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# Milwaukee Road Corridor Study

## Technical Appendix A

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**Title:** THE MILWAUKEE ROAD CORRIDOR STUDY:  
A SURVEY OF ADJACENT LANDOWNERS

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Department of Natural Resources

THE MILWAUKEE ROAD CORRIDOR STUDY:  
A SURVEY OF ADJACENT LANDOWNERS

FINAL RESULTS

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THE MILWAUKEE ROAD CORRIDOR STUDY:  
A SURVEY OF ADJACENT LANDOWNERS  
AN ABSTRACT

Two surveys were conducted for this study: Interviews with landowners whose properties are adjacent to the Milwaukee Road Corridor between Spring Valley and Hokah, Minnesota; and interviews with landowners along the active Douglas, Heartland and Sparta-Elroy trails in Minnesota and Wisconsin. The former was conducted by the consultant and the latter by the DNR Planning Research staff.

Results of the surveys show that opposition to a proposed recreational trail in southeastern Minnesota is widespread among rural and urban landowners, with some variability in different geographic areas. Landowners along the well-traveled Sparta-Elroy trail report more problems than those along less traveled trails in Minnesota.

Problems associated with trails reported by near-trail residents are not as varied or numerous as those reportedly anticipated by respondents along the Milwaukee Road Corridor. Problems reported by near-trail residents are more in the category of apprehensions than real, negative experiences. Many of the problems anticipated by landowners near the Milwaukee Road Corridor are rooted in mistrust of the DNR as well as in a belief that railroad-related problems will be compounded if a trail is established on the right-of-way. Underlying this opposition is a belief that land, as it becomes available in rural areas, ought to be evaluated as farm land before it is considered for other uses---especially public uses.

Report materials include sections on methods and findings accompanied with several appendices. Appendices include landowner lists; land use maps and additional comments made by survey respondents.



## EXECUTIVE SUMMARY

1. John P. and M. Michele Genereux, Consulting and Research in the Social Sciences, were retained by the Minnesota Department of Natural Resources in July, 1979. Their task was to determine the opinions and concerns of urban and rural landowners in Southeastern Minnesota regarding conversion of the Milwaukee Road Corridor to a recreation trail under State management.
2. For purposes of this study, the Milwaukee Road Corridor is defined as the right-of-way (R-O-W) 50 feet on either side of the Chicago and North-western Railroad tracks between Spring Valley and Hokah Minnesota--a linear distance of 60 miles.
3. Affected landowners are defined as those persons owning, managing or renting properties which are adjacent to and abut the right-of-way.
4. The principal research tool used in the study was a questionnaire designed by the consultant for use in telephone and at-home interviews.
5. A draft questionnaire was reviewed, separately, by the Milwaukee Road Corridor Task Force of DNR staff and the leadership of Citizens Rights to Purchase Property, Inc. and Proper Land Use Supporters and their legal counsel and found acceptable by them, with proposed revisions.
6. A total population sample was used for the survey-- that is, an attempt was made to identify and interview all adjacent landowners between Spring Valley and Hokah.
7. Prior to drafting a questionnaire, the Consultants: flew the route with DNR staff; interviewed 8 administrative staff members at the DNR; interviewed 8 landowners at their homes; and visited each community along the study corridor.
8. Landowners were interviewed by the Consultant between August 7 and August 20 from field bases in Winona and Lanesboro. Approximately 184 persons were interviewed by phone or at their homes or places of business representing ownership or use of 196 parcels of land.

9. Maps and aerial photos were used during interviews. Land use problems associated with the present railroad right-of-way or anticipated in connection with any trail development were noted on maps.
10. Maps and reference notes were submitted to the DNR for interpretation. Data was transferred from these maps to drawings for publication by DNR staff.
11. In a simultaneous study effort, DNR staff interviewed a randomly selected sample of landowners whose properties abut the Douglas, Heartland and Sparta-Elroy trails in Minnesota and Wisconsin. The Consultant compared findings from this survey with those of the Milwaukee Road Corridor survey.

#### STUDY FINDINGS

12. DNR administrative staff believe that views expressed in public participation (e.g., landowner surveys; public meetings; hearing testimony) will have a weight of "9" on a scale of 1-10 when the State considers alternatives as it pursues a final decision on whether to purchase the corridor for public recreation.
13. Two out of every three landowners surveyed are opposed to public ownership of the Corridor.
14. Three out of every four landowners surveyed are opposed to development of the Corridor as a state trail.
15. 72% of the landowners surveyed own or farm agricultural land.
16. Land use along the Corridor can be broadly defined as:
 

60% rural farm	25% urban
12% rural, non-farm	2% state-owned
17. The railroad right-of-way borders adjacent properties in the following ways:
  - a) 48% Forms boundary outside the property.
  - b) 13% Parallels boundary inside the property line.

- c) 28% Cuts diagonally through a parcel.
  - d) 11% Combination of (a) - (c).
18. If the price were right, 88% of the survey respondents would buy the right-of-way adjacent to their properties.
  19. The right-of-way has no productive uses for 17% of the respondents.
  20. 68% of respondents do not believe the DNR could be trusted to maintain a Root River Corridor Trail.
  21. If a trail were established along the right-of-way, respondents would prefer that the following activities be restricted or prohibited. Those who wanted all activities restricted are not included.
    - 52% Trail bikes
    - 50% Fires
    - 54% Night use
    - 37% Camping
    - 37% Snowmobiles
    - 34% Hunting
    - 8% Horses
  22. 86% of respondents believe they understand what the State wishes to do with the right-of-way if the DNR purchases the land.
  23. In the event that respondents had any questions about the right-of-way issue 40% of them would trust the CRPP or PLUS groups to give them good answers. DNR was considered a trustworthy source by 13% of respondents.
  24. Over 50% of respondents believe the DNR should take sole responsibility for trail management. The following groups should be included in trail design and development. Many persons did not respond to this question (48%).
    - 59% county
    - 55% township
    - 56% landowners
    - 60% local committee
  25. Respondents name the following land use problems associated with the right-of-way as it currently exists:

26% Access  
24% Equipment movement  
18% Drainage  
1% Irrigation  
10% Pooling, Ponding, Yellowing of crops  
12% Moving stock  
26% Reduced productivity  
10% R-O-W reduces flooding  
10% Position of R-O-W increases privacy  
46% Weeds

26. Landowners along the Douglas, Heartland and Sparta-Elry trails claim to have had the following trail related problems:

24.8% Insecurity about property  
23 % Litter  
17 % Insecure about family safety  
14 % Access problems  
16 % Noise  
9 % Reduced productivity of land  
9 % Problems moving machinery about farm  
7 % Weeds

27. The State DNR should discuss survey and other study results with affected landowners in small town meetings. Recommended meeting places are:

- a) Rushford
- b) Houston
- c) Spring Valley

28. A Township by Township analysis reveals differences in data. Perhaps because they have fewer land use problems associated with the location of the right-of-way, residents in the area between Lanesboro and Rushford (Carrollton Twp - Rushford Twp) may be less apt to strongly oppose trail negotiation with the DNR.



29. The homes of 72% of the respondents along the Douglas, Heartland, and Sparta-Elroy Trails are located within one mile of the trail ROW. Trails cut diagonally through 41% of the properties investigated. This does not appear to be significantly correlated with the problems associated with trails. Problems seem to be correlated with high use.
30. 90% of the respondents along the Minnesota trails think the DNR has done "an excellent job of trail management." 67% of the residents along the Sparta-Elroy Trail agree with this statement.
31. Roughly 70% of the residents along the three existing trails believe that, "having a trail has benefited the local economy."
32. Respondents in the Milwaukee Road survey and those in the existing trails surveys disagree about probable and actual effects; for example, one-third of the Milwaukee Road survey respondents believe local people would use a trail if one were built near their lands. 95% of the Minnesotans along the Douglas and Heartland Trails say, "local people use and enjoy" the trails; 78% of the Wisconsin respondents believe local people actually use the Sparta-Elroy Trail.
33. 80% of the respondents along the Sparta-Elroy Trail have been asked for help or services by trail users. 11% of these respondents are annoyed by such requests.
34. Residents along the three existing trails would prefer that the following users be prohibited:
  - 73% Motorbiking
  - 64% Hunting
  - 54% Night-time use
  - 35% Horseback riding
  - 26% Camping
  - 15% Picnicking
  - 13% Snowmobiling
  - 12% Ski-touring
  - 2% Bicycling



## STUDY RATIONALE AND OBJECTIVES

Under the provisions of Minnesota Statutes 85.015, Subdivisions 1 and 7, and 84.029, Subdivision 2, the state is authorized, by action of the Department of Natural Resources on its behalf, to acquire land and to develop all or portions of that land for trails and facilities related to trails.

In March, 1978, the Chicago, Milwaukee, St. Paul and Pacific Railroad gave public notice of its intent to retire and liquidate through sale that portion of its holdings between La Crescent and Ramsey, Minnesota. The property includes 100 miles of track bounded on either side, for its entire length, by 50 feet of undeveloped right-of-way. The rail line generally parallels the northern bank of the Root River, passing through thirteen communities and running through or adjacent to privately-owned farms, businesses and residences as shown in Figure 1.

In 1979, the Minnesota State Legislature passed a law which authorized the state to initiate fact-finding studies to determine whether or not the state would wish to make an offer of purchase on this property.

The Inter-state Commerce Commission (ICC) regulates the disposition of retired railroad property. Under ICC provisions, a period of 120 days is allocated between announcement of retirement and initiation of liquidation proceedings for public use negotiation. This negotiation period is provided in order to allow state government adequate time to determine its interests in making an offer to purchase property.

For the Milwaukee Road Corridor decision, this negotiation period will begin November 20, 1979 and be closed March 19, 1980. The fact-finding study initiated by the DNR includes an assessment of social as well as natural resources and technical considerations.

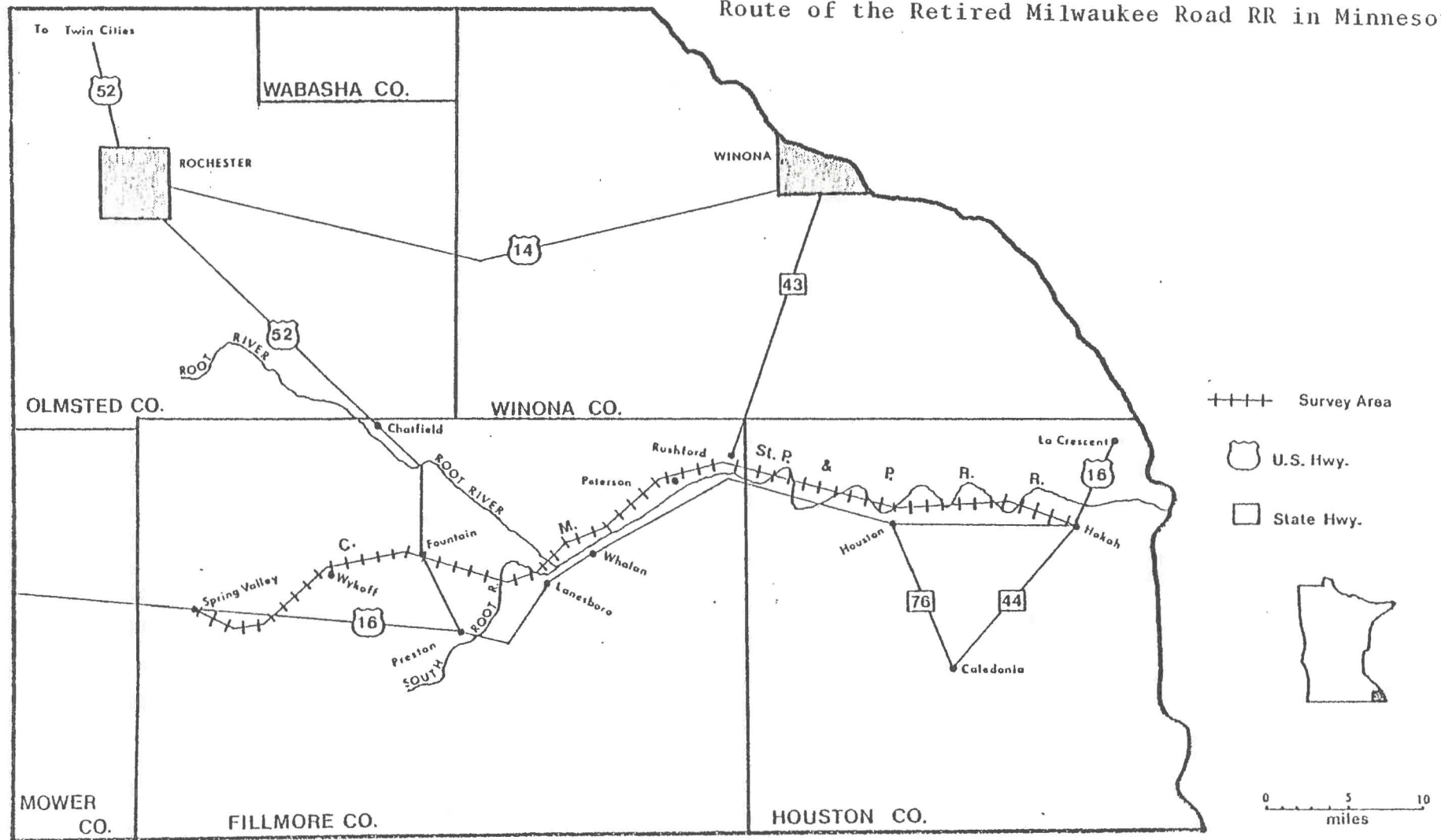
A major social consideration is the balance, in project design, between the recreation benefits to the state and the satisfaction of localized land use interests. The Department determined that the information available to decision-makers on these issues was not satisfactory as of July 1, 1979.

# MILWAUKEE ROAD CORRIDOR

## STUDY AREA

Figure 1

Route of the Retired Milwaukee Road RR in Minnesota.



At that time, the Consultant was retained to conduct a survey of property owners between Hokah and Spring Valley whose lands are adjacent to the railroad right-of-way.

A survey was proposed as a way to

- a) include the views of all primarily affected landowners in the decision-making process.
- b) verify the names of landowners currently owning and/or managing property adjacent to the railroad right-of-way.
- c) identify land use concerns and problems associated with converting a railroad bed to a trail--as expressed by landowners.
- d) identify any alternate routes which might accommodate landowners needs while maintaining the integrity of a trail--as proposed by landowners.
- e) identify the preferred communication channels for routing requested information to local residents.
- f) solicit the opinions of local landowners about a trail, the DNR, and liquidation of railroad property.

At the request of the Department, the number of survey respondents was limited to those persons owning adjacent properties between Hokah and Spring Valley, Minnesota--a distance of some 60 miles.

In a separate study effort, DNR staff surveyed residents owning properties adjacent to three active trails in Minnesota and Wisconsin. The purpose of this study was to

- g) balance perceived problems expressed by Milwaukee Corridor respondents against actual experiences of other near-trail residents.

## RESEARCH METHODOLOGY

The essence of the study discussed in the balance of this report is a total sample survey of landowners, renters, and managers along the Milwaukee Road Railroad bed between Hokah and Spring Valley, Minnesota--a distance of 60 miles.

The study included eight design and analysis elements:

1. Interviews with DNR decision-makers to better understand decision-making responsibilities and project considerations.
2. Interviews with local leaders and randomly selected landowners to clarify local issues.
3. Design of a draft questionnaire for review by DNR staff and the leadership of landowner organizations in the study area.
4. Design of a final questionnaire.
5. Conduct of a telephone survey.
6. On-site interviews with respondents having land use problems associated with the right-of-way.
7. Computerization of survey data.
8. Mapping of problems, concerns and alternate routes brought out in interviews with landowners.
9. Comparison between anticipated land use and trail related problems noted by respondents against data from other DNR trail surveys.

Landowner concerns and land use problems associated with the Milwaukee Road Corridor and possible conversion of the right-of-way to a recreation trail were determined through interviews. Interviews were conducted by phone and in person during the period August 7 - August 18, 1979. A standard questionnaire was used in each interview. A total population sample was surveyed--a census of landowners owning, renting or managing properties adjacent to the Milwaukee Road right-of-way between Spring Valley and Hokah, Minnesota. Urban and rural residents were interviewed.

Using township plat maps, city directories and city records, some 260 persons were identified for the survey.



Changes in ownership patterns became evident as the survey proceeded. An amended landowner list is included in Appendix A. This list should not be interpreted as inclusive, or legally verified but simply as an update of records available to the Minnesota DNR in July 1979.

The questionnaire used in the landowner survey was designed by the Consultant after they had interviewed decision-makers at DNR and several landowners; visited towns and farms in the study area; and flown the railroad route with DNR staff. A draft questionnaire was reviewed by the DNR Milwaukee Corridor Study Task Force on July 30 and by representatives of Citizens' Rights to Purchase Property, Inc., Proper Land Use Supporters and their legal counsel on August 1. A final questionnaire was pretested August 3 in the Twin Cities area and was amended to read as shown in Appendix B.

Survey interviewers were posted in Winona and Lanesboro while the survey was being administered. Interviews were generally conducted by phone. On-site interviews were administered when requested by respondents. Phone interviews were followed-up with site visits and extended interviews when land uses which might affect trail design were noted in phone discussions.

The following criteria were used to define special land uses requiring follow-up interviews:

1. R-O-W passes within 1/4 mile of a farmstead.
2. R-O-W bisects a single parcel of land.
3. Respondent owns more than 320 acres of land.
4. If conditions (1), (2), or (3) are present unless:
  - a) R-O-W parallels a highway away from buildings.
  - b) Bisected fields can be farmed in 40-acre parcels.
  - c) R-O-W passes at foot of a cliff.
  - d) R-O-W crosses land through a swamp or forested area.
  - e) Respondent lives out-of-state.
  - f) Respondent specifically requests interview be conducted by phone.

Current land uses and land use problems associated with the railroad right-of-way were noted on aerial photos as identified by landowners. Possible ways to correct problems or avoid incompatible land uses in trail design were included in notes accompanying aerial photos. These materials were submitted in rough form to DNR staff for



interpretation and reproduction. Land use maps are included in Appendix C.

Survey data was processed by the DNR Research Staff using computer facilities at the University of Minnesota. Processing began August 23. Those persons who were not interviewed while interviewers were in the field earlier in the month--because of scheduling problems--were sent letters and questionnaires in order that they might have an opportunity to have their comments reviewed for this study. A copy of the letter sent to these landowners is included as Appendix D.

Survey responses have been analyzed as the formal statements of landowners interviewed in this study. Most survey respondents offered additional comments about questionnaire items: the proposed trail option; the DNR; land use problems and other concerns. These comments were recorded by interviewers and are reproduced, by respondent number, in Appendix E. Comments were not written verbatim by interviewers. Any distortions in respondents' intended commentaries are the responsibility of the Consultant.

The problems expressed in survey data and land use maps represent the anticipation of residents along the Corridor route. To determine the relative occurrence of these anticipations, DNR staff interviewed landowners along the Douglas, Heartland and Sparta-Elroy trails in Minnesota and Wisconsin--fully understanding that conditions in the four areas are somewhat dissimilar.

The Consultant reviewed the questionnaire used in this survey and survey results. At DNR request, the Consultant compared findings with those of the Root River survey. The questionnaire used in the DNR-administered survey is shown in Appendix F.

## RESEARCH FINDINGS

### DNR STAFF INTERVIEWS: DECISION-MAKERS' PRIORITIES

During the period July 25 to August 3, 1979, the Consultant interviewed eight administrators at the Department of Natural Resources and the Governor's office. Interviews were somewhat open ended but several predetermined questions were asked of each respondent to lend consistency to the discussions.

A detailed summary of these interviews is presented as Appendix G. The following discussion is a summary of points addressed by project decision-makers.

Questions put to staff members addressed six topic areas: Decision-making responsibilities; characteristics of trails; characteristics of the proposed Root River Trail area; the place of public participation in the decisions on the proposed trail; preferred presentations of survey findings; confidence in the Root River project.

The following points were brought out in discussions:

- 1) Administrative roles in the up-coming decision on purchase of the right-of-way range from making the decision to influencing the decision to working on the study project.
- 2) As of August 3 all but two respondents had been working on the project for less than one month.
- 3) The landowner survey and any public meetings are intended to: Identify concerns and issues; identify the strength of opposition to the project; and identify alternatives which might satisfy landowners while guaranteeing the future of a trail.
- 4) A good trail may be of any length. It should provide users with an opportunity to enjoy a variety of recreational activities in an environment of scenic and natural diversity. Access to a trail should be convenient to all users. Parking and camping facilities should be included to encourage non-local use.
- 5) The area within the right-of-way from Spring Valley east is the most desirable for a trail.

- 6) The Department can afford to be quite flexible in determining trail alignments and trail uses. Any inflexibility will reflect legal restrictions or Department inertia.
- 7) The proposed trail could gain local support if agricultural interests were taken into consideration in design and if local business interests could be promoted by routing a trail through towns.
- 8) It is generally agreed that the Corridor right-of-way should be kept intact as a linear corridor in order to preserve future options for using the land as a communications corridor.
- 9) There is no formal evaluation policy within the Department for determining the actual use or popularity of any given trail unit. Trail use is not monitored nor is there any valid indication of public demand for a trail on the Root River or anywhere else. Some administrators feel this is a weakness. Others doubt that demand and use figures are priority considerations for establishing a trail, saying that the resource is its own justification.
- 10) Respondents feel confident about the decision to conduct surveys of landowners and meetings with local residents to explore problems and solutions.
- 11) There is less agreement about the future of the project. Some feel that it will not be possible to meet local demands and have a trail too. Others feel that heightened political sensitivity locally and within state government may jeopardize the future of the trail.
- 12) Respondents all wish access to survey data. Data would be most useful if presented in mapped or tabular form with short narrative discussion.
- 13) All but two respondents would prefer to maintain a low public profile on the project and do not wish to meet with landowners either individually or in meetings.

A full discussion of questions and comments included in staff interviews is included in Appendix G. The first person is frequently used in documenting responses. Statements made should not be interpreted as direct quotes unless indicated as such. Comments have been



paraphrased. Any misinterpretation of statements is the fault of the interviewer. The intent here is to document the sense of agreement and disagreement on certain issues which were addressed in landowner interviews.

## LANDOWNER SURVEYS

Information presented in the following several sections is based on interviews with landowners whose properties lie adjacent to:

- a) The right-of-way of the Milwaukee Road Corridor between Spring Valley and Hokah, Minnesota (see Figure 1).
- b) The rights-of-way of the Douglas, Heartland and Sparta-Elroy trails in Minnesota and western Wisconsin.

Survey populations in both cases were restricted to owners and operators of land units which actually abut rights-of-way. Data is generalized to those populations only and should not be interpreted as reflecting land use conditions or opinions of any region of the study area.

The questionnaire used in interviews with landowners along the Milwaukee Road Corridor was designed and administered by the Consultant. Other survey work was managed by DNR staff. Results are presented together herein for purposes of comparison. Questionnaires and response frequencies are included as Appendices B and F.

### Characteristics of Survey Respondents

Some 260 landowners have been identified as owning or managing properties adjacent to the Milwaukee Road Corridor between Spring Valley and Hokah, Minnesota. This number is somewhat lower than might be shown in a thorough title study because not all urban landowners were identified for interviews. The figure, however, is a reasonable approximation. A list of landowners identified in the survey process is included as Appendix A.

Owners of 214 parcels of land were contacted by interviewers. Thirty-four rural residents were interviewed at their homes as were most urban residents. Eighteen of the persons contacted either refused to be interviewed or were unable to talk to interviewers when called. All landowners interviewed are residents of either Houston or Fillmore Counties.

DNR staff identified roughly 175 landowners along the three recreational trails studied. They were able to complete 115 interviews. Forty-five percent of the respondents own property along the Sparta-Elroy Trail in Wisconsin. Ninety-three percent of the respondents live in Monroe, Olmstead and Hubbard counties.

Characteristics of survey respondents are summarized in Table 1. Respondents along the Milwaukee Road Corridor were primarily male between the ages of 20 and 87. All but a few own the properties about which they spoke later in the interviews. Properties have been held by one family for up to 100 years in some instances. Typically (median), individual owners have had a vested interest in their properties for 15 years. Sixty percent of the properties abutting the railroad right-of-way are farms; 25% are places of business in eight cities.

Respondents in the survey administered by the DNR were mostly female (51%). The typical respondent was 52 years old and had owned property now adjacent to a trail for 21 years. Although a rural-urban classification was not used in this survey to describe land use, responses to other land use questions suggest that land along these trails is residential and agricultural with no commercial uses apparent.

#### Characteristics of Land Use Along Rights-of-Way

The Milwaukee Road Corridor passes through rural agricultural areas and eight urbanized cities between Spring Valley and Hokah. Land use as described by survey respondents is detailed in Tables 2-4 and in 10 land use maps included as Appendix C.

The median size of land parcels abutting the Milwaukee Road Corridor is considerably smaller than that of those along the three trails (68 acres vs. 100 acres). Land along trails is thought to be hillier by landowners. There is more land devoted to residential use along existing trails than along the railroad right-of-way. In 72% of the cases, houses are located within one mile of a trail.

The Milwaukee Road right-of-way runs diagonally through properties owned by a single individual in 28% of the cases recorded. Diagonal crossings through agricultural land are a function of geography and occur more frequently in the most western and eastern sections of the corridor.

If one were to divide the corridor into three segments as sketched in Figure II, one would note that the fewest



Table 1

Characteristics of Survey Respondents: A Comparison between those of Landowners Along the Milwaukee Road Corridor and Three Trails in Minnesota and Wisconsin

Population	N=	Median age (years)	Sex M(%)	Interest in property (med.yrs.)	Ownership		Farm (%)	Residency	
					own (%)	rent (%)		Rural Non-farm (%)	Urban (%)
Milwaukee Road	184	51	84	15	98	2	60	12	25
Douglas	(24)								
Heartland	(39)								
Sparta-Elroy	(52)								
Trails	115	52	49	21	98	2	--	--	--

Table 2

Characteristics of Rural Land Adjacent to the Milwaukee  
Road Corridor and Three Trails in Minnesota and Wisconsin

Area	N=	Status of Land		Med. no. acres each parcel	Land use**				Woods Marsh Other	Hilly	Cliff	Flat	River Bottom
		%owned	%rented		Res. %	Crop Respondents	Pasture with any	Comm.					
Milwaukee Road: All	129	98	2	68*	4	62	12	0	17	5	4	74	17
Section A					5	57	8	0	3				
Section B	35				3	53	5	1	32				
Section C					4	63	17	0	10				
Douglas Trail				115						9	0	86	14
Heartland Trail				80						63	0	43	0
Sparta-Elroy Trail				120						50	7	58	7
All Trails	115	98	2	100	80	73	57	0	25	46	3	59	6

\* For those with more than 60 acres, the median is 220 acres.

\*\* Average land use of north and south sides of tracks.

\*\*\* Sections of the Corridor are shown in Figure II.

Percent figures are rounded.

Table 3

Characteristics of Land Adjacent to the Milwaukee Road Right-of-Way  
and Rights-of-Way of Three Trails in Minnesota and Wisconsin

	Forms property line %	Parallel inside boundary %	Diagonally through land %	Combination of these %	Crop North/ South %	Pasture North/ South %	Res. North/ South %	Comm. North/ South %	Other North/ South %
Milwaukee Road	48	13	28	4	55/49	9/9	12/13	11/12	12/18
All Trails	56	8	41	2	56/42	43/35	65/34	---	22/12
Douglas	64	0	36	Insig.	71/62	33/22	44/56	---	4/17
Heartland	74	9	26	Insig.	35/24	30/27	71/26	---	56/20
Sparta-Elroy	39	10	54	Insig.	67/46	58/49	71/30	---	4/11

Percentages are rounded

# MILWAUKEE ROAD CORRIDOR

## STUDY AREA: Townships

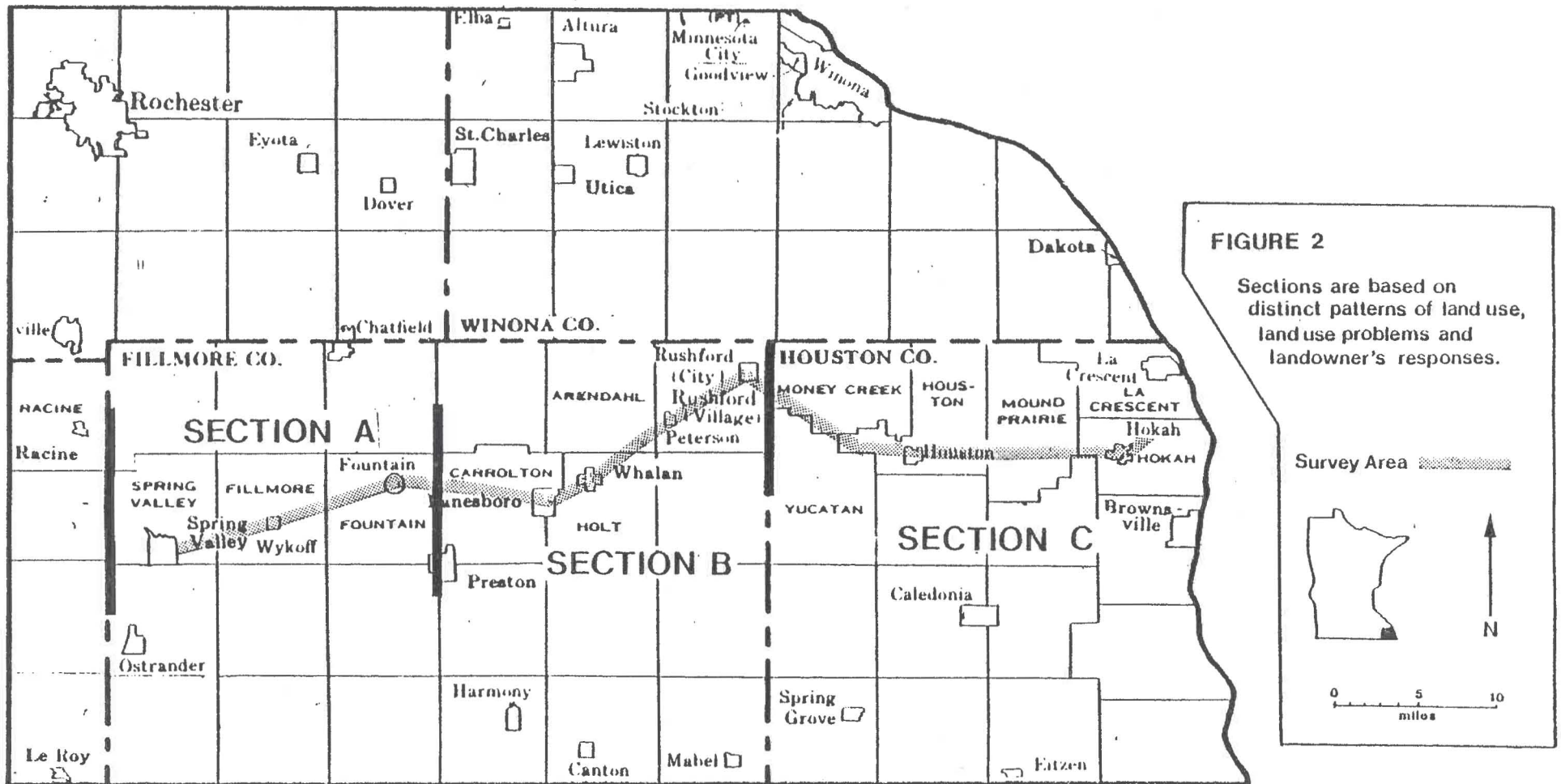


Figure 2

cuts through farm land coincide with features in segment B. In this section the right-of-way parallels either the Root River or Highway 16. In this segment, much of the right-of-way forms a property line of abutting productive agricultural land in 47% of the cases and divides these properties into two parcels in 5% of the cases.

In segments A and C productive agricultural properties are bisected by the right-of-way in 35% and 21% of the cases, respectively. The survey population is roughly equally distributed among the three segments with roughly one third in each.

Thus in Section B land use problems associated with the right-of-way are fewer. It was thought this might have some bearing on overall results.

It is informative to note (in Table 2), that in Section B there tends to be slightly less cropland, pasture, and residential uses and much more woods and other land. Not surprisingly, 24% of landowners in Section B report they see no productive use for the right-of-way, compared to 0% of owners in Section A. Thirty percent of owners in Section C would not want to purchase the right-of-way--even if the price were right. Most of the property owned by this group appears to be in the marshy areas east of Houston.

Most adjacent rural landowners report they want to purchase the right-of-way; about 91% in all.

Data in Table 4 show special features of lands near the Milwaukee Road right-of-way and three trails in Minnesota and Wisconsin. The most common features are: Buildings, creeks, roads, and grade crossings.

#### Problems Associated with the Railroad Right-of-Way and Existing Trails

The kinds of problems people have reported with rights-of-way and trails are compared in Table 5. One will note that physical problems landowners attribute to the Milwaukee Road right-of-way--and fear will be compounded with a trail--are not reported as problems by owners with land near active trails.

A pre-and post-trail question was not specifically addressed to landowners adjacent to trails, but the pattern appears clearly enough. Among the trail respondents, the residents along the Sparta-Elroy trail appear to have had the most problems.

Table 4  
Special Features Near Railroad  
and Trail Rights-of-Way

Land Features	Milwaukee Road	All Trails
Gravel Pits	4.2 <sup>3</sup> / <sub>2</sub>	3.9 <sup>3</sup> / <sub>2</sub>
Feed Lots	7.9	2.9
Historic Sites	1.2	2.0
House, Bldgs.	40.6	49.0
Creeks, Streams	31.5	23.0
Roads	44.8	21.2
Sink Holes	5.4	2.0
Mink/poultry	2.4	2.0
Grade Crossings	38.2	14.6
Flood Dike	10.9	1.0
Wildlife Crossing	5.0	4.9
Stock Crossing	8.0	11.9

Percentiles are rounded and may not add to a sum of 100 as more than one feature may have been named by each respondent.



Table 5

Land Use and Other Problems Associated  
with the Milwaukee Road and Trail Rights-of-Way

Problems	Milwaukee	All	Douglas	Heartland	Sparta-Elroy
	Road	Trails			
	%	%	%	%	%
<b>I. Physical Problems</b>					
Access	26	14	4	8	22
Moving Equipment	24	9	0	6	16
Drainage	18	6	18	0	4
Irrigation	1	1	--	--	--
Crop Yellowing	10	3	--	--	--
Moving Stock	12	3	--	--	--
Reduced Productivity	26	9	9	6	11
Weeds	10	0	4	6	9
Reduce Flooding	10	0	--	--	--
Protect Privacy	46	7	--	--	--
<b>II. User Related Problems</b>					
Reduce Privacy		23	18	11	36
Family Safety		17	14	3	30
Personal Safety		13	9	0	26
Property Safety		25	18	19	33
Crop damage/trespass		11	4	3	21
Damage Equipment		2	--	--	4
Unauthor. Use of Equip.		4	4	3	4
Theft		2	4	0	2
Fence Damage		8	4	6	11
Building Damage		3	4	0	4
Noise		16	9	11	22
Fire		4	--	--	9
Litter		23	9	14	37
Uling Stock		0	--	--	--



Two possible reasons are: The large number of diagonal cuts (see Table 3) in the Sparta-Elroy trail as opposed to the other trails; and the fact that this trail is more well-traveled than other trails.

An attempt was made to determine the effect of diagonal cuts on perceived impacts. However, responses of landowners whose land is cut diagonally by the Sparta-Elroy trail are virtually identical to those of other landowners along that trail. Thus, the amount of trail use and traffic would appear to be the cause.

Most problems associated with the trail deal with invasion of privacy and security in one form or another, as opposed to outright theft, damage or fire.

#### Landowners Opinions About the DNR and Trails

Questions asked of landowners in both surveys used for this study seek answers which are both factual and subjective. Subjective responses reflect perceptions which are real. Therefore, they are no less accurate than factual responses.

Responses to several opinion items in the Milwaukee Road questionnaire are summarized in Table 6. Perhaps the most interesting items center around future ownership of the railroad right-of-way.

While the groups of respondents agreed generally that the state should not own the right-of-way, landowners in Segment B of the corridor are about as likely to think the state should buy it in cooperation with them as they are to think CRPP should buy it. Other landowners, both urban and in the eastern and western segments, are much less ambiguous, favoring CRPP over a cooperative purchase with the state by a 3 to 1 margin.

Responses to other items, dealing with trail impacts, show less distinction among opinions held in different segments of the right-of-way. This tends to reinforce the distinctions noted above.

A majority of landowners think the railroad right-of-way should be kept for use as a railroad--about 52%. Somewhat fewer (28%) think it should be kept as a right-of-way for other public uses.

In Table 7, the relationship shown between expectations and experience reveals that Milwaukee Road landowners have a more jaundiced view of trails than persons who live near actual trails. This is especially true in

Table 6

Responses of Adjacent Landowners to Selected Opinion-seeking Questions

	Segment A and C Milwaukee Road (66%)			Segment B Milwaukee Road (34%)			Urban Landowners Milwaukee Road (25%)		
	Agree %	Don't know %	Disagree %	Agree %	Don't know %	Disagree %	Agree %	Don't know %	Disagree %
State shouldn't own R-O-W	73	12	15	68	22	11	64	8	28
CRPP should buy land	78	9	13	46	27	27	64	19	17
Trails are for big city people	68	9	23	73	5	22	60	14	26
A trail would mean vandalism/crime	78	10	12	73	3	24	69	7	24
Short trails instead of R-O-W trail	32	16	52	38	24	38	32	20	48
DNR should buy R-O-W in cooperation with landowners	30	3	67	42	14	44	18	16	66

51 Other opinion questions are shown on page 4 of the questionnaire included as Appendix B.

Percentiles may not add to a sum of 100 due to rounding.

Table 7

A Comparison of Responses Made by Milwaukee Road  
and Trail Respondents to Similar Survey Questions

Area	Statement	% in Agreement
Segments A & C		
Milwk.Rd.	"R-O-W should be kept for RR"	63
Segment B		48
Urban		44
Mn. Trails	"loss of RR service has hurt community"	20
Sparta-Elroy		26
-----		
Segments A & C		
Milwk.Rd.	"If there were a trail in this area local people would use it."	32
Segment B		38
Urban		38
Mn. Trails	"local people use and enjoy this trail"	95
Sparta-Elroy		78
-----		
Segments A & C		
Milwk.Rd.	"If a trail were built it wouldn't be long before my land would be full of weeds"	53
Segment B		38
Urban		49
Mn. Trails	"DNR does an excellent job of weed control"	52
Sparta-Elroy		41
-----		
Segments A & C		
Milwk. Rd.	"DNR could be trusted to manage a trail"	10
Segment B		14
Urban		27
Mn. Trails	"DNR does an excellent job of managing the trail"	90
Sparta-Elroy		67
-----		
Segments A & C		
Milwk.DRd.	"I trust DNR to maintain fences"	10
Segment B		19
Urban		8
Mn. Trails	"DNR keeps up its end of the bargain about fencing"	46
Sparta-Elroy		72
-----		

Table 7 (continued)

Area	Statement	% in Agreement
Mlwk.Rd.	"Trail would mean more vandalism and other crimes"	87
Segment B		68
Urban		69
Mn. Trails Sparta-Elroy	"Trail users steal"	3 6.0
Mn. Trails Sparta-Elroy	"Summer users trespass"	5 33.0
Mn. Trails Sparta-Elroy	"Winter users trespass"	30 39.0
Mn. Trails Sparta-Elroy	"DNR patrols the trail enough to control users"	52 54
Mlwk.Rd. Segments A & C Segment B Urban	"A trail would be a bonus for local business"	16 14 16
All Trails Sparta-Elroy	"Having a trail has benefited local economy"	69 72.0



regards to vandalism, fence maintenance, trail management, local use of trails, and the economic benefits of trails.

The indication of problems associated with the Sparta-Elroy trail is a caution to any future planning of trails, however. A more detailed study of trespassing along that trail is in order.

As can be seen in Table 8, most of the requests trail users ask of adjacent landowners are rather common: Phones; water; directions; and tool barrowing. Eleven percent of the Sparta-Elroy respondents (or 1 out of 7 who have received requests) have been annoyed by these requests. Almost none of the residents along Minnesota trails report this feeling of annoyance.

Again, the experiences of adjacent landowners along the Sparta-Elroy trail show the results of high use and apparent lack of sufficient public facilities.

#### Respondents' Suggestions

Respondents in the Milwaukee Road survey were asked whether they had questions they would like addressed to residents along active trails. Many different questions were suggested, but several were asked repeatedly: Trail use; enforcement of the rules; fence maintenance; weed control; maintenance costs and assessment of DNR as a trail manager and neighbor.

Responses to some of these questions are shown in foregoing Table 7. Roughly 80% of the landowners who were interviewed by the DNR believe the "DNR is a good neighbor." The rating is higher in Minnesota than in Wisconsin.

Respondents in both surveys were asked to consider actual and possible trail activities and then to suggest those they would prefer to have prohibited. Bicycling and horseback riding appear the least objectionable in a list offered for consideration. Views on other activities are tabulated in Table 9.

Little difference is apparent between views held by urban and rural respondents along the Milwaukee Road Corridor except that urban residents are more permissive on the subject of picnic fires.

Two-thirds of the Milwaukee Road respondents believe that County governments should assist the DNR in trail design and development. Equal weight is given to inclusion of landowners in these efforts. Trail management is generally believed to be the responsibility of

Table 8  
Requests Made by Trail Users of Landowners

Request (N=56)	Sparta-Elroy Adjacent Owners $\frac{2}{3}$	Minnesota Trail Adjacent Owners $\frac{2}{3}$
1. Request of any kind	80	31
2. Directions	42	19
3. Drinking water	40	10
4. Use of phone	38	7
5. Borrow tools	25	2
6. Use of bathroom	7	6
7. Medical help	16	0
8. Gas	14	4
9. Towing	11	0
10. Other	19	2

Table 9

Activities Landowners Would Like to See  
Prohibited on Active or Planned Trails

Respondents: % Favoring Prohibition

Activity		Milwaukee Road	All Trails	Douglas	Heartland	Sparta-Elroy
	N=	122*	101			
Snowmobiles		37	13	20	9	13
Hunters		34	64	75	41	76
Motor bikes		52	73	85	63	76
Picnic fires		50	NA	NA	NA	NA
Picnics		NA	15	5	11	22
Horses		8	35	0	3	74
Bicycles		2	2	0	0	4
Camping		37	26	15	31	26
Night-time use		54	54	35	34	70
Ski touring		NA	12	0	6	22

\* % excludes responses of 20 persons who would have all activities prohibited. These responses were presumed to indicate opposition to a trail.

the DNR. About one-third of respondents answering this question would like government and landowners to assist in management. Thirty-nine percent of respondents feel a special advisory committee of landowners should be formed for this purpose.

Landowners favor the idea that DNR would sponsor small, local meetings with them to discuss the Milwaukee Corridor issue. Few landowners, however, (13%) trust the DNR to give them good information. Trustworthy sources for information are local landowner organizations such as PLUS and Citizens' Rights to Purchase Property, Inc. (60%).

Landowners in the Milwaukee Road study area do not trust the DNR. This is borne out by the fact that many respondents declined to answer survey questions which addressed a proposed trail. They often commented that answers to these questions would be used against them--- suggesting that the trail would be considered as a given if they participated in this kind of futuristic discussion.

Landowners who spoke of land use problems associated with the railroad were not eager to propose alternatives to right-of-way design which might be considered in planning a trail. Here again there was an unspoken reluctance, we believe to voicing opinions which might be interpreted as commitments.

Comments made by respondents during interviews are reported in Appendix E. Opposition to a trail is a consistent theme in these comments. Few persons, however, failed to elaborate on just why they were opposed to the trail proposition. Most explanations reflect mistrust of the DNR as a responsible landowner. The following comment is typical: "I know people who wouldn't sell complete waste land to the DNR because of the way they have managed their land."

Other explanations suggest that, under certain conditions, DNR management of a trail on the right-of-way might be acceptable. This possibility was not actually voiced, but concerns about weed control, fence repair, enforcement policies, controlled uses and flood control suggest that compromises may be possible if the DNR can demonstrate that it can "produce on its promises".



APPENDIX A

Names and addresses of residents who own, manage or rent properties adjacent to the Milwaukee Road right-of-way between Spring Valley and Hokah, Minnesota.

This is not a legal listing. The list is incomplete, especially in urban areas. In all 254 persons have been identified.

Mr. & Mrs. Aarsvoid  
Church Street  
Peterson, MN

Ace Telephone Association  
207 East Cedar  
Houston, MN  
(507) 896-3192

American Legion Post 40  
103½ Elmwood  
Lanesboro, MN  
(507) 467-3440

American Oil Company  
Spring Valley  
(Bill Halleran, Chicago)  
(312) 856-5603/  
(507) 346-7363

Art Anderson  
301 West Cedar  
Houston, MN  
(507) 896-3423

Ilan Anderson  
Chatfield, MN

Marlow Anderson  
Route 3  
Houston, MN  
(507) 896-3929

Paul W. Anderson .  
501 East Cedar  
Houston, MN

Robert M. Anderson  
Route 1  
Houston, MN  
(507) 896-3352

Keith Barney  
1839 Aiken Road  
La Crosse, WI  
(608) 782-1798

Bearson's Barber Shop  
& Real Estate  
100 Parkway  
Lanesboro, MN  
(507) 467-2131

Duane Benson  
Lost Lake State Game Refuge  
Rt. 1  
Lanesboro, MN  
(507) 467-3450

Manda Benson  
Route 3  
Houston, MN

Norman Benson  
401 East Cedar  
Houston, MN

Benson Supersweet Feed Mill  
Peterson, MN  
(507) 875-2247

Art & Elmer Berge  
Lanesboro, MN  
(507) 875-2576

Frank Bergemann  
RFD 1  
Wykoff, MN  
(507) 352-2556

Harmon Bergery  
Whalan, MN

Ivar Berekvam  
Whalan, MN  
(507) 467-3959

William Bicknese  
Wykoff, MN  
(507) 352-5071

Bill's Fairway  
115 Est Cedar  
Houston, MN  
(507) 896-3947

Curtis Boettcher  
RFD 1  
Wykoff, MN  
(507) 352-4846

Ray & Jean Boldt  
Route 3  
Houston, MN  
(507) 896-3725

John Bostrack  
Whalan, MN  
(507) 467-3364

Marvin Brand  
Route 1  
Peterson, MN  
(507) 864-7414

Robert Brand  
RFD 1  
Rushford, MN  
(507) 864-2720

Loren Brandt  
RR 2  
Spring Valley, MN  
(507) 346-2207

Fred Buegner  
Fountain, MN  
(507) 268-4328

Albert Culbertson  
Whalan, MN

Paul Calhoun  
114 E. Main  
Spring Valley, MN  
(507) 346-2778

Hal Campbell  
317 East Cedar  
Houston, MN

Cavanaugh Motors  
Wykoff, MN  
[Contact Marchant in  
Spring Valley]

Stanley Chiglo  
Whalan, MN  
(507) 467-3430

John & Mary Conway  
RR  
Lanesboro, MN  
(507) 467-2470

Cora's Salon of Beauty  
123 East Cedar Street  
Houston, MN  
(507) 896-2302

Thomas D. & V.K. Cummings  
RR  
Fountain, MN  
(507) 268-4302

Dick's Radio & T.V. Shop  
103 Elmwood  
Lanesboro, MN  
(507) 467-3967

David Drake  
Fillmore Coop Services  
101 Parkway, So.  
Lanesboro, MN  
(507) 467-2141

D. Drury  
Fountain, MN

Rollie Dubbs  
402 So. Ferry  
Rushford, MN  
(507) 864-7497

Robert Dunn  
305 West Cedar  
Houston, MN  
(507) 896-2309

John & Marilyn Dunham  
Route 1, Box 3  
La Crescent, MN  
(507) 895-2314

William & Alice Eglinton  
Route 3  
Houston, MN  
(507) 896-3190

Donald Eickoff  
RFD 1  
Fountain, MN  
(507) 352-2464

Elmer D. Eickoff  
RFD 1  
Fountain, MN  
(507) 352-2450

Robert Engen  
Whalan, MN  
(507) 467-2438

D. S. Eravold  
Rushford, MN  
(507) 864-7424/7748

Ellsworth Erickson  
505 East Cedar  
Houston, MN

Mertil Erickson  
Whalan, MN

Paul & Sharon Erickson  
403 S. Ferry  
Rushford, MN  
(507) 864-2532

A. Evenson  
Whalan, MN  
(507) 467-2159

Ewardson  
Whalan, MN

Mildren F. Eyler  
RFD  
Hokah, MN  
(507) 894-4307

Frank Meta Fairbanks  
Route 3  
Houston, MN  
(507) 894-4225

Farmers' Co-op Elevator  
(Stan Jorde)  
308 South Elm  
Rushford, MN  
(507) 864-7733

Arnold Fassum  
Peterson, MN  
(no phone)

Ronald Flanagan  
RR  
Spring Valley, MN

Flynn & Schulte Law Offices  
11 East Cedar  
Houston, MN

Fountain Lawn and Feed  
Fountain, MN

Earl & Thelma Freheit  
RFD 1  
Wykoff, MN  
(507) 352-2691

Wendell P. Freheit  
RFD 1  
Wykoff, MN  
(507) 352-2760

City of Fountain  
Fountain, MN

Gerald Gehrking  
RR  
Wykoff  
(507) 352-4542

Donald & Mildren Gillespie  
Butte Montana  
(406) 723-4337  
Doan Ag. Managers

Howard Gillespie  
Preston, MN  
(507) 268-4336/765-3823

Aldis Gordon  
RFD 1  
Houston, MN  
(507) 896-3405

Ed Griffin  
Hokah, MN  
(507) 894-4216

Andrew N. Grinde  
Peterson, MN  
(507) 875-2553

Claude Guenther  
205 W. Maple  
Houston, MN  
(507) 896-3136



Truman & Betty Hadoff  
RR  
Whalan, MN  
(507) 467-3380

Tina Halverson  
Whalan, MN

Halverson Oil Co.  
(B & H Farm & Home, Inc.)  
Highway 16 East  
Houston, MN  
(507) 896-3132

Beverly & Howard Hanson  
RR  
Lanesboro, MN  
(507) 467-2234

John Hanson  
Whalan, MN

Diane Hatlevig  
402 South Mill  
Rushford, MN  
(507) 864)2609

Wayne Haug  
Lanesboro, MN  
(507) 467-3464

Herbie Haupt  
517 East Cedar  
Houston MN

Roy & Theodosia Hazel  
RR  
Lanesboro, MN  
(507) 467-2136

Karl Hein  
Route 1, Box 250  
La Crescent, MN  
(507) 895-4495

Alvin C. Helland  
Peterson, MN  
(507) 875-2397

P. Dillon & Mary Hempstead  
RR 1  
Houston, MN  
(507) 896-3394

Robert Highum  
RFD 1  
Rushford, MN  
(507) 864-7413

Donald S., Jr. & Barbara Hoegh  
Route 1  
Houston, MN  
(507) 864-2701

Howard Holkestad  
6440 Flying Cloud Drive  
Eden Prairie, MN  
(612) 944-7007

Stanley & E. Holland  
300 Winona Street, W.  
Rushford, MN  
(507) 864-2476

William J. Horihan  
(now held by son)  
RR  
Lanesboro, MN  
(507) 467-2107

Houston Feed & Farm Supply  
407 East Cedar  
Houston, MN  
(507) 896-3756

Houston-Money Creek Co-op  
Creamery and Feed Store  
117 North Sherman  
Houston, MN  
(507) 896-3141

Frank Huebner  
Route 2  
Houston, MN  
(507) 896-3935

Duane Hungerholt  
Lanesboro, MN  
(507) 467-3707

Evan Hulbert  
(Hulbert's Camper Corral)  
RR 2  
Spring Valley, MN  
(507) 346-2353

Mr. Hunt  
Fountain, MN

IGA Grocery  
(Jim Hoiness, Manager)  
Rushford, MN  
(507) 864-2537

Styrk Isberg, Jr.  
Route 1  
Rushford, MN  
(507) 864-2423

I.G. Iverson Lumber Yard, Inc.  
113 West Cedar  
Houston, MN  
(507) 896-3145

Marjorie & Wayne Iverson et al  
RFD  
Lanesboro, MN  
(507) 875-2577/2574

Ross Iverson  
Rushford, MN  
(507) 864-7162  
(Plat map incorrect on land)

Bernard Jacobson  
Route 1  
Rushford, MN  
(507) 864-7121

Orel Jacobson  
217 West Cedar  
Houston, MN  
(507) 896-3987

Richard & Sharon Jahn  
RR 1  
Spring Valley, MN  
(507) 346-2206

Robert & Dorthoy Jahn  
RR 1  
Spring Valley, MN  
(507) 346-2275

Arthur Jameson  
213 West Cedar  
Houston, MN  
(507) 896-3601

Jennings Scrap Yard  
409 E. Main Street  
Spring Valley, MN  
(507) 346-7309

Alma Johnson  
RR  
Lanesboro, MN

Alton Johnson  
201 West Cedar  
Houston, MN  
(507) 896-3611

Arlyn B. Johnson  
208 Kenilworth N.  
Lanesboro, MN  
(507) 476-2333

David Johnson  
RR  
Lanesboro, MN  
(507) 875-6312

Gene Johnson  
RR  
Whalan, MN  
(507) 467-2415

Goodwin Johnson  
(Kelly farms)  
Route 2  
Houston, MN  
(507) 896-3718

Jerome H. Johnson  
402 South Maple  
Rushford, MN  
(507) 864-7494

Justin Johnson  
RR  
Lanesboro, MN  
(507) 875-6312

L. Johnson  
Rushford, MN

S.L. Johnson  
509 East Cedar  
Houston, MN

Stan Johnson  
Lanesboro Body Shop  
Lanesboro, MN  
(507) 467-3723/2233

Myron Kalstebakken (Manager  
Joanne Winn (daughter, Mgr)  
53556 31st Ave. So.  
Minneapolis, MN  
(612) 722-5148

Michael & Charles Kelly  
Route 1  
Houston, MN  
(507) 896-3501

James & Sandra Kern  
RR 2  
Preston, MN  
(507) 765-4972

Erling & M. Kildahl  
RFD 1  
Houston, MN  
(507) 896-3150/3348

Robert S. Kingsley  
Rushford, MN  
(507) 864-7197

E. Kinneberg  
Fountain, MN  
(507) 765-4747

Roland Kholmeyer  
RFD 1  
Fountain, MN  
(507) 352-2263

Robert T. Fries  
La Crescent Ready Mix  
409 E. Market  
Spring Valley, MN  
(507) 346-2752

Louis (Joe) Laganieri  
301 Fillmore, N.  
Lanesboro, MN  
(507) 467-3336

Land-O-Lakes Inc.  
116 E. Jefferson  
Spring Valley, MN  
(507) 346-7386

City of Lanesboro Museum  
202 Parkway So.  
Lanesboro, MN  
(507) 467-3949

Lanesboro City Disposal Plant  
Lanesboro, MN  
(507) 467-3722

Lanesboro Public Utilities  
Light Plant  
202 Parkway Ave., N.  
Lanesboro, MN  
(507) 467-2320

Lanesboro Sales Commission  
402 Coffee  
Lanesboro, MN  
(507) 467-2192

Harley & I. H. Larson  
RR  
Rushford, MN  
(507) 864-2390  
(Allen Larson farms land  
(507) 864-7172)

Edna Laugen  
RR  
Houston, MN  
(507) 896-3378  
(Horace Hanson, Manager  
600 Degree-Honor Bldg.  
4th at Cedar,  
St. Paul, MN  
(612) 227-8056/484-5758)

Helen M. Lee et al.  
Route 3  
Houston, MN  
(507) 896-3353

Howard & Ralph Lee  
Route 3  
Houston, MN  
(507) 896-3931

~~Jaymour Lee  
Peterson, MN  
(507) 875-2307~~

David Lehman  
Route 1, Box 224  
La Crescent, MN  
(507) 894-4610

Orlo Link  
RR  
Wykoff, MN  
(507) 352-5801

Loerch Implement Dealer  
402 West Cedar  
Houston, MN  
(507) 896-3149

Marvin Loken  
Route 3  
Houston, MN  
(507) 896-3745

Oran Loken  
Route 3  
Houston, MN  
(507) 896-3746

Lundberg Feed and Grain  
401 West Cedar  
Houston, MN  
(507) 896-3383

E. Lunderk  
Whalan, MN

Charles McCabe  
RR 1  
Fountain, MN  
(507) 467-3301

Arthur & Esther McCaully  
Fountain Twp., MN  
(507) 352-4175

Harold & Bernice McCoy  
Clarksville, Iowa

Marchant Motors  
Auto Dealership  
Spring Valley, MN  
(507) 346-7329

Herman & Carrol Marzolf  
RR 1  
Preston, MN  
(507) 765-2266

Lorenz Meyers  
Wykoff, MN  
(507) 352-2872

Midland L.P. Gas Plant  
404 South Elm  
Rushford, MN  
(507) 864-7770

Ernie Miller  
Route 1, Box 226  
La Crescent, MN  
(507) 894-4693

Norbert & Rita Miller  
RFD  
La Crescent, MN  
(507) 894-4673

William & B. Miller  
Route 1, Box 227  
La Crescent, MN  
(507) 894-4316

Al Moore  
434 North 1st  
La Crescent, MN  
(507) 895-4100  
(Rents winters to Geo. Wather)

William Mulhern  
RFD 1  
Fountain, MN  
(507) 352-4713

Hazel Mulherne)  
(Gene Mulherne)  
(507) 352-4825

Municipal Liquor Store  
113 East Cedar  
Houston, MN  
(507) 896-7676

Bjorgof Odegarden  
205 West Cedar  
Houston, MN  
(507) 896-3608  
(separated from r-o-w  
by lumber yard)



Tanna Odland  
(Helleck Odland)  
Whalan, MN  
(507) 467-3953

Andrew Olness  
Route 1  
Peterson, MN  
(507) 875-2552

Loren Olness  
RR  
Peterson, MN  
(507) 875-2366

Cliff & Erma Olson  
Peterson, MN  
(507) 875-2262

D.L. Olson  
RFD 1  
Houston, MN  
(507) 896-2008

Jerry Olson, Councilman  
Whalan, MN  
(507) 467-2173

Norlin Olson  
Whalan, MN  
(507) 467-2383

Thomas R. Olson  
513 East Cedar  
Houston, MN  
(507) 896-3748

Dale Omodt  
Route 1  
Houston, MN  
(507) 896-3344

John Ormsby  
307 North Walnut  
La Crescent, MN  
(507) 895-2438

Cliff Orr et al.  
(daughter, mgr.  
502 South Sherman  
Houston, MN  
(507) 896-3547)

Marion & D. Papenfuss  
Houston, MN  
(507) 896-3427

Loren Patten  
RR 1  
Spring Valley, MN  
(507) 346-7594

Elvin I. Paulson (C.D.)  
Houston, MN  
(507) 864-7190

Milton Paulson  
Church Street  
Peterson, MN  
(507) 875-2248

Arlen Pederson  
RR  
Whalan, MN  
(507) 467-2432

Leora Pederson  
Whalan, MN  
(507) 467-2341

Peterson, Claire Barber Shop  
121 East Cedar  
Houston, MN

Gordon Peterson  
603 Calhoun  
Lanesboro, MN  
(507) 467-3420/2195

Oscar M. Peterson  
Lanesboro, MN  
(507) 875-2573

Peterson School District  
Park Street  
Peterson, MN  
(507) 875-2238

Willard Potter  
307 Birch Street  
Hokah, MN  
(507) 894-4888

George Puent  
221 W. Cedar Street  
Houston, MN  
(507) 896-3422

Harold W. Rath  
RFD 1  
Wykoff, MN  
(507) 352-2666

Redding Elevator Co.  
105 North Grant  
Houston, MN  
(507) 896-3139

Norbert & Marlys Reiland  
RR 1  
Spring Valley, MN  
(507) 346-2290

L. & P. Reinhardt  
RR  
Fountain, MN  
(507) 268-4440

Rendahl & Highum  
Feed and Fertilizer  
209 Market Street  
Spring Valley, MN  
(507) 346-7616

Norma Rentmeister  
Rushford, MN  
(507) 864-7631

William Rissmann (C.D.)  
Preston, MN  
(507) 467-2279

Alvin Rogstad  
RR  
Fountain, MN  
(507) 268-4374

Gordon Rogstad  
RR  
Fountain, MN  
(507) 268-4931

Steven Rossler  
Carrolton Twp.  
(507) 76502219

Leo Rostad  
Henderson Street  
Houston, MN  
(507) 896-3967

C. Rowe  
Mobil Station  
Wykoff, MN

Charles Ruen  
RR  
Lanesboro, MN  
(507) 467-2257

John & Janice Ruen  
RR  
Lanesboro, MN  
(507) 467-2157

Rushford School District  
102 North Mill  
Rushford, MN  
(507) 864-7786

Richard Ryan  
Route 2  
Houston, MN  
(507) 894-4724

Safe-Buy Real Estate Agency  
117 East Cedar  
Houston, MN  
(507-896-3241

Jerome Sand  
417 East Cedar  
Houston, MN  
(507) 896-2087

Dennis & Gary Sanden  
Hokah, MN  
(507) 894-4589

Mary Sather  
New Richland, WI  
(715) 246-2431  
(Doesn't really abut)  
(rents to Mormann in Hokah,  
894-4441)

Harlan Schmidt  
RFD 1  
Wykoff, MN  
(507) 352-5861

Loren Schmidt  
RR  
Wykoff, MN  
(507) 352-2762

William & Lottie Schmidt  
RFD 1  
Fountain, MN  
(507) 352-4601

Edna Schultz, et al.  
RR 1  
Spring Valley, MN  
(507) 346-2419

Paul Schultz, et al.  
(507) 346-2534

Lyle Schultz  
RR 1  
Spring Valley, MN  
(507) 346-2551

Selmer Holger  
305 S. Burr Oak  
Rushford, MN  
(507) 864-7182

Arne Severtson  
RR  
Lanesboro, MN  
(507) 875-2487

Leo Shay  
Whalan, MN  
(507) 467-2281

Michael Shanahan  
RR  
Lanesboro, MN  
(507) 467-2126

Shell Oil Company  
103 East Cedar  
Houston, MN  
(507) 896-3138

Paul Skalet  
RR  
Lanesboro, MN  
(507) 875-2569

Charlotte Benston Smaby  
Rt 1  
Lanesboro, MN  
(507) 875-2568

Mrs. Lois Smale  
RFD 3  
Houston, MN  
(507) 894-4407

Richard Sheldon  
Spring Valley, MN  
(507) 346-7729

Richard Smale  
Route 1, Box 106  
La Crescent, MN  
(507) 895-2136

Everett & Mary Smith  
(Listed as Highland Trailer  
Crt., Wykoff: 724-3686 -  
unable to locate.)

Roger & N. Soland  
Hokah, MN  
(507) 894-4412

Judy Solie  
309 West Cedar  
Houston, MN  
(507) 896-2245

L. & M. Sorenson  
Austin, MN  
(507) 437-7346

State of Minnesota  
Department of Natural  
Resources

Jean Stender  
RR  
Wykoff, MN  
(unlisted)

Henry & S. Stetzer  
Hokah, MN  
(507) 894-4559

W. Suchanek  
Wykoff, MN  
(507) 352-4393

Irven & Feranda Sveen  
Lanesboro, MN  
(507) 467-3437

Allen Thompson (owner, Fla.)  
Clifford Thompson (resident)  
Ordell & Lyle Thompson (rent)  
Peterson, MN  
(507) 875-2430/2648

Dale Thompson (C.D. from Doherty)  
RR  
Fountain, MN  
(507) 352-4174

David & Verona Thompson  
RR  
Lanesboro, MN  
(507) 467-3436

William J. Thorne  
Route 1  
2320 N.E. 88th, Box 36B  
Oklahoma City, Oklahoma 73111

Larry Thorson  
525 East Cedar  
Houston, MN  
(507) 896-2374

Tenus Thorson  
Route 3  
Houston, MN  
(507) 896-3881/3224

Three Oak Company  
Peterson, MN  
(507) 875-2245

Arden Tuften  
Whalan, MN  
(507) 467-3391

Hans Torgerson  
RR  
Lanesboro, MN  
(507) 467-2185

Carl Torkelson  
Whalan, MN  
(507) 467-2259

Lester Traff  
521 East Cedar  
Houston, MN  
(507) 896-3827

Tri-County Co-op Oil Assn.  
509 East Cedar  
Houston, MN  
(507) 896-3795

Milford Uuly  
New Holland Ford Implement Dealer  
Spring Valley, MN  
(507) 346-2947

Carrol & Janna Vaalemoen  
Fountain, MN  
(507) 268-4964

Valley Ford  
213 East Cedar  
Houston, MN  
(507) 896-3945

Mrs. Jay Vanderpan  
Route 3  
Houston, MN  
(507) 896-3747

Rudolph Veglahn  
RR 2  
Preston, MN  
(507) 765-4492

Village Inn  
101 West Cedar  
Houston, MN  
(507) 896-2076

Lloyd, Sr. & Lula Vix  
RR  
Houston, MN  
(507) 896-3687

Fern & D. Walker  
Route 3  
Houston, MN  
(507) 894-4523

Loretta Walsh  
(Frank Walsh)  
1020 S. Ft.  
Rochester, MN  
(507) 282-6360

George Walther  
(buying from Arnet & Walther)  
Hokah, MN  
(507) 894-4663

Erwin & Margaret Welke  
Hokah, MN  
(507) 894-4408

Lloyg & J. Welke (C.D.)  
Hokah, MN  
(507) 894-4687



Arthur N. Wheaton  
RFD 1  
Houston, MN  
(507) 896-3753

Elrey Wilson  
RR 1  
Houston, MN  
(507) 896-3374

Fiddelis & Beverly Wingert  
Fountain, MN  
(507) 268-4421

Donald Woxland  
500 East Park  
Rushford, MN  
(507) 864-2348

Zacher's Motel  
209 East Cedar  
Houston, MN  
(507) 896-3946

Dale Zalky  
Midland Mill  
Wykoff, MN  
(507) 552-4771

George Zeller  
Whalan, MN  
(507) 467-2184

Harold & P. Zibrowski  
RFD 1, Box 230  
La Crescent, MN  
(507) 894-4352

Ray Zimmer  
Wykoff, MN  
(507) 346-7588

APPENDIX B

Questionnaire used in a  
survey of landowners who  
own properties adjacent  
to the Milwaukee Road  
Corridor in southeastern  
Minnesota.



N =

- 155 10. How long have you had an interest in this property.  
Median = 15 (Years) (Range = 1-99)  
 (22-23)
- 136 11. May I ask how old you are: Median = 51 (Years). (Range = 20-87)  
 (20-21)
- 170 12. Do you 98% Own (1) or 2% Rent (2) this property.  
 (23)
- 174 13. How many acres do you own/rent at this location Median = 62 (Acres) Range = 0-570 Acres  
 (29-34) mean with > 60 Acres = 220 acres
- 173 14. How is your land divided among the following uses (code per cent).

a) Residential (home and buildings)  
% with any = 54% acres Median = 3%  
 (w/ any) (33-35)

b) Crops  
% with any = 62% acres Median = 64%  
 (30-36)

c) Pasture  
% with any = 30% acres Median = 33%  
 (39-41)

d) Commercial  
% with any = 18% acres Median = 100%  
 (42-43)

e) Other (marsh; woods; gravel pit; etc.)  
% with any = 35% acres Median = 29%  
 (45-47)

- 181 15. I'd like you to think about the railroad right-of-way. Does the right-of-way
- 48% Form an outside boundary of your property (1)
  - 18% Run parallel to your land inside your boundary (2)
  - 28% Run diagonally through your land (3)
  - 4% A combination of these (4)
  - 7% Other (5)

16. I'd like you to now think about the portion of your property adjacent to the right-of-way. What are the principal uses of this land? Let's start with the land to the north of the right-of-way.

	N North (128)		S South (144)		R-O-W (10)
Residential (1)	12%		13%		10%
Crops (2)	55%		49%		40%
Pasture (3)	9%		9%		10%
Commercial (4)	11%		12%		40%
Marsh (5)			1%		—
Woods (6)	7%		8%		—
Other (7)	5%		9%		—
	(49-52)		(53-56)		

- 180 17. Would you describe the land adjacent to the railway right-of-way as
- 5% Hilly (1)
  - 74% Flat (2)
  - 4% Cliffs (3)
  - 17% River Bottom (4)
- (37)



N=  
173

18. If you owned the railroad right-of-way adjacent to your property would you use it for any of the following purposes:

- 16% Residence or buildings (1)
- 43% Crops (2)
- 10% Pasture (3)
- 14% Commercial Uses (4)
- 17% It has no productive uses for you (5)

(56)

173

19. If the price were right, would you wish to buy the right-of-way adjacent to your property.

- 88% Yes (1)
- 12% NO (2)

(39)

N=  
c. 165

20. I'd like you to continue thinking about the railroad right-of-way adjacent to your property. Are any of the following land features located on this part of your property:

	<u>No.</u>		<u>No.</u>
a) Gravel Pits	<u>7</u>	Yes (1)	<u>157</u>
b) Feed Lot	<u>13</u>		<u>152</u>
c) Historic sites	<u>2</u>		<u>163</u>
d) House, barn, other buildings	<u>67</u>		<u>84</u>
e) Creek or stream	<u>52</u>		<u>112</u>
f) Road	<u>74</u>		<u>96</u>
g) Sink Holes	<u>9</u>		<u>155</u>
h) Mink Farm	<u>4</u>		<u>161</u>
i) Poultry Barn	<u>  </u>		<u>  </u>
j) Grade Crossing	<u>63</u>		<u>102</u>
k) Flood Dike	<u>18</u>		<u>146</u>
l) Wildlife Crossing	<u>8</u>		<u>156</u>
m) Domestic animal crossing	<u>13</u>		<u>151</u>

( 60-71 )

167

21. What is the principal drainage system on your land:

- 90% Natural Drainage (1)
- 8% Surface Drainage (2)
- 2% Drain Tiles (3)

(72)

c. 156

22. Has having the railroad right-of-way adjacent to your property caused any of the following situations. Please answer yes or no.

a) Access problems	<u>26%</u> Yes (1)	<u>74%</u> No (2)
b) Problems moving implements between fields.	<u>24%</u>	<u>76%</u>
c) Interrupted drainage	<u>18%</u>	<u>82%</u>
d) Inability to irrigate the way you would like	<u>1%</u>	<u>99%</u>

N=

e) Crop yellowing/pooling	<u>10%</u> Yes (1)	<u>90%</u> No (2)
f) Trouble moving animals around farm	<u>12%</u>	<u>88%</u>
g) Reduced the productive use of some of your land	<u>26%</u>	<u>74%</u>
h) Reduced flooding	<u>10%</u>	<u>90%</u>
i) Protected your privacy	<u>10%</u>	<u>90%</u>
j) Caused weed problems	<u>46%</u>	<u>54%</u>

(73-80) (11-12)

144-156

23. Now, I would like to read you several statements. Please tell me if you (5) Strongly Agree; (4) Agree; (3) Are unsure or indifferent; (2) Disagree; or (1) Strongly Disagree with each statement as I read it. Your answers to these questions will be confidential.

1. Agreement  
69%  
52%  
16%  
67%  
34%  
28%  
21%  
65%  
16%  
75%  
34%  
48%  
21%  
44%  
7%  
12%  
22%  
95%  
30%  
29%

5	4	3	2	1	It doesn't matter what the uses are for the railroad right-of-way, the state shouldn't own it.
5	4	3	2	1	The right-of-way should be kept as a single corridor in case it ever has to be used for a railroad in the future.
5	4	3	2	1	The proposed Root River Trail is a great use for the abandoned right-of-way.
5	4	3	2	1	Citizens' Rights to Purchase Property should buy the right-of-way for resale to farmers.
5	4	3	2	1	If there were a recreation trail in this area local people would use it.
5	4	3	2	1	If it isn't going to be used for trains, the right-of-way should be preserved for pipelines, roads or other public uses.
5	4	3	2	1	Local opposition to the trail has blown things all out of proportion.
5	4	3	2	1	Trails are built primarily for people from the big cities.
5	4	3	2	1	The DNR could be trusted to manage the trail.
5	4	3	2	1	A trail on the right-of-way would mean more vandalism and other crimes in this area.
5	4	3	2	1	Instead of a long trail along the right-of-way, we should have several short trails in and out of towns.
5	4	3	2	1	I don't want a trail near my land because I don't want to worry about being liable in case of accidents.
5	4	3	2	1	The DNR could be trusted to patrol the trail and enforce the rules.
5	4	3	2	1	If a trail were built it wouldn't be long before my land would be full of weeds.
5	4	3	2	1	I'd be willing to trade the DNR a different part of my land for their trail in exchange for the right-of-way.
5	4	3	2	1	I trust the DNR to maintain fences.
5	4	3	2	1	If the DNR would pay county sheriffs to patrol the trail we could count on good control of trail users.
5	4	3	2	1	Adjacent landowners should have first rights to the abandoned railroad right-of-way.
5	4	3	2	1	I have had vandalism on my property in the last two years.
5	4	3	2	1	DNR should buy the right-of-way in co-operation with landowners so both groups get what they want.

Median Response

N=

<u>15%</u>	5 4 3 1/2 1	A trail in this area would be a real bonus for local business.
<u>76%</u>	5 1/2 3 2 1	A series of looped trails inside land the State already owns makes more sense than a trail on the right-of-way.
<u>23%</u>	5 4 1/2 2 1	The state has a good trail program and it should be continued.
<u>45%</u>	5 4 1/2 2 1	Trails are O.K. outside of towns but in town we need the right-of-way for commercial uses.

(13-36)

N=

121-124

24. Imagine for a moment that the State would buy the railroad right-of-way for a recreation trail. Should any of the following activities be prohibited on the trail or any part of it.

*% Excluding those for which all activities were given a YES response (20)*

a) Snowmobiles	<u>37%</u> Yes (1)	_____ No (2)
b) Hunting	<u>34%</u>	_____
c) Motorized trail bikes	<u>52%</u>	_____
d) Picnic fires	<u>50%</u>	_____
e) Horses	<u>8%</u>	_____
f) Bicycles	<u>2%</u>	_____
g) Camping	<u>37%</u>	_____
h) Night-time use	<u>54%</u>	_____

(36-44)

25. Should any of the following groups assist the DNR in designing or developing a trail if one were built on the right-of-way:

80	a) <u>59%</u> County government (0,1)
84	b) <u>55%</u> Township Government (0,1)
82	c) <u>56%</u> Landowner organization (0,1)
96	(45) d) <u>60%</u> Individual landowners (0,1)

26. Should any of these groups assist the DNR in managing the trail if it were built:

80	a) <u>37%</u> County government (0,1)
78	b) <u>31%</u> Township Government (0,1)
72	c) <u>25%</u> Landowner organizations (0,1)
89	d) <u>39%</u> A local advisory committee of landowners (0,1)

154 27. Are you satisfied that you understand what the state wishes to do with the abandoned railroad right-of-way if it purchases this land.

86% Yes (1) \_\_\_\_\_ NO (2) (53)

151 28. From which one of the following sources have you received the most information about future options for the abandoned railroad right-of-way:

- 3% DNR representatives (1)
- 1% County government (2)
- 55% Citizens' Rights to Purchase Property or PLUS (3)
- 3% The Railroad company (4)
- 22% Your neighbors (5)
- 15% All sources (6)

N=

6

51

29. What questions do you still have about the proposed trail project that you would like to have someone answer for you?

17 Categories

(SEE page 7)

(55- 61)

126

30. If you were to want any questions answered about the abandoned railroad or the proposed Root River Trail project which one of the following sources would you trust to give you the best information:

13% the DNR (1)

13% County government (2)

40% CRPP or PLUS (3)

3% The railroad company (4)

6% Your neighbors (5)

18% News media (6)

6% Other \_\_\_\_\_ (7)

(52)

24

31. Do you have any questions you would like to address specifically to people living next to trails elsewhere in Minnesota?

10 Categories (SEE page 7)

(63-68)

110

32. If the DNR held meetings with landowners who own property adjacent to the railroad where would be the best place to have them.

(See Page 8)

(69-79)

Numbers respondents can call if they want information about the project or about us:

John and Michele Genereux 612-291-8546

Paul Hansen, Public Participation Officer at DNR 1-800-652-9747 (toll free)

612-296-9227 direct

Jim Newland, Project Manager

612-296-4940

Bob Story, Regional Administrator, Rochester 1-507-295-7420

ADDITIONAL COMMENTS



29. What questions do you still have about the proposed trail project that you would like to have someone answer for you?

Number of Responses: (N=51)

- \* a) 13 Justification, need for the trail
- b) 3 Landowner liability in case of accidents
- \* c) 1 Fire control
- \* d) 7 Trail enforcement
- e) 9 Fence maintenance
- f) 4 Weed control
- g) 1 Landowner rights to use R-O-W
- h) 1 Flood control
- \* i) 1 Location of rest areas, acquisition of land for
- j) 4 Public costs of trail maintenance
- k) 2 Access rights for stock & grade crossings
- l) 3 Construction schedules
- m) 4 Rights to buy R-O-W from DNR OR RR.
- n) 3 Bridge work, dikes & structural maintenance
- o) 1 Possibilities for reconverting trail to RR
- p) 3 Future of corridor if DNR doesn't purchase R-O-W
- q) 3 Respondent does not know anything about a trail.

31. Do you have any questions you would like to address specifically to people living next to trails elsewhere in Minnesota?

Number of Responses (N=24)

- \* a) 4 User Rates
- b) 3 DNR weed control
- c) 1 DNR track record in enforcement
- d) 3 Trail-induced vandalism
- e) 1 DNR fence maint. policies and practices
- f) 1 Littering

- g) 2 overall assessment of DNR management
- h) 4
- \* i) 6 General Category: request any comments
- j) 1 Trail users as a disturbance to animals

32. If the DNR held meetings with landowners who own property adjacent to the railroad, where would be the best place to have one? (N=110)

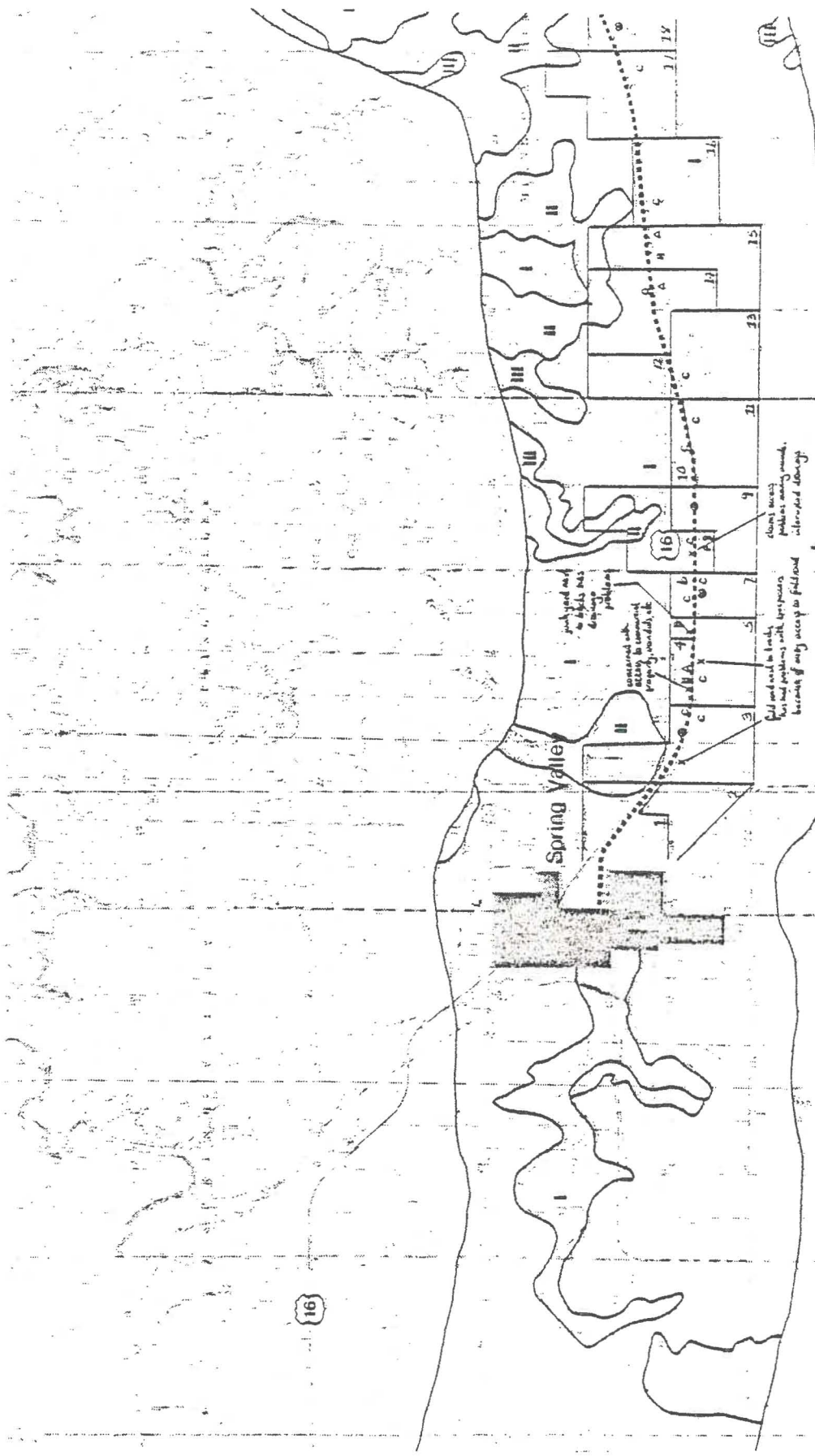
- \* 4 Spring Valley
- 4 Wykoff
- 5 Fountain
- 5 Preston
- 7 Lanesboro
- 6 Whalan
- 1 Peterson
- \* 22 Rushford
- \* 16 Houston
- 7 Hokah
- \* 26 Local Area
- 1 Rochester
- 1 Caledonia

## APPENDIX C

Milwaukee Road Corridor:  
Rural Land Use Maps. Present  
land use and problems associ-  
ated with the railroad right-  
of-way are shown on 11 quad  
maps. Each is accompanied  
with a list of landowners  
and a brief narrative on  
problems and alternatives.  
Maps were prepared by DNR  
using data gathered by the  
Consultant in interviews.

Urban landuse maps are not included  
at this time. Owner lists  
and descriptions of land use  
are part of this appendix.

Persons whose names are shown in  
brackets ( ) were not  
interviewed.



**Milwaukee Road Corridor - Study Area**

- I - Prime Farmlands
  - II - Additional Farmlands of Statewide Importance
  - III - Other Land
- Source: Important Farmland Maps, U.S.M. E.H. Survey
- C - Crops
  - B - Business
  - P - Pasture
  - O - Other
  - W - Wetlands
  - M - Marsh
  - R - Residential
  - X - Special problem (see text)
- Source: Landowner Survey, 10/73

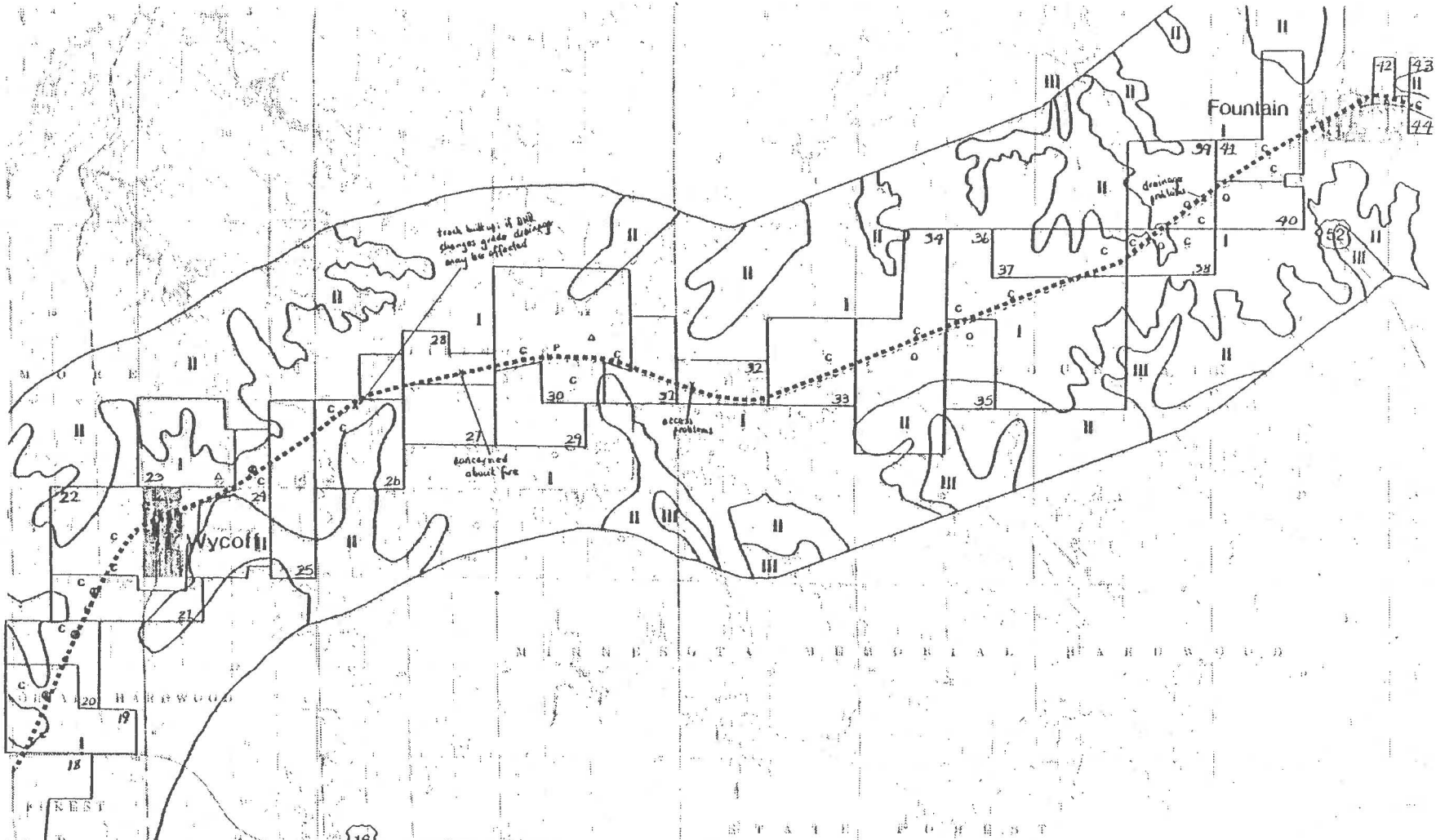
**Location Map**

Approx. Scale 1:62,500

0 1/2 1 1/2 2 1/2 3 1/2 4 1/2 5 1/2 6 1/2 7 1/2 8 1/2 9

← N





### Milwaukee Road Corridor - Study Area

- I Prime Farmlands
- II Additional Farmlands of Statewide Importance
- III Other Land

Source: Important Farmland Maps, Dept. of Ext. Service

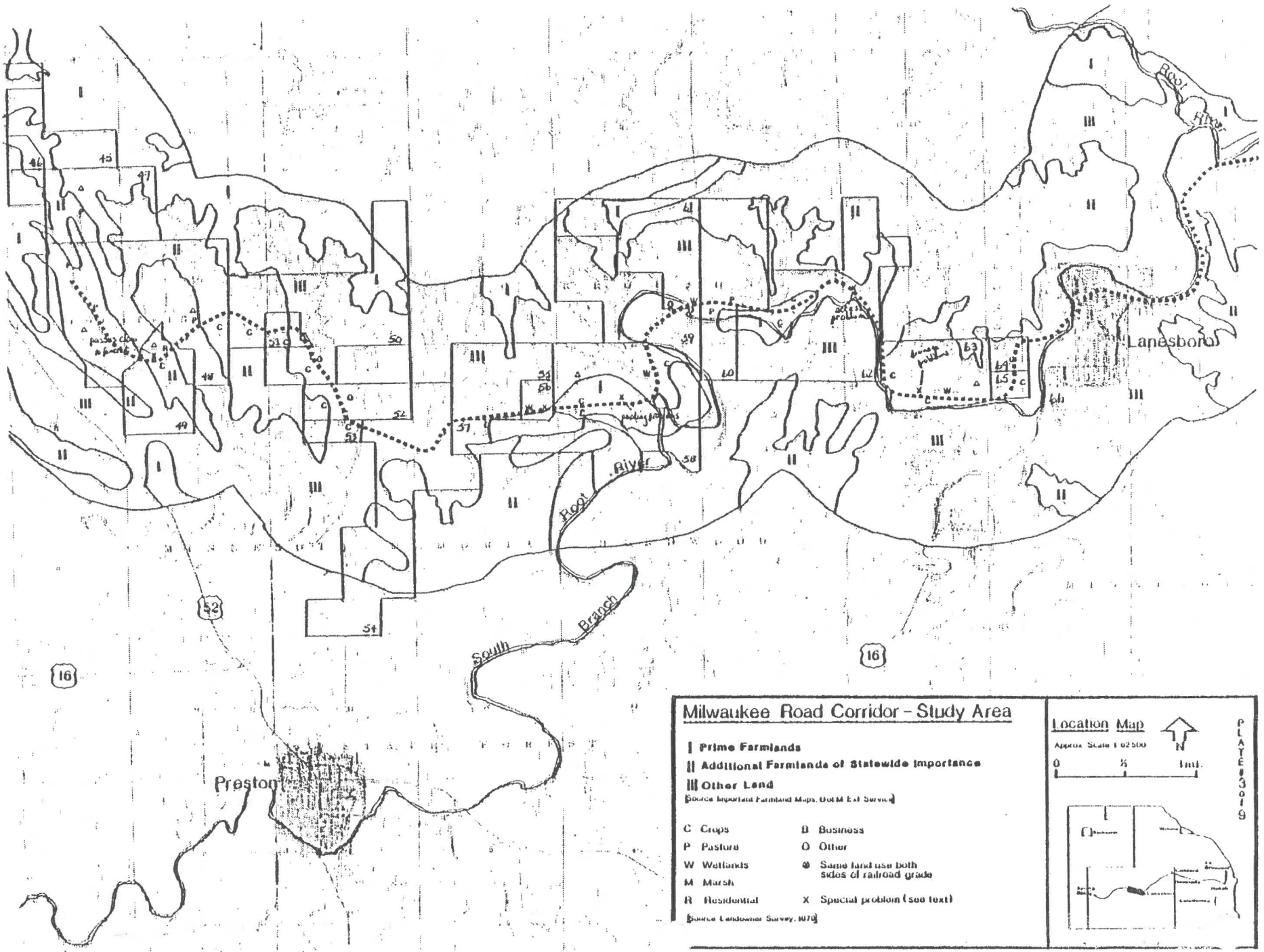
C Crops	B Business
P Pasture	O Other
W Wetlands	⊙ Same land use both sides of railroad grade
M Marsh	X Special problem (see text)
R Residential	

Source: Landowner Survey, 1979

### Location Map

Approx. Scale: 1:62500

PLATE 2019



**Milwaukee Road Corridor - Study Area**

- I Prime Farmlands
  - II Additional Farmlands of Statewide Importance
  - III Other Land
- (Source: Inherited Farmland Maps, DoEM Ext. Service)

- C Crops
  - P Pasture
  - W Wetlands
  - M Marsh
  - R Residential
  - B Business
  - O Other
  - ⊗ Same land use both sides of railroad grade
  - X Special problem (see text)
- (Source: Landowner Survey, 1979)

**Location Map**

Approx. Scale 1:62500

0 1/2 1 mi.

↑ N

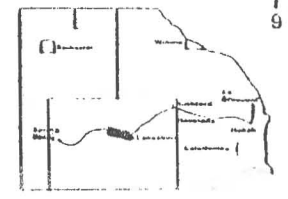
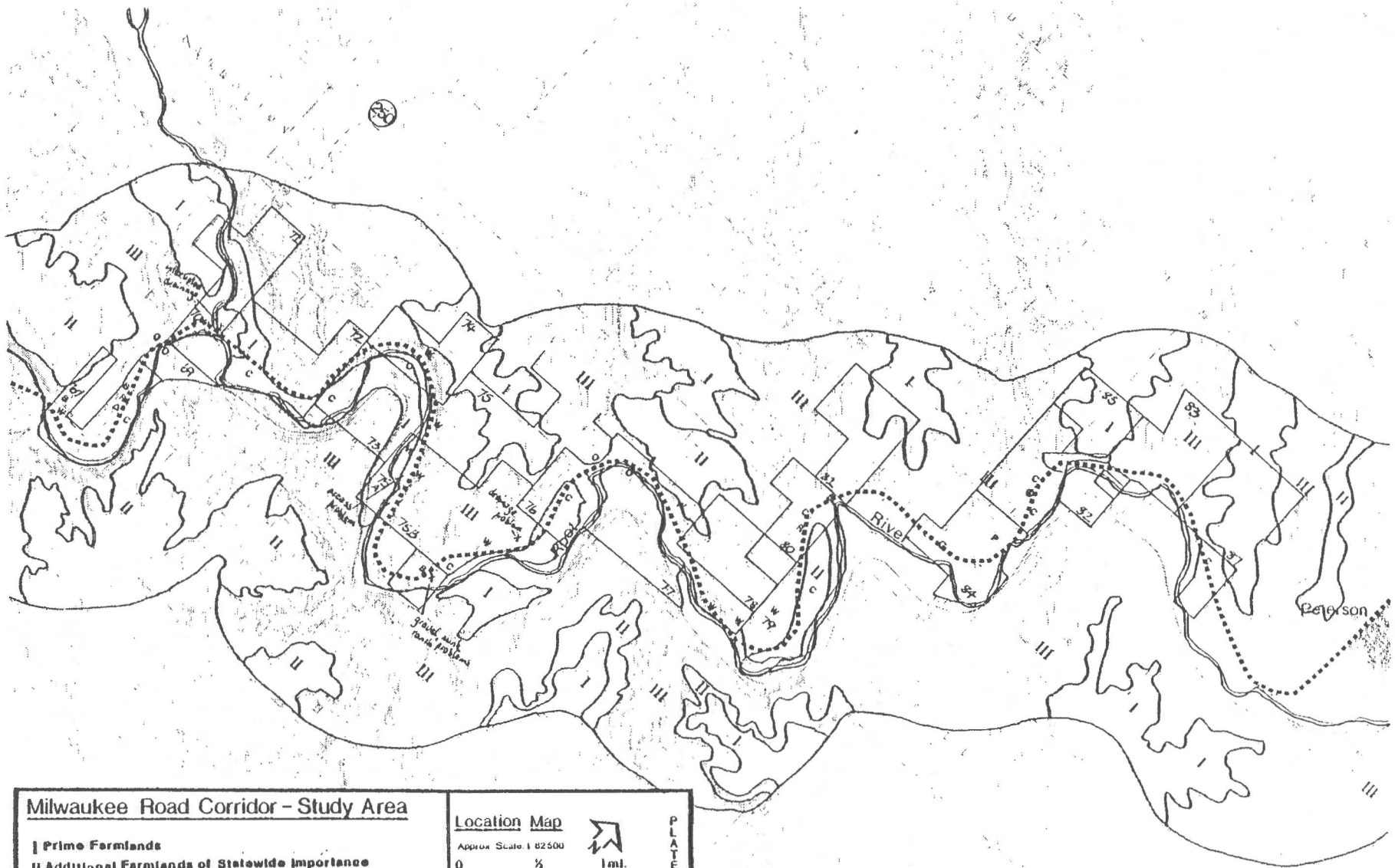


PLATE 1019





**Milwaukee Road Corridor - Study Area**

**I Prime Farmlands**  
**II Additional Farmlands of Statewide Importance**  
**III Other Land**  
[Source: Important Farmland Maps, U of M Ext Service]

C Crops	B Business
P Pasture	O Other
W Wetlands	⊗ Same land use both sides of railroad grade
M Marsh	X Special problem (see text)
R Residential	

[Source: Landowner Survey, 1970]

**Location Map**

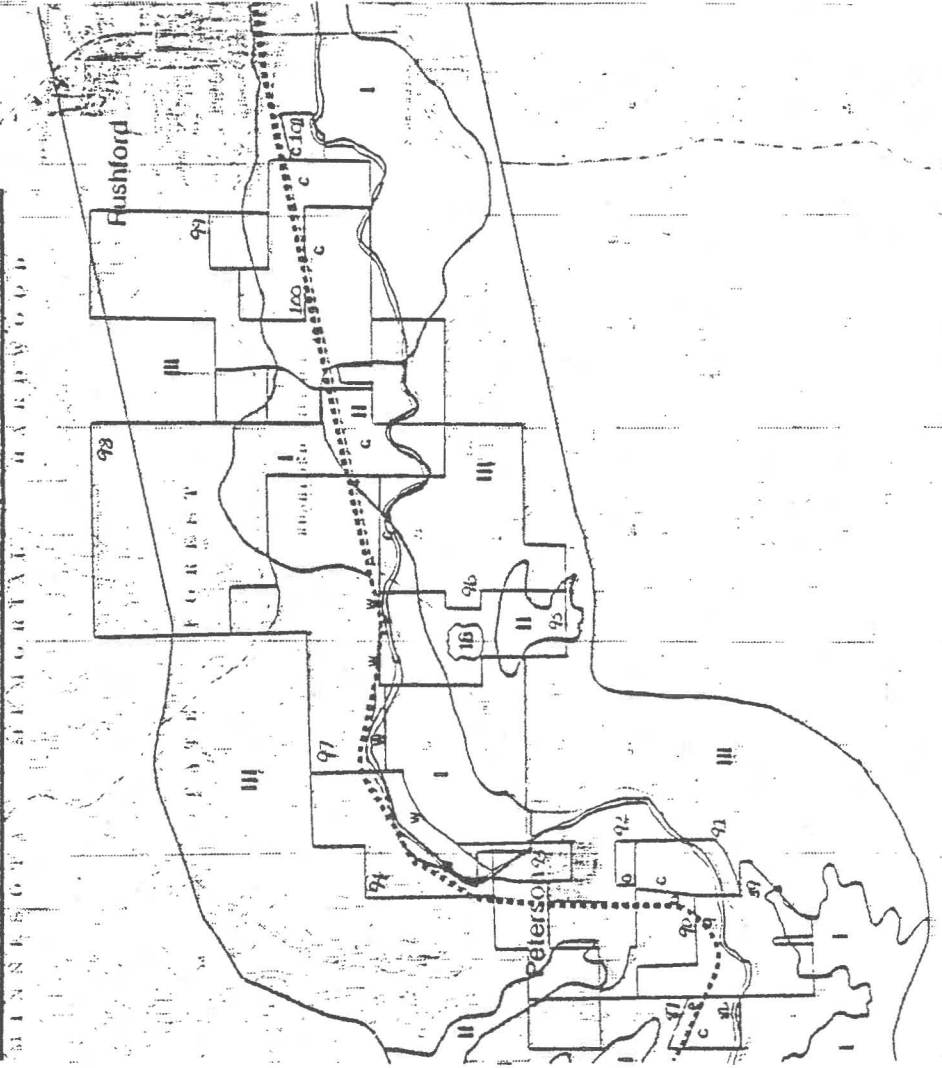
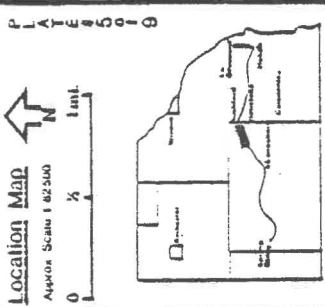
Approx. Scale 1:82500

0 1/4 1/2 1 mi.

PLATE # 4019

# Milwaukee Road Corridor - Study Area

- I Prime Farmlands
  - II Additional Farmlands of Statewide Importance
  - III Other Land
- Source: Important Farmland Maps, U.S. M. L. Survey
- C Crops
  - P Pasture
  - W Wetlands
  - M Marsh
  - R Residential
  - B Business
  - O Other
  - Same land use both sides of railroad grade
  - X Special problem (see text)
- Source: Landowner Survey, 10/73





# Milwaukee Road Corridor - Study Area

- I Prime Farmlands
- II Additional Farmlands of Statewide Importance
- III Other Land

[Source: Important Farmland Maps, UofM Ext. Service]

- |               |  |
|---------------|--|
| C Crops       | B Business                                   |
| P Pasture     | O Other                                      |
| W Wetlands    | ⊙ Same land use both sides of railroad grade |
| M Marsh       |  |
| R Residential | X Special problem (see text)                 |

[Source: Landowner Survey, 1973]

## Location Map

Approx. Scale: 1:62,500

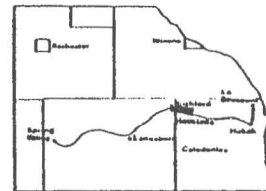
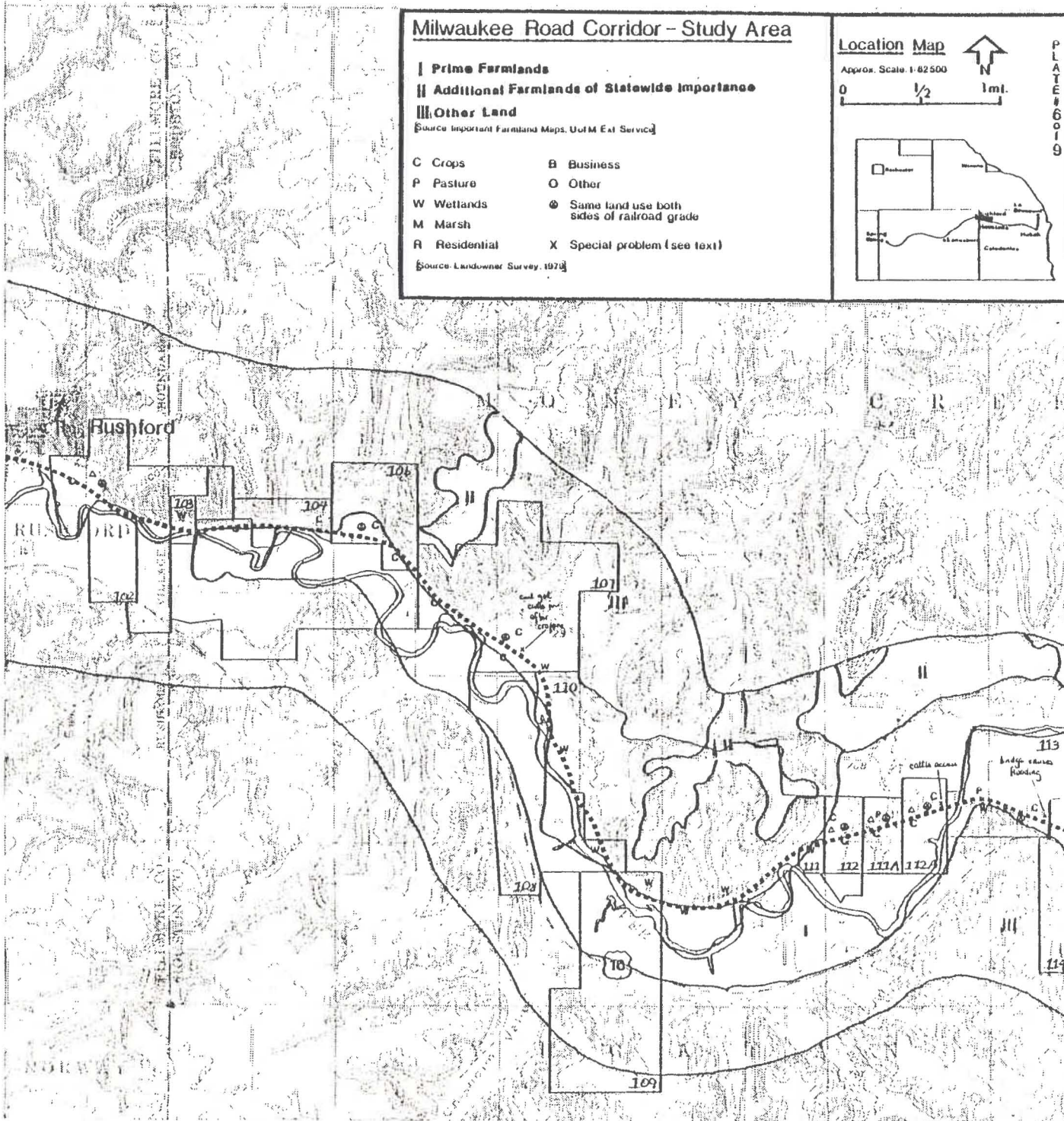


PLATE # 6019



# Milwaukee Road Corridor - Study Area

- I Prime Farmlands
- II Additional Farmlands of Statewide Importance
- III Other Land

Source: Important Farmland Maps, U of M Ext. Service

- C Crops
- P Pasture
- W Wetlands
- M Marsh
- R Residential
- B Business
- O Other
- ⊙ Same land use both sides of railroad grade
- X Special problem (see text)

Source: Landowner Survey, 10/74

## Location Map

Approx. Scale: 1:82,500  
0 1/2 1 mi.

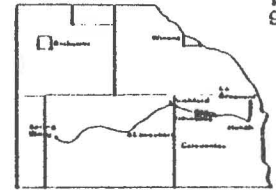
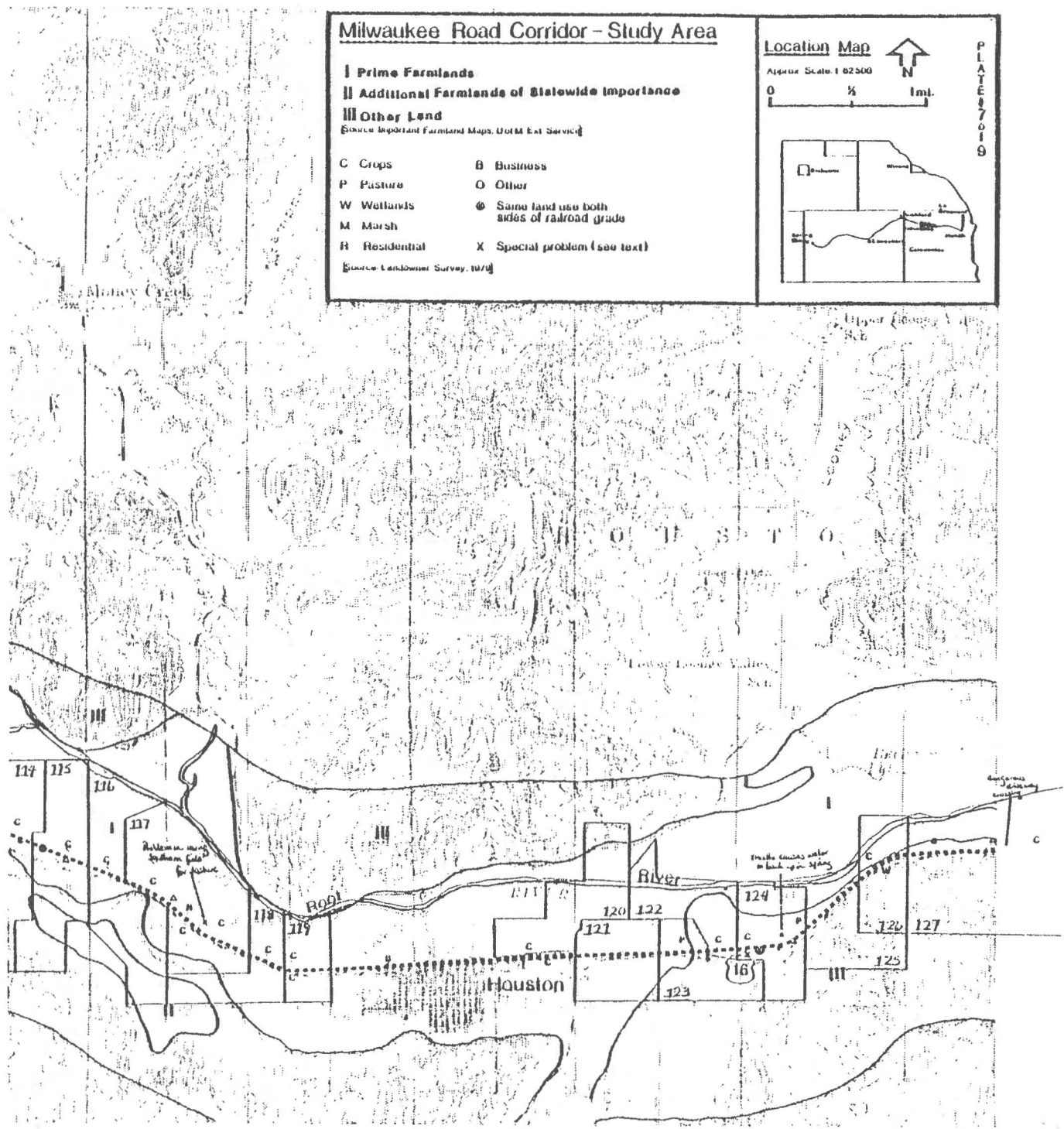


PLATE # 7019





# Milwaukee Road Corridor - Study Area

- I Prime Farmlands
- II Additional Farmlands of Statewide Importance
- III Other Land

[Source: Important Farmland Maps, UofM Ext Service]

- |               |  |
|---------------|--|
| C Crops       | B Business                                   |
| P Pasture     | O Other                                      |
| W Wetlands    | ⊙ Same land use both sides of railroad grade |
| M Marsh       |  |
| R Residential | X Special problem (see text)                 |

[Source: Landowner Survey, 1972]

## Location Map

Approx. Scale: 1:62500

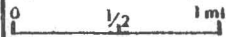
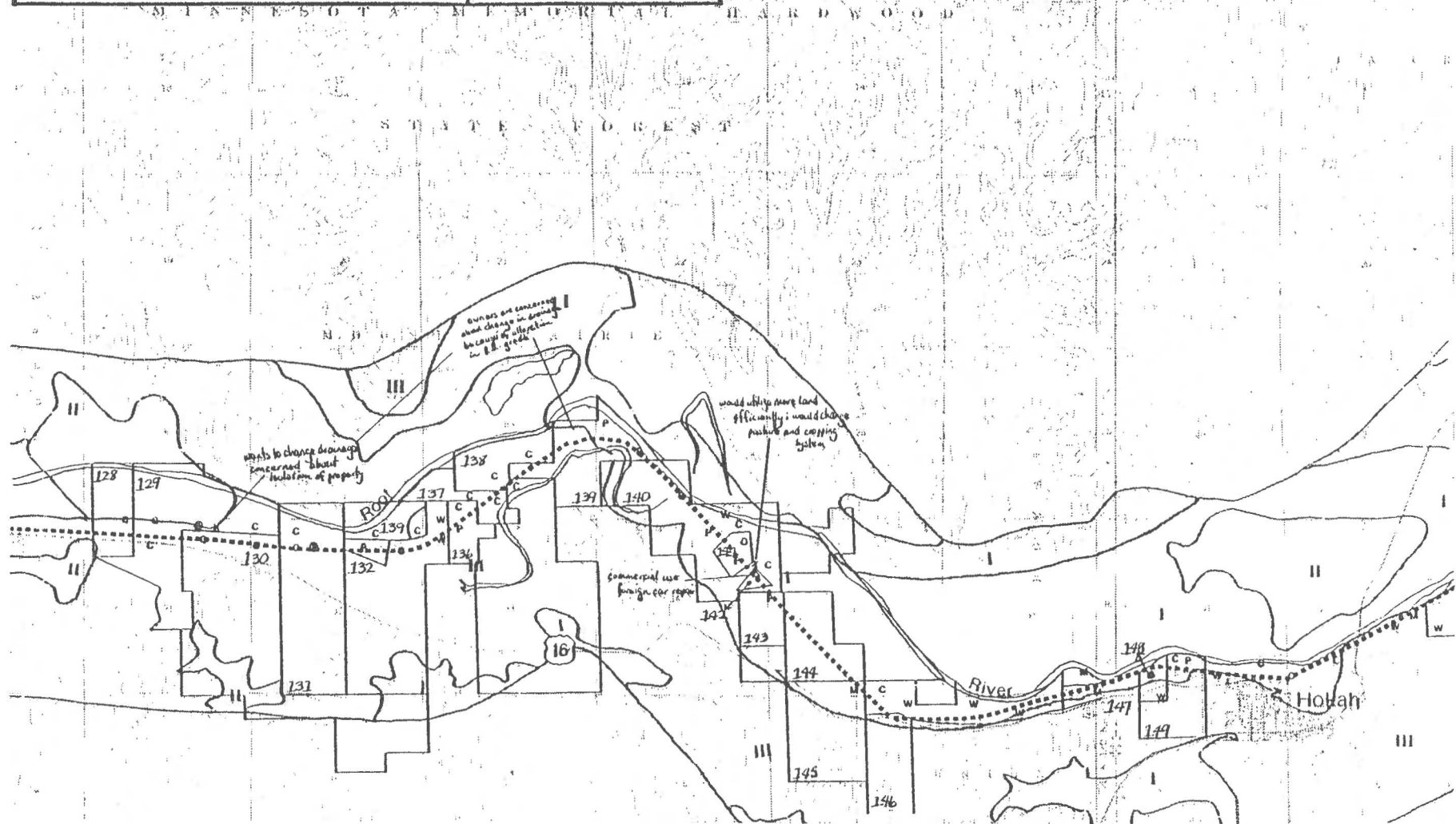
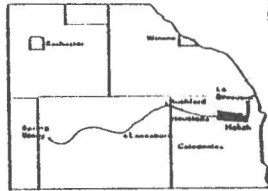


PLATE 8019



# Milwaukee Road Corridor - Study Area

- I Prime Farmlands
- II Additional Farmlands of Statewide Importance
- III Other Land

Source: Important Farmland Maps, U.S.M. Ext. Service

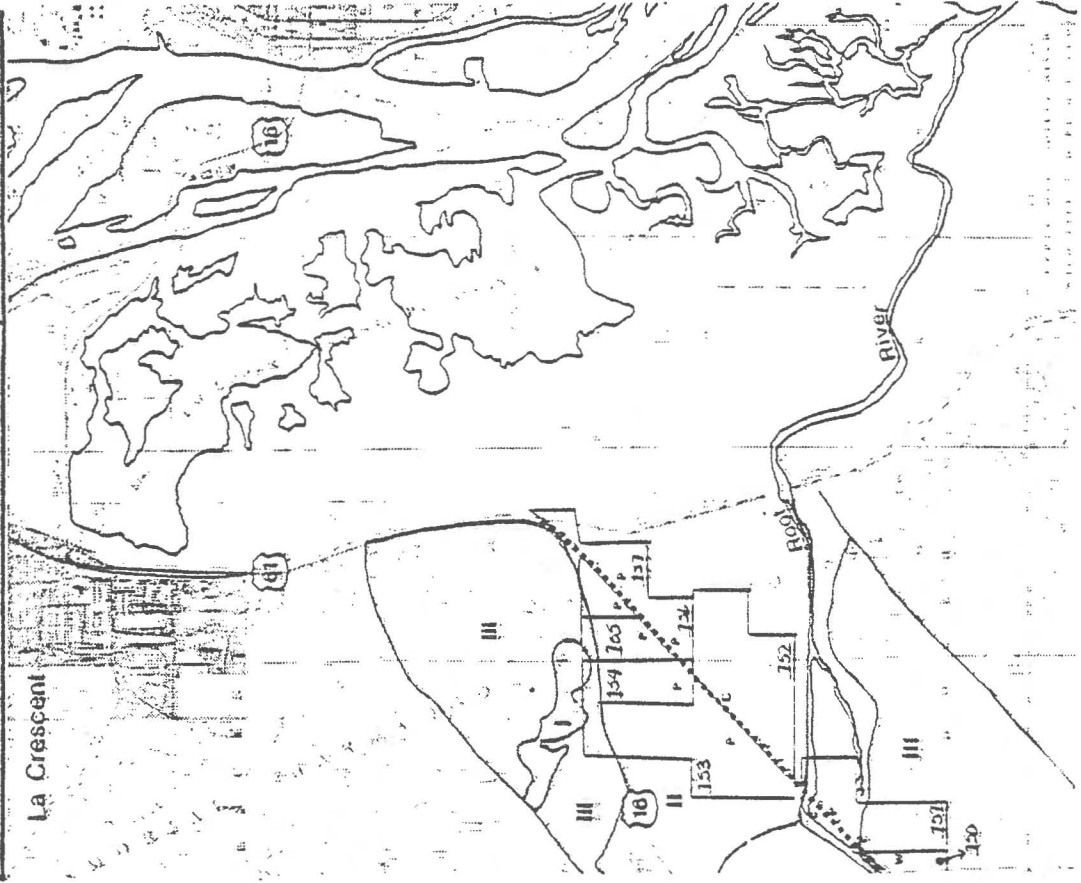
- C Crops
- P Pasture
- W Wetlands
- M Marsh
- R Residential
- B Business
- O Other
- ⊙ Same land use both sides of railroad grade
- X Special problem (see text)

Source: Landowner Survey, 1974

**LOCATION MAP**

Graphic Scale: 0 1/2 1 Mile

North Arrow



MAP TWO: PARCEL NUMBERS AND OWNERS

<u>PARCEL NUMBER</u>	<u>OWNER</u>
1	
2	Rich and Sharron Jahn
3	Rich and Sharron Jahn
4	American Oil Company
5	Robert and Dorothy Jahn
6	Milford Uulk
7	Loren Patten
8	Lyle Shultz
9	(Brandt)
10	Edna Schulte
11	Norbert Reiland
12	Evan Hukbert
13	Paul Schultz
14	Harlan Schmidt
15	Ray Zimmer
16	William Bicknese
17	Wendell P. Freheit
18	Curtis Boettcher
19	Earl & Thelma Freheit
20	Everett Smith
21	Loren Schmidt
22	(Stender)
23	Lorez Myers
24	William Bicknese



SPECIAL LAND USE PROBLEMS

<u>Parcel Number</u>	<u>Special Problems</u>
2	A field road runs adjacent to the right-of-way.
3,5,7,8,9	To avoid problems along this route, the trail could perhaps be routed to follow the highway.
12	This is commerical property.
20,22	Current landuse is shown as indicated on map. New information was not learned in interview as respondent did not wish to discuss the subject.

PARCEL NUMBERS AND OWNERS

<u>PARCEL NUMBERS</u>	<u>OWNER</u>
25	(Harold Rath)
26	Orlo Link
27	(G. Gehrking)
28	(F. Bergemann)
29	R. Kohlmeyer
30	W. Mulhern
31	Walsh et al.
32	Dr. D. Gillespie
33	A. & G. McCaully
34	William Schmidt
35	D. Thompson
36	D. Eickoff
37	D. Eickoff
38	Joanne Winn
39	Elmer Eickoff
40	(Hazel Mulherne)
41	D. Eickoff

<u>PARCEL NUMBER</u>	<u>SPECIAL PROBLEMS</u>
30	Buildings are close to R-O-W.
32	Owner claims to have access problems. These could be resolved by routing the trail along the township road and highway.

PARCEL NUMBERS AND OWNERS

<u>PARCEL NUMBERS</u>	<u>OWNERS</u>
42	Alvin Rogstad
43	Gordon Rogstad
44	Lee (claims not to own)
45	Howard Gillespie
46	L. & R. Reinhart
47	Cummings
48	Fiddelis & Beverly Wingert
49	Charles McCabe
50	F. & O. Buenger
51	Vaalemoen
52	Vaalemoen
53	Veglahn
54	Marzolf
55	State of Minnesota
56	S. Rossler
57	James Kern
58	William Rissman
59	(Harold McCoy)
60	John Conway
61	John Ruen
62	Charles Ruen

SPECIAL LANDUSE PROBLEMS

PARCEL NUMBER

SPECIAL PROBLEMS

48

The right-of-way presently runs near the house and barn. The owner claims to have access problems associated with this arrangement.

A possible solution might be to route the trail through the woods to the north of the present right-of-way.

49

The present right-of-way is situated near the owner's house, barn and feedlot.

To avoid these features with a trail, one might route it along the road a short distance then circle back to rejoin the right-of-way.

47

The owner's barn and buildings lie along the right-of-way.

56

The owner has problems with drainage water back-up at the grade.

58

The owner's land is presently divided into smaller sections by the railroad, a creek, the river, roads and bluffs.

Some remedies might be to:  
a) leave the right-of-way with a trail following the creek bed to the river, then returning it to the right-of-way;  
b) follow the road with a trail back along the bluffs, returning to the right-of-way.

Proposal (b) may not be acceptable as the road passes near the owner's home and buildings.

59

Owner did not wish to discuss landuse with interviewers.

PARCEL NUMBERS AND OWNERS

<u>PARCEL NUMBERS</u>	<u>OWNER</u>
63	Duane Benson
64	(L. Sorenson?)
65	L. Sorenson
66	Hanson
67	Hans Torgerson
68	Duane Hungerholt
69	Horihan
70	Michael Shanahan
71	R. & T. Hazel
72	Arlyn Johnson
73	(Tanna Odland)
74	(Alma Johnson)
75	Irven Sveen
75a	Rollin Engen
75b	T. Hadoff
76	Gene Johnson
77	Wayne Haug



SPECIAL LANDUSE PROBLEMS

PARCEL NUMBER

SPECIAL PROBLEMS

- 63 Owner reports drainage problems. The Right-of-way acts as a dike near his property and retains water.
- This problem could be resolved by a culvert or by realigning a trail off the right-of-way to follow the river or the bluff. The solution was not voiced by the landowner.
- 68 The current right-of-way is located near the owner's buildings, feedlot and gravel pit.
- These features may be avoided by routing a trail along the road and bluff or along the river.
- 70 The railroad bed acts as a "dam" during periods of high water, backing water up on to the property owner's land.
- 72 Land owners did not wish to discuss routes questions with  
73 interviewers.  
74
- 75a The property adjacent to the present right-of-way is inaccessible to the owner.
- The owner requests that if a trail were developed on this land, he should be allowed the right to use the right-of-way as a grade crossing.
- 76 This land owner raises mink. Mink ranches and a gravel pit are located along the present right-of-way.
- Mink are easily disturbed by noise and will not breed if disturbed. The gravel pit is

SPECIAL LANDUSE PROBLEMS (continued)

PARCEL NUMBER

SPECIAL PROBLEMS

76 (con't)

not an aesthetically pleasing  
feature of the landscape.

A possible solution may be  
to route portions of the trail  
along the road or the river,  
although the owner did not  
propose this as an alternative.

PARCEL NUMBERS AND OWNERS

MAP NUMBERS

OWNER

78

D. Thompson

79

W. Iverson

80

A/O Severson

81

A. & E. Berge

PARCEL NUMBERS AND OWNERS

<u>PARCEL NUMBER</u>	<u>OWNER</u>
101	Rushford School District
102	Styrk Isberg, Jr.
99	Donald Woxland
98	Peter R. Highum
97	Marvin Brand
96	Andrew N. Grinde
95	N. and A. Olness
94	State of Minnesota
93	Loren Olness
92	Peterson School District
91	Cliff and Erma Olson
90	A. Thompson
89	Ordell Thompson
88	Arnold Fassum
87	Alvin C. Helland
86	O. M. Peterson
85	Paul Skalet
84	J. and H. Johnson

SPECIAL PROBLEMS

PARCEL NUMBER

PROBLEM

97

Buildings are close to both rr, road, and river. Has access across his land for neighbor (Parcel 7).

Suggest look at following woods line west and south of property and rejoin r-o-w via underpass of road over small seasonal dry run east of property.

Alternative might be to landscape and barriers to protect privacy from both current and future users.

These suggestions have not been reviewed by the landowner.

95

Railroad bed creates access problem that requires crossing of land belonging to neighbor (parcel 5).



PARCEL NUMBERS AND OWNERS

<u>PARCEL NUMBER</u>	<u>OWNER</u>
102	Robert and Louis Kingsley
103	D. S. Eravold
104	Bernard Jacobson
105	Stanley and E. Holland
106	Harley and I. H. Larson
107	Donald S., Jr. and Barbara Hoegh
108	L. and J. Welke (C/D)
109	Elvin I. Paulson
110	State of Minnesota
111	Erling and M. Kildahl
112	Dale Omodt
113	Edna Laugen Managed by Horace Hansen, her son-in-law

SPECIAL PROBLEMS

PARCEL NUMBER

PROBLEM

102

Buildings quite close to the roadbed; crops divided by bed.

An alternative might be to route along co. rd. 27 just east of Rushford and rejoin on same landowner's property.

Landowner did not express any desire to exchange property.

107

Cattle can't cross r-o-w to get into fields in fall.

111 112

Buildings close to r-o-w. Crop interruption.

112

Buildings close to r-o-w. Crop interruption. Cattle access to southern part of property.

Possible alternative might be to go along river in floodplain. Another might be to cross the river from state-owned property in Parcel 9, and cross Mn Hwy 16 to bluff area, rejoining in Parcel 12. Alternatives not discussed

113

Bridge location causes backup of spring runoff. Appears also to be a title question here.

PARCEL OWNERS AND NUMBERS

<u>PARCEL NUMBER</u>	<u>OWNER</u>
114	Elrey Wilson
115	Robert M. Anderson
116	D. L. Olson
117	P. Dillon Hempstead
118	Lloyd and Lula Vix
119	Aldis Gordon
120	M. and C. Kelly
121	Tenus Thorson
122	Tenus and Lola Thorson
123	M. Redding
124	Marlow Anderson
125	Claude M. Redding
126	Helen M. Lee
127	Howard and Ralph Lee

SPECIAL PROBLEMS

PARCEL NUMBER

PROBLEM

115

Farmstead close to rr and road. RR divides cropland. Possible solution might be to go along road and use some screening. Landowner did not want to discuss alternatives.

117

Feedlot and buildings close to r-o-w. Access problem for cattle into field after cropping. Current dike on land is apparently temporary. Partial solution again is to go within state Hwy r-o-w.

124

Land between highway and rr is used for homestead. Trestle causes backup and flooding, especially because it is located diagonally across river at this point. Owner wants to straighten waterway north of whis buildings. Grade of rr is high and prevents access between pieces. Partial solution might be again staying in hwy r-o-w.

127

Needs to change access driveway to his property. Would use r-o-w as a driveway if he had it. Also close buildings. Partial solution might be to have trail on south half of r-o-w.

NONE OF THE LANDOWNERS APPEARED READY OR ANXIOUS TO DISCUSS ALTERNATIVES

PARCEL NUMBERS AND OWNERS

<u>PARCEL NUMBER</u>	<u>OWNERS</u>
128	M. and D. Papenfuss
129	P. Dillon and Mary Hempstead
130	William Eglinton
131	Arthur N. Wheaton
132	R. and J. Boldt
133	Fern and D. Walker
134	William Eglinton
135	V. R. Hueber
136	Rich Smale
137	Mrs. Lois Smale
138	Goodwin Johnson (Kelly)
139	Cliff Orr (Mrs. McCune)
140	Dennis and Gary Sanden
141	Frank Meta Fairbanks
142	(Richard Ryan)
143	Ed Griffin
144	State of Minnesota
145	Mildred F. Eyer
146	H. and S. Stetzer
147	Mary Sather



SPECIAL PROBLEMS

PARCEL NUMBER

SPECIAL PROBLEMS

132, 133, 136, 137  
138, 139, 140

R-O-W serves either as a dike or water retaining wall, depending on location. Big concern among owners is that future drainage patterns are planned as a community.

129

Presently, the R-O-W blocks any overall drainage plan for the land. Property is isolated from the homestead. This causes concern about vandalism to machinery in the fields. A possible solution might be to route a trail along property lines at Mn. Hwy. 16. This was not discussed with owner.

141

Note the red and purple boxes. North of the R-O-W, land use in the red is now essentially waste. This could be pasture if the R-O-W were not there. Purple box is now pasture but would be cropped if north side of red box were pasture. Possible solution might be to build walkway for cattle through the RR grade, which is steep at this location. Grade crossing also needs gravel. Solutions were not discussed with owner.

142

Commercial use for car repair. Currently this area has the advantage to the owner of being away from the highway which lessens chance of vandalism and increases privacy. Possible solution might be to deepen the marsh and develop barriers. This was not discussed with the owner who has not been available for interview.

NOTE: Railroad was moved in 1940's from a place nearer the river to its position further south. This was done on a stretch along parcels number 134-139 approximately. Questions of deeds may arise here. Some dispute over boundaries between parcels 138 and 139 near the R-O-W is now being resolved--- in a friendly way.

ADDITIONAL NOTES

PARCEL

82	State land
83	Refusal
88	Fish Hatchery
102	Don't know land use in eastern half.
107	Don't know land use between crop areas on map.
116	Area south of RR not known.
121	
125	Owner deceased.
140	North part uncertain; could be woods.
144	State owned land.

URBAN MAPS:

Urban land use maps have not been finally drawn for this report. Generally one can say that residential owners often voice concern about encroachment of the trail and trail activities into their yards. Commercial owners in many cases would wish to expand their space or parking facilities onto land now taken by the R-O-W. Still others would prefer that a trail be routed around a town, along dikes where they exist.

Quite a number of respondents have been tending the R-O-W near their properties for many years treating it as an extension of their own land or compensating for the lack of care given this area by the owner. In recent times the R-O-W has lapsed into common use in some communities.

Several respondents, particularly those with active businesses, claim to have lease or other agreements in effect at the present time with the railroad. They would wish to have these agreements honored or, preferably, be given the option to buy the land outright.

PARCEL OWNERS AND NUMBERS

<u>PARCEL NUMBER</u>	<u>PARCEL OWNER</u>
148	Roger and N. Soland
149	George Wather (in process of buying)
150	Fountain D. Demorest
151	Harold and P. Ziborowski
152	Keith Barney
153	Ervin and Margaret Welke
154	David Lehnmann
155	William and B. Miller
156	Norbert and Rita Miller
157	Ernie Miller

SPECIAL PROBLEMS

PARCEL NUMBER

PROBLEM

156

Railroad divides house from barn/feedlot right after crossing slough. Possible solution might be to stop short of the farmstead, since it is the terminus of the abandoned line.

157

Property dispute over who owns small island in middle of the slough at this point.

Spring Valley

<u>Parcel Number</u>	<u>Owner</u>
1	(Wilbur Jennings)
2	(Depot, Railroad owned)
3	Marchant Motors
4	(City of Spring Valley)
5	(Old Bowling Alley - now vacant)
6	Paul Calhoun
7	(Rendahl & Highum)
8	(Robert T. Fries)
9	(Rendahl & Highum)
10	Land O' Lakes
11	Did not want to be identified
12	(Dick Sheldon)

Note: ( ) means owner not contacted



Spring Valley

Parcel Number

Special problems

3	Parks cars on railroad property and is worried about vandalism due to accessibility if trail is developed.
7, 9	Leo Rendahl could be using R-O-W. This is not definate, he was not contacted.
8	Robert T. Fries could be using R.O.W. This is not definate, he was not contacted.
10	Part of a building has been built on property owned by the railroad. They are concerned about the lease if DNR owns the property.

Wykoff

<u>Parcel Number</u>	<u>Owner</u>
1	(Midland Co-op: Dale Zalkey)
2	(Residence)
3	W. Suchanek
4	(City owned property)
5	(Residence)
6	(Midland Co-op: Dale Zalkey)
7	W. Bicknese Mill
8	(Cavanaugh Motors: Bud Marchant)
9	C. Rowe (Mobil Station)
10	W. Bicknese Mill

Wykoff

Parcel Number

Special Problem

9

Uses R-O-W for commercial use, stores  
vehicles on R-O-W.

Whalan

<u>Parcel Number</u>	<u>Owner</u>
1	Ilan Anderson
2	Edwardson
3	Albert Culbertson
4	Tina Halverson
5	George Zeller
6	Robert Engen
7	Mr. Hadoff
8	Arden Tofton
9	Harmon Bergery
10	Leora Pederson
11	Ivar Berekvam
12	John Bostrock
13	Leo Shay
14	John Hanson
15	Carl Torkelson
16	(Jerry Olson)
17	Norland Olson
18	E. Lunderk
19	A. Evenson

Whalan

Parcel Number

Special Problems

10	Uses R-O-W for garden and lawn
11	Uses R-O-W for garden and lawn
12	Uses R-O-W for lawn
15	Wants R-O-W. He claims he pays taxes on the property occupied by the street and railway.



Fountain

<u>Parcel Number</u>	<u>Owner</u>
1	(Residence)
2	(Residence)
3	Gus Severud
4	(Town of Fountain)
5	Fountain Lawn & Feed
6	Hunt Residence
7	(Kinneberg)
8	(Residence)
9	(Residence)
10	D. Drury
11	(Fountain Post Office)
12	(Residence)
13	Lumber yard
14	(Residence)
15	(Residence)
16	(Residence)

Fountain

Parcel Number

Special Problems

10

Has furniture store, part of which is built on railroad property. Concerned about increased traffic and lease.

Lanesboro

<u>Parcel Number</u>	<u>Owner</u>
2	(Filmore Co-op Midland)
3	Standard Oil Dealer
4	(City Museum)
5	Gordon Peterson
6	(Stan Johnson, Body Shop)
7	Barbershop
8	Midland Co-op
9	(City Light plant)
10	(City Water plant)
11	Lanesboro Sales Commission Stockyard
12	(Residence)
13	(Abandoned home)
14	(City owned property)
15	Standard Oil Dealer
16	Residence
17	American Legion Post and Fix-it Shop

Peterson

<u>Parcel Number</u>	<u>Owner</u>
1	Three Oak Company
2	Benson Feed Mill
3	Howard Holkestad
4	Mr. & Mrs. Aarsvold
5	Milton Paulson

Peterson

Parcel Number

Special Problems

2

Benson Feed Mill has 100 year lease on Railroad R-O-W for buildings.

4 & 5

Right of way comes very close to these houses. Owners fear this will mean loss of lawns, etc., if trail or other use is adopted. Mr. Paulson is concerned with snowmobilers. As a city councilman he would call a city meeting of owners if desired.



Rushford

<u>Parcel Number</u>	<u>Owner</u>
1	Selmer Holger
2	L. Johnson
3	IGA Food Store
4	Farmer's Co-op Elevator
5	Dale Evavold's Trailer Park
6	Rollie Dubbs
7	Paul Erickson
8	Jerome Johnson
9	Jerry Zacher
10	Diane Hatlevig
11	Norma Rentmeester
12	Midland L.P. Gas Plant
13	City of Rushford

Rushford

Parcel Number

Special Problems

3

City & IGA want downtown R-O-W for parking lot.

4

L.P. Gas plant has tanks on R-O-W. Is concerned about having to move them.

Houston

<u>Parcel Number</u>	<u>Special Problems</u>
13	Concern: owns 3 city blocks in area near railroad. The right-of-way is now used for parking. Owners would like to purchase right-of way for business use.
14	Owner did not specify plans for use of the right-of-way, but said he would use it for commercial purposes if he could purchase it.
15	Owner is concerned about loss of City tax base if right-of-way were converted to recreation area. Owners would use this land themselves for commercial purposes.
16	Owners presently leave the adjacent right-of-way as an equipment storage area. Part of the right-of-way on the other side of tracks has been purchased already. Owners require more parking space; believe crossing is dangerous; would encourage developing a trail around the dike.
23	Owners would purchase right-of-way as a storage area for bulk plant.
25	Would use right-of-way for unspecified commercial purposes.
30	Property is residential. Part of owner's back building is located on the right-of-way.
33	Property is residential. Owner has maintained the right-of-way for many years and would want this land to extend his back yard.
36	Owner wishes to purchase one block of right-of-way.

Houston

<u>Parcel Number</u>	<u>Owner</u>
1	Larry Thorson
2	Lester Traff
3	Herbert Haupt
4	Thomas R. Olson
5	S. L. Johnson
6	Ellsworth Erickson
7	Paul W. Anderson
8	Jerome Sand
9	Tri County Co-op Oil Assn.
10	Houston Feed & Farm Supply
11	Norman Benson
12	Hal Campbell
13	Houston-money Creek Co-op (0) Frank Todd (Tenant)
14	Valley Ford
15	Zacher's Auto Service & Motel
16	Ace Telephone Association
17	Cora's Salon of Beauty
18	Houston Veterinary Service
19	Safe-Buy Real Estate Agency
20	Bill's Fairway
21	Municipal Liquor Store
22	Flynn & Schulte Law Offices
23	River Country Oil (Shell Oil Co.)
24	Village Inn

(continued)

<u>Parcel Number</u>	<u>Owner</u>
25	Iverson Lumber Yard, Inc.
26	Alton Johnson
27	Bjorguf Odegaarden
28	Arthur Jameson
29	Orel Jacobson
30	George Puent
31	Art J. Anderson
32	Robert Dunn
33	Carl Solie
34	Sommon J. Sanden
35	Lundberg Feed & Grain
36	Leo Rostad



APPENDIX D

Sample letter addressed to  
a few landowners who were  
not interviewed in the field.

Summary of comments returned  
by mail.

*John P. and M. Michele Genereux*  
*Consulting and Research in the Social Sciences*

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612-291-8546

As you are most probably aware by this time, we have been contracted by the Department of Natural Resources in St. Paul to prepare an assessment of land use problems and landowners' concerns regarding the possible purchase by the State of the Milwaukee Road railroad corridor between Hokah and Spring Valley for use as a recreational trail.

One of our principal tasks under this contract is the interviewing of landowners whose properties lie adjacent to the railroad right-of-way along that stretch of the Milwaukee Road Corridor.

During the period August 7 to August 20 of this year our interviewers contacted by phone or personally interviewed owners of some 200 pieces of property in the study area. Field interviews had to be stopped at that date in order that we might have time to prepare a report by the deadline given to us in September.

In our interviews we used a formal questionnaire which had been reviewed and accepted by the Department and by representatives of Citizens' Rights to Purchase Property, Inc. and Proper Land Use Supporters.

You are one of the few persons who was not interviewed in August, either because interviewers were unable to contact you at that time or because your schedules did not permit you to talk with them then.

At this point in our work schedule, it is not possible for us to discuss the entire questionnaire with you over the phone or in person. However, the DNR would still be interested in your views on the subject of using the right-of-way for a recreational trail. I have enclosed a copy of the questionnaire with this letter. If you would like, you may fill out the form and return it to me, or you may wish to put your thoughts in the form of a letter and return it to us in the enclosed envelope. In order that your thoughts might be reviewed by the DNR as part of the Department's Corridor Study, it is necessary that your letter or questionnaire be returned by September 30.

I am very sorry that we were not able to discuss this important matter with you personally and I hope that the option we have suggested will allow you to participate in the Department's decision-making process without causing you undue inconvenience.

If you would prefer to discuss the matter with either John or myself by phone please call us collect at

612-291-8546

Your responses to opinion questions and your comments will remain confidential. Your identity will be revealed to the DNR should you have land use problems associated with the right-of-way which ought to be considered, with you, by the Department.

Thank you for your time and your interest.

Sincerely yours,

M. Michele Genereux

encl.

MMG:jah

COMMENTS RECEIVED BY MAIL

RESPONDENT NUMBER

COMMENTS

89

Owners report that they no longer own property at this location. They do not advise of present ownership status.

015

Repondents own 108 acres in Fillmore County. One hundred acres are in crops, the balance in pasture or residential use.

The R-O-W runs diagonally across the property and the owners crop the land east and west of the tracks. They would wish to purchase the R-O-W and crop this land. Respondents claim not to have had any problems associated with the R-O-W in the four years that they have owned th property.

The respondents oppose develop-ment of a trail on the R-O-W. They believe trails are for city dwellers and doubt local people would use a trail in this area. They believe that farmers, as a rule, allow people to use their lands for hunting, snowmobiling and hiking, suggesting that this arrangement precludes the need for a trail.

The owners feel quite certain that, if the DNR 'gets the land' they will manage it well...at least they hope so.

The respondents favour looped trails in state-owned land and would not approve of bikes, fires, camping or night-time use of a trail if it were built.

The owners suggest that the DNR ought to meet with each and every landowner along the route becau "each situation is different and the owner should be listened to so you can know their ideas---not those of someone five or six miles away who thinks he knows the farmer business."

RESPONDENT NUMBER

COMMENTS

015 (continued)

The respondents have the following questions:

- 1) Will farmers have right-of-way across the trail to get into their fields?
- 2) Are farmers liable for accidents on their land?
- 3) Will the trail harm the wildlife?
- 4) Will you request crop land as a right-of-way to the trail?
- 5) Are you going to control the weeds as the State did along the roadsides in southern Minnesota last year?

From people who live along trails, the respondents would like to know about weeds, vandalism and whether the DNR is "keeping their word on doing what they promise".

Respondents will trust anyone to give them good information who is willing to "put it in writing and guarantee they will not back out of it".

039

The respondent owns 37 acres of crop land in Fillmore County. The R-O-W forms a boundary line on his property. Its position has caused him drainage problems; encouraged weeds; reduced the productivity of his land and provided him with some privacy. He would like to buy the R-O-W and farm it.

The respondent is opposed to the trail proposal and to state ownership of the R-O-W. He believes that CRPP should purchase the land and re-sell it to farmers. He also would agree to a co-operative purchase with the DNR. He does not trust the DNR to manage land satisfactorily saying, "they can't manage what they got". He is not certain about the worth of the DNR trail program but does not think



RESPONDENT NUMBER

COMMENTS

039 (continued)

that a local trail would improve local business and strongly disagrees with the idea that local people would use a trail. The respondent does agree that a series of looped trails on state-owned land would be a good option.

The respondent objects to nighttime use and camping on trails.

He would nominate local landowners and a local advisory board to assist in trail design and management.

The respondent has received information about the corridor to date from CRPP or PLUS. When asked who he would trust to answer any further questions he claims, "This is a good question! Who would you trust?"

Some unanswered questions the respondent would like answered are:

- 1) When our taxes are already too high, you want to create more?
- 2) How long would it be before they become tired of it?
- 3) How much more land will you condemn for loading, unloading etc.?

Respondents wonder if people along trails "are happy with it or do they wish they never saw it?"

If a meeting were held locally, the respondent would suggest one be scheduled in the Fountain School.

The owners are particularly concerned about plowing up natural wildlife habitat a feature of the area they particularly enjoy and wish to see preserved.

The respondent owns two acres of urban commercial property bounded by the R-O-W. He has had an in-

RESPONDENT NUMBER

COMMENTS

458 (continued)

terest on the north and south of the tracks for fifteen years. There is also a road near the R-O-W. The only problem he notes caused by the R-O-W are weeds.

The respondent would like to purchase the R-O-W but agrees that a trail would be a good use for the land. He believes that local people would surely use the trail and that local opposition has blown the issue out of proportion. He does agree that a trail will mean an increasing crime rate, but feels that the DNR can be trusted to patrol and manage the trail.

The respondent does not agree that CRPP should purchase the R-O-W for re-sale to landowners, but would favour a co-operative purchasing arrangement between landowners and the DNR.

The respondent is not certain that a trail would be good for local business but approves of trail programs. He does not agree that looped trails would be more sensible. He feels fires, camping and night-time use should not be permitted on trails.

The respondent suggests that the DNR include county governments and township boards in planning a trail and co-operate with the county in managing it. He has received most of his information about the corridor from the railroad company and would trust the DNR to answer any further question he might have. If the DNR chose to discuss the issue at a meeting, any local site would be good.

117

The respondent farms 130 acres of crop, pasture, and other land in Rushford Township. The R-O-W cuts diagonally through his land and he crops both sides of the

RESPONDENT NUMBER

COMMENTS

117 (continued)

tracks. There are buildings, a gravel pit, a creek and a road on the owner's land near the R-O-W. He would wish to purchase the land and crop it. Owning the land would reduce problems he has with weeds and particularly with moving his stock and machinery between pastures and fields.

The respondent believes that adjacent landowners should have first priority for purchase of the corridor. He is also fearful that vandalism will be a consequence of trail development on a strip of land that has provided him with a certain degree of privacy in the past.

175

The respondent has farmed in Hokah Township for 10 years. He owns 165 acres of land the bulk of which is wooded and he would characterize as river bottom. R-O-W cuts diagonally through his property; he crops and pastures the land around it. He claims that the productivity of his land has suffered because of the location of the tracks and he also has problems with weeds. He would like to buy the R-O-W land.

This respondent is strongly opposed to development of a trail on the R-O-W and doesn't believe that the state, the CRPP, DNR or and combination of these actors should own or attempt to buy this land. Landowners have first rights to it.

The respondent is uncertain about the trail options proposed but does agree that looped trails would be sensible and does feel strongly that local people would not use a Root River trail designed for city tourists.

The respondent would like to see landowner organizations share the responsibility of planning and managing trails. He would also encourage a meeting with DNR and owners in Houston.

APPENDIX E

ADDITIONAL COMMENTS MADE  
BY SURVEY RESPONDENTS

Only landowners' responses to questionnaire items have been tabulated and analyzed for purposes of this report. In the course of interviews, however, respondents frequently made other comments about: Questionnaire items; the DNR; trails; land use problems; business interests; local opinions about a trail, farming, recreation and the railroad.

No recording devices were used in telephone or home interviews. Therefore, the comments included in the following section are not necessarily the verbatim statements of respondents unless so indicated. It is the intention here to indicate the areas of particular interest or concern which respondents brought to the attention of the interviewers which substantiate survey responses or suggest the tone of responses. Many are repetitive. No attempt has been made to summarize similar comments or to abbreviate statements.

Additional comments are included here because it is believed that these comments constitute a form of public participation in the forthcoming decision-making process. While these comments are not "valid" in a statistical sense, they do reflect the social and political reality in which the survey was conducted and are thereby believed to be equally important to the body of considerations the State will review in the course of this Corridor Study.

Any misrepresentation of respondents' intended statements is the sole responsibility of the consultant.



RESPONDENT  
NUMBER

COMMENTS

001

Respondent would be interested in assisting the DNR and others in planning the proposed Root River Trail.

004

Respondent states that, if ownership of the R-O-W were possible for him, he would use one half of the land for crops.

Respondent asks about DNR weed control, "has it been good?" and comments that "the DNR has too much power for a state agency".

005

Respondent asks if the land adjacent to trails elsewhere in the state has been kept up and comments, "the railroad should stay".

006

Respondent presently uses the R-O-W for commercial purposes, "with the permission of the railroad".

Respondent feels that the drive from the big cities to the trails would be too far to interest many people.

Respondent does not believe that there is enough money available for proper maintenance of a Root River trail.

Respondent asks, "Does DNR keep promises" in reference to weed control and trail enforcement; "will usage justify the expenditures".

Respondent inquires about "the best way to kill the trail" and comments that (1) Douglas can't maintain the trail; (2) one can't see the river to the east; (3) previous snowmobile trails were poorly maintained.

Respondent feels that people need the land.

Respondent is worried about public use of restrooms on his property and asks, "How much land in addition to the trail does DNR want?" in reference to the Luce Line and eminent domain for access there.

RESPONDENT  
NUMBER

COMMENTS

007

Respondent owns junkyard adjacent to trail.

Respondent comments that: (1) the state has too much land; (2) DNR should not get the trail; (3) the farmers should have the first option.

008

Respondent comments that the state has a good trail system in the parks that should be continued.

Respondent would like to know what the use levels are and to what extent the weeds are controlled on other trails in Minnesota.

Respondent questions how DNR has money available for the trails while "the state highways are falling apart." And asks if city people will travel as far as Spring Valley to use the trail.

Respondent has had problems in the past with "uninvited guests" on a field road running through property where trail bikes have caused crop damage.

Respondent states that support for the trail is weak, and adds that the railroad trestles are difficult to maintain.

009

Respondent prefers to have rail delivery.

Respondent believes that the farmers are customers and must be supported.

Respondent comments that security is of vital importance.

012

Respondent comments that the state trail system is good but it should not be expanded.

Respondent does not think that hunting and bicycling are compatible activities for the trail; either one or the other should be prohibited.

RESPONDENT  
NUMBER

COMMENTS

012 (cont)

Respondent asks how much the trails are utilized specifically the Douglas Trail.

Respondent questions why tax dollars are spent on a corridor trail when the looped trail system is a far better idea.

013

"Perfect nuisance to have that trail."

014

Respondent asks about trail maintenance in regards to fences, drive ways and weeds.

Respondent asks if trail use in other parts of Minnesota has been adequate to justify the cost.

Respondent asks "DNR - How do they get power?" and comments that all productive land should not be used for trails.

016

Respondent states that at one time a fire broke out on the R-O-W and traveled to his field resulting in crop damage.

Respondent asks how well activities on the trail are maintained and enforced.

Respondents comments that picnic fires should be allowed only in proper areas.

Respondents asks if the trail will block roads; who will put up fences, and in reference to rest stops, how big and how far apart will they be; where will they get water for sanitation-- how often will they be inspected and by whom?

Respondent inquires about maintainence on other trails in Minnesota.

Respondent asks how the trails will be maintained for snowmobile use.

Respondent asks what is the cost per mile for the trail and how wide will it be.

Respondent comments that the trail should not be put along the highway-- the railroad R-O-W is a better idea.

RESPONDENT  
NUMBER

COMMENTS

- 017 Respondent did not desire to respond to the complete interview, however he did want several comments recorded: (1) DNR should not take farm land; (2) "Our grandfather deeded land to the railway years ago. We should get it back now that the railroad is through with it."; (3) The DNR can have a trail up to, but not through our land. "The only way a trail is going through here is over our dead bodies"; (4) "This is just another DNR vicious land grab."
- 019 Respondent believes the cost of having county sheriffs patrol the trails is too great.
- Respondent thinks the state has a good trail system in the parks.
- Respondent feels snowmobiles must definately be prohibited from the trail.
- Respondent asks about fences on other state trails and says DNR should pick up 50% of repair and maintenance costs.
- Respondent asks "Will they change the grade on my property?"
- 020 Respondent wants to go on record as opposing the trail.
- 022 Respondent comments that local cities should buy R-O-W property and then sell R-O-W back to those living adjacent to the R-O-W.
- 024 Respondent feels that the R-O-W should be used for agricultural purposes.
- Respondent comments the state parks are empty.
- 026 Respondent comments "I have no opposition to trails, I would like to buy R-O-W land to 'square up' fields and make them attractive for resale."
- 029(021) Respondent asks, "what is the cost to the taxpayer for up keep and what is the actual use of the trail?"



- 029(021)  
(continued) Respondent asks how much litter is found on the other trails in Minnesota.
- 030 Respondent believes the government should subsidize the railroad instead of spending money on the trail.
- Respondent comments that the railroad is the first choice for use of that land.
- 031 Respondent asks if people living adjacent to other trails in Minnesota are satisfied with the trails. He believes looped trails are a better idea than corridors.
- 034 Respondent stated that snowmobiles caused vandalism on his property in the last two years. He would like to know about enforcement plans for the proposed trails.
- Respondent states, "I know enough already of problems" of people living adjacent to other trails in Minnesota.
- Respondent is concerned with several possible problems of trail: (1) people would scare the wild life; (2) they may rustle cattle or steal gas; (3) Fires are a major concern; (4) safety of the trail is questionable.
- Respondent claims DNR has "poor information."
- Respondent is very worried about safety.
- 035 Respondent asks, "Why can't we use existing parks?"
- Respondent is definitely opposed to the trails, the railroad is by far preferable.
- Respondent states, "Farmland is top priority."
- 036 Respondent believes a farmer should buy the R-O-W himself as opposed to Citizens Rights to Purchase Property buying the land.



RESPONDENT  
NUMBER

COMMENTS

036  
(continued)

Respondent believes DNR should buy the land along the River in co-operation with landowners so as to please both groups.

Respondent asks about enforcement and patrol on trails elsewhere in Minnesota

Respondent believes every farmer should be consulted.

038

Respondent asks about policing of the trail; fence maintenance and whether or not the trail will be used.

Respondent states, "I am not anti-recreation", however respondent feels the state should develop the land it already owns.

Respondent believes trail use does not justify the expense.

Respondent thinks DNR should accept full responsibility for fencing as did the railroad.

040

Respondent believes the farmers should have control.

Respondent is of the opinion the railroads will probably run again. In this case, R-O-W could be placed in trust to the farmer, he could use it but nothing should be done to prohibit eventual use of the railroad. Even though the trucking industry is at an advantage now, every situation may change. At some point a railroad could be economically attractive again. However, if the R-O-W is disrupted, there is no way the railroad could be built again.

041

Respondent believes the R-O-W is a fire hazard.

Respondent thinks the state has enough land to care for as is.

Respondent is concerned that the farmers' bidding is too high and is bringing up land prices.

RESPONDENT  
NUMBER

COMMENTS

041  
(continued)

Respondent does not believe the government should own the abandoned railroad lines.

Respondent comments, "I have had hassles with the railroad about fences and fires in the past." And, "the DNR must take care of land it acquires."

042

Respondent has had problems with fencing on the R-O-W, and asks about the control of weeds, fencing and trail users.

Respondent "wouldn't mind knowing how it's going" for other people living adjacent to trails elsewhere in Minnesota-- because he does not believe the DNR "produces on its promises".

Respondent comments that the DNR has too much power and there is no reason for the trail.

Respondent believes too much state land is not being taken care of.

045

Respondent asks how the trails are working for people living adjacent to trails elsewhere in Minnesota.

Respondent comments, "Quie hasn't committed himself. We supported him, why can't he support us?"

Respondent believes state parks should be used for recreation.

Respondent states trails are better in eastern areas of the country.

046

Respondent asks if DNR management is good on trails elsewhere in Minnesota.

Respondent comments that maintenance is a problem since the DNR can't maintain property they already have.

047

Respondent needs more information about proposed trail.

Respondent believes there is no need for the trails.

RESPONDENT  
NUMBER

COMMENTS

047  
(continued)

Respondent asks, "Do we have to spoon feed recreation?"

048

Respondent "hopes it doesn't come about."

Respondent believes railroad is the first choice. "I hate to see good farmland wasted. The railroad hauled our goods and benefited from us. Now we should have benefit from the railroad."

051

Respondent comments there is a need for farmable land.

052

Respondent states that the trucks are ruining the highways; the railroads should be preserved. "I'd even contribute money to maintaining railroads for future use."

054

Respondent is opposed to the trail.

056

Respondent comments that the DNR has a poor track record for trail enforcement.

Respondent believes the trail system is not applicable for the state. Respondent would prefer a system whereby forestry, wildlife and recreation can co-exist with no disruption of agriculture. "Land purchased in parcels lends itself to this type of management. DNR is doing a good job in Albert Lea (Goose Lake) property development. Loop trails make more sense."

058

Respondent asks who has liability for the trails, (fires, fences) and who is in charge of enforcement.

Respondent asks if DNR is a "good neighbor" to people living adjacent to other trails in Minnesota.

Respondent states "DNR is pushing a trail down our throats that we don't want."

Respondent asks why DNR develops agricultural land when other DNR land lies idle.

RESPONDENT  
NUMBER

COMMENTS

- 060 (059) Respondent prefers loop trails.  
Respondent suggests highway 16 as a bike trail, "this should be pursued, it has scenic advantages."
- 061 Respondent asks if the fence would be repaired by DNR or the farmers.  
Respondent comments that the DNR can outbid the landowners.  
Respondent is "not objecting to the trail because access to property (R-O-W) is impossible because of a bluff and is unfarmable."
- 062 Respondent asks where the DNR would get the money to pay county sheriffs to patrol the trail.  
Respondent asks how much vandalism and use exists on other trails in Minnesota.  
Respondent comments "If trail goes in as proposed, there will be opposition to deer hunting."
- 064 Respondent is very concerned with the problems of fencing.  
Respondent comments, "I am not against trail use but farmland is too valuable for trails."
- 065 Respondent had problems with fire on the R-O-W.  
Respondent is confused about rights of property owners to buy property (initial design).
- 067 Respondent believes the trails are all right. But is concerned that city people would abuse the trail and surrounding property.
- 069 Respondent comments that the use of trailbikes should be regulated by size.  
Respondent is concerned with management techniques of DNR.



RESPONDENT  
NUMBER

COMMENTS

070

Respondent believes "DNR should drop it."

Respondent feels that "Quie should support the farmer. We supported him, he should support us."

Respondent comments "We don't need the DNR to organize trails. If people want to enjoy the land, they'll be down here. Farmers are cooperative with those polite people who respect property."

071

Respondent asks about future bridge work.

072

Respondent did not desire to respond to the complete interview, however, Respondent did want several comments recorded: (1) Fires on the bluff are a big worry; (2) No trespassers on my land; I had all sorts of trouble before; Kooks riding up and down and coon hunters shooting into my house; (3) It's too much money for a thing we don't need.

073

Respondent states "DNR has enough land to maintain in the area."

077

Respondent is concerned with the problems of litter and weeds.

Respondent is against DNR buying the land for the trail. "The railroad took what they wanted, at the price they wanted; the landowners should have the opportunity to get it back."

078

Respondent fears the theft of minks, and loss of their young since they are kept only fifty feet from the tracks.

Respondent comments "A DNR trail would be completely unacceptable." He believes "DNR should develop land they do own."

Respondent comments, "I enjoy hunting and fishing on state land, but DNR does little to develop trails and improve land they own."



RESPONDENT  
NUMBER

COMMENTS

078  
(continued)

"I know people who wouldn't sell complete waste land to DNR because of the way they have managed their land. If management improves, then DNR would be better received."

"I'm not anti-recreation, but I'm afraid of what would happen if DNR got hold of this trail."

079

Respondent asks if a trail would provide him with access to his property.

083

Respondent did not desire to respond to a complete interview, however, respondent did want several comments recorded: (1) DNR has poor management; they don't take care of the land they already own; (2) Snowmobiles and littering are problems that will increase with the trail; (3) City people abuse the land leave gates open; (4) Farmers should have the right to buy back the land.

085

Respondent comments that if the trail was taken care of, he would support it.

Respondent does not oppose trail and does not anticipate any problems. He comments that "one does have to put up with a certain amount of inconvenience".

086

Respondent states, "I am in disagreement with farmers opposed to the trail. The state and landowners will bid against each other and drive the price up. The railroad will win no matter what happens."

Respondent comments, "I've ridden the trail on snowmobile. A lot of the line goes through unproductive land. Some goes through fields. DNR and the landowners should be able to work something out."

088

Respondent comments that recreation is always desirable in the riverland.

RESPONDENT  
NUMBER

COMMENTS

088  
(continued)

Respondent states, "I'd help push trail if they needed me--serve on a task force."

Respondent notes that the land is not primarily agricultural--only 10-15%.

Respondent suggests that the trail would be an attraction that would stimulate tourism.

Respondent comments "DNR has POOR management 100%. If St. Paul was aware of the way they handle land, there would be changes. DNR has taken land out of production at a loss of taxes."

Respondent comments "I would like to see recreation, but DNR management is a NO-NO."

090

Respondent did not desire to respond to the complete interview, however, respondent did want these comments recorded: (1) the railroad should be owned by farmers; (2) the passes are too close.

094

Respondent wants nothing to do with the DNR.

095

Respondent asks if they did build the trail who would be liable.

Respondent would like a meeting with DNR and the purchasing agent.

Respondent states, "DNR owns too much land; reducing tax base."

Respondent is very concerned with vandalism since many buildings are only 100 feet or fewer from the track.

099

Respondent asks what are the uses for the R-O-W in the state's estimation.

102(149)

Respondent repairs foreign cars on property and is extremely concerned about vandalism.

RESPONDENT  
NUMBER

COMMENTS

104

Respondent has had weed trouble, (bull thistle and ragweed) in fields because of R-O-W.

Respondent feels that there are too many trails already so that local people won't use them.

Respondent believes that even if the DNR was trusted, they could not patrol the trails.

Respondent asks what the cost for maintenance is.

105

Respondent is absolutely against any other use of the R-O-W than returning it to the farmers.

107

Respondent has had problems with weeds on R-O-W such as giant ragweed and heavy brush.

Respondent believes that local people own too much land to need or want to use the trails.

Respondent believes that DNR does not have enough manpower to patrol the land and that the county sheriffs are already too busy to patrol the trails.

Respondent asks how many people DNR expects to have using the trails.

Respondent asks people living on other trails how often the trails are used, who is using them, and what are they used for.

Respondent worries about the tax-base problem.

Respondent feels that DNR has an uncooperative attitude; "they don't come and ask what is going on in a particular area. There's a lack of understanding."

108

Respondent claims "banks of R-O-W will have to be maintained at the level they are now in order to control flood water." He says: (1) ragweed is a

RESPONDENT  
NUMBER

COMMENTS

123

Respondent feels there is too much government involvement.

Respondent asks, "Why aren't they spending money for flood control?"

Respondent has had considerable trouble with the river, flooding, soil management, hunters and litter and feels money and energy should be directed towards these areas, "to hell with the trail."

125

Respondent comments that DNR should develop looped trails in land they already own.

Respondent states that the county sheriffs office does not have the time or resources to patrol the trails.

Respondent feels that all activities (Q. 24 a-h) should be prohibited on trail.

Respondent has problems getting cattle into fields to graze after the crops are off.

Respondent feels "DNR is blowing this out of proportion."

126

Respondent questions the procedures for fencing.

Respondent asks if DNR would be a good neighbor.

Respondent notes that there is already a trail from Rushford to Houston.

Respondent believes that the land belongs to the people and the landowners are the custodians. He feels DNR would neglect the land.

Respondent also comments that the board of the Co-op Grain Elevator in Rushford is having a problem placing their propane tanks somewhere. The railroad would be an excellent place in the respondent's estimation.



RESPONDENT  
NUMBER

COMMENTS

- 127 Respondent feels the county sheriffs are too busy already to help patrol the trails.
- Respondent asks "Why not use hill land instead of crop fields."
- 128 Respondent is highly concerned with the cost of the trails and asks what the cost is to maintain the trail for the amount of use it will get.
- 130 Respondent has a definite problem with access; "Several accidents have occurred."
- Respondent is concerned with the close proximity of buildings and the main house to the proposed trail.
- 133 Respondent notes that: (1) Thistle hemp is a particularly noxious weed near the R-O-W; (2) County sheriffs are too busy now to add the responsibility of patrolling trails to their duties; (3) Trail users, especially at night, would frighten cattle; (4) The proposed trail area is too flat; (5) A trestle bridge near his barn has caused flooding in the barn and yard. Respondent wants to know what the real demand is for a Root River Trail.
- 137 Respondent supports designated areas for picnic fires, camping and night-time use.
- Respondent asks, "Why increase government size?"
- Respondent does not support snowmobiling because, "I let snowmobilers use one stone quarry road. I had 200-plus cattle in feed one evening, and a group of snowmobilers come over the hill, scared the cattle. We lost 2 head and butchered." No one accepted the liability so respondent had to assume the loss.
- 138 Respondent asks if people living next to trails elsewhere in Minnesota have problems with animals being frightened by trail users.



RESPONDENT  
NUMBER

COMMENTS

139

Respondent would buy the R-O-W, if neighbor would buy it also. There is a dike on one side and highway on the other .

Respondent states, "The trail is not that big of a deal, our buildings are far away."

Respondent uses crossing on three R-O-W and feels these must be kept open.

140

Respondent believes that purchasing the R-O-W is "imperative to my operation."

Respondent worries about vandalism to gas pumps located 200 feet off the corridor.

Respondent has had considerable problems caused by weeds near R-O-W.

Respondent believes that, based on the history of Douglas Trail, weeds would soon overtake the crops if this trail were built.

Respondent would agree to trail if landowners were allowed to buy R-O-W adjacent to their lands and DNR was allowed to buy whatever the landowners didn't want.

Respondent is definitely against night-time use of the trails.

Respondent is very opposed to the corridor concept for trails and questions whether DNR knows what it wants.

Respondent asks, "Why do they persist in pursuing a \$10,000 study when they already know the results?"

Respondent believes that a loop trail system, such as that in Memorial Hardwood Forest makes much more sense since "We already own public corridors: county roads, township roads and state and federal highways."

Respondent comments that agriculture is the primary industry, not tourism.

RESPONDENT  
NUMBER

COMMENTS

143

Respondent is concerned with fence maintenance.

Respondent asks, "could a clause be made to eliminate farmer liability?"

"DNR has not maintained what they have."

Respondent is concerned because landowners like to know who's on their land. Also, Respondent questions how much the trail would be used, does use justify cost and how could the trail be policed.

Respondent expressed mistrust in DNR because "DNR has done purchases behind our backs in the past."

Respondent questions how much trails have been used elsewhere in Minnesota.

144

Respondent comments that local people already have other areas for recreation, and wouldn't use the trail.

Respondent believes R-O-W should be preserved for agricultural use.

Respondent is concerned with the problem of trespassing.

Respondent does not feel that the demand warrants the expense.

Respondent comments, "DNR will be in for a long legal fight."

Respondent has problems with the R-O-W in that the bridge to the east causes back up water and increases flooding on the property. Also, respondent can't control people using his property (access).

151

Respondent had trouble with weeds, brush, boxelder and smart weed, as a result of the R-O-W.

Respondent asks, "What would DNR buy it [R-O-W land] at? Are they willing to pay market price?"

RESPONDENT  
NUMBER

COMMENTS

152

Respondent commented that he would be willing to trade the DNR part of R-O-W for a canoe landing on the Root River.

Respondent believes DNR has over-bought land.

Respondent asks if DNR makes the trail, will both sides be fenced? If so, who will pay? and when?

Respondent also asks, if the railroad doesn't clear title to all the R-O-W, how will DNR connect the trails?

153

Respondent's land does not touch the line.

155

Respondent feels that allowing the landowners to buy the R-O-W is short-sighted; the state should keep the land in case it is needed for other purposes in the future.

Respondent questions if DNR can control users and restrict them to the trail only.

156

Respondent is concerned with maintaining the drainage system as it presently exists and would like to know if DNR plans to maintain the track the way it is.

157

Respondent wants to have picnic fires restricted.

158

"If doesn't matter who owns the R-O-W as long as it stays the same--raised up to form a flood dike."

Respondent believes the DNR could be trusted to maintain a trail, but says this matter of maintenance is a "big concern locally."

Respondent is concerned about privacy and asks whether, "neighbors whose homes are near the R-O-W would have to put up with noise, snowmobiles, trail bikes, etc." Respondent also asks "who is liable" in case of accidents on private property along a trail?

RESPONDENT  
NUMBER

COMMENTS

- 159 There are flooding problems along the R-O-W.
- 160 Picnic fires should be restricted.
- Respondent is concerned with the question of liability for accidents that could occur to trail users who come on to the property.
- Respondent comments, "As long as they don't mess up my land, it doesn't bother me."
- 161 Respondent has had trouble with horseweed, Canadian thistle and other weeds due to the R-O-W.
- Picnic fires should be restricted during dry years.
- 162 Respondent doesn't care if the R-O-W is publicly owned as long as he is guaranteed a crossing and his walnut grove is protected. He notes the railroad caused changes in surface drainage and cautions that culverts must be well cared for.
- 164 Respondent is opposed to trail, and questions the need for a trail.
- Respondent is concerned with the litter problem. He believes that, "DNR can not be trusted to stay around." (RE: maintenance and enforcement).
- Respondent supports prohibition of all listed activities (Q. 24, a-h) on the trail.
- Respondent states, "Let me buy it back. I want the first chance to buy it."
- 165 Respondent believes that in "some cases" landowners should have first rights to the R-O-W.
- 166 Respondent feels that local people already have sufficient recreation opportunities.



RESPONDENT  
NUMBER

COMMENTS

166  
(continued)

Respondent feels there would be a lack of efficiency in patrolling the trails. He is concerned with the general disrespect for property.

169

Respondent notes, "A good high water would wash it [the trail] away."

Respondent asks why, if DNR cannot care for the land it already possesses, does it want more?

171

Respondent feels the county sheriff is too busy now to be able to patrol the trail for DNR.

Respondent believes that DNR cannot take care of what they already have.

Respondent comments that the land should either be returned to the landowner or be held by the railroad for future use.

Respondent supports restricted use of picnic fires on the trail.

172

Respondent states that the trail "would not bother me, but I am concerned with the neighbors."

Respondent believes that DNR should stay in contact with the people.

173

Respondent favors using the R-O-W for a purpose which takes energy use and needs into consideration--railroad and utilities.

He claims DNR should manage trails because the Department has the greatest control--Patrolling trails and using DNR or sheriff staff for the enforcement is "a waste of money."

Respondent feels loop trails in land already owned by the state are objectionable because users and paths would disturb wildlife.



RESPONDENT  
NUMBER

COMMENTS

- 174 Respondent has had problems with weed growth on the R-O-W.
- Respondent does not want a trail and questions why there should even be a trail.
- 177 Respondent comments that the fences ought to be left the same because if they were moved to the end of R-O-W, they would be washed out every year.
- Respondent supports restricted use of picnic fires on the trail.
- Respondent believes DNR should start fencing.
- Respondent does not want to see a trail on the R-O-W.
- 178 The county sheriffs couldn't patrol the land because its too much area to cover.
- Respondent asks how much vandalism there is on trails elsewhere in Minnesota.
- 181 Respondent wants to know more about what the intended trail uses are and asks, "Why don't they get the two sides together and work out a compromise." He suggests the land from Lanesboro to the Mississippi could be used for snowmobiles.
- 190 Respondent feels fires should be restricted on the trail.
- 193 Respondent does not want the trail because it would upset the horses grazing adjacent to the trail.
- 196 Respondent asks, "What if the trail didn't go through?"
- 197 Respondent feels the R-O-W caused flooding and impaired easy movement of animals around his farm.
- Respondent does not want the trail.

RESPONDENT  
NUMBER

COMMENTS

197  
(continued)

Respondent asks if the cost justifies the use and is it worth paying for the maintenance.

Respondent inquires how the trails have worked out for other people living adjacent to them in Minnesota.

200

Respondent feels the trail should be kept in the hills.

Respondent is opposed to all the listed activities (Q. 24, a-h) for the trail.

Respondent would be very interested in buying R-O-W.

201

Has a parking lot on R-O-W.

202

Respondent does feel that trails are a good idea in or out of town.

Respondent supports restriction of picnic fires and worries about vandalism if camping is allowed.

203

Respondent questions who will be in charge of maintenance.

Respondent believes there is no way to prohibit any activities (Q. 24, a-h) on the trails.

"Once DNR buys it, it cannot be turned around."

204

Respondent owns commercial property-- on both sides of R-O-W. Crossing is dangerous. He needs room to expand business and parking space. He now leases other space for equipment and inventory storage. While not conceding the idea that a trail would be O.K. outside of town, he feels commercial owners should have priority to the R-O-W in towns.

Respondent claims DNR, "can't maintain property it owns now," and asks, "why then do they want to acquire more land." He also asks how a trail will affect local tax bases; affect local employment; and what are the probable costs to the state of liability.

RESPONDENT  
NUMBER

COMMENTS

204  
(continued)

Respondent claims there are presently R-O-W problems associated with deer poaching and hunting access rights.

205

Manpower is too low in the county sheriff's office to provide management for the trail.

206

Respondent feels the trail goes through too much farmland for it to be a productive use of the abandoned railroad.

Respondent believes that if "someone wants to walk, they are going to want to walk through hills, not the railroad."

Respondent feels that if the trail goes through, the farmers aren't going to let snowmobiles use their private land any longer.

Respondent believes that the small businesses in the area are geared towards a farm base, not large numbers, if they were, they'd go broke.

Respondent feels that no activities (Q. 24, a-h) should be prohibited because "if you use it, use it to the maximum."

Respondent asks what the demand for the trail is, since DNR shouldn't just buy it and let it sit."

Respondent asks what other people living adjacent to trails think about the trails, and are they being used at all?

207

Respondent fears a loss of privacy if the trail goes through.

Respondent is highly opposed to the trail.

Respondent fears that the land will deteriorate quite quickly with DNR management.

Respondent asks, "How do we stop DNR?"

RESPONDENT  
NUMBER

COMMENTS

208

Respondent is indifferent about future uses for the R-O-W.

209

Respondent believes DNR has a good trail program presently but they should stay on their own land and not acquire any more.

Respondent asks if the proposed trail is planned to pass through town or around town on the dike? If it does go on the dike, respondent worries what will happen to adjacent property.

252

Respondent presently leases the R-O-W adjacent to his land. He wishes to know whether landowners could lease or buy those portions of the adjacent R-O-W they need for business purposes. The Respondent believes the DNR should manage a trail, if it is built, but would propose a railroad land bank as a holding agent for the preservation of the R-O-W.

253

Respondent presently leases the R-O-W near his property for commercial purposes. He wishes to continue using the R-O-W.

254

Respondent uses the R-O-W for commercial purposes and wishes to maintain rights over 20 feet of the R-O-W.

Respondent believes "DNR has some good points", but "has too much power as an agency and could steamroller over anybody."

Generally, the Respondent is reluctant to see the railroad abandoned as a way of local life. If abandoned, he would just as soon "see it go into a trail", if "the DNR can control it." He adds on this point, "who wants to see snowmobiles?"

Respondent has one question, "would DNR let the railroad back if necessary," If he had any other questions, the respondent would prefer to have answers come from "an unbiased source, like a survey group."



RESPONDENT  
NUMBER

COMMENTS

259

Respondent leases the R-O-W adjacent to his property from the railroad. He is concerned about the future options for lease holders to buy property now owned by the railroad.

"Personally," says the Respondent, "losing the railroad to the DNR would prohibit any future expansion of my commercial property."

On the subject of a possible trail, the respondent says that "local people would not use a corridor type trail and tax dollars could be spent more wisely in rural areas than for building recreation trails." The respondent claims that "DNR has a poor reputation" and couldn't be trusted "to manage or enforce the trail."

300

Respondent questions the demand for the trail and asks why it has to be.

301

Use for the R-O-W has already been laid out by this owner.

302

Respondent states, "DNR cannot be trusted with their intentions. They have too much power, are underhanded and don't level with people." The respondent also feels DNR has a poor reputation for maintenance.

Respondent believes that the taxpayer and the employer are at a loss because they need a parking lot.

303

Respondent has learned about plans for the R-O-W from news media and asks "is it really going through?" saying he is opposed to a trail.

304

Respondent believes the R-O-W should be returned to the landowner.

Respondent does not want the trail.

Respondent doesn't "want I.G.A. to get it [R-O-W] for parking area, either."

Respondent asks if the trail doesn't go through, who will get the R-O-W?



RESPONDENT  
NUMBER

COMMENTS

- 305 Respondent opposes use of R-O-W for a trail.
- 306 Respondent is concerned with the litter problem.  
Respondent asks what happens if DNR does not use the R-O-W.
- 402 Respondent believes that the "DNR owns enough land and is a tax burden" on his neighbors.
- 404 Respondent would prefer that the nearby R-O-W be converted so as to finish off the street that presently encroaches on it.  
This respondent is opposed to converting the Milwaukee Road corridor into a recreation trail. He claims he is now "paying taxes on lots used by the R-O-W" and asks, "when are we going to get our land back?"
- 406 This respondent claims that "no one wants the trail" and says that the R-O-W in town should revert to town ownership.
- 408 The respondent is opposed to the idea of a Root River trail along the railroad R-O-W. He says the "state owns too much land already and good land too, which is a tax burden on the people living here." The respondent also worries about the general safety of having a trail nearby.
- 409 This landowner would like to buy the R-O-W near his property. He also adds that the DNR wouldn't "keep it up" if they owned it.
- 410 This respondent believes that a trail nearby would increase the value of his property. He would prefer, however, that snowmobiles be banned from the trail.
- 459 Respondent wishes to emphasize the weed problem associated with the R-O-W.

RESPONDENT  
NUMBER

COMMENTS

- 460 The respondent believes that "within the city limits, the city should be given first option to buy R-O-W land then offer it for resale to adjacent property owners." As regards a trail, the respondent is concerned about the DNR's ability to manage a trail and about what he calls, "The DNR land grab for rest areas in towns".
- 506 This respondent has no objections to converting the railroad R-O-W to a trail--as long as snowmobiles are controlled.
- 509 The R-O-W near this respondent's property is used as a storage area for automobiles.
- 510 This respondent formerly owned property near the Douglas Trail. He presently owns commercial property near and on the Milwaukee Road R-O-W. One building is situated on the R-O-W. A warehouse is located 35 feet from the center of the tracks. The respondent wishes to know if property owners will have an opportunity to purchase part of the R-O-W.
- Generally, the respondent believes that the state's trail program is too expensive and shouldn't be continued--though a local trail would be a good use for the abandoned R-O-W.
- 552 Respondent states, "Farmers should get it [land] back."
- Respondent feels that prohibiting activities is impossible to control.
- Respondent states, "they should not have the trail."
- Respondent believes there should be a quit claim deed not an abstract deed.
- Respondent comments, "DNR has too much power."
- 601 Respondent asks, "Just what is the state going to use this land for?" and says, "If the DNR gets it, it should be kept on the tax roll so we don't lose a tax base."

RESPONDENT  
NUMBER

COMMENTS

602

Respondent does not believe that DNR could be trusted to manage the trails because in his estimation, they have not done a proper job of managing the forest land.

Respondent does not want the trail to go through the town.

Respondent does not want the trail.

Respondent asks, "Would it [the trail] have to come through town?"

605

Respondent does not want a trail near his land.

650

This businessman would like to own the R-O-W property near his own in order to expand his commercial facilities.

652

This respondent emphasizes that "snow-mobiles would be unacceptable".

654

This respondent believes that Southeastern Minnesota is recreationally underdeveloped and should receive state assistance in this area much as Northern Minnesota has. The respondent feels that the railroad corridor should be "retained for public use" and that "adjacent landowners should be given first rights to the R-O-W only if the land can't be put to some useful purpose."

The respondent claims that a "county-wide vote today would vote down a trail or public use", lamenting the fact that DNR is associated with a trail plan. He believes that the DNR has a poor local image as a manager of public land--their involvement has "increased opposition to a trail".

The respondent also believes that "farmers are opposed to the trail because the R-O-W will increase the values of their lands--and farmers are greedy."

This man would like to see a corridor trail for local benefit--"even a tourist trail would be good." Looped trails are less preferable because "they don't have as much impact."

RESPONDENT  
NUMBER

COMMENTS

654  
(continued)

In negotiating for a trail, however, the respondent cautions against bargaining, saying "the more bargaining with landowners, the more trouble for the DNR".

656

Trail management is the DNR's job.

658

This person does not want the DNR to own a trail and doesn't want any snow-mobiling on a trail.

Unsolicited  
Comments made  
by interested  
party in  
neighboring  
county

Respondent owns 240 acres of crop land. A segment of the railway runs diagonally through his property. He farms land north and south of the R-O-W. The land is underlain with drain tiles. Owner has had problems moving equipment between fields; has had pooling near the R-O-W and weeds. He claims R-O-W location has reduced agricultural productivity on his farm.

Speaker says that "the DNR should be treated (by the railroad) like any other landowner." He is opposed to development of a trail on the R-O-W and believes this land should be purchased and redistributed by CRPP and PLUS.

If a trail were built, county government should assist in design and development; and advisory committee of landowners should be formed to assist in trail management. .

Public meetings should be held locally, probably at Lanesboro and the following people should be consulted:

County Weed Commissioner  
Township Boards  
County Sheriffs  
Fire Departments  
Village Councils



## COMMENTS

Speaker would prefer that these trail activities be prohibited if a trail were built:

- hunting
- trail bikes
- picnic fires
- camping

Unsolicited  
comments made  
by a resident  
of Asutin who  
owns property  
in Lanesboro

This party is very anxious that a trail be developed on the R-O-W. He believes that it would be, "the best trail in the state...there's nothing else like it anywhere." He also feels the trail---if developed for biking and skiing---would be an economic asset to the community.



APPENDIX F

Frequency of responses to  
a DNR-administered survey  
of landowners whose properties  
lie adjacent to the Douglas,  
Heartland and Sparta-Elroy  
trails in Minnesota and Wis-  
consin.

# FREQUENCY OF RESPONSES

0236A

NAME DNR

6 - Sparta (SE); Heartland (H) Douglas (D)

1. Deck  $\frac{6}{1}$
2. Respondent number  $N = \frac{115}{2-4}$
3. County  $\frac{6}{5-6}$
4. Township  $\frac{17}{1-3}$

---

5. Hello, is this the \_\_\_\_\_ residence. My name is \_\_\_\_\_ and I am working for the Minnesota Department of Natural Resources. We're trying to find out how the trail affects you and your family. Could I take about ten minutes of your time to ask you some questions about the trail and your land?

       yes             no             call back later  
(go to 8)    (go to 7)    (go to 6)

6. When is the best time for me to call and talk to you about this?

                                            
(day)                      (time)

Thank you.

7. All of the answers you give will be confidential, but the results of this call and calls to others along the trail will be used to determine the future of trails in Minnesota. This is your chance to have direct impact.

90.4% yes      9.6% refusal (thank you)  
(go to 8)

8. First, have there been any changes in the size or the ownership of your property next to the trail that might not show up on the most recent plat map.

18.4% yes    81.6% no

Please tell me about them:

---



---



---



---



---



---



---

9. How many acres do you own or rent that adjoin the trail?

own	<u>median = 100 ACRES</u>	D	H	J5
		115	80	120
rent	<u>                    </u>			

10. How many of those acres are used for each of the following:

		% Having Any				med. # Acres				
a)	Crops	<u>                    </u>	73	94	42	87	60	80	50	60
b)	Pasture	<u>                    </u>	57	40	35	84	40	20	56	40
c)	Residential	<u>                    </u>	80	43	73	100	2	2	4	2
d)	Commercial	<u>                    </u>	0							
e)	Other	<u>                    </u>	25	7	46	17	8	-	52	13

11. Does the trail:

		411 D H J5				411 D H J5			
A.	<u>          </u> form a boundary of your land	56%	64%	74%	39%				
		9%	0	9%	10%				
B.	<u>          </u> run parallel to your boundary line inside your boundary								
C.	<u>          </u> run diagonally through your land	41%	36%	26%	54%				
D.	<u>          </u> other <u>                                    </u>	2%							

12. I need to know how you use your property closest to the trail - say yes after each use I read that's a current use of your land closest to the trail. (If the response to question 11 is B or C say starting with your lands East/North of the trail)

N=	EAST/NORTH				WEST/SOUTH	WEST/SOUTH				N=	
	All	% D	H	SE		All	% D	H	SE		
91	Residential	66	44	71	71	Residential	34	56	26	30	77
87	Crops	56	71	35	67	Crops	42	62	24	46	89
101	Pasture	43	32	30	58	Pasture	35	22	27	49	88
	Commercial	-	-	-	-	Commercial	-	-	-	-	101
100	Marsh	1	-	3	-	Marsh	1	4	-	-	101
96	Woods	16	-	44	2	Woods	9	9	9	9	97
99	Other	5	4	9	2	Other	2	4	3	2	100

12. Would you describe your land adjacent to the trail as:

		(%) ALL	D	H	SE
99	Hilly	46	9	63	50
100	Flat	60	86	43	58
99	Cliff	3	0	0	3
100	River bottom	6	14	0	6

13. Are any of the following located on your land close to the trail?

102	Gravel pits	3.9%	Sink holes	2.0
102	Feed lot	2.9	Mink, Poultry, or similar form	2.0
	Historic sites	2.0	Grade crossing	14.6
	House	28.4	Flood dike	1.0
	Barn or other out buildings	20.6	Wildlife crossing	4.9
	Creek or Stream	23.0	Domestic animal crossing	11.9
	Road	21.2		

103 14. Have you acquired property since the trail was developed?

Yes 7.8% No \_\_\_\_\_

D = 4%

H = 6%

SE = 11%

N=

If yes, did you view the trail as a plus or a minus when you decided to buy the property?

7

Plus 3.9% Minus 2.9

If no, has your attitude toward the trail changed since it was first proposed?

Yes 15% No 78%

103

15. I'd like to find out how the trail has affected you, your family and your use of your property. If the trail has caused any of the following problems, please answer yes.

	(%)	ALL	D	H	SE
A) Access problems _____		14	4	8	22
B) Problems moving machinery between fields _____		9	0	6	16
C) Interrupted drainage _____		6	18	0	4
D) Inability to irrigate the way you would like _____		1			
E) Crop yellowing/pooling _____		3			
F) Trouble moving animals around property _____		3			
G) Reduced the productive use of some of your land _____		9	9	6	11
H) Reduced flooding _____		-			
I) Interrupted your privacy _____		23	18	11	36
J) Caused weed problems _____		7	4	6	9
K) Made you feel less secure about your family's safety _____		17	14	3	30
L) Made you feel less secure about your own safety _____		13	9	0	26
M) Made you feel less secure about your property _____		25	18	19	33
N) Crop damage from trespassing _____		11	4	3	21
O) Equipment damage _____		2	0	0	4
P) Unauthorized equipment use _____		4	4	3	4
Q) Theft from your property _____		2	4	0	2
R) Fence damage _____		8	4	6	11
S) Damage to buildings _____		3	4	0	4
T) Noise from trail users _____		16	9	11	22



- All D H SE (1)
- U) Fire \_\_\_\_\_ 4 - - 9
- V) Litter from trail users \_\_\_\_\_ 23 9 14 37
- W) Killing of farm animals \_\_\_\_\_ -
- X) Other damage 4% please explain \_\_\_\_\_

16. Now, I'd like to read you several statements about the trail. Please tell me if you (5) strongly agree (4) agree (3) are unsure or indifferent (2) disagree or (1) strongly disagree with each statement as I read it.

% AGREEMENT				All	D	H	SE					
24	9	31	26	5	4	3	2	1				The loss of railroad service has hurt the community
3	0	0	6	5	4	3	2	1				The lack of passing trains has made my life more peaceful
6	4	0	11	5	4	3	2	1				Trail users annoy me with requests for help
93	77	89	80	5	4	3	2	1				Summer trail users cause few problems
68	59	75	67	5	4	3	2	1				Winter trail users cause few problems
12	9	11	13	5	4	3	2	1				Trail construction temporarily disrupted my use of my property
34	32	29	39	5	4	3	2	1				Winter trail users trespass
17	4	6	33	5	4	3	2	1				Summer trail users trespass
30	90	91	67	5	4	3	2	1				The DNR does an excellent job of managing the trail
54	50	43	72	5	4	3	2	1				The DNR does a excellent job keeping up its end of the bargain about fencing
19	10	8	17	5	4	3	2	1				Beer busts and other partying on the trail create a problem
3	5	6	0	5	4	3	2	1				Winter trail users harass farm animals
53	52	53	54	5	4	3	2	1				The DNR patrols the trail often enough to control the users
7	0	6	11	5	4	3	2	1				Summer trail users harass farm animals
10	14	14	4	5	4	3	2	1				Winter trail users harass wildlife
30	36	42	67	5	4	3	2	1				The DNR does a excellent job maintaining the trail
15	0	8	2	5	4	3	2	1				Summer trail users harass wildlife
5	0	6	6	5	4	3	2	1				Trail users steal

% Agreement

All	D	H	JE
46	57	46	41
26	33	40	11
88	90	100	78
73	52	86	72
80	86	97	63
66	66	50	78

- 5 4 3 2 1 The DNR does a excellent job controlling weeds along the trail
- 5 4 <sup>37%</sup> 3 2 1 The trail increases the value of my property for resale
- 5 4 3 2 1 Local people use and enjoy the trail
- 5 4 3 2 1 Having the trail has benefited the local economy
- 5 4 3 2 1 The DNR is a good neighbor
- 5 4 3 2 1 Adjacent landowners should have had the first chance to purchase the right-of-way.

n=101 17. If you were planning the trail, which of the following would you allow?

<u>% YES</u>					yes	no
All	D	H	JE			
a) 85	95	89	78	picnic's	_____	_____
b) 74	85	69	74	camping	_____	_____
c) 50	65	66	30	night-time use	_____	_____
d) 65	100	97	26	horses	_____	_____
e) 98	100	100	96	bicycles	_____	_____
f) 87	80	91	87	snowmobiles	_____	_____
g) 36	25	59	24	hunting	_____	_____
h) 27	15	37	24	motorized trail bikers	_____	_____
i) 98	100	94	78	ski touring	_____	_____

58 18. I'd like to get your opinion on how often the trail is used. How many people would you estimate used the trail along your property in the last week? Median: D=100; H=100; JE=300

60 What percent of those were on the weekend? \_\_\_\_\_

	All	D	H	JE
Median		50	50	75
Average		55	48	67

66 Would you say that use is \_\_\_\_\_ normal \_\_\_\_\_ above normal \_\_\_\_\_ below normal for this time of year?

	All	D	H	JE
NORMAL	60.6	53	74	56
Above Normal	10.6	7	0	19
Below Normal	28.8	40	26	25

N=

101

19. Have you ever had a trail user come to you for help?

Yes  No \_\_\_\_\_

All	D	H	SE
55%	20	42	80

If yes, which of the following have they asked for?

	(1.) All	D	H	SE
_____ ask for medical help	7	0	0	16
_____ ask permission to hunt	2	0	0	4
_____ ask permission to camp	2	0	0	4
_____ use the telephone	22	0	14	38
_____ use the bathroom	6	10	3	7
_____ get drinking water	24	10	11	40
_____ buy or borrow gas	9	0	8	14
_____ borrow tools	12	5	0	25
_____ get a tow	5	0	0	11
_____ get directions	31	10	28	42
_____ other _____	6	0	3	11

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20. How many times have the members of your family used the trail this year? \_\_\_\_\_ (total for all family members)

NONE = 26.5%

D	H	SE
19	50	10

Median: 19 50 10

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21. Which activities have your family members participated in on the trail this year? Say yes if any have participated.

MOST OFTEN: ALL TRAILS

- 22% snowmobiling (1)
- \_\_\_\_\_ - cross-country skiing (2)
- 1% horseback riding (3)
- 50% bicycling (4)
- \_\_\_\_\_ - camping (5)
- \_\_\_\_\_ - hunting (6)
- \_\_\_\_\_ - picnicking (7)

(1.)	All	D	H	SE
snowmobiling (1)	33	14	42	35
- cross-country skiing (2)	10	9	22	0
horseback riding (3)	8	23	8	0
bicycling (4)	58	50	58	61
- camping (5)	-	-	-	-
- hunting (6)	6	4	11	2
- picnicking (7)	4	0	3	6

MOST OFTEN

	(1) All	D	H	SE
<u>25%</u> walking or hiking (8)	42	41	44	41
<u>-</u> backpacking (9)	-	-	-	-
<u>3%</u> commuting (10)	11	4	11	13

22. Which of the above is done most often?
23. How far is the nearest portion of the trail from your house? Med = less than one mile miles
24. How long have you had an interest in this property? Med = 21 (owned, rented, farmed or otherwise used) years
25. Do you have any comment you would like us to give landowners who own property next to abandoned railroads being considered for a trail?

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26. Who would you trust to give accurate answers to landowners faced with a possible trail development?

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27. What is the principal drainage system on your land?

93.3 natural drainage

1.9 surface drainage

4.8 drain tiles

28. How old are you? Med = 52

29. Sex of respondent

49% M  
51% F

APPENDIX G

Summary of interviews  
between the Consultant and  
eight administrative staff  
persons at the DNR and in  
the Governor's office.



## ADMINISTRATIVE STAFF INTERVIEWS

During the period July 25 to August 3, 1979, Michele Genereux interviewed eight administrators in the Department of Natural Resources and the Governor's Office. John Genereux was present at two of these meetings. Although the direction of each discussion varied somewhat, a series of 10 to 15 predetermined questions was used to structure each conversation. The interviews varied in length between 15 minutes and one hour. Three interviews took place in respondents' offices; the others were conducted by telephone.

The purpose of the interviews was twofold: Firstly, the consultant wished to better understand the decision-making process in place for this project; secondly, we wished to better understand project-related considerations which would guide the process and which would assist us in designing survey questions.

Another interview process was conducted among selected landowners in the project area during the same period. The objectives for these interviews were complementary-- to understand local decision-making processes and local project-related issues and concerns.

Items included in the landowner survey reflect comments made to us in both sets of interviews as well as experiences shared with us in other research projects.

Project administrators interviewed during this phase of study were:

Deputy Commissioner, Steven Thorne  
Assistant Commissioner for Planning, Ms. Vonny Hagen  
Planning Administrator, Jim Newland  
Governor's Project Liaison, Kermit McRae  
Director of Parks and Recreation, Donald Davison  
Parks and Recreational Systems Co-ordinator, Milt Krona  
Trail Planning Supervisor, Acting, John Helquist  
Regional Administrator, Robert Story

The first five questions directed to interview respondents addressed project roles; decision-making responsibilities and the perceived contribution public participation would make in project-related recommendations. Discussion on these points was as follows:

Q. What is your specific role on the Root River project and in the decision on whether the State should or should not purchase the railroad right-of-way?

A. Steven Thorne: As Deputy Commissioner, it is my responsibility, with the Commissioner, to make a final decision on purchasing the right-of-way; to consult with the Governor about the decision; and to review the Master Plan for the unit.

Vonny Hagen: It is my job to see that the project goes forward and meets the assigned deadline of September 4. I shall also make a recommendation on the purchasing decision to the Commissioner.

Jim Newland: I have been named project manager for this study and will be involved in an ongoing way in the process.

Kermit McRae: I serve as liaison between the Governor and the other actors in this process. I would also represent the Governor in activities of last resort. We are committed to drop the Root River Trail unless there is a "consensus" of local support--including farmers and local government. There is no perfect answer, but lack of concensus may mean there might not, in fact, be a trail.

Don Davison: As Director of Parks and Recreation, Trails Section, I will be directly involved in the decision to go or not go.

Milt Krona: My responsibility is in maintenance and operation--construction and ultimate use.

John Helquist: The Trail Planning Supervisor is a member of the Root River Trail Task Force. He will make recommendations on purchasing the right-of-way to the Task Force, the Commissioner and the Governor's Office.

Bob Story: I am a designated member of the Task Force and keep the public and the Legislators informed about what's going on.

Q. How long have you been working on the Root River Trail project?

A. Two respondents indicated that they had been working on the project for over one year; others have been aware of the project for some time and have done other work in the area but have been assigned to this study only recently--during the last four to six weeks.

- Q. What contribution will public participation efforts (surveys, meetings etc.) make to your role or task on this project?
- A. It is generally agreed that the purpose of this process is to identify concerns and to assure that there is public voice in the decision process. This view was phrased in comments like:
- a) Public hearings and information meetings are dysfunctional because they imply that a vote is being taken. Surveys and small meetings may get us into a more realistic problem solving situation.
  - b) This process provides us with a controlled listening for concerns.
  - c) We hope that this will help us to determine the issues involved in converting a railway to a trail so that we might provide quality recreation with the people being happy.

In two or three comments, this goal was expanded or tempered somewhat. One respondent seeks to learn through the process the actual "depth and breadth of opposition to a trail". Another wishes to learn about the local need and desire for a trail as well as the concerns of abutting landowners "who are now apathetic". Another notes that while local landowners are important in the process, they do not represent the entire public which also includes trail users. One respondent who chairs and attends many public meetings comments that the study process will no doubt make more work for administrators but will also make this work more pleasant.

All respondents are certain that the results of the public participation process will contribute significantly to the final decision on whether to buy the land for a trail or not. Many rated the weight of this decision element at 8 or 9 on a scale of 1-10 with some noting that four or five years ago they might have weighted it no higher than 4 on the same scale.

Respondents noted that, while the process should not be construed as giving local landowners veto power, findings should suggest mitigations. In the event that alternatives would be too numerous or too significant to safeguard the integrity of the trail, most respondents agree that the project could well be abandoned.

One respondent noted that this eventuality might not take users into consideration. He continued to say, however, that past decisions to develop trails relied entirely upon user data--or the presumption of need. In a balanced situation need and local concerns ought to be considered, he said, adding, "is there a user



justification?"

Generally, then, one could conclude that respondents see the present study as one of fact finding to identify:

Local concerns as expressed by adjacent property owners.

Problems with land use that might be avoided or mitigated in design changes.

A sense of the local support or opposition to the proposed project and preferred alternatives to that proposal.

Weaknesses in information used in local decision-making which the Department might be able to explain or clarify.

A minority view sees that the study will identify recreation needs of local residents in data distinct from that which the Department already has on file.

Another series of questions put to respondents queried their views on trails generally and the trail potentials of the proposed project area.

Q. What, in your view, are the criteria for a good trail?

A. Typical responses included the following comments:

- a) Aesthetics.  
Local use, support for and pride in the trail.  
The trail hooks up to something else.
- b) In an urban area, bicycling and jogging.  
In Southeastern Minnesota, hiking tied to camping to attract the weekend user.  
Access and parking.  
A management that will soften legitimate complaints for a local locus of control.
- c) Historical, scenic and recreation opportunities en route.  
Demand.
- d) Scenic variety.  
Water, trees, wildlife, birds.  
Solitude and very little urban activity.  
Ability to sample a small chunk, and not have to go on a marathon.  
Parking.  
A place to sit comfortably.  
A place to buy a glass of beer.
- e) Criteria are set up by statute.  
Cultural, historical and scenic interests.  
Connections between units of the outdoor recreation system.

- f) Quality scenery.  
Services that would attract people state-wide.
- g) Attractions that are close to nature.  
Varied terrain, something not too linear.

Q. What features of the project area would make the Root River Trail particularly outstanding?

- A.
  - a) Water, cliffs and unique natural character which stimulates both visual and intellectual interest.
  - b) A natural angling between the river and the bluffs; wildlife and trout streams. The route does not have the visual disadvantage of running parallel to other man-made features like highways; it is not linear and the grade is appropriate for many uses.
  - c) The eastern end of the line where there are bluffs.
  - d) The area from Spring Valley east to the Mississippi River.
  - e) Areas where the railroad curves sharply around the river.

Q. Which areas would be the most difficult to develop as a trail or would be less appropriate for a trail?

- A.
  - a) Flat areas and agricultural fields; places where the trail passed right behind a barn although urban residents might be interested in these areas. Passing through towns may be tough.
  - b) Flood plain regulations are not popular in this region and flooding does occur in fields and in towns. These areas would be hard to develop--physically and politically.
  - c) Places where there is agriculture on both sides of the trail would not be very interesting.
  - d) There is little trail value to the land west of Spring Valley. We wouldn't be interested in this area unless there was a cry for a trail here from people in Austin. Also, elsewhere in the route, bridges and areas with bank erosion would be avoided if possible because they are expensive to develop.
  - e) Spring Valley west is not good trail land but may have use for transportation.



- Q. Do you think that the proposed Root River Trail is a good project?
- A. Respondents concur that the proposed project is a good one. Many believe that, if built, the trail would be the best such recreational site in the state. Some respondents did qualify or expand on their "yes" response to this question saying:
- a) At least a portion of this right-of-way would make a good trail and a good project.
  - b) This raises a question of philosophy. While there is as much public land per capita today in Minnesota as there was in 1854, one has to consider what might have happened if Teddy Roosevelt, or whoever, had waffled on the Grand Canyon. It may not be judicious to allow this right-of-way to escape from public ownership.
  - c) I believe the project is good with some reservations about planning for multiple uses. Our experiences with the Douglas and Sparta trail (although this latter is reputed to be the best in the nation) show us that we try to cram too many activities into one single unit.
- Q. From your familiarity with the project area could you suggest anything that might help us in designing a survey for use in interviewing landowners (e.g. geography, terrain, recreation needs and habits, towns, land use battles etc.)?
- A. Several respondents claimed not to be well enough acquainted with the area to answer the question. Others offered the following comments:
- a) The geography lends itself to a quality trail.  
There is a possibility of a hook-in with the Sparta Trail in Wisconsin. We know that the majority of users on that trail are Minnesota residents.
  - b) Flooding is a problem in the area.
  - c) In the wake of the Memorial Hardwood Forest and other projects like the ski area south of Houston County, there is a feeling among some local people that the DNR is trying to take over the County.
  - d) This is the Governor's district and he has strong ties with many of the people. CRPP and PLUS are big considerations.

- e) It has now been formally stated that the Spring Valley to LeRoy stretch is not being considered by the State for purchase as a trail and surplus proceedings are to begin on this property.

Q. Are alternatives in trail alignment and trail activities feasible? How flexible can you be while still maintaining the integrity of the trail?

A. All respondents agree that the Department has a good deal of latitude in developing a trail along the right-of-way and are committed to seeking alternatives which will minimize disruption of land use and improve the quality of the trail. Comments on this topic are as follows:

- a) The best uses for the trail would be jogging; biking and hiking. The goal is a multi-use trail which would include motorized vehicle use and snowmobiles (which are functionally though not legally motorized vehicles).

There is room for a certain number of alternatives in alignment, though the percentages are unknown. If one had to zigzag around a lot it might be better, for instance, to move parts of the trail off the right-of-way and onto the shoulder of a road.

- b) We can be quite flexible. The problem is not that it can't be done but that there is institutional inertia and resistance in the Department.
- c) Alternative alignments in the manner of feet to miles could be accommodated along the entire length of the corridor.

If one were talking about ideal uses, the best use for the right-of-way is for a railroad. The second best would be a combination of recreation and commercial uses--an excursion ride on part of the corridor, for instance. Other alternatives would be use of the right-of-way for pipelines, roads, HVTLs or underground municipal services, e.g. sewer and gas.

- d) Inflexibilities are really a matter of legal restrictions, not physical ones.
- e) We are hoping to find for routes and uses. Some of our ability to be flexible may require legislative intervention, however.
- f) One alternative may be to limit uses on parts of the trail. We will not, however, allow all-terrain vehicles anywhere on the trail.

- g) There are options for alignment. One alternative might be to put the trail on lands already owned by the State---and it might even be a better trail.
- h) We can easily make short detours within the boundaries of a piece of privately owned property. We would not want to run a trail along fence lines because then we are risking problems with two owners. If we hit a road we could run the ditch and then hook up again with the trail somewhere else. If we lose a stretch of property in between two ends of the trail, though, we lose the communication link not only in the trail but for any future non-recreation uses of the corridor. We could also prohibit some uses, or where the right-of-way is wide enough make two treadways.

- Q. Must a trail be of a minimum length in order to satisfy the definitions of a trail?
- A. This question was not asked of every respondent. Those who did discuss the question said that the answer was no.
- Q. Does a trail have a life-time? That is does it become obsolete as behaviour changes?
- A. Here again, not everyone was asked this question. In the main, those persons who responded claim that a trail does not become obsolete. Some respondents also remarked that long-range planning for trails can not be for a period of more than 10 years at the most.
- Q. Does the Department have a formalized policy or mechanism for evaluating trail use?
- A. All but one respondent answered this question in the negative. Some respondents noted that although the SCORP data is very useful in making general assessments it does not pinpoint individual units with much accuracy. Others commented that trail monitoring was not well developed within the present programs of the DNR. One respondent noted that demand cannot be well documented either, but may not be the key factor in recreational resource development. In many instances, it was said, the resource itself is a more deciding factor.
- Q. Other than those trail characteristics or facilities which are commonly thought of within the Department for a unit, can you think of any ideas that might make the proposed Root River Trail more attractive to local people?
- A. Responses to this question were understandably hypothetical. They reflect a personal suggestion rather than a response to any data or information or personal familiarity with the area proposed for the trail.



- a) In the near future, the trail could be used by local schools and groups as part of a natural interpretive program. Long undisturbed, this land will no doubt have, like some of our other trail areas, unique vegetative and other natural features of general interest.

We have found that some trails near towns (e.g. the Luce Line) are heavily used by morning and evening joggers.

In the long term, the proposed trail area will be a link between agricultural lands and Mississippi River barge centers. It is worth preserving intact for that time when, because of truck damage and other costs, the highway systems may not be the sole feasible transportation systems in this state.

- b) We could consider special design features for areas where we find pockets of residents giving particular thought to that part of the trail about a mile or two in and out of town. These stretches might be hard surfaced and equipped with picnic areas and water access.

Parking lots for retail and trail users could be built in town. Towns could be publicized in areas where non-local user populations would originate and other, new retail establishments (e.g. refreshment concerns, bait shops, canoe rental outlets, hotel/motel ventures) might be promoted by local chambers of commerce.

- c) I see a good future for "parasitic" businesses like food/drink and lodging establishments. I also think the trail could be integrated into local celebrations and town events, like a marathon race at a town fair. In the past there has been an interest in the La Crescent area to attract tourists from eastern states away from the north shore. A trail might be an encouragement for this tourist trade.
- d) We have found in the past that recreational activities for which there was little initial local interest have become quite popular after a trail was in place--bicycling in the Northeast for example. We have also found that in-town rest areas get a lot of local use if local residents have a hand in designing them.
- e) The Sparta Trail in Wisconsin seems to have stimulated local economies. We need more data on this in the Root River area. It should be kept in mind that no money will be spent on this trail

without a plan to work from in which local citizens have participated.

- f) For local communities with populations in the range of 800-2000, the trail should have good economic side-effects. Although it is not a design element, local interest might be improved if we concentrate on designs that honor agriculture.
- g) Perhaps an Advisory Management Committee including local residents would be helpful and possible.
- h) We probably aren't going to attract much local interest from a recreational standpoint---at least not rural interest. These people like to hunt and fish and ride horse-back for the most part. We could improve our standing in these communities though if we considered some alternatives to help them. We would improve our credibility and our image if local and state spokesmen could be specific and consistent in their statements; we could reduce trail nuisance by building more grade crossings, re-designing tressles so farmers could move vehicles and animals under them instead of across trails; we might set up a situation where cattle could roam across trails (this shouldn't be a problem in the summer and in the winter most animals are confined); we could build parking lots in town and control the use of the trail in towns; we could limit traffic and snowmobile speed in towns and at crossings; we could try to make an arrangement for fee-service from local sheriffs much like we now have with fire departments.

A. final set of questions dealt with survey results. Respondents were asked what they wanted out of the results and how the materials could best be presented to them for their use.

Q. What is the best way to present survey data to you for your own uses on this project?

A. Most respondents would prefer to see information presented to them on maps or in short narrative form. There is little desire to see reams of numbers and less for any computer printouts.

Respondents would like to see concerns, geographical problems, suggested re-alignments, physical features and options for negotiation plotted on aerial photos and maps. One respondent would also like to see strength of opposition mapped.



Most persons would like to have maps accompanied with with a short explanatory narrative and a summary of survey results. Survey results could also be accompanied with charts indicating the demographic breakdown of responses.

One respondent was particularly interested in the possibility of having a record of additional comments made by survey respondents during the course of the interview. These comments would be most useful if they addressed other DNR programs or trail projects.

One person commented that the report was not terribly necessary because, in his view, the process is far more important than data.

Lastly, each person interviewed was asked if he or she believed in the future of the project and of the public participation process with confidence or with anxiety.

- Q. Do you feel anxious about the future of the trail project or about the public participation study process?
- A. Generally, respondents feel confident about the project. Some reservations were noted, however, as can be sensed in some of the following comments:
- a) I feel hopeful about the future of the project, but I question whether or not it will be possible.
  - b) I don't feel confident about the project but I do think the surveys and other public activities will produce a net benefit.
  - c) Anxious? To the contrary, I feel quite optimistic about the project.
  - d) I feel confident about the project, but I don't feel very confident that problems raised by landowners will be able to be mitigated because local opposition to the DNR projects have been blown all out of proportion.
  - e) I don't have any reservations about the project. If the Governor wants the proposal he can endorse it. He needs to be convinced that it is a good project. We are not going to buy all the right-of-way in competition with other landowners.
  - f) It is possible that we will end up concluding that it can't be done. This study is not being done to justify a decision to acquire the land. As a Department, we have to get away from that sort of thing. Basically I feel good about the project.
  - g) I feel good about the process and the project.

If the DNR can go ahead with the process  
without the Governor I think it will work out.  
With the Governor involved it might be more iffy.