, unlike the jobs in these select industries, the jobs supported by biking includes those that are jobs in a variety of industries that are directly supported through consumer spending on biking, as well as those jobs that are indirectly created or induced by the spending activity. For example, consumer spending on biking help support jobs in various retail businesses, some of which may sell bike equipment, clothing or other items completely unrelated to biking itself. This consumer spending also supports jobs at restaurants, hotels, and various other industries.

Table 4: Economic Impact of Bicycling – Employment/Jobs





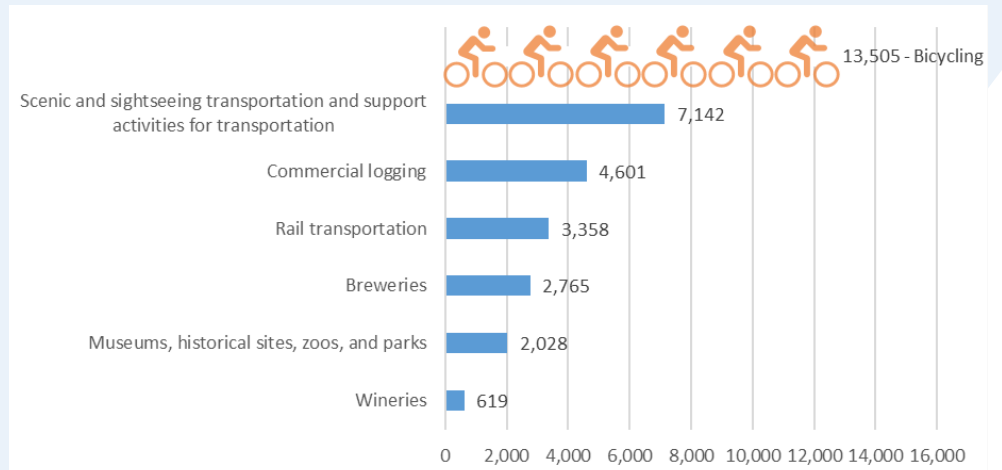
	United States	Wisconsin
 Employment/Jobs		
 Road Biking	567,785	9,791
 Mountain Biking	200,878	3,714
 Total	768,663	13,505

Table 5: Employment/Jobs for Select Wisconsin Industries



An Example of Bicycling Economic Impact – Tour Of America’s Dairyland

A notable cycling event that contributes to the state’s bottom line is the Tour of America’s Dairyland (ToAD), the largest multi-day competitive bicycle racing series in the United States. The event was started in 2009 by several local cycling enthusiasts, including former professional and elite racers Tom Schuler and Bill Ochowicz.

The series consists of 11 days of criterium racing in eleven different host city communities throughout southeastern Wisconsin: Kenosha, East Troy, Grafton, Waukesha, West Bend, Janesville, Port Washington, Shorewood, Milwaukee-Bay View, Milwaukee-Downer Ave, and Wauwatosa.

In 2018, the event hosted over 1,000 unique riders (450-500 riders a day) and over 110,000 engaged fans. Racers were drawn from 42 states and 15 countries.

Projected Visitor Expenditures 2019

-  Local Attendees: 132,000
-  Non-local Overnight Attendees: 12,432
-  Non-local Day Trip Attendees: 3,248
-  Total Visitor Expenditures: \$2,426,144



ToAD courtesy WI Bike Fed

Salaries/Wages

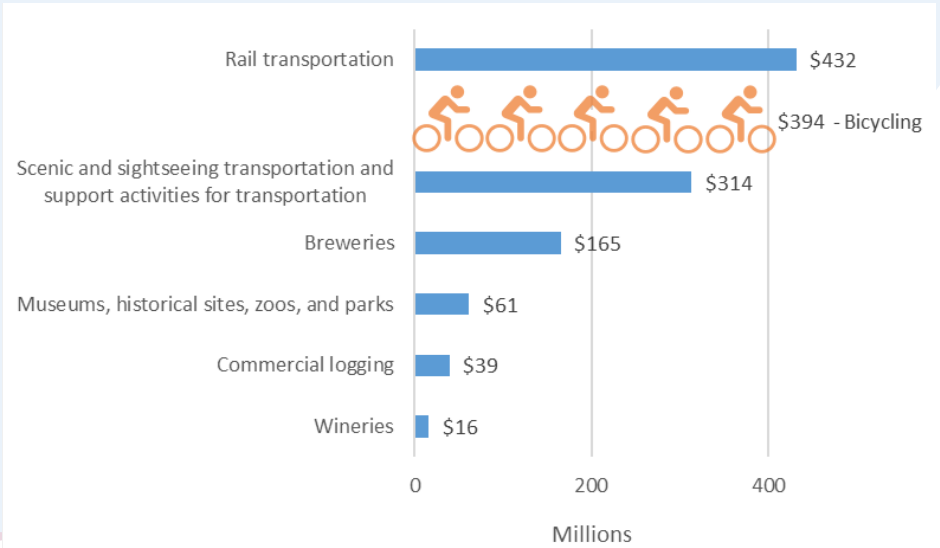
In addition to output and jobs, consumer spending on biking in the U.S. supported approximately \$25.8 billion in salaries and wages, of which \$19.1 billion were from road biking and \$6.7 billion were from mountain biking. Likewise, in Wisconsin, \$394 million in salaries & wages were associated with biking in the state. Table 6 shows that \$285 million in salaries & wages were attributed to road biking and \$109 million to mountain biking.

The total salaries & wages supported by biking spending in the state is greater than the total salaries & wages in industries shown in Table 7, except for *Rail Transportation*, of which it falls just short. Total salaries and wages supported by biking are similar to *Scenic and sightseeing transportation and support activities for transportation*.

Table 6: Economic Impact of Bicycling – Salaries/Wages

	United States	Wisconsin
Salaries & Wages		
Road Biking	\$19.1B	\$285M
Mountain Biking	\$6.7B	\$109M
Total	\$25.8B	\$394M

Table 7: Salaries/Wages for Select Wisconsin Industries

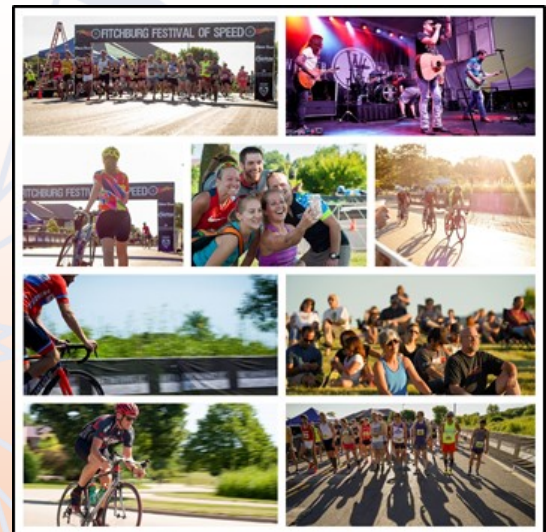


An Example of Bicycling Economic Impact—Fitchburg Festival of Speed




An all-day event held in Fitchburg, WI and the location of the Wisconsin Cycling Association’s State Criterium Championship. Criterium riders from all over the world compete. 2018 was this inaugural event, hosting over 300 participants from 6 states and 3 countries, and 1,000 spectators.

Attendance for 2019 is anticipated to more than double in both participants and spectators—due in part to event feedback, advance marketing, and joint marketing with another road race taking place in the area the next day (encouraging more overnight stays).

A Fitchburg Family Pharmacy 25-mile Ride is also held that same day, where visitors can explore the hidden secrets of Fitchburg and South Central Wisconsin. Building off this event’s momentum, there is also a 5K run/walk, a Kids Zone, live music, food carts, and beer garden that is open to the public.



Projected Visitor Expenditures 2019

-  Local Attendees: 800+
-  Non-local Overnight Attendees: +500
-  Total Visitor Expenditures: \$73,500

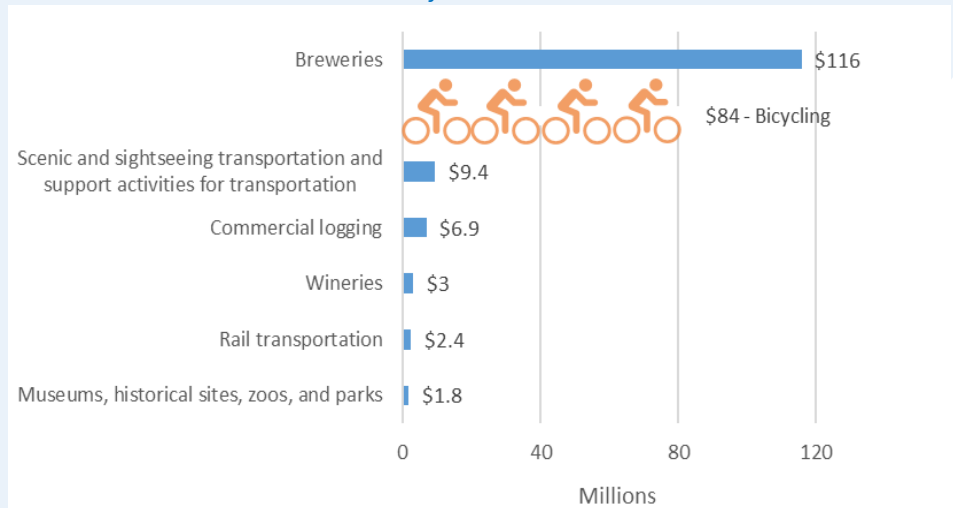
State & Local Taxes

In addition to output and jobs, and salaries & wages, consumer spending on biking in the U.S. accounted for approximately \$5.7 billion in state & local taxes of which \$4.2 billion was from road biking and \$1.5 billion from mountain biking. In Wisconsin, bicycling-related consumer spending accounted for \$84 million in state & local taxes, of which \$60 million were from road biking and \$23 million from mountain biking.

Table 8: Economic Impact of Bicycling – State & Local Taxes

	United States	Wisconsin
State & Local Taxes		
Road Biking	\$4.2B	\$60M
Mountain Biking	\$1.5B	\$23M
Total	\$5.7B	\$84M

Table 9: State and Local Taxes for Select Wisconsin Industries



Total state and local taxes contributed by biking in the state is higher than the total state and local taxes for most of the select Wisconsin industries used throughout this report as shown in Table 9. *Breweries'* state and local tax impact exceeded that of the industries selected for comparison in this report.

Health and Other Benefits

Bicycling is important to the state of Wisconsin and its residents for its economic impact, and for its environmental and health benefits. Environmental benefits of bicycling as a mode of transportation include improved air quality and reduced greenhouse gas emissions.¹² Biking for transportation such as commuter bicycling is also beneficial because automobile exhaust contributes to ozone and particle pollution, which pose health risks.¹²

Although this report focused on the economic impact of bicycling spending and other impacts on the economy, another substantial economic benefit is the **added value of health care costs saved** due to improved health status and health outcomes. A major health benefit to physical activity, such as commuter and recreational bicycling, is improved cardiovascular health and reduced risk of chronic disease.¹³ Other studies have found that increased physical activity due to bicycling is likely to result in significant avoided health care costs that are associated with costly diseases such as heart disease and stroke.^{2,14,15} This finding is significant because chronic diseases, such as heart disease and diabetes, are among the leading causes of death and disability^{16,17} and account for 90% of annual health care costs.¹⁷

Research has shown that additional investments in proven chronic disease prevention strategies yield significant returns on investment in healthcare costs saved.¹⁸ Although this report did not conduct a distinct analysis on health care cost savings, the Wisconsin 2010 report estimate of over \$319M² and the 2014 Michigan report estimate of \$256M¹⁴ suggests that an estimate of \$300M is reasonable.

Investments in bicycle infrastructure also have a good return on investment. A recent study out of LaCrosse, WI projected the economic benefits over time if the city expanded bicycle infrastructure (i.e., bike lanes, paths, and low-stress side streets) at over \$280 million.¹⁹ Finally, research has also found that proximity to bike paths tends to increase property values.^{20,21,22}

Continued investment and support in bicycling will lead to healthier communities and economies in our state.

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PROPERTY PLANNING COMMON ELEMENTS

BACKGROUND AND SUPPORTING INFORMATION

NR 44 ROAD AND TRAIL STANDARDS

DNR road and trail classifications for use in master planning are established and described in NR 44.07(3). These classifications reflect a range of development and maintenance standards.

Roads

- **Primitive roads** are temporary or permanent seasonal roads with a maximum sustained cleared width normally not exceeding 12 feet, with little or no roadbed grading, minimal cut and fill, and a surface of primitive* or native* material.
- **Lightly developed roads** are temporary roads, permanent seasonal roads, or permanent all-season roads that are primarily a single lane with a maximum sustained cleared width normally not exceeding 16 feet, are lightly to well-graded with minimal cut and fill, are surfaced with native* or aggregate materials except in limited special use situations where asphalt may be used, and have a maximum design speed of 15 miles/hour (mph).
- **Moderately developed roads** are permanent seasonal roads or permanent all-season roads that typically have 2 lanes, but may be 1-lane, have a maximum sustained cleared width normally not exceeding 45 feet for 2-lane and 30 feet for 1-lane, have a well-graded roadbed and may have moderate cuts and fills and shallow ditching, have a surface of aggregate, asphalt or native* material, and a maximum design speed of 25 mph.
- **Fully developed roads** are permanent all-season roads with a cleared width normally of 50 feet or more, a roadbed with cuts and fills as needed, an aggregate, asphalt, or other paved surface, and are designed for speeds exceeding 25 mph.

Trails

- A **primitive trail** is a minimally developed single-file trail with a maximum sustained cleared width normally not exceeding 8 feet and a minimal tread width for the intended use, and has a rough, ungraded bed where large rocks, stumps, and downed logs may be present. It primarily follows the natural topography, has no or few shallow cuts and fills, and is surfaced with primitive* or native* materials, except for limited circumstances where environmental conditions require the use of other materials. Modifications to the natural trail surface are limited to that which is minimally necessary to provide essential environmental protection.
- A **lightly developed trail** is a trail with a maximum sustained cleared width normally not exceeding 16 feet, a moderately wide tread width for the designated use, a rough-graded base to remove stumps and large rocks, and a surface of primitive* or native* materials, except where other materials are required due to environmental conditions, or where the trail also serves as a lightly developed road where other types of surfacing materials are used.
- A **moderately developed trail** is a trail with a maximum sustained cleared width normally not exceeding 8 feet, a minimal tread width for the intended use, and a relatively smooth graded base with a compacted surface composed of stable materials such as aggregate. Where practicable and feasible, a moderately



developed trail shall, at a minimum, meet the standards for recreational trails accessible to persons with a disability.

- A **full developed trail** is a trail with a smoothly graded base and a stable hard surface composed of materials such as asphalt, aggregate, or frozen earth. The trail's cleared width, tread width, and cuts and fills are not limited, but shall be appropriate for the trail's intended use. To the degree practicable and feasible, fully developed pedestrian trails shall be fully accessible by persons with physical disabilities.

* "Native" surface material means unprocessed, indigenous road and trail surfacing material. "Primitive" surface material means the natural soil, rock, or sand surface existing on roads and trails that developed through use and was not constructed.



From: [Kathryn L - DNR](#)
 To: [Anne Murphy](#), [Ben Popp](#), [Bill Hauda](#), [Blake Thaisen](#), [David Phillips](#), [Geoffrey Snudden](#), [Jill Motrek Glezinski](#), [Joel Patenaude](#), [Melissa Vanlanduyt](#), [Rod Bartlow](#)
 Cc: [Jill Motrek Glezinski](#), [Ben Popp](#), [Caitlin Lill](#), [DNR](#), [Wisconsin DNR](#), [Wisconsin](#), [Wisconsin](#), [Wisconsin](#)
 Subject: RE: NRTTC September Meeting Follow Up
 Date: Thursday, November 7, 2019 1:21:00 PM
 Attachments: [DVA01_831.pdf](#)

Following up on the RTP funded projects. Federal Fiscal Year 2019 projects are attached.

Let me know if you have any questions.

Kathryn

From: Gehrke, Kathryn L - DNR
 Sent: Friday, September 27, 2019 9:22 AM
 To: Anne Murphy <equuspo@gmail.com>; Ben Popp <ben.popp@birkie.com>; Bill Hauda <hauda1@hughes.net>; Blake Thaisen <theisenb@ayresassociates.com>; David Phillips <maddavie2@gmail.com>; Geoffrey Snudden <geoff_snudden@trekribikes.com>; Jill Motrek Glezinski <jill.motrek@glenzinski.com>; Joel Patenaude <jpatenaude@hotmail.com>; Melissa Vanlanduyt <melissav@wisconsin.gov>; Rod Bartlow <rodbartlow@yahoo.com>
 Cc: Jill, Caitlin K - DNR <Caitlin.Lill@wisconsin.gov>; Bump, Cameron M - DNR <Cameron.Bump@wisconsin.gov>
 Subject: NRTTC September Meeting Follow Up

NRTTC,

Thank you all for your time yesterday. Next meeting dates are December 4 and March 4, from 11:30-1:30 via teleconference and in person at DNR GEF II. Final June minutes and draft September minutes are attached and will be posted on the website.

Follow up on David's questions about the Northeast Sands Ecological Landscape.

Map on the proposed closed area: https://cf-store.wildernr.net/wildernr/9/3/8/9384470f6-5352-40c5-af7d-bd41b27b3e92.pdf?response-content-disposition=inline%3B%20filename%3D%22NES_MapM2_PRSF_PotatoRapids_Infra.pdf%22&expires=1569535642&signature=YW1A5c4Jk8ksGOGIImSxValNp5pIdaSMupEe5Wd43TYdmtEM5T-ZxioWh-K2M-Fr2rch3yaqhvW2hV6g4k6Oyzt0C7zghFlwVe-HfVv8MvuJfE131-C1G01mGSGCYANI-PofH8G6WAWUjhHJtSd4j3GQyEV38iq-ISNaFCp8KcN1OoddxTM44VnPWIIcOvSUSUIMkmf6RUpVYLnA6huTRVYVQpDnqgnMFKY9aTEzraMhITFOLLE51vYvaabZQc7ZMfKLM*UQjaA79y-Ifn9J760dYw5YTPnoy6i0P5MlqAgTWN3ykhZnuNigNe37g_&Key-Pair-Id=APKAID5VGNQBWW0A6SA
 Information on this in the plan can be found on page 101-102: https://cf-store.wildernr.net/wildernr/9/3/8/9384470f6-5352-40c5-af7d-bd41b27b3e92.pdf?response-content-disposition=inline%3B%20filename%3D%22NES_BriefPlan_June2019.pdf%22&expires=1569540278&signature=3b37cc8a8d6525V-FxkYF5YQdbXC1KCMME7zCh8y8BhwDnv24LMxYTIImHqnl4WVWVY58SPCG3yQCVVvKlDinkQYUleDlCsVpSTM3ig-CmpC0d0rjv54rOdooeW0052yVlG6ffD0r8mncS8REIMWFH71o32XEnisafC8mJovCVvYMHg72aE5sbMvW1hgKlO-Qjta81GHUKz7srs80hacnqSjwja-m9IFH5vnlB2uFGOpEoNjvz9PzBLUe7-dZqIgc7pKz0T9yC5WYwNQM8Xc77hIO8F0ZMeAqUk7o9e2XVDyIbEjI0eSA_&Key-Pair-Id=APKAID5VGNQBWW0A6SA

I talked with the planner today and she mentioned that the existing trails in this area were developed by the public and more recently being designated by the department but will continue to be maintained by the local user groups. The proposed closed area is due to know archaeological sites but there are plans to connect the trail across the flowage and there is a connection to the area titled "Posselt Lane" via a dike road which is not depicted in this map as the department does not own the road.

Meeting notes on archaeological features: *This area has many archaeological sites. The whole area is basically a cut-out bank of the Peshtigo River and back when the WPS dam went in and the reservoir was dug, many bones were uncovered. The southern portion of the unit has had shovel surveys and arch polygons have been drawn where there are known sites/features.*

Information on trail types mentioned in Master Plans

On this page: <https://dnr.wi.gov/topic/lands/propertyplanning/commonelements/> you can scroll to "MP: Background & Supporting Docs" then "NR 44 Road and Trail Standards" to view classifications of roads and trails. I also attached the document.

I'll get you a list of partner funded RTP projects, to expand on what Caitlin reported, as soon as all partners are notified.

The Bicycle Economic Impact Report is attached and comments can be directed to Jill.

Let me know if there is anything else I forgot to follow up on!

Kathryn

We are committed to service excellence.
 Visit our survey at <http://dnr.wi.gov/customerurvey> to evaluate how I did.

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FFY2019 NM/D RTP Funded Projects

Region	Sponsor	County	Project Title	Scope	RTP Project Type	RTP Category (M, NM, &/or DIV)	Project Total \$	Grant Request \$	RTP Grant Award
NOR	Bayfield County	Bayfield	Lost Creek Falls Trails Rehabilitation	This project includes improving two sections of trail by adding boardwalks. Compatible use includes hiking.	Rehab	NM	\$ 22,000.00	\$ 11,000.00	\$ 11,000.00
NOR	City of Ashland	Ashland	Maslowski Beach Trail Rehabilitation	This project includes reconstructing the ADA accessible trail between the restroom and the western parking lot. Over the past 5 years major storm events with high wind and wave action have slowly eroded the asphalt pedestrian trail. Compatible uses include hiking and biking.	Rehab	NM,DIV	\$ 101,316.00	\$ 45,000.00	\$ 45,000.00
SCR	Jefferson County Parks Dept.	Jefferson	Glacial River Trail Rehabilitation	This project includes removing the decaying wood that is buried under a 94-ft. section of trail and replace it with engineered fill. Project area is located just south of Fort Atkinson. Compatible uses include hiking and biking.	Rehab	NM,DIV	\$ 30,000.00	\$ 15,000.00	\$ 15,000.00
SCR	Jefferson County Parks Dept.	Jefferson	Dorothy Carnes Park ADA Trail Improvements to Lake Observation Deck	This project includes upgrading their ADA gravel trail to their observation deck by covering it with asphalt. Compatible uses include hiking and wildlife observation.	Rehab	NM,DIV	\$ 14,760.00	\$ 7,380.00	\$ 7,380.00
NER	Marquette County	Marquette	Marquette Park Trail Improvements	This project includes construction of a trail, gazebo and fishing pier in the Mont L'eau River Park. Compatible uses include hiking, biking, and wildlife observation.	Dev	NM,DIV	\$ 85,550.00	\$ 42,775.00	\$ 42,775.00
NOR-R	Taylor County	Taylor	Rib Lake Ski Trail Maintenance	This project includes maintaining over 40 miles of cross country ski and snowshoe trails. This will include mowing, brushing, and grooming. Compatible uses include cross country skiing, snowshoeing, hiking, biking, equestrian, and wildlife observation.	Maint	NM,DIV	\$ 14,280.10	\$ 7,140.00	\$ 7,140.00

FFY2019 NM/D RTP Funded Projects

Region	Sponsor	County	Project Title	Scope	RTP Project Type	RTP Category (M, NM, &/or DIV)	Project Total \$	Grant Request \$	RTP Grant Award
NOR-R	Oneida County	Oneida	Washburn Ski Trail Maintenance	This project includes maintaining over 18 miles of trails. This will include mowing, brushing, signing, and grooming. Compatible uses include cross country skiing, snowshoeing, hiking, and biking.	Maint	NM,DIV	\$ 21,978.92	\$ 10,989.46	\$ 10,989.46
NER	Calumet County	Calumet	Calumet County Park Campsite & Trail Development	This project includes developing a trail from the north camping area to Fairy Springs Road and a picnic area. They are also going to construct a pit toilet and an ADA accessible path to the new picnic area and the current playground area. Compatible uses include hiking, biking, and snowshoeing.	Dev	NM,DIV	\$ 451,200.00	\$ 225,600.00	\$ 39,937.00
WCR	Eau Claire County	Eau Claire	Tower Ridge Ski Trail Skills Park Development	This project includes developing 2 cross country ski skills parks at their Tower Ridge Ski Trail area by clearing brush, removing dead trees and a few live trees. Project area is located in the Town of Seymour. Compatible uses include cross country skiing, snowshoeing, hiking, jogging, and wildlife observation.	Dev	NM,DIV	\$ 87,000.00	\$ 43,500.00	\$ 43,500.00
NOR-R	Langlade County	Langlade	Jack Lake Ski Trail Maintenance	This project includes maintaining over 15 miles of trails. This will include mowing, brushing, and grooming. Compatible uses include cross country skiing, hiking, biking, and equestrian.	Maint	NM,DIV	\$ 49,267.10	\$ 24,633.55	\$ 24,633.55
NOR-R	Langlade County	Langlade	Kettlebowl Ski Trail Maintenance	This project includes maintaining over 4.3 miles of trails. This will include mowing, brushing, and grooming. Compatible uses include cross country skiing, snowshoeing, and hiking.	Maint	NM,DIV	\$ 10,007.50	\$ 5,003.75	\$ 5,003.75
SCR	City of Portage	Columbia	Pauquette Park Multi-Use Pavilion & Trail Development	This project includes construction of a multi-use trail and pavilion in Pauquette Park. Compatible uses include hiking, biking, in-line skating, and wildlife observation.	Rehab	NM,DIV	\$ 380,338.00	\$ 190,169.00	\$ 45,000.00

FFY2019 NM/D RTP Funded Projects

Region	Sponsor	County	Project Title	Scope	RTP Project Type	RTP Category (M, NM, &/or DIV)	Project Total \$	Grant Request \$	RTP Grant Award
NER	Town of Caledonia	Waupaca	Readfield Park Recreational Trail	This project includes developing a trail that will encircle the Readfield Park and Readfield School Property. Trail surface will consist of stone screening. Compatible uses include hiking, biking, snowshoeing, jogging and cross country skiing (ungroomed).	Dev	NM,DIV	\$ 42,200.00	\$ 21,100.00	\$ 21,100.00
SER	City of West Bend	Washington	Eisenbahn Trail Rehabilitation and Retaining Wall Development	This project includes filling in cracks on the trail surface and construction of a retaining wall along the Eisenbahn State Trail and the Milwaukee River. Compatible uses include hiking, biking, and snowshoeing.	Maint	NM,DIV	\$ 50,175.70	\$ 25,087.85	\$ 25,087.85
NOR-R	US Forest Service	Florence	Lauterman National Recreational Trail Rehabilitation and Maintenance	This project includes replacing a bridge that goes over Lauterman Creek. Compatible uses include hiking, biking, snowshoeing, cross country skiing, and wildlife observation.	Rehab	NM,DIV	\$ 68,815.28	\$ 34,407.64	\$ 34,407.64
WCR	Eau Claire County	Eau Claire	Beaver Creek Trail Maintenance	This project includes general maintenance. This will include mowing, clearing brush, grooming, and bridge/boardwalk repair where needed. Compatible uses include hiking, snowshoeing, cross country skiing, photography, and wildlife observation.	Maint	NM,DIV	\$ 64,450.00	\$ 32,225.00	\$ 32,225.00
WCR	Eau Claire County	Eau Claire	Beaver Creek Reserve Bridge Rehabilitation	This project includes repairing a bridge, erosion stairs and erosion retaining walls at the Beaver Creek Reserve. The reserve is located in the Town of Lincoln. Compatible uses include hiking, canoe/kayaking, snowshoeing, cross country skiing and wildlife observation.	Rehab	NM,DIV	\$ 90,000.00	\$ 45,000.00	\$ 45,000.00

FFY2019 NM/D RTP Funded Projects

Region	Sponsor	County	Project Title	Scope	RTP Project Type	RTP Category (M, NM, &/or DIV)	Project Total \$	Grant Request \$	RTP Grant Award
NOR	CAMBA	Sawyer, Bayfield	CAMBA Trail Rehabilitation	This project includes rehabilitation of the following trails within the CAMBA Trail system: Ojibwe, Hatchery Creek, FlowMama, Danky Dank, Nemakagon, Seeley Pass, Makwa, Rock Lake, and Hildebrand Lake. This will include improving drainage, minor reroutes/ realignments, mowing, brushing, replacing signage, and tread rehabilitation. Compatible uses include mountain biking, hiking, trail running, snowshoeing and winter fat tire biking.	Rehab	NM, DIV	\$ 153,985.00	\$ 45,000.00	\$ 45,000.00
WCR	City of Eau Claire	Eau Claire	Chippewa River State Trail and Other City Trails Maintenance	This project includes doing routine maintenance on the Chippewa River State Trail and other city trails. This will include erosion control, signing, brushing, minor repairs and resurfacing. Compatible uses include walking, jogging, inline skating, photography, and wildlife observation.	Maint	NM, DIV	\$ 90,000.00	\$ 45,000.00	\$ 45,000.00
NER	Manitowoc County	Manitowoc	Cherney Maribel Caves Park Trail Improvements	This project includes replacing 4 small bridges that were destroyed from a severe storm, repairing a wooden staircase on a trail that was damaged from a boulder falling on it and constructing a park shelter and restroom. Compatible uses include hiking, biking, cross country skiing and snowshoeing.	Dev	NM, DIV	\$ 475,000.00	\$ 237,500.00	\$ 34,397.00
SCR	Central Cross County (CXC) Association	Dane	CXC Trail System Development	This project includes developing a lighted 3.2 mile trail and a 2 mile paved trail in Erdman Park. Some trees will need to be removed for this project. Compatible uses include cross country skiing, fat tire biking, sledding, and hiking.	Dev	NM, DIV	\$ 1,100,300.00	\$ 45,000.00	\$ 45,000.00

FFY2019 NM/D RTP Funded Projects

Region	Sponsor	County	Project Title	Scope	RTP Project Type	RTP Category (M, NM, &/or DIV)	Project Total \$	Grant Request \$	RTP Grant Award
SCR	Wolf Run Trail Association	Dane	Wolf Run Trail Rehabilitation and Maintenance	This project includes repairing and maintaining the Wolf Run Trail near the Village of Mazomanie. This will include trail resurfacing, clearing of debris, dead trees and brush, and erosion repair. Compatible uses include hiking, biking, snowshoeing, and snowmobiling.	Rehab	DIV	\$ 90,000.00	\$ 45,000.00	\$ 45,000.00
NER	Shawano County	Shawano	Mountain Bay State Trail Resurfacing-Bonduel to Brown County Line	This project includes resurfacing the Mountain Bay State Trail from Highway 117 in the Village of Bonduel to Highway 32 in the Village of Pulaski. Compatible uses include biking, hiking, equestrian and snowmobiling.	Rehab	DIV	\$ 90,000.00	\$ 45,000.00	\$ 45,000.00
NOR-R	Lincoln County	Lincoln	Underdown Trail Maintenance	This project includes maintaining the trails at this 44,600 acre recreation area. This will include mowing, brushing, and grooming. Compatible uses include cross country skiing, skijoring, snowshoeing, hiking, biking, and equestrian.	Maint	NM,DIV	\$ 32,562.48	\$ 16,281.24	\$ 16,281.24
NOR-R	Florence County	Florence	Halls Creek Rec Trail Maintenance	This project includes maintaining over 6.5 miles of trails. This will include mowing, brushing, and grooming. Compatible uses include cross country skiing, snowshoeing, equestrian and hiking.	Maint	NM,DIV	\$ 24,173.52	\$ 12,086.76	\$ 12,086.76
WCR	City of Sparta	Monroe	Beaver Creek Bike Trail Hub Development	This project includes rehabilitating the existing trail and developing a 400' trail along Beaver Creek. They are also going to construct a restroom facility. Compatible uses include hiking, biking, cross country skiing and snowshoeing.	Rehab	NM,DIV	\$ 117,400.00	\$ 58,700.00	\$ 30,559.00

FFY2019 NM/D RTP Funded Projects

Region	Sponsor	County	Project Title	Scope	RTP Project Type	RTP Category (M, NM, &/or DIV)	Project Total \$	Grant Request \$	RTP Grant Award
WCR	Eau Claire County	Eau Claire	Tower Ridge Trail Maintenance	This project includes doing routine maintenance on the trails at the Beaver Creek Reserve. This will include mowing, leveling, signing, Compatible uses include hiking, cross country skiing, snowshoeing, equestrian, and disc golf.	Maint	NM,DIV	\$ 49,780.00	\$ 24,890.00	\$ 24,890.00
NOR-R	Florence County	Florence	Lake Emily Recreational Trail Maintenance	This project includes maintaining over 4.3 miles of trails. This will include mowing, brushing, and grooming. Compatible uses include cross country skiing, snowshoeing, and hiking.	Maint	NM,DIV	\$ 18,475.38	\$ 9,237.69	\$ 9,237.69
NER	Calumet County	Calumet	Fox River State Trail Maintenance	This project includes painting trail gates, brushing, grooming, applying screening, applying herbicide, and installing additional signage. Compatible uses include hiking, biking, cross country skiing, snowshoeing, and equestrian use.	Maint	DIV	\$ 5,700.00	\$ 2,850.00	\$ 2,850.00
NER	Calumet County	Calumet	Friendship State Trail Maintenance	This project includes painting trail gates, brushing, grooming, applying screening, applying herbicide, and installing additional signage. Compatible uses include snowmobiling, equestrian use, hiking, biking, cross country skiing and snowshoeing.	Maint	DIV	\$ 5,000.00	\$ 2,500.00	\$ 2,500.00
SCR	City of Brodhead	Green	Pearl Island Trailhead Improvements	This project includes improvements to the parking area and installing interpretive signage, metal benches, trash/recycling bins, new pit toilet, security cameras, solar lights, removing dead trees and planting new all along the trails on Pearl Island. Compatible uses include walking, hiking, biking, snowshoeing, and wildlife viewing.	Rehab	NM,DIV	\$ 90,000.00	\$ 45,000.00	\$ 45,000.00

FFY2019 NM/D RTP Funded Projects

Region	Sponsor	County	Project Title	Scope	RTP Project Type	RTP Category (M, NM, &/or DIV)	Project Total \$	Grant Request \$	RTP Grant Award
NER	Fond du Lac County	Fond du Lac	Mascoutin Valley State Trail Resurfacing: Eldorado to Rosendale	This project includes grading and resurfacing approximately 2.5 miles of trail. This will also include brushing along the trailside ditches. Compatible uses include hiking, jogging, bicycling, equestrian, winter snowmobile, cross country skiing, and wildlife observation.	Rehab	NM,DIV	\$ 42,840.00	\$ 21,420.00	\$ 21,420.00
NER	Village of Kimberly	Outagamie	Sunset Park Fox River Trail Connection	This project includes developing an asphalt trail along the Fox River in Sunset Park that will connect the parking area to the Marie Ruys Scenic Overlook. Compatible use includes hiking.	DEV	NM	\$ 108,720.00	\$ 54,360.00	\$ 45,000.00
SCR	Town of Dunn	Dane	Simpson Park Trail	This project includes developing a firm natural surfaced walking trail in Simpson Park. They also plan to plant trees and broadcast prairie seeds along the trail corridor. Compatible use includes hiking.	DEV	NM	\$ 13,296.04	\$ 6,620.00	\$ 6,620.00
NOR-R	Oneida County	Oneida	Cassian Ski Trail Maintenance	This project includes maintaining approximately 15 miles of trails. This will include mowing, brushing, snowplowing, signing, and grooming. Compatible uses include cross country skiing, snowshoeing, hiking, and biking.	Maint	NM,DIV	\$ 9,000.00	\$ 4,500.00	\$ 4,500.00
NOR-R	Oneida County	Oneida	Nose Lake Ski Trail Maint	This project includes maintaining approximately 8 miles of trails. This will include mowing, brushing, snowplowing, signing, and grooming. Compatible uses include cross country skiing, snowshoeing, hiking, and biking.	Maint	NM,DIV	\$ 8,000.00	\$ 4,000.00	\$ 4,000.00