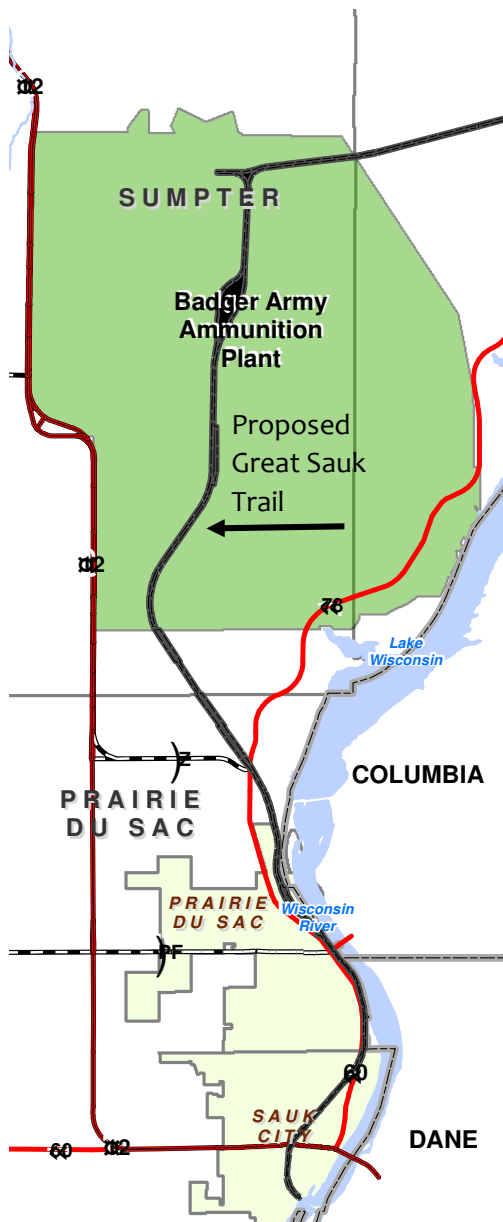


Great Sauk Trail Design Public Input Summary

Developed by Jenny Erickson, Sauk County UW-Extension

October 2014



Map of the proposed Great Sauk Trail from Sauk City into Devil's Lake State Park.

The proposed Great Sauk Trail (GST) will span roughly eight miles from Sauk City through the Sauk Prairie Recreation Area and into Devil's Lake State Park primarily along the unused rail line. This future Wisconsin State Trail will ultimately serve as part of a larger network connecting Middleton, WI to the 400 Trail in Reedsburg, WI.

A trail commission comprised of appointed representatives from Sauk County and trail-adjacent local units of government was formed to plan and develop the trail. As part of the planning process the Great Sauk Trail Commission sought public input on a number of key decisions impacting the future design of the trail.

On September 24, 2014 the Great Sauk Trail Commission hosted an event designed to provide information on the trail planning process and to gather input from the public. The agenda for the event is included in Appendix A. At the event participants were asked to:

- Complete a brief survey designed to gather input on specific trail issues (Appendix B);
- Identify and locate significant cultural, natural and historical assets located near the trail;
- Identify concerns and potential opportunities along the trail; and
- Share their vision and potential theme ideas for the future trail.

Over 170 people attended the public participation event. The feedback from the public participation efforts was designed to serve only as recommendations to the GST Commission.

Proposed Great Sauk Trail Design Public Input Summary

Table of Contents

The following is the summary of public input for the design of the proposed Great Sauk Trail. The results are divided into the four sections listed below and followed by the appendices.

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I. SURVEY RESULTS

The non-scientific survey was available from September 15 to October 13, 2014 on the GST website (<http://dnr.wi.gov/topic/parks/name/greatsauktrail/>) and in paper form at the Great Sauk Trail public participation event on September 24, 2014. The total number of completed surveys was 1,072. The following are the compiled survey responses including a summary of paraphrased comments. The numbers in parentheses following the comments indicate the number of survey participants that listed a similar response.






1.) Who should be the PRIMARY users of the trail? Please check all that apply.

#	Answer	Response	Percent
1	Pedestrians	790	76%
2	Snowmobiles (outside the village limits only)	425	41%
3	ATVs (outside the village limits only)	232	22%
4	Cross-country skiers	591	57%
5	Bicyclists	753	72%
6	Horseback riders	235	22%
7	Other	92	9%

Other responses included:

- Preference for non-motorized, low impact users only (61)
- Support snowmobiles on the trail (16)
- Accessible (ADA compliant) trail (11)
- Support ATVs on the trail (9)
- Support horses on the trail (4)
- Do not support horses on the trail (4)
- Support dogs on the trail (2)



2.) Which additional trail users (if any) should be considered? Please check all that apply.

#	Answer		Response	Percent
1	Bird watchers		703	81%
2	Snowshoers		660	76%
3	In-line skaters		307	35%
4	Photographers		696	80%
5	Other		103	12%

Other responses included:







- Non-motorized, low impact users (51)
- Accessible (ADA compliant) trail (12)
- Dog walkers (6)
- Snowmobilers (5)
- ATV riders (5)
- Horseback riders (4)
- Off-road motorcycle riders (3)
- Hunters (2)
- None (5)
- All users (4)

3.) The Great Sauk Trail should have which type of trail surface? Choose one.

Answer		Response	Percent
Paved (WI DNR estimates \$50,000 - \$130,000/mile to develop and \$2,000/mile annual maintenance.)		321	31%
Crushed stone (WI DNR estimates \$25,500 - \$60,000/mile to develop and \$2,200/mile annual maintenance.)		701	69%
Total		1,022	100%

4.) What restrictions (if any) should be placed on the trail users? Please check all that apply.

The responses below indicate the number of survey respondents that support the listed restrictions. The majority of respondents do not support restrictions with the exception of the noise restrictions.

#	Answer		Response	Percent
1	Speed limits for ATVs and snowmobiles		459	49%
2	Established hours		202	22%
3	Pet restrictions		274	29%
4	Seasonal restrictions		301	32%
5	Noise restrictions		545	59%
6	Other		208	22%

Other responses included:

- Only non-motorized, low impact users (84)
- Speed limitations (10)
- Restrict hunting/weapons (7)
- Dogs on leash (6)
- No restrictions (6)
- Conservation (4)
- Noise (4)
- No horses (3)
- No littering (3)
- Trail user fee (3)
- Stay on the trail (2)
- Limited hours (2)

5.) What amenities (if any) should be located at the trail head(s) or along the trail? Please check all that apply.

#	Answer	Response	Percent
1	Bathrooms	672	70%
2	Water	539	56%
3	Interpretive signage	572	60%
4	Picnic tables/benches	601	63%
5	Shelter/warming hut	372	39%
6	Other	105	11%

Other responses included:

- Very limited or none (16)
- Interpretive signage and maps (16)
- Trail head parking (13)
- Low maintenance bathrooms (13)
- Garbage/recycling containers (11)
- Bike racks/tune up station (7)
- Benches (5)
- Picnic/Rest area (4)
- Camp sites (4)
- State owned gas station (3)
- Wi-fi (2)
- State trail pass registration station (2)
- Dog waste bag stations (2)
- Emergency phones and kits (2)
- Solar lighting
- Mile markers
- Advertisements for local retail
- Food carts

6.) What should happen to the unused rail line from the old rail bridge through the industrial and residential areas of the Villages?

Answer	Response	Percent
The unused rail line should be converted to a trail with only low impact users (walking, biking, skiing, etc.). This trail would connect to the existing trail.	632	65%
This section of the rail line should be left unutilized. The proposed Great Sauk Trail should start on the existing paved river trail that starts near the Highway 12 Bridge.	203	21%
Other	141	14%
Total	976	100%

Other responses included:

- Snowmobiles and/or ATVs should be allowed on the trail with speed restrictions to access local amenities. (56)
- Horses should be allowed on the trail. (3)
- This section of trail may be more appropriate for winter use than the river trail to avoid disrupting the eagles.
- This section of trail should be seen as a “local connector” to area retail and attractions not the main trail.
- Unused rails should be converted to a trail only if old rail bridge is rebuilt.

7.) The old rail bridge no longer spans the Wisconsin River. What should happen to the old rail bridge?

Answer	Response	Percent
The unused rail bridge should be rebuilt for trail users to cross the river.	695	69%
Nothing should be done to the remaining portions of the bridge.	225	22%
Other	84	8%
Total	1,004	100%

Other responses included:

- Remove it (22)
- Concerned about costs to rebuild/maintain (12)
- This is not a priority (3)
- Convert end of trail to a scenic overlook (3)

8.) Please list any additional ideas, hopes and/or concerns for the proposed Great Sauk Trail.

All responses are listed in Appendix C.

9.) If you would like to be added to the proposed Great Sauk Trail contact list please include your name, email and/or address below.

All 98 responses were shared with the GST planning staff.

II. SIGNIFICANT CULTURAL, NATURAL AND HISTORICAL ASSETS ALONG THE TRAIL

Participants at the GST public participation event were asked to identify and locate significant cultural, natural and historical assets along the trail. The following were the responses:

- Convert the unused rail line from the old rail bridge in Sauk City to Webster Avenue in Prairie du Sac to a trail and form a loop with the current trail along the river.
- Construct a new staircase to connect the GST to August Derleth Park.
- Construct a new staircase to connect the GST with Water Street near the Highway 60 Bridge.
- Utilize a current Village of Prairie du Sac lot (old feed mill) just north of the Highway 60 Bridge.

III. SPECIFIC CONCERNS AND POTENTIAL OPPORTUNITIES ALONG THE TRAIL

Participants at the GST public participation event were asked to identify potential opportunities and specific concerns along the trail. The following bulleted items were the verbatim responses. They have been organized and categorized.

Opportunities along the Great Sauk Trail

Protect and Feature the Natural Amenities of the Region

- For segment that runs through Badger Army Ammunition Plant to be Sauk Prairie Rec Area: this is a prime habitat for many trees and native plants and also for many birds and small animals, i.e. voles, salamanders, bluebirds, etc. This habitat should be considered THE PRIME ASSET in my opinion.
- Prairie habitat grassland birds, insects, animals, etc. be protected.
- Grassland birds and habitat should be a priority.
- Could plan include land restoration such as prairie restoration?
- Perching trees for eagles.
- Should be benches or viewing areas along trail in Prairie du Sac for viewing eagles and other birds and wildlife.
- Foraging/feeding for eagles.
- Eagle Island.
- Geology museum on trail at trailhead with eagle viewing.
- Ferry Bluff Overlook.
- Incorporate overlook spur near reservoirs on Bluff.

Access to Local Businesses and Community Attractions

- Sauk City needs to buy and develop an adjacent open plaza, something similar to the UW Madison Memorial Union Terrace. This would serve as a town “patio” for Sauk Prairie. The patio should have cafes and restaurants as part of the site. Interpretive signage and seating should be incorporated. The “patio” needs to be along the river, east of Water Street.
- Opportunities to stop for lunch along the trail i.e. Blue Spoon, Mr. Que’s, etc.
- Cultural/natural historic asset accessible near trail – Tripp Museum.
- In Sauk City, keep the rail segment and the existing bike trail, forming a loop. Walkers and bikers enjoy a loop rather than having to return along the same route.
- Will there be any physical connection to existing businesses along the proposed trail, i.e. steps?
- Trail plan should include incentives to promote local business and provide new business opportunities such as deli, bike rental, etc.
- Access to community businesses, i.e. restaurants, stores, etc.
- Great Sauk Trail should provide connection to Sauk City Historic Walk!
- Downtown district.

Preference for Low Impact Users

- Skiing in winter from area not used by snowmobilers.
- No motorized uses – should not disturb wildlife and neighbors, eagles.
- Keep proposals of development with long-term plans.
- Low impact recreational uses; no ATVs or motorcycles.
- Low impact, i.e. bikes, hiking, birding.
- Trail should be fully compliant with the Badger Reuse Plan, i.e. low impact uses.
- BOMC needs to be included on Trail Commission.
- Quiet usage only – no ATVs, snowmobiles, no horses.
- Complement the Badger Reuse Plan.
- Should follow Badger Reuse Plan – most important!

Create Loops and Trail Spurs

- Keep both trails; use proposed trail for bicycle use to prevent congestion/conflict with pedestrians.
- Spur connecting to Merrimac ferry.
- Should be a large loop off the trail to circle Sauk Prairie Rec Area.
- Loop trail.
- Possible village loop on existing and proposed trails.
- Keep old trail and river path.
- Spurs to VFW, dam, ferry, SPRA, Water Street, parking lot at Prairie Clinic.
- Regarding the “dead end” in Merrimac – if there was a way to extend the trail to the ferry crossing, there would be connections to Columbia County’s extensive trail system.

Signage

- Signage should include information on food, rest areas, and be specific to distance.
- Signage for segments of trail.
- Should have historic markers/information on settlements, history, areas of interest.
- Should provide info on additional areas (or nearby) of interest.
- Keep signage minimal; maybe list Prairie du Sac businesses, i.e. eating places and others (antique stores, Historical Society) and attractions on ONE sign.
- Keep signage minimal; have one or two signs with brief history of area (Ho-Chunk, farms, BAAP, SP Rec Area) and some info on nature of area, i.e. types of trees, prairie plants and birds that may be seen.
- Signage to Circus World Museum, Indian Mounds at Devil’s Lake, and route to Merrimac Ferry.

Provide Amenities to Attract Bikers

- Parking for biking.
- Paved would be much better for bikers; it would attract many bikers from the Madison area.
- Prefer blacktop surface entire length.
- Bike racks at key entry points to urban areas so bikers can lock their bikes and walk into urban community centers.
- Paved trail for running, walking, biking, etc. Also, cross country skiing, snowshoeing trails in winter months.

View/Access to the Wisconsin River

- Expose river by keeping brush on the trail down.
- River.
- Keep trail as close to the river view as possible.

Trail Accessible Year Round

- Opened at winter for cross country skiing only.
- Open year-round for all allowed uses. If there is snow, if you are walking – dress appropriately. Need to have snow for cross country skiing/snowshoeing.

Misc.

- Unused trail should be used for community gardens.
- Type of surface: Blacktop is excellent with consideration that trail is elevated above tree root damage.
- Support for trail users, i.e. shelters, water, etc.

Potential Issues along the Great Sauk Trail:

Safety

- Angle crossings would make for unsafe crossings.
- If new trail is developed, would have to cross 12 streets for bikes.
- Possible problem with rail spur at the United Cooperative Agronomy plant where they pull semi-trucks over the old rail spur and dump their loads into underground storage tanks that are then sent by conveyor into their storage building. Big truck traffic would be RIGHT NEXT TO the Great Sauk Trail paths and may be a safety concern.

Misc.

- Would like to NOT see proposed trail used; revert back 50/50 to property owners.
- Leahy: private property owner/large field.
- Privacy in residential areas when there is adjacency to the trail.

IV. VISION AND THEME IDEAS FOR THE TRAIL

Participants at the GST public participation event were asked to describe their vision of what the trail should look and feel like when it is complete. They were also asked to share their trail theme ideas. The following bulleted items were the verbatim responses. They have been organized and categorized.

Vision Ideas for the Great Sauk Trail

Low Impact Users

- Low impact uses; no motorized vehicles including walking, hiking, biking, Cross country skiing, Snowshoeing, napping.
- The trail is low impact recreational opportunity for those who enjoy the aesthetics of the Wisconsin Riverway and maintains the critical environmental habitat that exists.
- Walk/Bike/Any silent sport.
- Quiet, quiet, quiet.
- Bicycle touring and hiking focus; multiple pay points to encourage use.
- No horses.
- Silent sports – quiet contemplation; not disturbed.
- Low impact recreation per Badger Reuse Committee.
- Mainly biking/hiking.
- Place for walking/hiking/biking.
- To have a trail open to the public for walking, biking, low impact use, birding.
- Minimal signage; “natural”; nature experience – no motorized vehicles. Trail should be for hikers, bikers, cross country skiers – quiet uses please.
- Low noise usage.
- Paved or crushed limestone hiking/biking trail, groomed in winter as cross country ski trail.

Connections with Larger Trail System

- Vision: That it connect with other trails (for long distance enthusiasts).
- Connecting multiple trails which promote extended use with bed and breakfasts, restaurants, etc.
- East to west connection to Devil’s Lake (Burma Road, Hwy 113 to Lake Road).
- Run connection to Mazomanie; reuse of railroad bridge; spurs to Sauk City, Prairie du Sac, Merrimac.
- Madison to Mazomanie to Devil’s Lake State Park to Baraboo and Reedsburg and La Crosse.

Educational Opportunities and Signage

- Informational Center would be great; should provide: Trail information, Local interest, and Local businesses.

- A well planned and constructed trail; well-marked with maps available indicating where birds, prairie, etc. are located.
- To incorporate an educational piece, i.e. natural habitats, wildlife, history, and art.
- Small museum or murals on sound wall fence (Native Americans, Wisconsin, Railroad, and Geology).
- Interpretive signage highlighting important features: natural, historical or other, but consistent with the selected themes.
- The trail should include traditional and electronic “signs” that tell the history of the area, especially the Sauk Prairie/BAAP section. It is unique in the United States.

Trail Amenities

- Trail head parking lot at McFarlane’s.
- Some bathrooms!! Maybe at each end and at halfway point.
- Benches, like at Devil’s Lake; groups/people could have a bench put up as a memorial to someone.
- Public art along trail, i.e. benches, sculptures, interactive kiosks, with historical information.
- One bathroom, drinking water facility with informational kiosk, bike rack and benches.

Economic Development While Protecting Natural Assets

- The trail is an eco-tourism opportunity to better utilize the scenic attraction of the Wisconsin River while remaining sensitive to what makes it an attraction in the first place – water, wildlife, birdlife and bluffs.
- The trail also is an economic opportunity for Sauk City and Prairie du Sac and other areas along the trail as it is developed.
- Maintaining the trail along the Riverway as a long-term environmental and economic attraction is in the best interests of the community.

Paved Trail vs. Unpaved Trail

- Year-round trail for bikes on pavement!
- Pave it /Asphalt.
- Least amount of hard road, i.e. blacktop, as possible.

Well Maintained

- Clean up backside of downtown Prairie du Sac and Sauk City businesses.
- Safe, well-kept place for families to go; place for recreational bikers.

Accessible Year Round

- Cross country and snowshoe trail in winter to utilize all of Wisconsin’s four seasons.
- Year-round trail.

Misc.

- Free passes for town/village residents.
- Hope that it's actually GREAT!
- Prairie du Sac – on the rail route.
- Family oriented.
- More local groups should be involved, such as the Sauk County Master Gardeners for traditional plantings.
- Sides of trail lined with native grasses, flowers, shrubs, trees.

Theme Ideas for the Great Sauk Trail

- Natural history.
- Incorporate history of Badger area at stopping points.
- Native American history. (2)
- Circus tradition – Baraboo.
- Local animals.
- I'd like to see a Wisconsin River theme - historical and ecological.
- Geological, historical.
- History, nature, and geology.
- Quiet and Beautiful; History, Culture, Businesses and Nature.
- The Great Birding Trail.

APPENDIX A: AGENDA FOR THE GREAT SAUK TRAIL PUBLIC PARTICIPATION EVENT

Great Sauk Trail Information & Public Participation Event Agenda

September 24th 6:00-8:00PM at the River Arts Center (RAC) located at 105 9th Street in Prairie du Sac

6:00PM Welcome and Gathering

Check out the trail maps and meet with Great Sauk Trail (GST) Commissioners and Stakeholders

6:15PM Presentation on the Proposed Great Sauk Trail (RAC Theater)

A brief synopsis of the rails to trails process, current status of the rail line, an overview of the Great Sauk Trail planning process including the proposed route, key decision points, and opportunities to participate.

- *Marty Krueger, Chair, Sauk County Board and Chair, GST Commission*
- *Jenny Erickson, Community Development Educator, Sauk County UW-Extension*
- *Dana White-Quam, Parks and Recreation Specialist, Wisconsin Department of Natural Resources (DNR)*
- *Brian Simmert, Sr. Planner, Sauk County Conservation, Planning and Zoning (CPZ) Department*

7:00PM Visit Public Input Stations (RAC Gallery)

The six public input stations are designed to gather input from the public on their desired future of the trail as well as offer an opportunity to address individual questions.

Station 1: Trail Survey

Participants will be asked to complete a brief survey designed to gather input on specific trail issues.

Identify Trail Features, Opportunities & Issues along the Great Sauk Trail

The trail is divided into three sections and each station (2 through 4) will represent one of the three trail segments. Participants will be asked to identify and locate significant cultural, natural and historical assets located near the trail. Participants will also be asked to identify key issues or opportunities (i.e. economic development) along each segment.

Station 2: Village of Sauk City

Station 3: Village of Prairie du Sac

Station 4: Towns of Prairie du Sac, Merrimac, & Sumpter/Sauk Prairie Recreation Area

Station 5: Vision for the Great Sauk Trail

Participants will be asked to share their vision for the trail which could include potential theme ideas and/or hopes for the future trail.

Station 6: Flyover of the Great Sauk Trail

Participants will view the You-Tube video by Kurt Wenger of the proposed Great Sauk Trail.

8:00PM Adjourn

APPENDIX B: GREAT SAUK TRAIL PUBLIC INPUT SURVEY

The proposed Great Sauk Trail will run about eight miles from Sauk City through the Sauk Prairie Recreation Area (former Badger Army Ammunition Plant) and into Devil's Lake State Park primarily along the unused rail line. A trail commission comprised of appointed representatives from Sauk County and trail-adjacent local units of government has been formed to plan and develop the future trail. The Great Sauk Trail Commission is seeking public input on a number of key decisions that need to be made as part of the planning process.

HOW YOU CAN HELP!

Please complete the following survey. The results will be compiled and individual responses will be anonymous. This combined feedback will serve as a recommendation to the Great Sauk Trail Commission.

1.) Who should the PRIMARY trail users be? Please check all that apply.

- Pedestrians
- Snowmobiles (outside of village limits only)
- ATVs (outside of village limits only)
- Cross-country skiers
- Bicyclists
- Horseback riders
- Other _____

2.) Which additional trail users (if any) should be considered? Please check all that apply.

- Bird watchers
- Snowshoers
- In-line skaters
- Photographers
- Other _____

3.) The proposed Great Sauk Trail should have which type of trail surface? (choose one)

- Paved** (WI DNR estimates \$50,000-\$130,000/mile to develop and \$2000/mile annual maintenance)
- Crushed stone** (WI DNR estimates \$25,500-\$60,000/mile to develop and \$2200/mile annual maintenance)

4.) What restrictions (if any) should be placed on the trail users? Check all that apply.

- Speed limits for ATVs and snowmobiles
- Established hours
- Pet restrictions
- Seasonal restrictions
- Noise restrictions
- Other _____

5.) What amenities (if any) should be located at the trail head(s) or along the trail? Check all that apply.

- | | |
|----------------------|-----------------------|
| Bathrooms | Picnic tables/benches |
| Water | Shelter/warming hut |
| Interpretive signage | Other _____ |

6.) What should happen to the unused rail line (dotted line) from the old rail bridge through the industrial and residential areas of the Villages? (see map on right)

The unused rail line should be converted to a trail with only low impact users (walking, biking, skiing, etc.). This trail would connect to the existing paved trail.

This section of the rail line should be left unutilized. The proposed Great Sauk Trail should begin on the existing paved river trail that starts near the Highway 12 Bridge.

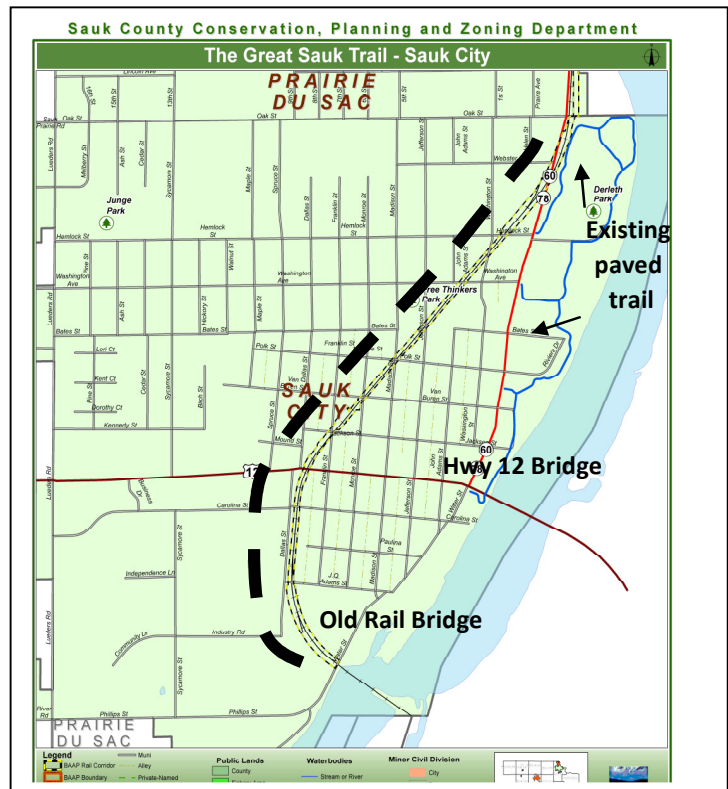
Other _____

7.) The old rail bridge no longer spans the Wisconsin River. What should happen to the old rail bridge (see map on right)?

The unused rail bridge should be rebuilt for trail users to cross the river.

Nothing should be done to the remaining portions of the bridge.

Other _____



8.) Please list any additional ideas, hopes, and/or concerns for the proposed Great Sauk Trail.

9.) If you would like to be added to the proposed Great Sauk Trail contact list please include your name, email and/or address below.

Name:

Email:

Street, City, State and Zip:

Thank you for completing the survey.

APPENDIX C: RESPONSES TO GST SURVEY QUESTION NUMBER EIGHT

Survey participants were asked to list any additional ideas, hopes and/or concerns for the proposed Great Sauk Trail. The following are the verbatim responses. They have been organized by subject matter and categorized.

Follow the Badger Reuse Plan/ Maintain a Natural Setting

- The property is a rare and beautiful one. Hopefully, public use of the trail would encourage restoration of thousands of acres of the Great Sauk Prairie, making it a national destination for tourists.
- Keep it natural and with no gravel or paved road.
- It should be kept quiet to not disturb the habitat for other living creatures that need to survive.
- I feel very strongly that it be used only for non-motorized, silent uses. I am therefore also voicing my support for the Badger Reuse Plan as developed, and do not wish any modifications to it as have been recently proposed.
- I really think this area should be an addition to the important bird area at Baxter's hollow. Our birds are running out of land to nest in.
- The trail should be a quiet recreation trail that fits with the provisions of the Badger Reuse Plan. It should only be for non-motorized, low impact recreation.
- We should attempt to keep human impact to a minimum on this beautiful area.
- I support the Badger Reuse Plan and conserve as much of this heritage as possible.
- Planning for the "Great Sauk Trail" cannot take place in isolation. A significant portion of the trail will go through the former Badger Army Ammunition Plant. As such the trail should adhere to and reflect the values, criteria, and proposes uses that were developed by the Badger Reuse Committee and that were summarized in the committee's final report, which in turn was approved and endorsed by the Sauk County Board of Supervisors. The Reuse Plan in fact called for the creation of this trail, and explicitly called for LOW-IMPACT RECREATION. In addition, recreation was only one of several primary uses envisioned by the reuse plan; the others being ecological restoration, education and research, and sustainable agriculture. The trail offers a wonderful and important opportunity to help integrate these several uses, and to work with the various Badger landowners and stakeholders. In addition, I sincerely hope that the planners of the GST will place great emphasis on community involvement and participation; that it become a catalyst for active citizen participation and volunteer work to assist in the restoration of the land along the Wisconsin River and at the Badger Plant. Let it become a trail whose "users" are not merely consumers, but active participants in the stewardship of the land -- the Riverway, the prairie, the Baraboo Hills.
- Given how much critical (and vanishing) nesting habitat for so many rapidly declining bird species that the proposed trail would go through, it is essential that this trail not be open to motorized uses, especially during breeding season. Even opening it to motorized uses in winter would be problematic, as the sound would be amplified and echo off of the Baraboo

Hills, especially with the lack of sound-deadening vegetation, making it extremely unpleasant for nearby residents.

- Support a "QUIET" recreational use through the BARABOO HILLS, the BADGER AMMO LANDS, and the LOWER WISCONSIN RIVERWAY. Also, Enthusiastically in favor of the BADGER REUSE PLAN, which calls for conservation of the BADGER LANDS.
- The trail should be used in concert with the reuse plan agreed to by all the parties for the old Badger Army Ammunition Plant. The areas outside BAAP could be used for snowmobiling and tie into existing snowmobile trails that circumvent the old BAAP. Initially, I think the new Sauk Prairie Recreation Area could benefit from a volunteer group to help educate new users of the SPRA. This would supplement the regular staff from Devils Lake and help minimize resource damage in the area once the DNR implements its land use decisions. I would be willing to help with a voluntary effort for the area.
- Any consideration for a trail within the Sauk Prairie Recreational Area should be compatible with the existing Badger Reuse Plan.
- If I can encourage one thing above all else, it would be that the trail should COMPLIMENT the wildlife, habitat and natural systems that it will traverse. To that end, the Commission should invite presentations by professionals in fisheries, wildlife, prairies, migratory birds, grassland birds, the Baraboo Hills, the Lower Wisconsin Riverway, and more -- as the trail will impact ALL of these.
- I strongly support the Badger Reuse Plan, and the trail use should be consistent with conservation of the Badger Land. The rules should prohibit loud activities like the use of ATVs and snowmobiles.
- The final use of the trail should be compatible with the recommendations of the Badger Reuse Plan. We own property on Water Street in Prairie du Sac overlooking the river and the trail and are concerned that the uses are low impact and not noisy.
- Adhere to BAAP Reuse Plan. Consider this also as a wildlife corridor connecting larger tracts of habitat (BAAP, DLSP, LWSR, some private lands). Should not allow invasives (especially shrubs) to prevail--both for the sake of plant and animal communities along the trail, but also because if invasives are not controlled, this will be a major source of infection for the aforementioned larger wildlife habitats.
- I also encourage you to limit the use of the trail by motorized vehicles (or at least those that make a lot of noise or polluted air). It is very difficult to enjoy a walk, push through a strenuous/exhilarating ride, or peacefully communicate with companions when ATV's or snowmobiles dominate the trail.
- I hope that the Badger Reuse Plan is honored for the proposed Great Sauk Trail through the Badger lands. Quiet activities only.
- It is vital that our impact on this all too rare wildlife area be the absolute minimum.

- The success of this trail depends, in my opinion, on the support of neighboring residents. Therefore, noisy, motorized vehicles should not be allowed on the trail. A snowmobile route already exists on the margin of the Sauk Prairie Recreation area.
- Conservation is most important to me, and quiet. I want to hear the birds and fellow birdwatchers as we whisper.

Low Impact/Non-Motorized Users Only

- Quiet, non-motorized travel. I urge you to develop the trail in whatever way allows us to protect the natural beauty and integrity of this area.
- I would like to see the trail used by quiet users: hikers, bicyclists, horseback. ATVs and snowmobiles are just too noisy and disruptive. For the most part these users just want to go fast, and don't really appreciate the scenery and wildlife.
- I strongly support quiet use of this trail, and safety for walkers. No snowmobiles, no ATVs, which are loud and dangerous to pedestrians.
- I have concerns regarding two of the DNR's proposals: An ATV trail would be used not only the relatively quiet 4-wheel ATV's, but the VERY NOISY 2-cycle dirt bikes, which really scream. A shooting range would be used for hunters to sight in their deer rifles, which I support. But it also would allow year-round use by recreational shooters with AK-47's, which would be very objectionable.
- I believe the majority opinion would be for low impact use in order to let the place recover. Allowing ATVs will greatly diminish the quality experience especially for anyone interested in traveling long distances to use the trail and the property. In the long run, selling the large landscape as a place for solitude amongst wildlife will bring a steady stream of tourist dollars to the economy in all seasons. Let's continue to work to that direction.
- Recreation should not include motorized vehicles, hunting, nor trapping. Vehicles such as ATV's would degrade trails and noise levels would negatively impact local home owners and wild life. Having visited Lincoln County's ATV routes through county forests, it's evident that vehicular traffic takes a very heavy toll on forests and trails.
- I believe this beautiful area should be used for low impact activities. Bringing in motorized recreational equipment would limit opportunities for those who would like to enjoy the natural beauty of the area.
- Quiet should be the overarching theme; the trail should only accommodate non-powered vehicles, such as bicycles, and humans on foot or on horseback. Skiers and snowshoers also welcome in winter.
- Do NOT let ATV or snowmobiles on these trails on into Badger. There are hundreds of other areas these activities can take place, but it is only at Badger that certain natural wildlife exists, and having these types of sports jeopardizes this completely.
- My greatest hope is that loud machines are not allowed. A return to the land's previous natural state is most important.

- Birding is big business in this area and all decisions should be made to enhance this quiet, non-polluting recreational use of this land.
- I would like to see what people describe as "low impact" for this area, and that would not include motorized recreational vehicles.
- I strongly support quiet use of this trail, and safety for walkers. No snowmobiles, no ATVs, which are loud and dangerous to pedestrians.
- PLEASE NO MOTORIZED VEHICLES WHICH WILL RUIN A TRAIL EXPERIENCE FOR HIKERS, HORSEBACK RIDERS, SKIERS, BICYCLISTS, ETC. I PERSONALLY WOULD NOT USE A "TRAIL" WITH MOTORIZED VEHICLES, I.E. SNOWMOBILES AND/OR ATVs.
- The trail should be used for low impact recreation.
- When I use a walking, hiking or biking trail I do not want to have to be concerned about my safety or interruption of my quiet usage by any motorized use of the trail.
- We need to keep the area peaceful - low impact as much as possible.
- No ATVs or snowmobiles or other motorized vehicles.
- My hope is that this trail's use is limited to low impact quiet uses and that the natural is left as it is, as much as possible. This means no ATVs, snowmobiles, no horses or other pets. I would hope that the construction and use of this trail leaves the area as undisturbed as possible. I would like to see the area capitalize on building an eco-friendly tourism and keep noise, light and other forms of "pollution" to a minimum. I would like to see the trail's focus on uses that encourage restoration and protection of all native bird, insect, plant and animal species and minimize the human impact. When I use the trail, I want to hear the birds and insects and see the native of all species and I want to see the stars and the sky after dark.
- I feel that wildlife would be harmed if ATV users and snowmobiles are allowed on the trail.
- Please do not allow ATV's, snowmobiles, or other off road motorized use of this land or trails.
- Quiet, peaceful, back to nature activities only.
- We should attempt to keep human impact to a minimum on this beautiful area. I oppose the use of ATVs or snowmobiles on the trail.
- I'd like to see this trail used only by quiet, nature-oriented people. We do not need more trails for noisy snowmobiles or ATVs.
- The ability to find places for hiking, biking without interference from motorized noisy, smelly machines is becoming very difficult - we get harassed by speedboats and wave runners when on the waterways, harassed by ATVs and snowmobiles on cross country/snowshoe trails and hiking trails. We deserve a break - a place to enjoy bird watching, photo outings etc. Not to mention opportunities for physical recreation - PHYSICAL RECREATION AND PEACE OF MIND.
- If motorized users are allowed on it, non-motorized users will feel uncomfortable or unsafe and will use it far less than otherwise. With a bridge across the river, people will be able to cycle from Madison all the way to Devil's Lake.
- I hope vehicles are denied access. Say no to ATV's and snow mobiles and bicycles.

- I DO NOT want to have it open for ATV use or any motorized equipment except for trail maintenance. I also DO NOT want any shooting range or any other gun use in the area. We would be extremely disappointed if motors are allowed as this spoils the entire experience of being in nature, and we would not use the trail. There are so few and precious places left to go for nature study in peace and quiet. People need this experience very badly and we believe our entire culture suffers the lack of it.
- Let's keep it quiet and peaceful so we can get away from noise and fumes and just enjoy the beauty of our area.
- It is critical that any uses of the trail be compatible with low-impact recreation.
- Keep motorized vehicles off the trails---noisy, polluting, fast, and too frequently go off trail.
- I think it is a great idea. I do not see any need for ATV's or snowmobiles on this trail. It should be kept peaceful and green. Maybe a special trail could be made for horseback riders. I think it would be dangerous to mix horses and walkers all on the same trail at the same time.
- I oppose the use of ATVs or snowmobiles on the trail.
- Please, no noisy ATV's or snow mobiles. Make it a peaceful place, bring respect back to that land that was so misused for decades.
- NO ATV's!
- This should be kept a natural area with access! I believe ATVs alter too much of the terrain.
- Please keep this trail non-motorized. As a person who does both, I know that motorized sports do not mix with other users of trails well. ATV's tear up trails for bikes. They also make a lot of noise for other users like bird watchers and observers of nature. They have their place, but it is in the designated ATV trails in more rural areas. That it NOT be open for noisy recreational machines...that appreciation/educational visuals appear, thoughtfully placed - revealing what might be invisible to many walkers...that there be benches for appreciation - just to sit, to look, to listen, to BE within that marvelous space...(probably more, but can't think of them at the moment).
- I'm mostly concerned over noisy, possibly damaging activities like ATVs, dirt bikes, four wheelers etc.
- I would like this to be utilized for QUIET recreation. No gun range or ATV's. I would like to see the Badger Reuse Plan utilized.
- This is a great idea, but I feel allowing ATV's and snowmobiles would be a bad idea. (and I rode those as well). Since this is a shorter trail and near towns and a state park I think it should be limited to bikes and pedestrians.
- This first phase of planning should consider longer-term goals of connecting to the State 400 Trail in Reedsburg, Devil's Lake State Park and the Ice Age Trail, and trails on the Columbia and Dane counties side of the River.
- Quiet, low-impact uses without pets for all seasons are most complementary to the nearby state natural areas, Devil's Lake State Park, the Sauk Prairie Recreation Area (Badger Prairie) and eagle viewing along the Wisconsin River.

- I vote for low impact use of the new trail. No snowmobiles, no ATV's, no dirt bikes etc.
- Bicycling and ATV use would conflict, especially on such a short eight mile trail.
- Riverland Conservancy supports the development of hiking and other low-impact trails. As an adjacent landowner, we are concerned about use of the trails by ATV, snowmobile, and horses.

Route Suggestions

- Not only have the rail trail through Badger, but also a historical and geological loop within the BAAP with signage at stops along the way.
- Connecting a human powered trail system to the Ice Age Trail will bring more revenue to the Sauk County area. The Ice Age Trail already brings 1.2 million annual visitors and \$113 MILLION to the local economies.
- A paved trail connecting Prairie du Sac and Devil's Lake would be great, but a well maintained crushed surface would be fine also (like 400 trail) or the section in town out to 'Z' could be paved to start. Would like to see it connected into Devil's Lake State Park somewhere along south shore either/or both over the bluff/Burma road and around the east side near Hwy 113. A loop route around the perimeter of the Badger area would be a great bike ride also. Would be nice to see the old rail bridge reconnected and the trail extended to Mazomanie. This trail would become a highly used bike route to Devil's Lake if the seven mile section along Hwy 12 is finished also, especially if it's paved all the way. You would have it used by Madison bike clubs.
- How far south and north could this trail eventually go? Could it connect to any other trails? We love the 400 trail and the Great River trail. There can be stops at area businesses.
- It would be a real asset to re-build the bridge across the river for trail users. It will open up the possibilities for future trails, more access, and a real asset to the community.
- It will only be "Great" if it goes more than eight miles - I mean really. This trail should connect Mazomanie and beyond into Madison to bring those folks to Sauk Prairie (and for Sauk Prairie to go as well). This would connect it with the Cities of Madison and Middleton excellent trail system. It should also go to Baraboo immediately, since Baraboo is ready to connect to their trail system. Then it should connect to Reedsburg to the 400 Trail. Particular care should be given to highlighting and showcasing local art, culture, businesses, and history, since that be essential to the quality of the trail. It should do the best job of drawing visitors and local users possible. It should be considered as a marketable product rather than a governmental project. Only then will it be "Great". Good luck.
- I would love to see it connect to the 400 Trail in the future.
- Focus on flat / easy biking trails that can be used with all types of bikes (e.g., not a trail or mountain bike but a cruiser or for kids/families).
- I am thrilled at the possibility of connecting Madison to the 400 trail in Reedsburg for pedestrian users.

- The use of the rail road bridge and making a new path on the rail bed through town would be integral in development of the larger trail system to connect Madison to Reedsburg. If the current river trail is used it will be the most poorly maintained portion of a regional trail because the villages lack of maintenance and the seasonal flooding that will close it and cause alternate routes to be used. If the trail is taken through town it will be within a few blocks reach of many families that will have a greater opportunity to use the trail. Eventually this may lead to a trail connection to The 400 State Trail.
- Please remember to push for connecting the trail which could connect Dane County to Sauk County along HWY 12! It would make a huge positive impact! Thanks much!
- I hope the trail is well planned, successful raising the necessary funds to build and given strong support by stakeholders who ultimately will do the work. And connect with Dane County trails and continue through to the Reedsburg trail system and beyond.
- This is a wonderful opportunity to connect the two existing trails together at each end...this of which you probably already know. Anything that we can do to encourage our society to get out and exercise, see our rich cultural area history is a great asset to each community. I hope that this idea turns into a reality, I know that my friends and I will surely use it.
- Eventually I would love to see this trail connect to the 400 trail in Reedsburg!

Restrictions

Seasonal Restrictions

- Keep the trail open to users all year. Do not limit use during eagle season.
- Concern: a proposal to open the trail to ATV's would disrupt the area, the nesting birds. I believe it should be a trail open to NON MOTORIZED vehicles during the summer, snowmobiles in the winter with speed restrictions.
- Please don't close the trail in the winter to low impact use. There are opportunities to use it in a low impact manor such as snowshoeing, skiing and fat biking that would enable numerous people to get out of their homes in the winter when they would otherwise be inactive.
- Will parts of the trail be closed during the months that bald eagles are wintering along the river?

Hunting Restrictions

- No hunting/trapping allowed on or off the trail.
- I DO NOT want it open for hunting.
- I'd like it to be a quiet trail, which would include no hunting--wouldn't want to hear any bullets whizzing by me as I ride my bike on the trail.

Speed Restrictions

- Snowmobiles, less so, but need to be kept at a slower speed to reduce noise pollution.

Economic Development/Community Asset

- Signage that promotes local businesses and tourism in Sauk Prairie.
- Just doing something with this unused area will bring in more revenue to the area. Perhaps ask some local groups like bike, horse, and photography to help with funding portions of the route that would be of interest to them. Also if local business that benefit from the trail helped out, they would see a huge return from their investment (i.e. Blue Spoon/Culvers and other local bars).
- It would be a plus to the area...economy, health...another reason to move to the area.
- The state of Wisconsin should promote it to tourists as well as local folks.
- I hope that these trails put our community on the map, attracting hikers, birdwatchers, and local community members looking to get out into nature via a trail close to home.
- We need to think broader and longer about the massive resource this section of the Lower Wisconsin Riverway offers and the opportunity to highlight it with a nature and interpretive center on the Badger Prairie. This area has enough diversity of natural resources to be marketed on the scale of a national park, if only we can get all stakeholders to plan and execute as a cohesive unit.

Preference for Horses and Unpaved Trail

- Multi use for bikes - horses - pedestrians so NOT paved. Sauk County needs more horse trails.
- Horses and bike riders can get along. The 400 trail is a good example. Crushed gravel for bikers, and grass for the horse riders.
- There is plenty of property there and the previous DNR submissions have established the HUGE need for accessible horse trails in this part of Wisconsin. Black Hawk Ridge has horse trails- with nowhere to park horse trailers except a very tiny lot! Please include horse trails as part of Badger trail development.
- I would love to see that beautiful land be used by recreation that would enable users to enjoy it. Such as horseback riding, walkers, bird watchers etc...overnight camping would also be a huge plus for said enjoyment.
- It would be wonderful to have non paved trails for horses and hiking in addition to the eight mile paved section! I would love to be a part of any committee!!

Misc.

- Within the natural area I would like to see primitive campsites in place for silent sports trail users.

- Also what is going to happen to the old "blue" pump house on Wiegand's Bay????? It is an eyesore and needs to come down!!!!
- I am very concerned about the possible cancerous chemical exposure risk to individuals in the BAAP area. Personally, I would support putting a high fence around the plant with a skull and crossbones keep out sign therefore limiting human exposure. BAAP is a toxic waste dump and should be treated and portrayed at what it is!
- As a hiker, snowshoer, biker, and avid photographer - I'm looking forward to this new development, and will be following its progress throughout the conversion. If there is any photography opportunity throughout the development, I would be happy to provide examples of past work and similar organizations, and talk via phone. Thank you.
- I was hoping the name for the "Sauk Prairie Recreation Area" was better/more informative. The name should pay tribute to the badger ammunition plant, as well not be the same combination of names as the towns it is somewhat near. The way it is now, one "prairie" is literal while the other "Prairie" is speaking of the town that is miles away. Confusing for tourists. Maybe "Badger Prairie Recreation Area" would be more fitting. BPRRA sounds better than SPRA...
- Wisconsin Trail Pass should be required.
- It would be nice if the trail could have the possibility to have some beginner mountain bike trails run alongside it.
- Dog parks, free public shooting range, upland game hunting preserve.
- If ATVs and snowmobiles are allowed to use the trail, I'd like to see the trail still shared with non-motorized users. Even during the winter months fat bikes, cross country skiers, and snowshoers could benefit from this trail.
- I especially like interpretive signs and an interpretive center.
- Seriously? \$2K mile/year? That's insane. Leave it up to volunteers. We do most of the work anyway!
- Another rail trail is always welcome, nowhere else do you see every instance/spectrum of cycling in Wisconsin.
- I can't wait! I've been hoping this happens before I can't ride a bike anymore.