

**Summary of Testimony
Before Wisconsin Legislative Council Special Committee
State Trails Policy**

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Superior Lobe Chapter of the Ice Age Park and Trail Foundation (IAPTF)
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Reason to Rejoice: All of us can take pride in hearing Brigit Brown's statement that the Wisconsin DNR is a national leader in converting rail lines to recreational trails.

Given Instructions to Special Committee:

Among the instructions of The Special Committee is to give (1) special emphasis to motorized trails and (2) to study funding for further development:

I would hope that these two objectives can be studied by asking:

How can additional motorized opportunities be provided without harming the financial and quality of life interests of others?

Price Paid by members of the Superior Lobe Chapter for expanding motorized use

- **Outlaw ATV operators chew up trails that required many hours of laborious work by volunteers.** One ATV can undo in minutes what takes weeks for volunteers to accomplish.
- **On three occasions, sections of the Ice Age Trail on the route cared for by the Superior Lobe Chapter have been turned over to ATVs without any compensation for building an alternate route.** Members of the chapter have spent almost three years looking for an alternate route to reconnect a severed trail route. The chapter is staring at building a bridge with a 50-foot span at a cost of over a hundred thousand dollars to replace the bridge taken over by ATVs. There is no gas tax formula to cover this cost.
- **Undermining of financial supporters of the Ice Age Trail by making an Inn-to-Inn hiking route irrelevant.** Three B & B's in addition to a golf course and resort had given financial support to a program that's no longer viable.
- **Private landowners have denied recreational easements to the Superior Lobe Chapter for fear they will attract illegal ATV operators.**

Remedies—(1) A restitution fund, (2) Legible License Plates, (3) Surveillance Cameras and Barriers, (4) Persuasive or Threatening Signage, (5) Meaningful fines and confiscation of equipment, (6) Discontinuation of Multi-use trails that mix motorized and non-motorized users.