

» PROJECT
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He said the mud and sand washing into the bay affect both the natural environment and the human population of Chequamegon Bay, destroying fish habitat, increasing the cost of drinking water treatment for Ashland and damaging tourism and recreational use of the lake. Sediment also contributes to bluegreen algae blooms, Hudson said.

“Lake Superior is the coldest and cleanest of the Great Lakes and a place where we never expected to see this kind of thing happen,” he said.

Hudson spoke Monday at the site of a \$320,000 project funded by the Great Lakes Restoration Initiative that offers the beginning of a solution to the sediment problem. A series of oak timber cribs, built and tied together with steel cables at the foot of the 80-foot-tall bluff, will keep the creek from further eroding along 600 feet of shoreline. Once the cribs are in place, the streambed will be routed away from the foot of the bluff, preventing future erosion.

Work at the site and at a smaller bluff downstream will prevent 5,600 tons of sediment from entering the creek and ultimately Chequamegon Bay every year, Hudson said.

“This project will build resilience to our natural systems as a buffer against our changing climate,” he said.

Vice Chairman of the Great Lakes Commission Todd Ames said nearly \$4 billion has been devoted to Great Lakes restoration projects, with more than \$400 million devoted to projects in Wisconsin.

“There has been broad bipartisan support for significant conservation projects, funding over 5,000 projects, including this one,” he said. “We have been able to clean up toxic hot spots, restore wetlands, prevented



Work crews tie together logs with steel cables to form cribbing that will deflect the force of storm waters and reduce erosion on North Fish Creek. The project undertaken by Northland College's Mary Griggs Burke Center for Freshwater Innovation is one of several such efforts that will be needed to fully control silt runoff into Chequamegon Bay. (Contributed photo by Bob Gross)



An aerial photo makes erosion on North Fish Creek apparent even top untrained eyes. With every storm, more of the bluff erodes and flows into the bay. (Contributed photo by Bob Gross.)

the spread of invasive species, and restored habitats and reduced runoff at spots just like this one.”

He said plans for Fish Creek called for sediment reductions of 16,000 tons a year.

“Stabilization of this bluff is projected to achieve 28% of that goal,” he said.

The key to future sediment-reduction is working with landowners, Hudson said. That wasn't an issue at the current worksite because the land is publicly owned. Work on private land will require cooperation of land-

owners who have to be convinced of the value of the effort to them.

“And then there are a number of landowners who just don't trust the government,” he said.

He said given the bipartisan willingness to fund the restoration work on the part of Congress, funding for future projects would likely remain available.

“Cooperation with private landowners is the key,” he said.

Burke Center Director Peter Annin said funds have been available for Fish Creek because climate change is a driving force for local problems.



Ames



Annin

“We have been a hotspot for these big storm events. We are seeing some of the most severe climate-related storm events anywhere on the Great Lakes watershed,” he said. “As long as these big events keep happening, and the need is there for this kind of restoration work, we are cautiously optimistic that we will be able to continue to bring in the funding for this kind of work.”

Hudson said the project demonstrates that halting erosion is possible, despite the remoteness of some of the sites. He reiterated that private landowner cooperation was vital to future project success.

“We are going to need more of that moving forward to see the goals we have set happen,” he said.

» SHELTER
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“I believe and my clients agree that what has happened is that the city council wants an emergency housing shelter and that might be a fine goal, and we take no issue with that goal. But because the proposal was to put it here, the council has decided that ‘here it shall go,’ largely disregarding the comprehensive plan,” she said “So what is the purpose of the comprehensive plan if we are actually just going to develop things on a piecemeal basis and decide things from project to project?”

Rounsville disagrees, saying the issues were carefully considered before the decision was made.

“I believe the Ashland City Council did its due diligence. In terms of the arguments that were raised, they did address those items. It is a permitted activity in that location. And if you tie it to the needs of the community, it was very clear in what everyone who was speaking said last night, we have a need and it is an unmet need,” she said. “Ashland needs a shelter and has needed one for at least a decade.”

That was the opinion of 20 of the 28 resident comments taken at the hearing Tuesday from people who favored the shelter.

“This is not a ‘not in my backyard’ issue,” said Katherine Morrisseau. “You can't criminalize

homelessness. These are real people who need housing.”

Morrisseau said homeless people have been staying at the Ashland Motel for years, reliant on housing vouchers.

Brett Beekma opposed the project, saying there had been no discussion of security issues for residents who would live near the shelter.

“What will happen when people get turned away? The safety of the neighborhood needs to be spoken for,” he said.

Ashland real estate agent Tony Jennings said the homeless shelter is “a hot topic” that likely would draw objections no matter where it was proposed.

Sue Erickson said she opposed the permit because she said the process was rushed and that information about the project “changed from meeting to meeting.” She also said the proposed location of the project went against the comprehensive plan.

Following the vote, Rounsville said the vote produced “a historic day for Ashland,” and that it would be noted in the history of her agency.

“This is a dream we have had as an agency for 20 years, along with some of our partners,” she said.

More subdued was Coleman, who said she would confer with her clients in the near future to determine what course they would take following the vote.



Washburn attorney Linda Coleman speaks in opposition to a permit that would allow Northwest Wisconsin Community Services to repurpose the Ashland Motel into an emergency homeless shelter. The marathon four-hour council session ended with a 9-1 vote in favor of the project. Rick Olivo/Staff Photo

» STATION
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But that is no longer the case. Motiff was among a contingent of local government and Xcel Energy officials who gathered Tuesday at the parking lot next to the Bayfield County Administration Building to inaugurate the county's first public high-speed charging station.



Motiff

The event took place during National Drive Electric Week, a nationwide event to raise awareness of the benefits of all-electric and plug-in hybrid vehicles.

The new charger, a partnership between Bay Area Rural Transit and Xcel Energy, features a Level 3 fast charger that can charge a newer model electric vehicle from nearly empty to 80% capacity in as little as 30 minutes.

That's far faster rate than the Level 2 facilities that are used in many public facilities or the level 1 charging systems that are used on home chargers for overnight charging. The high-speed charger was installed to serve new BART all-electric busses slated for service later this year.

“It's here so that if the Blue Goose needs an additional charge while it is over here in the day, they can pull in and hook into it and get enough charge

to get back home,” BART Director Pat Daoust said, referring to the Blue Goose bus that serves the Washburn area.

The charger is the first of its kind in Bayfield County and the first that is open to the public. It might seem a minor event, but it opens a world of possibilities in the peninsula.

“There is no longer any question that electric vehicles are delivering on increasingly economic transportation,” said Xcel Energy President for Wisconsin and Michigan Mark Stoering. “You are able to charge your vehicle here for less than the equivalent of \$1 a gallon, and sometimes considerably less than that.”

He said that electric

cars offer other advantages over internal-combustion engines such as fewer moving parts, no oil changes and environmental benefits that come from not burning gasoline.

He said Xcel's goal of being completely carbon-free by 2050 is on track and the company's attention has turned to the transportation sector, committing to provide electric charging services to 1.5 million electric vehicles by 2030.

“It is an ambitious goal, but one that is in sight with current technology,” he said.

Stoering said demand for charging stations is expected to explode as production of electric vehicles takes off. Ford

Motor Co. this week announced it will build two new facilities to produce electric cars in Tennessee and Kentucky and plans to hire 11,000 new workers and spend \$11 billion on the project.

Larry Loverude, manager of Xcel's commercial electric vehicle projects, said Xcel's goal of being



Loverude

completely carbon-free by 2050 is on track and the company's attention has turned to the transportation sector, where it intends to create infrastructure to support up to 1.5 million electric vehicles, about 30 times

more than are on the road today.

“He had the end goal in sight from day one,” Loverude said.

Daoust said that while the charger is primarily in place to juice the Blue Goose, it will also serve an important role in encouraging more private electric vehicles and other charging stations in the Bay Area.

Stoering said supporting the transition to electric vehicles was part of Xcel's overall commitment to producing cleaner energy.

“It's not only cleaning up our system in the production of electricity, reducing carbon and other greenhouse gas emissions, but it's also cleaning up the transportation sector,”

he said. “It is an opportunity for us to meet a larger societal goal to provide clean air not only through our own operations but downstream in electric vehicle operation.”

Motiff said she and local businesses are looking forward to the station drawing more tourists in their electric cars.

“I am super excited to be able to promote the fact that we have a Level 3 charging station in Bayfield County,” she said. “This will be great, to be able to promote the area to people who have electric vehicles who haven't been able to travel here. I am hoping this is the beginning of a beautiful partnership and that we get more of them installed.”

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PUBLIC NOTICE

Invitation for Bids for Timber Sales
Department of Natural Resources

Sealed bids will be received by the Forest Property Manager, Flambeau River State Forest (FRSF), at the Forest Headquarters office, until **1:30 p.m. on October 14th, 2021**. Sealed bids for tracts not sold on October 14, 2021 will be received at the Forest Headquarters office until **1:30 p.m. on November 15th, 2021**.

There will be 10 tracts for sale on the Flambeau River State Forest, 2 tracts on Hay Creek Hoffman Lake Wildlife Area, 2 tracts on Copper Falls State Park, 1 tract on White River Wildlife Area, and 1 tract on Lake Helene State Natural Area.

These 16 tracts are located in: T36N-R4W (tract 10-21), T37N-R3W (tract 5-21), T38N-R3W (tracts 1-20, 3-21, 4-21, 8-21, 9-21), T39N-R3W (tracts 6-20, 7-20, 12-21), T41N-R1E (tract PKF 1-22), T41N-R2E (tract PKF 3-22), T42N R7W (tract H07-18), T45N-R2W (tracts CF 1-21, CF 1-22), and T47N-R4W (tract WRWA 1-19).

A timber sale prospectus and detailed information including maps of each tract, as well as a bid form and copies of sample contract forms, can be obtained by contacting the Headquarters office, viewing the FRSF website, or by calling (715) 332-5271 ext. 106 or 115.

The 16 tracts total 1,560 acres and consist of the following volumes:

Mixed pulp	27,650 tons	Hard Maple	140 MBF
Basswood	1,550 tons	Red Maple	84 MBF
Ash	7,050 tons	Ash	288 MBF
Aspen	23,050 tons	Basswood	42 MBF
Balsam	3,150 tons	White Birch	8 MBF
Red Pine	450 tons	Yellow Birch	10 MBF
White Spruce	460 tons	Red Oak	10 MBF
Black Spruce	160 tons	Mixed Saw	96 MBF

Bids must be submitted on Department Timber Sale Bid forms.

The Department of Natural Resources reserves the right to reject any and all bids. Bids will be opened at the Flambeau River State Forest Headquarters office at 1:30 p.m. on October 14th, 2021 and at 1:30 p.m. on November 15th, 2021 for those tracts not sold on October 14th.

PLEASE NOTE: Due to the current situation with the COVID-19 pandemic, access to the FRSF headquarters is limited, bids will be accepted by mail or appointment only. In order to protect the health and safety of our employees and the public, the bid opening will be closed to the public. The bid opening will be conducted by a telecommunication system to comply with the governor's order to limit public gatherings and to maintain social distancing. If you are interested in joining the bid opening via conference call, please dial 608-316-9000 then once connected use passcode 4643161#.

State of Wisconsin-Department of Natural Resources
For the Secretary: Matt Blaylock, Acting FRSF Property Manager