



Natural Roadsides

***F**OR 50 YEARS CNRA MEMBERS HAVE been citizen watchdogs, persistent prodders and vocal activists for natural roadsides in Wisconsin. Today we can see evidence of our persistence: limited herbicide use, far less mowing, and many more miles of native vegetation in highway right-of-ways.*

CNRA's interest in roadsides dates back to its beginnings. We became an organization because a small group of citizens were frustrated by ineffective efforts to stop the Wisconsin Highway Commission from destroying hundreds of stately trees adjacent to State Highway 30. In our first year, we held a conference on chemical sprays and the need to add beauty to roadsides. We followed up with annual meetings, policy recommendations and publications on the same topics.

In the sixties and seventies, we circulated anti-spray petitions and testified at public hearings on roadside beautification. With other groups, we promoted selective vegetation management practices, developed county roadside ordinances, and established demonstration projects of native shrubs and prairie. In the eighties and nineties we continued these efforts, supported the growing number of native seed nurseries, published a roadside management booklet and sat on a WDOT committee that strengthened state roadside maintenance policies.

The miracle of these accomplishments is that they were achieved with leadership from just a handful of people: J.T. Walker, Baraboo's clerk; E.M.Dahlberg, a teacher from Ladysmith; Harold and Carla Kruse, Sauk County organic farmers; Cy Kabat, WDNR research staff, now retired; Lorrie Otto, a Milwaukee area naturalist; Olive Thomson, a botanist from Mt. Horeb; and Jim Zimmerman, a Madison ecologist. These people were and are dedicated advocates. The rest of us helped where we could.

CNRA and Natural Roadsides: A 50-Year Ride

by Jan Scalpone

IT WAS EARLY AUGUST 1976. Driving along County Highway H in Waushara County to a newly purchased vacation home, I was surprised to see how beautiful the roadside looked, with tall yellow sunflowers growing in thick patches. About a half-mile from the house, just before the road curved to enter Pine River, the patches widened. On the north side, smaller sunflowers mixed with other purple, white and orange wildflowers against a backdrop of mixed shrubs. Across the street an even wider patch filled the corner of an intersection. Today I know the names of some of the plants that were there: *Monarda*, *Michigan Lily*, *Butterfly Weed* and *Culver's Root*. The patches were so pretty we stopped to take pictures.

A week later the wildflowers were gone. The roadside had been mowed back to the tree line. A bush hog had chopped through the shrubs, devastating them. The ditch had been sprayed. At that time I had no idea this was the way roadsides were generally maintained, nor had I ever heard the term "natural roadsides." Like most people, I was accustomed to the miles and miles of mowed right-of-ways throughout the state, believing this was the "natural" condition of highway corridors. It never occurred to me that to maintain roadsides in this fashion meant cutting out woody growth, applying large amounts of herbicides and destroying wildflower and wildlife habitat.

Five years later I joined CNRA. Roadsides were an issue at one of the first CNRA Council meetings I attended. Cy Kabat, a member of the Council, was trying to revive interest in a lagging state natural roadsides program. He proposed several alternatives for CNRA action aimed at networking, planning and funding. The Council chose to help fund catch-up maintenance by a Wisconsin Conservation Corps (WCC) crew to eliminate undesirable shrub species from the Columbia County Roadside Demonstration Project. I thought it unusual that everyone was willing to commit funds to a project without any consideration of costs.

At subsequent meetings, I learned what other members apparently knew at the time: CNRA had a long history of promoting natural roadsides and Cy Kabat's work with the Natural Resource Committee of State Agencies (NRCSA) and the Columbia County Roadside Demonstration Project were an important component of that history.

LOOKING BACK

In the 1960s, as a research specialist for the Department of Conservation, Cy Kabat was a leading figure on NRCSA's special working group that established the Selective Management of Roadside Vegetation program. This program was developed in response to years of right-of-way management practices that had stripped all brush from miles of state, county and local roads,

maintaining them in thick grass cover in an attempt to increase road safety and reduce costs of snow removal and weed control. It was not uncommon to see long stretches of highway mowed clear back to the fence line.

Although this kind of road debrushing looked good at first, experience showed that grass cover alone was not always satisfactory. Weeds were still a problem, requiring extensive use of herbicides. Trees invaded the grass and became reestablished, eventually entangling power and communication lines and creating road-icing hazards. Wildlife corridors were disturbed. Scenic values were lost.

Dissatisfaction with complete brush eradication gave rise to a program called "Selective Management of Roadside Vegetation," developed from studies over an eight-year period in Columbia County. Their purpose was to help restore and enhance the quality of existing hedgerows. By suppressing encroachment of undesirable species through cutting and limited herbicide use, it was demonstrated that excellent shrub cover could result at very low cost, without resorting to planting or seeding. In addition, these management practices brought increased benefits by providing needed cover for wildlife and pollinating insects, improving erosion control, and adding beauty to the roadside.

Selective Management of Roadside Vegetation was endorsed by various agencies and citizens' groups, including CNRA, and promoted throughout the late 1960s and 1970s, mainly by the UW-Extension. But by the time Cy came to CNRA for help in the 1980s, UW-Extension had moved on to other interests and the interagency group

maintaining the Columbia County Roadside Demonstration Project was no longer active. Cy had retired from the DNR, but still had a strong interest in the project. As the only long-term area studied for selective roadside vegetation management, it was important to keep this project viable for conducting further research.

Selective Management of Roadside Vegetation grew out of early CNRA efforts to promote the value of native vegetation along Wisconsin roadsides.

—Harold Kruse

Harold Kruse, one of CNRA's early members, says that Selective Management of Roadside Vegetation grew out of early CNRA efforts to promote the value of native vegetation along Wisconsin's roadsides. Interest in roadsides stemmed from CNRA's initial reason for organizing: the destruction of hundreds of trees by the Wisconsin Highway

Commission when Highway 30 near Milwaukee was widened. Kruse credits a Chemical Spray Conference sponsored by CNRA in 1951, together with efforts by individual members, such as J.T. Walker and E.M. Dahlberg, as playing a large part in the establishment of the NRSCA studies.

Indiscriminate destruction of right-of-way vegetation was one of two main activities CNRA decided to pursue in its first year. The other was establishment of a Wisconsin Audubon Camp. CNRA sponsored the 1951 Chemical Spray Conference with REA. Its purpose was to negotiate use of a roadside vegetation policy Dahlberg had developed to guide utilities and highway crews in their removal of vegetation encroaching on utility lines or highways. In setting up this conference, Wallace Grange wrote: "We believe that the practical needs of these agencies can be met by dealing with specific problems in specific manners. This will still leave a place for

Proposal Relative to Use of Chemical Sprays along Rural Roadsides

by E. M. Dahlberg, 1951

E.M. DAHLBERG WAS A TEACHER from Ladysmith and a CNRA advisor in 1951 when he drafted CNRA's first policy for limited use of destructive chemicals on Wisconsin's rural roadsides. This policy was widely distributed to utilities, state and county highway departments, legislators and the media. It became the basis for CNRA's continuous efforts to promote natural roadsides throughout Wisconsin.

Because most Americans seldom see any natural woods and wildflower associations other than remnants along our country roads; because the phenomenal expansion of rural electrification is now reaching out to every farm; because a program of brush control by chemical spray will destroy remnants of native roadside flora:

CNRA respectfully submits the following recommendations for limited use of chemical sprays along our roadsides.

- Right-of-way for further extension of electric lines should be on that side of the road, which has the lesser extent of native and attractive vegetation.
- In clearing new right-of-way, remove only tree species that attain a height as to interfere with the wires. If all shrub species are left, the ground shade will greatly retard sprouts and vegetation will naturally change to shrubs making an attractive roadside—without trees.
- Chemical sprays should not be used in any situation where attractive native shrubs predominate. Very few Wisconsin shrubs ever attain a height that will contact high line on standard poles.
- However, nature and the birds will replant these places with elderberries, viburnums, spireas and dogwoods. In this way a poison spray may be used to destroy undesirable plants and encourage desirable species in their place.
- To administer the above recommendations it is not necessary for an operator to be a trained botanist.

It is unfortunate that line clearance demands the removal of all trees. Pines, spruces, balsams, maples and elms must be sacrificed! On the other hand it is fortunate that we have in Wisconsin scores of native flowering shrubs that will flourish under these lines with no injury whatsoever to the services they may carry.

It is for the preservation of these flowering shrubs that we offer these recommendations:

Along the roadsides of Wisconsin wherever remnants of the native flora have survived, there is a rich and varied pageantry of the shrubs and wildflowers. We have not mentioned the wildflowers in these recommendations for they will be adequately protected if we perform what is proposed for the shrubs—there will surely be the natural succession of perennial flowers from the bloodroots and violets of April to the goldenrods and asters of October....

It is the opinion of this committee that zealous salesmen of chemical sprays have oversold their product. It is obviously unnecessary to reduce roadside vegetation to quack grass. It is highly probable the encouragement of native shrubs will eventually eliminate trees by the natural application of shade over seedlings and sprouts.

We have always stressed in song and literature and sentiment the idea that America is beautiful. Certainly, nowhere are we more intimately aware of the truth of that sentiment than when we are out along country roads. Expediency in the form of poison spray now threatens to destroy this living American tradition. It is our sincere desire to help preserve the Living "America the Beautiful" by offering these suggestions for limited use of destructive chemicals on the rural sideroads of Wisconsin.

native shrubs, etc. rather than converting every such strip to grass alone.”

At the Chemical Spray Conference some agreement was reached with utilities and the State Highway Commission, mostly related to state highways. County and local roadsides continued to be threatened. Nevertheless, all highways had to be watched vigilantly. Throughout the 1950s roadsides remained an active component of CNRA’s agenda. Jesse Walker became a clearinghouse for citizens concerned with excessive tree cutting: Highway 21 through Wautoma was a battleground; tree cutting in Sarona was another. Dahlberg aggressively followed the issue and reported back to Council meetings.

A CNRA-led petition drive against indiscriminate spraying of state highways in Sauk and Columbia counties in 1964 gave added impetus to the roadside management program. That same year CNRA’s annual meeting featured a panel on roadsides, with representatives from the State Highway Department, the Wisconsin Conservation Department and CNRA, discussing the need to manage roadsides for beauty as well as utility. At the annual meeting, CNRA endorsed Selective Management of Roadside Vegetation, pledging support “until it has gained widespread recognition in Wisconsin and is adopted for use on all state, county and local roads.”

Harold and Carla Kruse took a leadership role in promoting this program. Carla Kruse served on a subcommittee of the Wisconsin Academy of Sciences, Arts and Letters, together with Cy Kabat, CNRA president Roy Gromme, and others to provide information to its members about the program. Harold and Carla initiated their own selective shrub management project near their home in Sauk County and later recreated a prairie on 500 feet adjacent to their property to combat the effect of excessive mowing and herbicide use along the roadside.

CNRA’s interest in roadsides continued throughout the sixties. CNRA members testified in 1966 at public hearings on the federal Highway Beautification Act of 1965. They spoke not only in favor of preserving natural ecological communities, but also against proliferation of billboards along roadsides. Toward the end of the decade, *The CNRA Report* frequently contained short articles promoting CNRA’s roadside

VOICES FROM THE PAST

Testimony on the Federal Highway Beautification Act of 1965

Madison, May 3, 1966

... We need, then, to be highly suspicious and critical of even the best-intentioned traditional roadside beautification program, for they may turn all our highways into strips of neatly mowed blue-grass lawns, interspersed with artistic clumps of lilacs, dogwoods, pin oaks, or Junipers, or even beds of petunias, boringly homogeneous from New York to California. Not only will this imminent landscaping orgy cost immense sums of tax money, but it will destroy what could be biologically valuable, esthetically stimulating environmental corridors of native American plants ...

Grant Cottam, Prof. Botany, U.W.

Orie Loucks, Assoc. Prof. Botany, U.W., CNRA Member

Hugh H. Iltis, Assoc. Prof. Botany, U.W., CNRA Member

Carolyn Iltis, CNRA Member

J.J. Werner, Councilor, CNRA

Fran Hamerstrom: On Roadside Beautification

... American nurseries are geared to supplying plantings near buildings and some excellent plantings are coming into being near cities. But we need regional nurseries to supply native stock where planting is necessary. Experts should make a study. Two good rules to begin with are: never clutter a good view by plantings. In wild and rural areas, plant only those species which are already in sight or which were part of the landscape before the white man came. The birds, the insects and the wind can generally do a better job of restocking in wild and rural places than man can. But if there are plantings, let them set off the country proudly and keep the flowering crabs near the cities....

position, culminating in an essay by Fran Hamerstrom in 1968.

In the 1970s, another CNRA member, Olive Thomson, as chair of the Dane County Environmental Council, urged the Dane County Board to inventory its roadsides and prepare a management plan. The county hired a botanist, Victoria Nuzzo, in 1976. Based on her botanical survey of 532 miles of county roads, a Natural Roadside Program was developed. Management guidelines limited mowing to a 5- to 10-foot-wide cut, halted herbicide use, limited removal of woody vegetation except for safety hazards, and encouraged protection and restoration of native plant communities. For the nation's Bicentennial celebration in 1976, Olive also conceived the idea for a Prairie Heritage Trail along a segment of Highway JG south of Mt. Horeb. This trail was dedicated by Dane County Highways for a permanent prairie restoration and received a National Bicentennial Award. Today the nine-mile stretch shows a steady increase in native species, including a few which were introduced in 1976.

In the 1980s, efforts by CNRA to revive the natural roadside movement came to the forefront when Lorrie Otto was president. Lorrie's primary interest is native landscaping; she is often referred to as the "grandmother" of the natural landscaping movement. It was Lorrie's yard, which has been featured in many national publications, that demonstrated to me the superiority of native vegetation as a land cover. The CNRA meetings at Lorrie's house were usually in July, so we would get a tour of her yard at the height of its bloom: hardly a speck of grass—just beautiful native plants and shrubs interspersed with generous paths, something I had never before seen. After the first meeting at her house, I understood more clearly how native vegetation could enhance roadsides.

Natural roadsides were regularly on the agenda when Lorrie was president. She invited a group of

REFLECTIONS — Lorrie Otto

Natural Roadsides

Among CNRA's continuing interests is the promotion of roadside policies which would maintain the environmental integrity and natural beauty of the state's greenbelts bordering its highways. Many of these can become corridors for protecting wildlife and native vegetation, while at the same time effectively holding soil in place and breaking the numbing monotony of the institutionalized mow-spray systems.

fledgling entrepreneurs working to establish businesses based on native plant restorations to join CNRA: David Kopitzke, Joyce Powers, Don Vorpahl, Bob Ahrenhoerster and GiGi LaBudde. These people had hands on experience with native vegetation and were strong supporters of natural roadsides.

A FOUR-YEAR EFFORT:

MANAGING WISCONSIN'S ROADSIDES

In 1986, while Lorrie was president, Cy Kabat asked CNRA to publish a history he was writing of natural roadsides in Wisconsin. I participated on an editorial committee to review the manuscript and determine the best way to format the information to promote natural roadsides.

The editorial committee concluded that Cy's document told an important story that could serve as the foundation for a booklet to revive interest in natural roadsides. The booklet would be both a history and how-to manual, appropriate for technical highway staff, public officials and the general population. We would start by surveying county highway commissioners to get a better understanding of present-day maintenance practices. We would also interview people involved in natural roadsides over the years to add a personal

view to the history. The Council asked Elaine Bliss, a UW-Milwaukee student interning with CNRA, to conduct these surveys. Under the tutelage of Professor Forest Stearns, she would receive two college credits for the work.

Katherine Rill, Lorrie Otto, Don Vorpahl, David Kopitzke and I volunteered to draft the publication. Because of their extensive background in natural roadsides, Cy Kabat, Olive Thomson and the Kruses were asked to be resource people. I was also the coordinator and editor.

The preparation of the booklet took almost four years; it was finally published in 1991. We called it *Managing Wisconsin's Roadsides*. In addition to a summarized version of Cy's history and the results of Elaine's surveys, we had good documentation for present day roadside policies, had developed guidelines for planting and managing natural roadsides, and offered a vision for the future. The committee wrote most of the text, but Victoria Nuzzo contributed an article outlining lessons learned from her employment in Dane County and WDOT's Chief Highway Maintenance Engineer, Ted Stephenson, wrote about the state's main-



The editorial committee of *Managing Wisconsin's Roadsides*. (from left) Jan Scalpone, David Kopitzke, Katherine Rill, Lorrie Otto, and Don Vorpahl.

tenance practices. Original artwork was contributed by David Kopitzke and others. Louise Coumbe's colored photograph of a roadside near Pine River became the cover. We immediately distributed more than 1,000 free copies statewide. Other copies sold for the small price of a CNRA membership. Our membership rolls swelled for a few years.

Originally we thought we would get the booklet finished in a year and use it to prod state and local governments to improve roadside management policies. But as time went by, members became impatient. They wanted to see more action.

This was nothing new. In 1986, a year before we began the booklet, Joyce Powers told the Council about research she was doing comparing WDOT's roadside policies with those in other states, pointing out areas in which Wisconsin was lagging. She also said federal money was newly available for roadside beautification and native seeds were required to be in the state highway seed mix. At that time she thought it imperative that CNRA take action to ensure that knowledgeable people would participate in determining seed specifications and the bidding process for roadside construction sites.

Others also had issues they thought should be addressed. Tula Erskine wanted to see an end to indiscriminate disturbance of native plants at highway waysides intended to attract tourists. Don Vorpahl was looking to convince town boards to eliminate unnecessary tree and brush cutting and excessive herbicide use. GiGi LaBudde saw an urgent need to contact and educate county and town maintenance crews. David Kopitzke said we had to stop the widespread use of crown vetch and birds-foot trefoil still in the highway seed mix. The Kruses wanted to see counties develop roadside ordinances. Olive Thomson was pushing for a statewide roadside inventory and policy, having watched Dane County gradually retreat from its Natural Roadside Program of the mid seventies.

Jim Zimmerman, a longtime CNRA member and well-known Wisconsin ecologist, also had been sounding alerts for several years. He told CNRA a number of roadside sites he monitors were in critical danger from new road construction and damaging maintenance practices. These sites were among Wisconsin's most extensive, unique and natural stretches of remaining native vegetation and soil, containing some threatened and endangered plant species and major seed banks for many species. Some were study areas. He warned CNRA that these sites could soon be destroyed if corrective management were not implemented.

Cy Kabat believed action was timely because of interest shown by the Department of Tourism. Cy, John Harrington from UW-Madison and Stan Solheim of the Department of Tourism had recently convinced WDOT to contract with UW-Madison Department of Landscape Architecture to design a planting of native vegetation along a 42.5 mile stretch of STH 51 between Portage and Wausau. Over 180 acres were to be planted at a cost of about \$250,000. The Department of Tourism would feature this area in its brochures.

WDOT'S ROADSIDE VEGETATION MANAGEMENT COMMITTEE

Toward the end of 1988, Lorrie and I suggested we go directly to WDOT with our concerns. As a transportation planner who frequently worked with WDOT staff, I set up a meeting with Ted Stephenson, WDOT State Maintenance Engineer. That meeting propelled him to form the Roadside Vegetation Management Committee to review the state's highway roadside management policies.

I'll always remember Ted Stephenson from that initial meeting. We knew we could count on him to do the right thing when he gave Lorrie an official highway safety vest. She told him a story about stopping on a four-lane highway to lecture a

REFLECTIONS — David Kopitzke

Recollections of WDOT's Roadside Vegetation Management Committee

THOUGH I CERTAINLY RECALL divergent and strongly expressed opinions during meetings of WDOT's Roadside Vegetation Management Committee, I still had great optimism about the results. That these meetings were taking place at all I took as a good sign. Beyond this I recall two specific incidents when I felt great hope for the future of native plants along roadsides.

During one break, or perhaps during lunch, I found myself alongside Ted Stephenson, WDOT's Chief Maintenance Engineer. I asked him how he felt personally about natural roadsides. Without hesitation he said that he wished there were more such roadsides. Then, perhaps to explain the depth of his feelings, he told me he was a Native American, a member of the Brothertown Iroquois, some of whom made their homes in east central Wisconsin. He felt that the return of native plants along roadsides perfectly fit the philosophy of his people.

At another meeting, the topic of safety was again raised. The much-voiced complaint was, "Wouldn't tall grasses along the roadsides provide more hiding places for wildlife, which would then be more apt to be hit by cars? Damage to cars and animals—and possibly people, too—would surely result." Anticipating just such a concern, Todd Peterson of the DNR Bureau of Wildlife Management was ready with statistics from studies that showed that wildlife/car collisions were not more likely along roads planted in prairie plants. There was neither more damage to cars nor more deaths of wild animals along prairie roadsides.

David Kopitzke, a botanist from Richland Center, served on WDOT's Roadside Vegetation Management Committee in 1989 during his term as CNRA president.

road crew for mowing back to the fence line. He asked if she knew parking by citizens on four-lane highways was illegal. Without waiting for an answer he left the room, returned with a bright orange vest and handed it to her. She tried it on, then wore it for the rest of the day. It looked great.

Participating on the Roadside Vegetation Management Committee gave CNRA members a platform to air their concerns and influence state roadside policies. Lorrie, Olive Thomson, Cy Kabat and David Kopitzke represented CNRA. Other committee members were selected county highway commissioners and staff from WDOT, WDNR and UW-Madison. The committee met once a month for about a year to develop recommendations.

What were the results of these recommendations? I recently asked Dick Stark, a WDOT representative on the committee, that question. He said the primary change in maintenance practices stemming from that committee was setting a mowing schedule. Mowing would be permitted only between the middle of July and the end of August to protect nesting species and allow certain wildflowers to bloom.

The department also created a new administrative rule for roadside vegetation management on state trunk right-of-ways: Chapter Trans 280. While the new rule was modified before published, it still contains a section encouraging small trees, shrubs and native vegetation in right-of-ways and a section requiring roadside inventories in order to

formulate vegetative management plans. In compliance with this chapter, approximately 3,000 of 12,000 miles of state highway were inventoried before the department ran out of money. In the process, it discovered eight quality remnant prairies it is currently managing.

WDOT continues to address other issues stemming from the committee's review. Herbicide use has been drastically reduced, limited to spot treatment of the state's three noxious weeds: thistle, leafy spurge and field bindweed. Spot

treating these weeds has also decreased the need for the extensive mowing seen in the mid 80s, so that today, the limited mowing policy of 15 feet is more often followed. Of the seven standard seed mixes currently in use, crown vetch has been removed from all and birds-foot trefoil is found in only two. Under consideration is discontinuation of the mix containing 100 percent birds-

foot trefoil. The upland mix now contains 35 percent natives in weight, and some interchanges are being planted totally with native species. At least one wayside features a demonstration prairie, while others now have a more natural look, often with wildflowers in back areas. WDOT also supports a native seed farm operated by WDNR and has a biologist on staff in each of the eight districts.

Similar changes can also be found on county and local roadsides. How much of this can be attributed to CNRA's efforts is difficult to assess. Fifty years of prodding certainly has had to have some effect. We think a few changes may have

Participating on WDOT's Roadside Vegetation Committee gave CNRA members a platform to air their concerns and influence state roadside policies.

trickled down from state policies, since county highway departments also maintain state highways and some town roads. John Norwell, Dane County's Highway Commissioner, recently told Olive Thomson that various environmental efforts over the years have definitely influenced present roadside maintenance practices at all levels.

Health concerns, fuel prices and labor costs also have motivated many counties and towns to eliminate herbicides and cut back on mowing and brush cutting. We've had feedback that CNRA's booklet helped raise some consciousness. Booklets were distributed to highway commissioners, state legislators, local officials, nature centers, libraries, newspapers, CNRA members, environmental organizations, and various requesters. The booklet is still relevant. We continue to get requests for copies, primarily from local people dealing with town maintenance crews.

WHAT'S AHEAD?

While CNRA has possibly made greater impacts on roadside policies than any other citizen's group in the state, the Council still sees room for improvement, especially on local roads. We still talk about ideas to promote natural roadsides. We have in our files projects we've started, and then abandoned for various reasons, which may be revived in the future.

Various environmental efforts over the years have definitely influenced present roadside maintenance practices at all levels.

—John Norwell, Dane County Highway Commissioner

One new direction we have taken in recent years is to fund school prairie plantings in an effort to educate youth about the value of native vegetation. In addition, through Lorrie Otto, new members Steve and Zaiga Maassen, and others on

the Council, the torch has been passed to the Wild Ones, an organization aimed at furthering native vegetation. Among other activities, members of the Wild Ones rescue native wildflowers from road construction areas, indirectly teaching road crews that native vegetation has worth. CNRA also affiliates

with the Aldo Leopold Foundation, which has recently been conducting workshops and providing information to highway departments and others about how to identify exotics for removal and encourage native vegetation.

CNRA continues to promote statewide legislation that would impact roadside maintenance policies on all jurisdictional levels. State legislation is what county highway commissioners told us in 1986 would most likely convince them to follow sound roadside management practices. We still believe this to be true.



Oshkosh resident Jan Scalpone, editor of CNRA's publication Managing Wisconsin's Roadsides, served as CNRA president from 1991 to 1998 and is currently vice-president.