

ENVIRONMENTAL ANALYSIS AND DECISION ON THE NEED  
FOR AN ENVIRONMENTAL IMPACT STATEMENT (EIS)  
Form 1600-8 Rev. 6-2001

Department of Natural Resources (DNR)

Region or Bureau Bureau of Facilities and Lands
Type List Designation

**NOTE TO REVIEWERS:** This document is a DNR environmental analysis that evaluates probable environmental effects and decides on the need for an EIS. The attached analysis includes a description of the proposal and the affected environment. The DNR has reviewed the attachments and, upon certification, accepts responsibility for their scope and content to fulfill requirements in s. NR 150.22, Wis. Adm. Code. Your comments should address completeness, accuracy or the EIS decision. For your comments to be considered, they must be received by the contact person before 4:30 p.m., Insert Date.

Contact Person: Richard Steffes
Title: Natural Resources Real Estate Director
Address: Box 7921, 101 S. Webster St. Madison, WI 53707
Telephone Number 608 266 0201
E-mail Address Steffr@dnr.state.wi.us

Applicant: WDNR

Address: Box 7921, 101 S. Webster St; Madison, WI 53707

Title of Proposal: 2 new State Trail Projects

Location: County: Forest, Langlade, Washington, Fond du Lac

City/Town/Village: See table below and attached maps

Township Range Section(s): See attached maps

**PROJECT SUMMARY**

1. Brief overview of the proposal including the DNR action

The Department has obtained an agreement to purchase approximately 57 miles of rail corridor for two new State Trails from Canadian National / Illinois Central. The land acquired for these two new projects would include West Bend to Eden in Washington and Fond du Lac Counties and Crandon to White Lake in Forest and Langlade Counties.

A recreational trail surface is typically 10 feet wide with a minimum two-foot wide mowed shoulder on each side. The trail surface is typically crushed limestone. The location of facilities such as parking lots, restrooms, kiosks, rest stops, trailheads, picnic areas and other related facilities will be determined during the development of the master plan.

Project	New Project	County	Miles
West Bend to Eden	x	Washington & Fond du Lac	24
Crandon to White Lake	x	Forest & Langlade	33

The establishment of the West Bend to Eden State Trail in Fond du Lac and Washington Counties, a distance of about 24 miles, is identified in the State Trail Network plan as segment 61. This trail will provide trail-based recreation opportunities that could include hiking, biking, snowmobiling, and cross-country skiing. Both Washington and Fond du Lac Counties are interested in signing a Memorandum of Agreement with the Department to develop, operate and maintain the trail. The West Bend to Eden Trail would be connected by local units of government to the Ice Age Trail, Kettle Moraine State Forest and local parks. The grade passes through the City of West Bend and the Villages of Kewaskum, Campbellsport and Eden.

The establishment of the Crandon to White Lake State Trail in Forest and Langlade Counties, a distance of about 33 miles, is identified in the State Trail Network plan as segment 56. This corridor runs along the east shore of Lake Metonga at Crandon. In Langlade County it follows the Wolf River until it reaches White Lake. It traverses beautiful country with river rapids, woods, and wetlands. Part of the grade runs through Wolf River Fishery area. Both Forest and Langlade Counties have signed resolutions supporting the development of Memorandum of Agreements with the Department to develop, operate and maintain the trail. This trail will provide trail-based recreation opportunities that could include hiking, biking, snowmobiling, and cross-country skiing.

2. List the documents, plans, studies or memos on which this DNR review is based

State Trail Network Plan approved by the Natural Resources Board in January 2001

State Trails Strategic Plan approved by the Natural Resources Board in March 1993.

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#### DNR EVALUATION OF PROJECT SIGNIFICANCE

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#### 3. Environmental Effects and Their Significance

- a. Discuss which of the primary and secondary environmental effects listed in the supporting documents are long-term or short-term.
- b. Discuss which of the primary and secondary environmental effects listed in the supporting documents are effects on geographically scarce resources (e.g. historic or cultural resources, scenic and recreational resources, prime agricultural lands, threatened or endangered resources, or ecologically sensitive areas).
- c. Discuss the extent to which the primary and secondary environmental effects listed in the supporting documents are reversible.

The environmental impacts associated with railway corridor acquisition by the DNR are very positive. State ownership of the land assures natural resource protection, the protection of unique plant and wildlife communities and the opportunity for the public to participate in a variety of outdoor recreational activities. The development of 2 new trails as described above will enhance the quality of the environment. The acquisition of these corridors by DNR guarantees that these original transportation corridors will be preserved rather than fragmented by private ownership.

The 100 foot wide corridors will continue to be managed in a semi natural condition, provide habitat for wildlife, protect existing vegetation to include prairies and provide additional miles of recreational trail. The recreational trail falls in the center of this 100-foot corridor. The actual developed surface is 10 feet wide with a minimum 2-foot wide mowed shoulder on each side. The trail surface is typically crushed limestone. The location of facilities such as parking lots, restrooms, kiosks, rest stops, trailheads, picnic areas and other related facilities will be determined during the development of the master plan for the new projects. These facilities will be sited and constructed in such a way as to minimize environmental impacts to water and air quality, wildlife habitat and biota.

The converted railroad grade would provide a safe, off-road trail for bikers, hikers, and other compatible uses as agreed upon during the master planning process. Development would generate revenue for local contractors. Additionally, local businesses such as restaurants, bakeries, bicycle shops and bed and breakfast inns should realize there will be an increase in business due to trail users enjoying these facilities.

#### 4. Significance of Cumulative Effects

Discuss the significance of reasonably anticipated cumulative effects on the environment (and energy usage, if applicable). Consider cumulative effects from repeated projects of the same type. Would the cumulative effects be more severe or substantially change the quality of the environment? Include other activities planned or proposed in the area that would compound effects on the environment.

The acquisition of these lands by DNR will protect additional fish and wildlife habitat, natural aesthetics and water and water quality, improving the overall quality of the natural and human landscape. Cumulative effects on the environment are expected to be insignificant. The project should have minimal impact on regional land values.

The cumulative effect of providing a recreational trail contributes to the commitment of resource protection and management in Forest, Langlade, Washington and Fond du Lac Counties. The cooperative effort and communication that projects such as these stimulate between local, state and federal levels of government, coupled with the support from private organizations, communities, and individuals is extremely beneficial socially and politically. This cooperative spirit also improves government efficiency and cost effectiveness.

The City of West Bend is very supportive of the proposed West Bend to Eden State Trail, both as an important link providing area residents with additional opportunities for outdoor recreation and to foster redevelopment of their downtown. Both Washington and Fond du Lac Counties are interested in signing a Memorandum of Agreement with the Department to develop, operate and maintain the trail. The West Bend to Eden Trail would be connected by local units of government to the Ice Age Trail, Kettle Moraine State Forest and local parks. The grade passes through the City of West Bend and the Villages of Kewaskum, Campbellsport and Eden.

For the Crandon to White Lake State Trail the corridor will protect an important natural resource corridor along the Wolf River. It traverses beautiful country with river rapids, woods, and wetlands. Part of the corridor goes through the Wolf River Fishery area. Both Forest and Langlade Counties have signed resolutions supporting the development of Memorandum of Agreements with the Department to develop, operate and maintain the trail.

#### Significance of Risk

- a. Explain the significance of any unknowns that create substantial uncertainty in predicting effects on the quality of the environment. What additional studies or analysis would eliminate or reduce these unknowns?
- b. Explain the environmental significance of reasonably anticipated operating problems such as malfunctions, spills, fires or other hazards (particularly those relating to health or safety). Consider reasonable detection and emergency response, and discuss the potential for these hazards.

The acquisition and development of these recreational trails poses no risk to the resource. There is a risk that if the corridors are not acquired by DNR that development would fragment these old transportation corridors.

Recreational opportunities for the public would be gained under the DNR's ownership, but greatly reduced in private ownership. One risk is illegal trespass onto private lands adjoining the proposed recreational trail. Studies nationally have shown that no increase in crimes against property can be attributed to a specific trail or greenway.

There are no known endangered resources along these corridors or known historic or archaeological sites that would be disturbed by this proposal.

#### 6. Significance of Precedent

Would a decision on this proposal influence future decisions or foreclose options that may additionally affect the quality of the environment? Describe any conflicts the proposal has with plans or policy of local, state or federal agencies. Explain the significance of each.

This is not a precedent setting action. The WDNR has acquired numerous abandoned rail corridors in both urban and rural areas, on which we have established 28 state trails totaling more than 1,600 authorized miles. Many of these trails were developed in partnership with local units of government.

The connection to other significant local, state and regional recreational facilities contributes to the well-established Wisconsin State Park and State Trail System.

7. Significance of Controversy over Environmental Effects

Discuss the effects on the quality of the environment, including socio-economic effects, that are (or are likely to be) highly controversial, and summarize the controversy.

West Bend to Eden: Public meetings were held in West Bend in Washington County on Sept 29, 1999. We received 40 supporting written comments and 4 opposing. Some of the oppositional comments were opposed to specific trail users instead of opposition to the trail concept. Another meeting for the Fond du Lac segment of the trail was held in Eden on September 30, 1999. Meetings were also held with the Washington County Planner and the Fond du Lac County Parks Committee. Both are entirely supportive of the trail and the partnership concept.

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ALTERNATIVES

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8. Briefly describe the impacts of no action and of alternatives that would decrease or eliminate adverse environmental effects. (Refer to any appropriate alternatives from the applicant or anyone else.)

No action: If the Department doesn't purchase these corridors they will revert back to private ownership thereby losing the opportunity to save the corridor in perpetuity.

Acquisition as proposed: The social and environmental benefits from acquiring these contiguous rail corridors is substantial in that the corridor itself will be preserved in perpetuity rather than reverting to private ownership.

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SUMMARY OF ISSUE IDENTIFICATION ACTIVITIES

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9. List agencies, citizen groups and individuals contacted regarding the project (include DNR personnel and title) and summarize public contacts, completed or proposed.

<u>Date</u>	<u>Contact</u>	<u>Comment Summary</u>
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10.  On-site inspection or past experience with site by evaluator.

Two New State Trails

Forest, Langlade, Washington, and Fond du Lac counties

Project Name: County:

DECISION (This decision is not final until certified by the appropriate authority)

In accordance with s. 1.11, Stats., and Ch. NR 150, Adm. Code, the Department is authorized and required to determine whether it has complied with s. 1.11, Stats., and Ch. NR 150, Wis. Adm. Code.

Complete either A or B below:

A. EIS Process Not Required

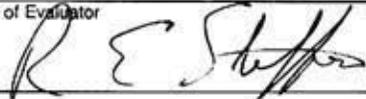


The attached analysis of the expected impacts of this proposal is of sufficient scope and detail to conclude that this is not a major action which would significantly affect the quality of the human environment. In my opinion, therefore, an environmental impact statement is not required prior to final action by the Department.

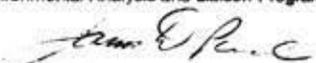
B. Major Action Requiring the Full EIS Process



The proposal is of such magnitude and complexity with such considerable and important impacts on the quality of the human environment that it constitutes a major action significantly affecting the quality of the human environment.

Signature of Evaluator 	Date Signed Sept. 30, 2002
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Number of responses to news release or other notice: 3

Certified to be in compliance with WEPA	
Environmental Analysis and Liaison Program Staff 	Date Signed 10/17/2002

NOTICE OF APPEAL RIGHTS

If you believe that you have a right to challenge this decision, you should know that Wisconsin statutes and administrative rules establish time periods within which requests to review Department decisions must be filed.

For judicial review of a decision pursuant to sections 227.52 and 227.53, Stats., you have 30 days after the decision is mailed, or otherwise served by the Department, to file your petition with the appropriate circuit court and serve the petition on the Department. Such a petition for judicial review shall name the Department of Natural Resources as the respondent.

To request a contested case hearing pursuant to section 227.42, Stats., you have 30 days after the decision is mailed, or otherwise served by the Department, to serve a petition for hearing on the Secretary of the Department of Natural Resources. The filing of a request for a contested case hearing is not a prerequisite for judicial review and does not extend the 30-day period for filing a petition for judicial review.

Note: Not all Department decisions respecting environmental impact, such as those involving solid waste or hazardous waste facilities under sections 144.43 to 144.47 and 144.60 to 144.74, Stats., are subject to the contested case hearing provisions of section 227.42, Stats.

This notice is provided pursuant to section 227.48(2), Stats.

The Department of Natural Resources has prepared an Environmental Assessment (EA) for two new recreational trail projects. The Department has obtained an agreement to purchase approximately 57 miles of railroad right of way from Canadian National / Illinois Central.

The West Bend to Eden State Trail is a proposed new trail project in Fond du Lac and Washington Counties. This 24 mile long trail would be connected by local units of government to the Ice Age Trail, Kettle Moraine State Forest and local parks. The grade passes through the City of West Bend and the Villages of Kewaskum, Campbellsport and Eden.

The second proposed new trail project is the Crandon to White Lake State Trail in Forest and Langlade Counties, a distance of about 33 miles. This corridor runs along the east shore of Lake Metonga at Crandon, then runs south through forested lake areas of the Nicolet National Forest. In Langlade County it follows the Wolf River until it reaches White Lake. It traverses beautiful country with river rapids, woods, and wetlands. Part of the grade runs through Wolf River Fishery area.

These trail corridors will continue to be managed in a semi natural condition. They will provide habitat for wildlife and protect existing vegetation, including prairies.

The converted railroad grades will provide a safe trail for bikers, hikers, and other compatible uses. Development will generate revenue for local contractors, and local businesses should realize increased sales due to trail users purchases.

The proposed Department actions are not anticipated to result in significant adverse environmental effects. The Department has made a preliminary determination that an environmental impact statement will not be required for these actions.

Copies of the environmental assessment that led to the DNR's preliminary determination can be obtained from Richard Steffes, [steffr@dnr.state.wi.us](mailto:steffr@dnr.state.wi.us). Public comments, either written or oral, on the environmental assessment are welcome and must be submitted to Richard Steffes no later than 4:30 p.m. October 8, 2002.

## **Valvassori, Danielle F**

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**From:** Valvassori, Danielle F  
**Sent:** Monday, October 14, 2002 10:24 AM  
**To:** 'rdall@g2a.net'  
**Cc:** Cook, Melissa A; Hanson, Gary D; Daniels, David J (PR); Steffes, Richard E; Brown, Brigit E; Gruber, Bonnie J  
**Subject:** State trails comments

Hi Robert:

Thanks for your email regarding rail trails.

If the Natural Resources Board approves this acquisition of these two rail grades at their October meeting then the Department will begin working with the Counties on a Master Plans for these recreational trails. Public meetings will be held during the planning process to help determine what uses should be allowed on these recreational corridors.

Dave Daniels from our Northern Region will be involved in this process for the Crandon to White Lake recreational trail and Gary Hanson and Melissa Cook will be involved with the Counties that will be operating the trail in the case of West Bend to Eden. I've copied Dave, Gary and Melissa on this email so that they can add your to the mailing lists for those planning processes assuming we receive Natural Resources Board approval to proceed.

Again thanks for your comments.

**Danielle Valvassori**  
**Easement Coordinator**

101 S. Webster, Box 7921

Madison, WI 53707

phone: 608 266-7280

fax: 608 267 2750

email: danielle.valvassori@dnr.state.wi.us

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**From:** Robert Dall(SMTP:rdall@g2a.net)  
**Sent:** Friday, October 11, 2002 7:12 PM  
**To:** Steffes, Richard E  
**Subject:** State trails comments

Hi,

I discovered the announcement about the Crandon/White Lake and West Bend/Eden trail proposals late for the comment period. Could you please add my comments to the next go 'round?

These rail trails are unbelievably valuable to Wisconsin and to the nation as a whole. Having spent years biking and hiking such trails throughout Wisconsin and in Minnesota, I've observed and support the use of rail trails for the following purposes:

- The trails are used by a variety of recreation users, young and old alike, and especially by couples, families and small group recreators.
- They are used for hiking, biking (road bikes, mt. bikes, hybrid bikes, adult trikes, and, more recently, by experimental /recumbent designs. Speed walkers/and aerobic runners, and student athletes train on rail

trails.

- Folks use the trails as access routes to other towns, historic sites, fishing holes, nature study, writing, art and photography opportunities, picnic and romantic stops, even moonlight strolls. People would be surprised to learn that some of these trails are used by someone at nearly all times of the day.
- As these routes often transect varied natural communities and habitats, the corridor is excellent for birding and general wildlife viewing.
- Travelling some routes is an historic re-enactment of travel by early settlers, pioneers or native people.
- The rail corridors and associated right-of-ways often preserve remnant, and sometimes rare, plant/natural communities.
- The routes are not only historic but they are already established. Why not save them for public use to serve the greater good. Allowing them to revert to tiny swaths of private land are often unappreciated, neglected, abused or utilized as backlot storage or trailer parking. This occurred on some old trail routes in my hometown. Without upkeep and established public use and enforcement, they often become "crime corridors" allowing illegal access /trespass to other private lands, unauthorized travel by motorized vehicles, ATVs and unregistered vehicles or a haven for other illegal activity.
- The only logical use for most old rail routes, is alternate travel routes and silent sports. These uses are the most compatible with a variety of landowners, and the remnant natural communities through which are located.
- The economic and social benefit of rail trails is difficult to measure. If more intensive studies were done local communities, even those who understand some of this benefit, would be amazed.
- Rail trails are excellent routes for ADA access.
- Rail trails offer wonderful field trip opportunities for education groups, schools, youth, elderhostels and others.
- The benefits to health and fitness for local residents and visitors alike is another "unmeasurable" which is invaluable to society as a whole.
- Nationwide, rail trails should be preserved as potential routes, if needed, for emergency travel and future security purposes, as in time of war, natural disaster, terrorist attacks.
- I've also ridden trails where horses were allowed. This is incompatible with bikes which often frighten /startle the horses. Horse hooves also leave a very rough ride for bike tires especially when the gravel surface is wet. A bridal path is developed alongside a hike/bike routes may be OK where there is room enough to allow it. This may work best if combined with an asphalt surface for the bikes which seems to keep the horses on the gravel and doesn't gouge the trail where they do stray or cross over.

I oppose the use of rail trails for combined motorized/non-motorized routes. Although I think some of them may have to be used to accommodate motorized recreation, and winter use in Wisconsin for snowmobiles is generally OK. Mixing the two uses, however, just doesn't work.

My wife and I have tried multi-use trails with an open mind while biking. The experience was less than enjoyable. Although the motorized riders were quite courteous to us we still had the noise, dust, exhaust and roughened trail surface to contend with. I also believe there is a real safety issue.

Robert & Janet Dall  
8540 Little Horsehead Lnd.  
Harshaw, WI 54529  
715/282-7117

## Valvassori, Danielle F

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**From:** Valvassori, Danielle F  
**Sent:** Monday, October 14, 2002 8:57 AM  
**To:** 'Roxanne Sprehe'  
**Cc:** Daniels, David J (PR); Steffes, Richard E; Brown, Brigit E  
**Subject:** RE: Rail Trail Crandon to White Lake

Hi Roxanne:

Thanks for your email regarding your experiences.

The Crandon to White Lake segment discussed in the article you read is the one that crosses Keith Siding Road off of Hwy. W. If the Natural Resources Board approves this acquisition at their October meeting then the Department will begin working on a Master Plan for the recreational trail. Public meetings will be held during the planning process to help determine what uses should be allowed on the recreational corridor.

Dave Daniels from our Northern Region will be involved in this process. I've copied Dave on this email. Please send your mailing address to Dave so he can keep you on a mailing list for the Master Planning process assuming we receive Natural Resources Board approval to proceed.

Again thanks for your comments.

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**From:** Roxanne Sprehe(SMTP:rsprehe@greenbaynet.com)  
**Sent:** Sunday, October 13, 2002 1:15 PM  
**To:** Valvassori, Danielle F; Steffes, Richard E  
**Subject:** Rail Trail Crandon to White Lake

Danielle and Richard, I read in the Forest Republican the article about the purchase of railroad right-of-way from Crandon to White Lake. **Is this the railway that crosses Keith Siding Road and Hemlock Road? (Southeast of Lake Metonga, just off Hwy W)**

I did the DNR frog survey for 4 years in the area of Ground Hemlock Lake hoping my data would help in the environmental research for the Crandon Mine. I gave up surveying due to the amount of traffic on Hwy W and the noises from local people and dogs barking.

One night a man with a bit too much liquid refreshment drove up to my truck and demanded to know what I was doing. I told him that I was doing a survey for the DNR and asked him his name. Then told him that he would be seeing me three times during the spring and early summer and if he noticed any changes in the frog calls or in the species of frogs calling to watch for me and give me a report in May. The next time I did the survey I heard a 4-wheeler coming toward me....he must have recognized my truck and turned around. The mention of DNR must have put him in order...the power of a word is remarkable. On another night there were some young people drinking outside of their car which was parked right in the middle of the road crossing Hemlock Creek, I was on the other side of the creek by Deep Hole Road. I sat up tall and slowly went forward. They moved their car enough for me to pass. I just looked straight ahead and kept driving. They must have been under age.

It is such a shame when we have such a beautiful state to have people who aren't respectful of the environment and enjoy it. And those of us who protect and enjoy are leery to venture out in the night.

I haven't felt safe to ride my bicycle along Hwy W the past few years for fear of being hit. I thought the county would extend the road to accommodate walkers and bicycles, but they didn't.

Anyway if this is part of the abandoned railway many of the residents in the area would love to have a trail to ride a bike, hike and cross-country ski. It is becoming increasingly noisy and with the fumes from the snowmobiles it is hard to breath the fresh clean air which brings us to northern Wisconsin.

If this isn't part of the Crandon to White Lake plan can whatever needs to be done to the railroad bed which crosses Keith Siding Road, Hemlock Road and Hwy Q be corrected so that the signs can be removed and we can hike on the old railroad bed.

Please do all you can to make the abandoned railways trails for non-moterized vehicles. Thanks for your consideration.

Roxanne Sprehe

## Valvassori, Danielle F

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**From:** Steffes, Richard E  
**Sent:** Wednesday, October 16, 2002 5:10 PM  
**To:** Valvassori, Danielle F; Terrell, Caryl  
**Cc:** Burroak15@aol.com; Werner, Gary; wsn@chorus.net; Pardee, James D  
**Subject:** RE: Sierra Club comment on 2 rails to trails projects

Granted there are errors in the earlier accounts about the north end point of the Crandon to White Lake segment. The railroad company had filed for abandonment to the point 5 miles south of Crandon many months ago and some of the staff just were not aware of that and incorrectly assumed Crandon was the end point. We are very busy here and I did not properly explain that to staff, although the correct end point was assumed for negotiation purposes.

I do beg to differ with the comment that the dept. is not in line with its own policies. The reality is the railroad controls it's property and it can sell any, all or none of its property. the dept. is acquiring all that it can get on the corridor. We would love to get more - its not available.

Title is good on this grade in that it falls under the Rails to Trails fed. law which prevents reversionary title, assuming future rail reimstatement continues as an option

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**From:** Terrell, Caryl  
**Sent:** Tuesday, October 15, 2002 3:41 PM  
**To:** Steffes, Richard E; Valvassori, Danielle F  
**Cc:** Burroak15@aol.com; Werner, Gary; wsn@chorus.net  
**Subject:** Sierra Club comment on 2 rails to trails projects

<<File: ATT1281386.txt>><<File: Rails to Trails 10-15-02 SC comment on ltrhd.doc>>

Dear Dick and Danielle:

Thank you for the information you have provided on the two new trails, from West Bend to Eden and from Crandon to White Lake.

Attached please find the Sierra Club comment letter.

please contact me if there are any questions.

best regards,  
caryl terrell



**SIERRA  
CLUB**  
FOUNDED 1892

**John Muir Chapter**

Oct. 15, 2002

Richard Steffes  
DNR LF/4  
Box 7921  
Madison WI 53707-7921

RE: Two new trails, one from West Bend to Eden and one from Crandon to White Lake.

Dear Dick:

Protection of our natural resources and providing increased access for outdoor recreation are important goals of the Sierra Club. We were excited to hear that DNR was pursuing acquisition of several railroad lines for use as public trails, in particular the two new trails, one from West Bend to Eden and one from Crandon to White Lake. We requested and reviewed the DNR's Environmental Assessment. Our initial intention was to endorse these projects wholeheartedly.

Then a thoughtful member asked your staff whether the DNR would be acquiring the trail all the way from White Lake to Crandon with clear title. In general, DNR would only buy railroad lines with clear title or would purchase easements to guarantee access.

Then we learned that DNR is getting the line north out of White Lake to a point 5 miles south of Crandon. This is very disappointing to learn. It appears that DNR is going against its own policies in this matter. It appears that potential mining development is blocking the trail and interfering with tourism.

The Department's trails website and the news accounts are misleading. For example, see: <http://www.dnr.state.wi.us/org/land/parks/reports/trails/nr.html#56> and the Milwaukee Journal Sentinel at: <http://www.jsonline.com/news/OzWash/oct02/85507.asp>

The Sierra Club endorses purchase of both trails. These recreational trails are highly prized by area residents and are destinations for city-weary tourists. Wisconsin has an outstanding reputation for its early recognition of the value of creating a network of trails for public use. These two trails are valuable additions to the trail system, but we are disappointed that the White Lake to Crandon trail does not reach its full potential. It could have provided even more value to the public if concern about potential mining develop were not interfering with the tourism potential of Forest County.

Thank you for considering our comments.

Sincerely,

Caryl Terrell, Chapter Director

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**Web Site: [www.sierraclub.org](http://www.sierraclub.org)**