

CHAPTER 7: TRANSPORTATION

INTRODUCTION

This chapter provides an overview of the Wisconsin Department of Transportation (WisDOT) and its activities, followed by an inventory of the existing transportation network within Door County, including: the roadway system; air, water, bicycle, and pedestrian transportation; and transportation service providers. The chapter also provides an inventory of applicable transportation planning for the county, including regional railroad, county highway, airport, bicycle and pedestrian planning, and the Door County Transportation Consortium and its projects.

INVENTORY OF TRANSPORTATION NETWORK

WISCONSIN DEPARTMENT OF TRANSPORTATION

The Wisconsin Department of Transportation, officially established in 1967, supports all forms of transportation. The department is responsible for planning, building, and maintaining Wisconsin's network of state highways and the interstate highway system. WisDOT also plans, promotes, and financially supports the costs of building and operating county and local transportation systems, including public transit, air, rail, and water transportation, as well as bicycle and pedestrian facilities. The department works closely with other state, federal, and local agencies to meet changing and growing travel needs.

The Wisconsin Information System for Local Roads (WISLR) is a comprehensive database developed by WisDOT to aid local governments with management of Wisconsin's 100,000 miles of local roads. The WISLR system can be used to help guide local planning and budgeting decisions by identifying both physical and administrative attributes of a municipality's roadway system, as listed below.

- Physical attributes
 - Surface type
 - Left and right shoulder
 - One way
 - Right-of-way
 - Median type
 - Left and right curb
 - Parking
 - Traffic lanes
 - Pavement rating
 - Sidewalks
- Administrative attributes
 - Owner
 - Road category
 - Access control
 - Urban location
 - Federal urban/rural
 - Area
 - Functional classification
 - National Highway System data
 - Highway
 - Performance Monitoring System data
 - International Roughness Index data

- High Occupancy Vehicle Lane data
- Strategic Highway Network data

LOCAL MILEAGE CERTIFICATION

All local governments are required to file a certified plat with WisDOT each year indicating any increase or decrease in the mileage of public roads or streets; if there has been no change in total local road and street miles, the government must still file with WisDOT a certified plat or a certified statement to that effect. Table 7.1, in the following section, lists each municipality within Door County and the mileage of roads under their respective jurisdictions for the year 2006.

ROADWAY SYSTEM

According to WisDOT, Door County has over 100 miles of state highways, 280 miles of county highways, 876 miles of town roads, and 152 miles of private roads. The backbones of the county's local transportation system are State Trunk Highways (STHs) 42 and 57. STH 42 runs approximately 59 miles the entire length of the county, from Forestville to Northport (in the Town of Liberty Grove). STH 57 runs over 53 miles from the Town of Union to the Village of Sister Bay. STHs 42 and 57 converge in the Town of Nasewaupée, approximately four miles southwest of the City of Sturgeon Bay, and split about 2 miles northeast of the city, in the Town of Sevastopol.

The Door County Highway Department is responsible for maintenance and construction work on the county trunk highway system. General maintenance includes patching, crack-filling and seal-coating of pavement, shoulder maintenance and vegetation control, bridge and culvert maintenance, litter pickup, guard rail installation and maintenance, signage, pavement marking, and traffic control. Winter maintenance includes plowing, shoveling bridges, and application of salt to county trunk highways and bridges. In addition, the department provides road construction, pavement resurfacing (black-topping), bridge repair, culvert repair and installation, and gravel crushing.

The primary funding source for maintaining, rehabilitating, and reconstructing the county highway system is the state's disbursement of general transportation aids (GTA). This is the largest WisDOT funding program, which provides payments to the counties for costs associated with such activities as road reconstruction, filling potholes, snow removal, and marking pavement.

The Door County Highway Department also provides for the general maintenance of the state highways, under contract with the state. Additionally, the Highway Department provides maintenance and construction work on local roads and streets under agreements with various local municipalities.

FUNCTIONAL CLASSIFICATION OF HIGHWAYS AND ROADS

Door County's highways and roads are divided into three categories, or functional classes, as defined by WisDOT: 1) arterial roads; 2) collector roads; and 3) local streets and roads. Road category is determined by the function that the highway, street, or road serves in relation to population, land use, access, and traffic volume. The upper limits of the system – principal arterials, for example – emphasize traffic mobility (long, uninterrupted travel), whereas the lower limit – local roads and streets – emphasize access. The county's functional classification system is illustrated on Map 7.1, found at the end of this document, and mileages for Door County municipalities are listed in Table 7.1 below. Note that the WisDOT considers the functional classification system for Door County to be in need of updating.

Table 7.1: Road Miles by Functional Classification and Jurisdiction, Door County

Municipality Name	Gross Miles	County Miles	Local Miles	County Jurisdiction			Local Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
Town of Baileys Harbor	57.4	18.0	39.4	--	17.5	0.5	--	2.0	37.4
Town of Brussels	81.3	29.7	51.6	--	22.7	7.0	--	--	51.6
Town of Clay Banks	40.0	13.5	26.5	--	11.4	2.1	--	1.5	25.1
Town of Egg Harbor	77.8	20.8	57.0	--	18.6	2.2	--	--	57.0
Town of Forestville	69.2	23.6	45.6	--	13.1	10.5	--	--	45.6
Town of Gardner	71.8	23.0	48.8	--	16.0	6.9	--	--	48.8
Town of Gibraltar	70.8	12.0	58.8	--	11.0	1.1	--	--	58.8
Town of Jacksonport	62.4	15.4	47.0	--	15.4	--	--	2.6	44.4
Town of Liberty Grove	115.0	14.1	100.9	--	14.1	--	--	5.5	95.4
Town of Nasewaupée	91.0	25.8	65.2	1.7	21.1	3.0	--	0.3	64.9
Town of Sevastopol	115.9	32.0	83.9	1.1	28.5	2.4	--	0.9	83.0
Town of Sturgeon Bay	46.1	15.5	30.6	0.4	14.9	0.1	--	0.3	30.3
Town of Union	53.3	12.2	41.1	--	5.0	7.3	--	1.9	39.2
Town of Washington	73.2	15.7	57.5	--	15.5	0.2	--	5.0	52.5
Village of Egg Harbor	15.9	3.1	12.8	--	3.1	--	--	--	12.8
Village of Ephraim	15.2	1.1	14.1	--	1.1	--	--	0.2	14.0
Village of Forestville	3.9	0.7	3.2	--	0.7	--	--	--	3.2
Village of Sister Bay	14.4	0.8	13.5	--	0.6	0.2	--	--	13.5
City of Sturgeon Bay	81.0	2.6	78.4	1.5	1.1	--	8.7	12.0	57.7
Total Miles	1155.5	279.7	875.8	4.7	231.5	43.5	8.7	32.0	835.1

Source: WisDOT, 2008.

Listed below are descriptions of each functional class/sub-classification and examples of these classifications in Door County.

Arterials

The function of an arterial is to move traffic quickly, safely, and efficiently over medium to long distances, often between regions as well as between major economic centers. Arterial highways are further categorized, based on traffic volumes, as either “principal” or “minor.”

- **Principal Arterials:** Principal arterials serve corridor movements having trip length and travel density characteristics of an interstate or interregional nature. These routes generally serve all urban areas with populations greater than 5,000. The rural principal arterials are further subdivided into (1) interstate highways and (2) other principal arterials.
- **Minor Arterials:** Minor arterials, in conjunction with the principal arterials, serve cities, large communities, and other major traffic generators providing intraregional and inter-area traffic movements.

Door County has over 100 miles of “other” principal arterials and minor arterials (the county does not have any interstate highways). Portions of STHs 42 and 57 are classified as either “other” principal arterials or minor arterials, as described below.

- **State Trunk Highway 42**
STH 42 enters the county north of the City of Algoma where it is classified as a minor arterial. It becomes an “other” principal arterial where it converges with STH 57 in the Town of Nasewaupée until it splits in the Town of Sevastopol, where it becomes a minor arterial again. From there, STH 42 runs along the west side of the county through the Town of Egg Harbor, the Village of Egg Harbor, the Town of Gibraltar, the Village of

Ephraim, the Town of Liberty Grove and the Village of Sister Bay. STH 42 continues north from the Village of Sister Bay, through the Town of Liberty Grove, passing through the communities of Ellison Bay and Gills Rock, and ending at Northport.

- **State Trunk Highway 57**

STH 57 enters Door County north of the City of Green Bay in the Town of Union, near the western shore. It converges with STH 42 in the Town of Nasewaupée and splits in the Town of Sevastopol. STH 57 is classified as an “other” principal arterial between the Town of Union and the Town of Sevastopol, where it splits from STH 42, and becomes a minor arterial. STH 57 then continues on the east side of the county through the Towns of Jacksonport, Baileys Harbor, and Liberty Grove until it intersects with and ends at STH 42 in the Village of Sister Bay.

As part of their Six-Year Improvement Plan, WisDOT completed in 2008 an \$80 million expansion of STH 57 from a two-lane highway to a four-lane divided highway. The new highway begins one mile north of the intersection of STHs 54 and 57 in Brown County, north of the City of Green Bay, and extends to the intersection of STHs 57 and 42 in the Town of Nasewaupée. The new highway now bypasses the unincorporated communities of Namur and Brussels.

Collectors

The primary function of roads classified as “collectors” is to provide general “area to area” routes for local traffic. Collector roads take traffic from the local road system (and the land-based activities supported by the local roads) and provide relatively fast and efficient routes to residential neighborhoods, commercial areas, and industrial areas.

- **Major Collectors:** Major collectors provide service to moderate-sized communities and other intra-area traffic generators, and link those generators to nearby larger population centers or higher-function routes.
- **Minor Collectors:** Minor collectors provide service to all remaining smaller communities, link the locally important traffic generators with their rural hinterland, and are spaced consistent with population density so as to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road.

As of 2006, Door County had 263 miles of collector roads within its 19 municipalities, per the WisDOT mileage report. (See Table 7.1.) Examples of major collector roads include County Highways S and C in Southern Door and County Highways B and F in Northern Door. Examples of minor collector roads include County Highways MM and U in Southern Door and County Highways I and A in Northern Door.

Local Roads

The primary purpose of local roads is to provide direct access to adjacent land and provide for travel over relatively short distances on an inter-town or intra-town basis. They also tend to serve as the end destination of most trips. All roads not classified as arterials or collectors are classified as local roads.

Door County has approximately 878 miles of public local roads (See Table 7.1), comprising 76% of the total road miles in the county.

TRAFFIC COUNTS

WisDOT provides all state communities with traffic counts of state and county highways once every three years. Traffic volume information is presented as Annual Average Daily Traffic (AADT) figures, calculated for a particular intersection or a segment of road. Door County traffic volumes were last calculated in 2006. The counts are conducted for 48 hours and then adjusted

in order to report a 24-hour average weekday count for the specific data collection period. Table 7.2 lists the average daily traffic volumes for STHs 42 and 57 count sites for 2003 and 2006, and the percentage difference between those years. Other average daily traffic volumes collected for Door County can be obtained on-line from WisDOT at <http://www.dot.wisconsin.gov/travel/counts/door.htm>.

Table 7.2: Average Daily Traffic Volumes, STH 57, and STH 42

Door County - Arterials Count Location	2003	2006	Number Difference (2006 minus 2003)	Percent Difference (2003- 2006)
Door County South				
STH 57				
southwest of CTH D	7,600	7,600	0	0.0%
northeast of STH D	7,400	7,600	200	2.7%
northeast of CTH C	8,500	8,300	-200	-2.4%
southwest of CTH MM	8,400	9,100	700	8.3%
STH 42				
south of CTH H	1,900	1,800	-100	-5.3%
Door County North				
STH 57				
southwest of CTH P	5,300	5,200	-100	-1.9%
northwest of Whitefish Bay Road	4,100	3,700	-400	-9.8%
northwest of CTH I	3,200	3,000	-200	-6.3%
north of CTH F	3,600	2,800	-800	-22.2%
south of Ahrens Road	2,600	2,600	0	0.0%
STH 42				
south of CTH P	5,500	5,300	-200	-3.6%
south of W Townline Road	5,400	5,000	-400	-7.4%
north of CTH I	5,100	4,300	-800	-15.7%
north of CTH Hillside Road	4,600	4,900	300	6.5%
north of CTH E	4,700	4,600	-100	-2.1%
north of Cottage Row	4,800	3,800	-1000	-20.8%
northwest of Maple Grove Road	4,900	3,600	-1300	-26.5%
northeast of Country Lane	6,500	3,900	-2600	-40.0%
north of Hill Road	5,500	3,600	-1900	-34.5%
north of Porcupine Bay Road	3,100	2,200	-900	-29.0%
west of Badger Road	2,200	1,400	-800	-36.4%
south of Isle View Road	1,400	970	-430	-30.7%
STH 57/42				
north of CTH TT	8,600	10,000	1400	16.3%
south of CTH TT	10,000	9,900	-100	-1.0%

Source: WisDOT, 2006.

TRAFFIC CRASHES

Vehicle crash reports are filed with WisDOT by county and city police departments, providing the time, location, type, and severity of the crash. The number, location, and severity of accidents often indicate problems with road and street alignments, construction, or the geometric design of the street. A variety of measures, including alterations in the street geometry, enlargement of the intersection turning radii, placement of more prominent signs, relocation of access drives, and speed changes, are often used to alleviate problem areas.

Table 7.3 lists vehicle crashes for Door County from 2004 – 2006. According to the report, there were more crashes in 2004 than in 2005 or 2006. Crashes involving deer and other motor vehicles in transport constitute the highest numbers of crashes for all three years. Note that the vast majority of accidents occurred at non-intersections for all three years. Detailed crash information for Door County can be found at <http://www.dot.wisconsin.gov/safety/motorist/crashfacts/>.

Table 7.3: Crash Data, Door County

Type of Crashes	2004	2005	2006
Deer	350	269	274
Ditch	41	48	36
Motor Vehicle in Transport	238	234	206
Parked Motor Vehicle	34	26	21
Traffic Sign Post	29	24	16
Tree	52	67	53
Utility Pole	25	31	27
Others	116	110	73
Total Crashes	885	809	706
Non-Intersection	741	622	562
Intersection	144	187	144

Source: WisDOT, 2004 - 2006.

BRIDGES

The WisDOT owns and funds the operation of Door County's three movable bridges, all located in the City of Sturgeon Bay: the Michigan Street Bridge, the Maple-Oregon Bridge, and the Bayview Bridge. The WisDOT Northeast Regional Office in Green Bay is responsible for the operation and specialized maintenance required of these bridges. WisDOT performs the bridge maintenance, while Door County Highway Department employees perform the bridge operations. WisDOT reimburses Door County for bridge operation costs. Navigation on Sturgeon Bay is under the jurisdiction of the United States Coast Guard (USCG), which also has jurisdiction over the schedules for the operation of all three bridges.

Michigan Street Bridge

The Michigan Street Bridge, centrally located in downtown Sturgeon Bay, was built in 1930. This bridge was built as part of the State Hwy 42/57 corridor and was the only road connection between Southern and Northern Door, until the opening of the Bayview Bridge in 1978. The Bayview Bridge also became part of State Hwy 42/57, serving as the bypass connection around the downtown/business areas of the city. The Michigan Street Bridge is 1,420 feet long and has a vertical clearance of 14 feet above normal water in closed position – taller pleasure craft and most commercial vessels require opening of the bridge to pass through. The Michigan Street Bridge is on the both National and State Register of Historic Places. It is the only example in Wisconsin of a double-leaf, rolling lift, bascule-through truss structure with overhead counter-weights.

From 1978 until 2008, as part of the business route of State Hwy 42/57, the Michigan Street Bridge served as the primary connection for both the community and tourists between the residential and commercial districts on the west and east sides of the City of Sturgeon Bay. It was closed to automobile traffic for rehabilitation in 2008 when the Maple-Oregon Bridge was completed. Rehabilitation of the Michigan Street Bridge, scheduled to start in the spring of 2009, will include replacement of much of the operating machinery while preserving the historical integrity of the operating system, at an estimated cost of \$14 million. For the time-being, this bridge remains in the open position in order to allow for the passage of watercraft of any size.

Maple-Oregon Bridge

The Maple-Oregon Bridge was completed in October 2008 and carries traffic between Maple Street on the west side of the bay to Oregon Street on the east side. This new bascule bridge is located between the Michigan Street Bridge and the Bayview Bridge, approximately 750 feet southeast of the Michigan Street Bridge and about 7,000 feet northwest of the Bayview Bridge. The Maple-Oregon Street Bridge is a rolling-lift bascule girder bridge with mechanically driven center locks. It is approximately 1,055 feet long from pier to pier and has 24 feet of vertical clearance above the water when in the closed position.

Bayview Bridge

The Bayview Bridge, located approximately 7,800 feet southeast of Michigan Street, was completed in 1978 as part of a STH 42/57 bypass around the city. The movable span is a double-leaf rolling-lift deck-girder bascule structure with Scherzer centerlocks. It provides vertical clearance of approximately 49 feet at the centerline of its span in the closed position. The Bayview Bridge opens upon request for all watercraft.

TRUCKING

There are two private trucking terminals in the City of Sturgeon Bay. Smith & Schartner Trucking, Inc. is located at 951 S. Duluth Avenue and Peninsula Trucking is located at 420 N. 14th Avenue.

In February 2006, Wisconsin's Administrative Code was modified to allow trucks with trailers longer than 48 feet to operate on STH 57 north of Sturgeon Bay. Prior to that, longer trailers had to drop off deliveries in Sturgeon Bay at one of the two private terminals described above and then be distributed further north via alternate transportation methods. This rule was changed at the request of the Chamber of Commerce – now Door County Visitor Bureau – to benefit Northern Door business owners.

PARK AND RIDE LOTS

Park-and-ride lots are parking lots where individuals can leave their vehicles in order to carpool. Benefits include gas savings, decreased congestion on roads, decreased congestion in destination parking lots, and reduced pollution. WisDOT opened its first park-and-ride in Door County – near STH 57 and CTH C (Brussels) – in October 2008, which can accommodate up to 25 cars. There are also two park-and-ride lots in Brown County, located along STH 57. More information about these lots can be found at the WisDOT Web site listed in the Resources and Further Information section at the end of this chapter.

RUSTIC ROADS

In 1973, the Wisconsin State Legislature established the Rustic Roads program to help citizens and local governments identify and preserve the state's remaining scenic, lightly-traveled country roads. Each road in the program is labeled with a unique brown and yellow sign that contains a small placard identifying the road by its numerical number within the statewide system. These routes travel through some of Wisconsin's most scenic countryside and provide an opportunity for hikers, bikers, and motorists to travel along them with slower automobile speeds. The maximum speed limit on a Rustic Road has been established by law at 45 miles per hour (mph). A speed limit as low as 25 mph may be established by the local governing authority.

An officially designated Rustic Road continues to be under local control. The county, city, village, or town has the same authority over the Rustic Road as it possesses over other highways under its jurisdiction, and a Rustic Road is eligible for state aids just as any other public highway. A Rustic Road may be dirt, gravel, or paved, and one-way or two-way. It may also have bicycle or hiking paths adjacent to or incorporated in the roadway area.

To qualify for the Rustic Road program, a road should:

- have outstanding natural features along its borders, such as rugged terrain, native vegetation, native wildlife, or include open areas which singly or in combination uniquely set the road apart from other roads;
- be a lightly-traveled local access road, serving the adjacent property owners and those wishing to travel by auto, bicycle, or hiking for purposes of recreational enjoyment of its rustic features;
- be one not scheduled nor anticipated for major improvements which would change its rustic characteristics; and
- have, preferably, a minimum length of two miles and, where feasible, should provide a completed closure or loop, or connect to major highways at both ends of the route.

Listed below are descriptions and locations of the four Rustic Roads in Door County.

- **Rustic Road 9** – County Highway T (Glidden Drive) between Brauer Road and Whitefish Bay Road is marked as Rustic Road 9 (R9). It is 6.7 miles long and paved. The road runs along the Lake Michigan shore and passes through sand dunes, heavily wooded areas, and streams containing natural spawning grounds for trout and smelt.
- **Rustic Road 38** – Cana Island Road, which extends from County Q east to Cana Island, is marked as Rustic Road 38 (R38). It is 2.5 miles long and paved. R38 passes through a unique boreal forest between Moonlight Bay and North Bay, filled with magnificent specimens of spruce, cedar, and white pine and various species of rare and valuable plants. This route provides scenic views of Cana Island Lighthouse and the Lake Michigan shoreline.
- **Rustic Road 39** – The area of Ridges Road that begins at STH 57 and continues to Point Drive and the Old Lighthouse Point Natural Area is marked as Rustic Road 39 (R39). It is 2.5 miles long and paved. R39 provides panoramic views of heavily wooded areas and the lakeshore.
- **Rustic Road 77** – County TT, running northerly to its intersection with Lake Michigan Drive, is marked as Rustic Road 77 (R77). It is 3.5 miles long and paved. R77 begins at the Coast Guard station and lighthouse at its southern end and then runs north parallel to Lake Michigan. Many types of trees including cedars, maples, white birch, and pines line this route. Portage Park, a county park, also borders R77.

More information about rustic roads can be found at the WisDOT Web site listed in the Resources and Further Information section at the end of this chapter.

DRIVEWAY PERMITS

Driveways to local roads and streets may impair vehicle safety if improperly sited and/or designed. The Wisconsin Statutes allow municipalities to issue permits for all new driveways, including the potential prohibition of driveways that would be deemed unsafe due to location (at the base or top of hills, within a specified distance from an intersection, etc.). The permit process can also regulate the size and design of driveways. Most municipalities in Door County have driveway ordinances and the appropriate municipality should be contacted for further information.

Note that Door County has a Uniform Addressing Ordinance, described further in Chapter 9, Land Use, which gives the Door County Planning Department authority to assign new addresses (such as when new driveways are being installed to accommodate new construction) and to oversee the naming of roads in all unincorporated areas.

AIR TRANSPORTATION

There are four public-use airports that service the region, three of which are located in Door County: Door County Cherryland, Ephraim-Gibraltar, and Washington Island. The fourth, Austin-Straubel International, is located near the City of Green Bay. Table 7.4 displays information about each airport in a chart format.

DOOR COUNTY CHERRYLAND AIRPORT

Door County Cherryland Airport, owned and maintained by the County of Door, is located on a 402-acre parcel one mile west of the City of Sturgeon Bay along Park Road and CTH C. The airport is classified as a Transport/Corporate airport, serving corporate jets, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service. These aircraft generally have a gross takeoff weight of less than 60,000 pounds, with approach speeds below 141 knots and wingspans of less than 118 feet. In Wisconsin, airports in this category normally have a primary runway length of 4,800 – 6,800 feet.

Cherryland's existing airfield configuration consists of two runways. Runway 2/20 is the primary runway with a length of 4,600 feet. Runway 10/28 serves as a secondary or crosswind runway with a length of 3,200 feet. Both runways have medium-intensity runway lights, four unit precision approach path indicators, and runway-end identification lights. Cherryland's primary runway length of 4,600 feet and pavement strength ratings – 16,000 pounds single-wheel and 22,000 pounds dual-wheel – restrict the size and types of aircraft able to safely use the airport. A feasibility study was conducted by the airport in 2003 regarding lengthening the east/west runway, but the Airport and Parks Committee decided in 2008 that the cost of extending the east/west runway far outweighed the benefits.

The Airport Director and staff, the Fixed Base Operator (FBO), and Avis Car Rental Agency occupy the 2,600 square foot terminal. Maxair, Inc. is the fixed-base operator offering aircraft charter services. Services provided at the airport include aircraft maintenance, flight instruction, scenic air rides, charter services, and fueling. The tie-down area has 33 paved tie-downs, with additional space available. There are a total of 60 hangar buildings on the airport property, with sizes ranging from 100' x 120 to 42' x 32'. One-half of these hangars are owned by residents and the other half are owned by non-residents. There is no scheduled passenger service and none likely in the future due to security requirements put in place by the Federal Aviation Administration for all airports since September 11, 2001. The terminal does not have a flight planning area and does not have 24-hour accessibility to fuel.

Therma-Tron-X – one of the top ten employers in the county – shuttles their assembly workers to job sites throughout the country on a corporate jet housed at Cherryland.

EPHRAIM-GIBRALTAR AIRPORT

The Ephraim-Gibraltar Airport is owned and maintained by the Village of Ephraim and the Town of Gibraltar. The airport is located on Maple Grove Road in the north central portion of the Town of Gibraltar. It is classified as a Basic Utility-A airport facility designed to accommodate aircraft of less than 12,500 pounds gross weight, with approach speeds below 121 knots and wingspans of less than 49 feet. Such aircraft can be either single-engine or twin-engine piston. The facility has one 2,700-foot asphalt runway and one 2,364-foot turf runway.

This airport is only open from May to October and on-call in the off-season. It has a 216 square-foot terminal building, car rental service, car parking, self-service aviation fueling, and airport management services. The airport also has a 2,500 square-foot warehouse building for maintenance vehicles. Vehicle parking facilities are available at 20 short-term and 23 long-term

spots. The site currently has 29 hangars with 15 people on a waiting list for hangar space. Ownership of the hangars is split approximately equally between residents and non-residents.

WASHINGTON ISLAND AIRPORT

The Washington Island Airport is owned by the Town of Washington and located on Airport Road in the northwest portion of the island. It is classified as a Basic Utility-A airport designed to accommodate aircraft of less than 6,000 pounds gross weight, with approach speeds below 91 knots and wingspans of less than 49 feet. Such aircraft are typically single-engine piston and typically seat two to six people. The facility has one 2,230-foot turf runway and one 1,300-foot turf runway. No fuel service is available. The airport has 15 hangars, with ownership split approximately equally between residents and non-residents.

AUSTIN-STRAUBEL INTERNATIONAL AIRPORT

The Austin-Straubel International Airport is owned by Brown County and located on Airport Drive, just west of the City of Green Bay. It is classified as an Air Carrier/Cargo airport, designed to accommodate virtually all aircraft including wide body jets and large military transports. The airport has two concrete runways with lengths of 8,701 feet and 7,700 feet. Austin Straubel is currently served by four passenger airlines serving five destinations: Chicago, Illinois; Detroit, Michigan; Marquette, Michigan; Milwaukee, Wisconsin; and Minneapolis, Minnesota. The Door County-Green Bay Shuttle provides year-round transportation between Austin-Straubel Airport and Door County.

Contact information is provided in the Resources and Further Information section at the end of this chapter for the four airports listed above. In addition to these four public-use airport facilities, there are also eight privately-owned airstrips or helicopter landing pads in Door County. These facilities, with turf runways ranging from 2,000 to 3,000 feet long, are primarily used by recreational pilots and for medical emergencies.

Table 7.4: Airports, Door County

Airport	Owner	Class*	Runway Length	Aircraft	Services & Amenities
Door County Cherryland	Door County	T/C	4,600' & 3,200' (both asphalt)	weight<60,000 lbs.; wingspan<118'	charter services; aircraft maintenance; flight instruction; scenic air rides; fueling; 60 hangars; 33 paved tie-downs; car rental
Ephraim- Gibraltar	V. Ephraim & T. Gibraltar	BU-A	2,700' asphalt & 2,364' turf	weight<12,500 lbs.; wingspan<49'	16 hangars; 16 paved tie- downs; car rental
Washington Island	T. Washington	BU-A	2,230' & 1,300' (both turf)	weight<6,000 lbs.; wingspan<49'	tie-downs; no fuel service
Austin-Straubel International	Brown County	A C/C	8,701' & 7,700' (both concrete)	all aircraft	served by 4 passenger airlines serving: Chicago, IL; Detroit & Marquette, MI; Milwaukee, WI; and Minneapolis, MN

Source: AirNav.com, 2008.

* T/C = Transport Cargo; BU-A = Basic Utility Airport; A C/C = Air Carrier/Cargo.

WATER TRANSPORTATION

Door County's water transportation system includes the Port of Sturgeon Bay and ferry services. The U.S. Coast Guard oversees multiple facets of water transportation and recreational water usage, including inspections, law enforcement, and safety.

PORT OF STURGEON BAY

The Port of Sturgeon Bay houses Bay Shipbuilding and Palmer Johnson, Inc., two of the major shipbuilding and ship repair facilities on Lake Michigan. Historically, the City of Sturgeon Bay began as a limestone and lumber shipping port, but quickly evolved into a shipbuilding center. Its historic shipbuilders included Peterson Builders Shipbuilding Company and Leathem D. Smith.

Bay Shipbuilding has been building and repairing ships in Sturgeon Bay since 1968. Most notably, they are the leading builder of self-unloading bulk carriers, which are among the largest ships traveling the Great Lakes. The company offers a full-service facility for ship repair, conversion, and new construction of lake carriers, military vessels, and small craft for commercial use. Bay Shipbuilding has 50 acres of property on the Sturgeon Bay ship canal, housing the only graving dock in the Great Lakes capable of serving 1,000-foot lake carriers. The company also has a small graving dock, one floating dock, and docking space for 18 vessels. Bay Shipbuilding also has five crawler cranes with lifting capacity of up to 80 tons and a 200-ton gantry crane.

Palmer Johnson, Inc. is a manufacturer of world-class custom luxury yachts for domestic and international customers. Palmer Johnson, Inc., founded in 1918, got its start building and repairing boats for the Great Lakes commercial fishing fleet. Palmer Johnson, the founder's son, built the firm's first wooden yacht in 1928, the start of its reputation as a builder of small, high-quality yachts. Today, the company specializes in welded aluminum construction and continues its reputation as one of the world's leading builders of luxury high performance yachts.

FERRIES

In Door County, there are three ferry services with set schedules going to Washington Island/Rock Island and several operators within the Town of Gibraltar are on call for trips between Fish Creek and Chambers Island. There is also a ferry in Kewaunee County that connects Manitowoc, Wisconsin with Ludington, Michigan.

Fish Creek to Chambers Island – Several operators are on call year-round, as long as the water is open, to transport people between Fish Creek and Chambers Island.

Island Clipper Passenger Ferry – The Island Clipper is a 65-foot ferry with 149 passenger seats. It carries people between Gills Rock (Town of Liberty Grove) and Washington Island from late-May through mid-October.

Rock Island Ferry – The “Karfi” is a 49 passenger-only ferry that transports people between Jackson Harbor, Washington Island and Rock Island State Park. The ferry operates from mid-May to mid-October.

Washington Island Ferry – This ferry line has a fleet of five vessels which carry people, bicycles, cars, vans, motorcycles, scooters, snowmobiles, and trucks between Northport (Town of Liberty Grove) and Washington Island, year round.

Lake Michigan Car Ferry – The car ferry links Ludington, Michigan with Manitowoc, Wisconsin, from mid-May to mid-October. What would be a 450-mile drive is reduced to a four-hour ferry trip.

UNITED STATES COAST GUARD

The U.S. Coast Guard “Marine Safety Detachment” Station, located at the east end of the Sturgeon Bay Ship Canal, was established in 1886 as part of the U.S. Life Saving Service. There are also seasonal stations on Washington Island and in the City of Green Bay that operate only during the summer months. The Marine Safety Detachment unit, including the seasonal units, is a multi-mission unit responsible for executing the Coast Guard’s Port Safety and Security, Marine Environmental Protection, and Commercial Vessel Safety missions under the Department of

Homeland Security. They perform a variety of tasks each day, ranging from conducting port security patrols, processing vessel arrivals, inspecting U. S. and foreign commercial vessels, and conducting waterfront facility exams for compliance with federal regulations.

The Coast Guard's area of responsibility for marine inspections covers over 300 miles of coastline, extending 35 nautical miles offshore and including all navigable waters of western Lake Michigan (including all of Green Bay) from the city of Kenosha, Wisconsin on the Lake Michigan side, north to Thompson, Michigan (just west of Manistique, Michigan). This area includes 21 facilities that are subject to the Maritime Transportation and Security Act of 2002, including several oil transfer facilities. In an average year, these facilities receive 150 foreign vessel arrivals, 80 of which come from ports in Europe or South America, with the remainder coming from Canadian ports.

All stations conduct search and rescue operations, law enforcement operations, and also provide recreational boating safety education. The Sturgeon Bay station conducts ice rescue operations during the winter. The typical case-load for a station during the summer is between 150 and 200 search and rescue operations and over 200 law enforcement boardings, with the Sturgeon Bay station also conducting 10-20 ice rescue cases during the winter.

BICYCLE AND PEDESTRIAN TRANSPORTATION

Door County municipalities have received various federal grants, administered through WisDOT, for bicycle and pedestrian projects as listed in Table 7.5. The City of Sturgeon Bay and the Village of Sister Bay are the only municipalities to have received grant money for pedestrian-related projects.

Bicycle facilities, as defined by the American Association of State Highway and Transportation Officials, include shared roadways (no signs or markings), signed shared roadways, bicycle lanes, and shared-use paths.

- Shared roadways have no bicycle designations or facilities. In Door County, shared roadways include all local roads, collectors, and minor arterials with low traffic volumes that are safe for bicycle travel.
- Signed shared roadways are designated by bicycle route signs and serve either to provide continuity to other bicycle facilities or to designate preferred routes through high-demand corridors. Signed shared roadways include publicly defined routes and locally defined routes.
 - A publicly defined route is a route defined by a legislative body (county, city, village or town) in a plan formally adopted by the respective local unit of government or county. Door County does not have any publicly defined routes.
 - A locally defined route is a route recommended by a non-public group (Chamber of Commerce, trail group, etc.) or organization. The Door County Bicycle Transportation Capital Improvement Plan, written in 2003 by the Door County Highway Committee and the Door County Chamber of Commerce (now Visitor Bureau), is not an officially adopted plan. It includes recommended back road bicycle routes for traveling from one municipality to another, which are considered locally defined routes. This plan also includes recommended roadway and trail improvements and bicycle route signs.
- Bicycle lanes are established with appropriate pavement markings and signage along streets in corridors where there is significant bicycle demand and where there are distinct needs that can be served by the lanes. The purpose of bicycle lanes is to improve

conditions for bicyclists on the street. The City of Sturgeon Bay has the only bicycle lanes in the county located along the new Maple-Oregon Bridge and along Egg Harbor Road.

- Shared-use paths generally are used to serve corridors involving streets and highways not suitable for bicyclists or where wide utility or former railroad rights-of-way exist, permitting facilities to be constructed away from the influence of parallel streets. The City of Sturgeon Bay and the Village of Sister Bay have the only urban shared-use paths. Other recreational shared-use paths include the Ahnapee State Park Trail, the Sunset Trail in Peninsula State Park, and the Potawatomi Trail in Potawatomi State Park.

More information on bicycle improvement plans can be found later in this chapter where existing transportation planning efforts are inventoried. More information on recreational bicycle trails can be found in Chapter 8, Utilities and Community Facilities.

Table 7.5: WisDOT Funded Bicycle and Pedestrian Projects, Door County

Year	Project Title	Municipality	Program	Federal Cost	Local Cost	Total Cost
1994	Ahnapee Trail	Door County	TE	\$118,640	\$29,660	\$148,300
1994	Tri-County Recreational Corridor Resurfacing	Door County	TE	\$400,000	\$100,000	\$500,000
1998	Ahnapee Trail Extension	C. of Sturgeon Bay	TE	\$45,200	\$11,300	\$56,500
1999	Sister Bay Bike/Pedestrian Path	V. of Sister Bay	STP-D	\$56,800	\$14,200	\$71,000
2000	Bike Path	T. of Gibraltar	TE	\$144,880	\$36,220	\$181,100
2000	Regional Bike Plan	C. of Sturgeon Bay	STP-D	\$36,400	\$9,100	\$45,500
2000	Sturgeon Bay Bridge Bike Path	C. of Sturgeon Bay	TE	\$112,000	\$28,000	\$140,000
2000	Sister Bay Bike Path STH 42	V. of Sister Bay	TE	\$336,800	\$84,200	\$421,000
2004	Ahnapee Trail Bike Path Extension	C. of Sturgeon Bay	TE	\$132,000	\$33,000	\$165,000
2007	Sturgeon Bay School District SRTS Plan	C. of Sturgeon Bay	SRTS	\$60,000	\$0	\$60,000
2009	Sidewalk Addition & Education Program	C. of Sturgeon Bay	SRTS	\$192,363	--	\$192,363

Source: Wisconsin Department of Transportation, 2003 – 2007.

TE=Transportation Enhancements.

STP-D=Surface Transportation Program - Discretionary (state program using federal TE & other federal funding categories).

SRTS=Safe Routes to School (new federal SAFETEA-LU program funded at 100%).

Throughout the county, sidewalks can be found in the City of Sturgeon Bay, the four villages, and in unincorporated Fish Creek (Town of Gibraltar) and “downtown” Baileys Harbor. These sidewalks accommodate pedestrians as well as electric personal assistive mobility devices. The City of Sturgeon Bay has taken on several projects in recent years to improve pedestrian mobility and access on Third Avenue and along Egg Harbor Road. In 2008, the City of Sturgeon Bay was awarded a \$192,000 sidewalk improvement and education grant through the Safe Routes to School (SRTS) program. The SRTS is a state program that encourages children in grades kindergarten – 8th to walk and bike to school by creating safer walking and biking routes. These programs are funded through the revised federal transportation act – SAFETEA-LU – signed into law in 2005. This legislation provides funding to state departments of transportation to create and administer SRTS programs with the goals of improving walking and biking travel options, promoting healthier lifestyles in children at an early age, and decreasing auto-related emissions near schools. More information on SRTS can be found at <http://www.dot.state.wi.us/localgov/aid/saferoutes.htm>.

TRANSPORTATION SERVICE PROVIDERS

Door County has a variety of for-profit and non-profit transportation service providers that offer a range of services, service areas, types of vehicles, hours of operation, and fees. (See Table 7.6.) The Door County Department of Social Services provides transportation services for their clients with medical needs, using volunteer drivers or reimbursing individuals for their expenses using medical assistance funds. They also administer transportation for any person aged 55 and over and for people with nutritional needs through its Senior Resource Center. In addition, Social Services contracts with the Lakeland Chapter of the American Red Cross for transportation services for Door County residents 60 years of age or older and any individual with a disability for medically-related trips. The majority of the costs associated with all of the above services are covered by a state grant under section 85.21 of the Wisconsin Statutes (Specialized Transportation for the Elderly and Disabled), county funds, and passenger fares.

Table 7.6: Transportation Service Providers, Door County

Category/Organization	Service Area	Vehicles	Wheelchair Equipped	# of Trips per Year	# of Clients
General Population					
Avis Car Rental	Anywhere	Various	No	Not Available	Not Available
Babler Bus Service, Inc. (Greyhound type)	Wisconsin & beyond, as requested	2 full size coaches - 55 passengers each	No	Varies	Varies
Door County Green Bay Shuttle	Door County, daily trips to Green Bay, occasional trips to Chicago, Milwaukee, and Appleton	2 minivans; 1 car; 1 bus; 1 aerobus	Not w/c equipped, driver can pivot transfer clients	Volume decreases in winter months	Standing clients for shuttle service, varies
Door County Trolley	Door County	6 trolleys - 25 passengers each	No	Varies	Varies
Service Taxi Cab Co.	Up to 100 miles	3 vans	No	Varies	Varies
Washington Island Ferry	Washington Island to/from Northport Pier	5 vessels	No	Approx. 225,000	Approx. 225,000/yr
Washington Island Shuttle	Washington Island	15 passenger van	Not Available	Not Available	Not Available
Young Automotive (vehicle rentals)	Anywhere	Rental cars/vans		Not Available	Not Available
Seniors/Disabled					
American Red Cross - Lakeland Chapter	Door & Brown Counties; Veterans to clinics in Milwaukee, Appleton, Cleveland & Green Bay	2 vans, 4 cars	Yes - 2	Varies, averages about 6,700	Average of 435
Door County Department of Social Services	Medicaid mileage reimbursement to medical appts.; volunteer drivers for DSS clients only; funds to buy/repair; gas vouchers	None	Not Available	Varies	100+
Door County Senior Resource Center	Door County	1 minibus	Yes - 1	10,320	140 clients
Dorchester Health Care	Residents only	1 minivan; 1 mini bus	Yes - 2	480 per year	120 clients
Scandia Village	Residents only	1 minibus; 1 van; 1 minivan; and 2 sedans	Yes - 2	750 per year	175 clients
Sunshine House	Door County south up to border of Egg Harbor	7 buses	Yes - all	19,800	Varies
Washington Island Community Van	Throughout island year-round & to Sturgeon Bay 3 times/mo. during April - December	1 van	No	Not Available	Not Available
Whispering Heights, Pines & Winds	Residents only	10 passenger van	Yes; full lift	Not Available	Not Available

Continued on next page.

Table 7.6: Transportation Service Providers, Door County (continued)

Organization	Service Area	Vehicles	Wheelchair Equipped	# of Trips per Year	# of Clients
Medical Transport					
Medi-Vans	State of Wisconsin; as needed (primarily for scheduled medical appointments)	28 vans	Yes	20 rides/yr in Door County	Approx. 20
NEW Transportation	State of Wisconsin; as needed (primarily for scheduled medical appointments)	6 vans; 4 are 7 ambulatory & 2 w/c 2 are	Yes	Varies	Varies
Para Tran	Northeast Wisconsin (critical care, between hospitals, non-emergency. To DCMH, by stretcher)	3 ambulances	No	600+	Varies
Medical Transport	Door County (critical care, between hospitals, non-emergency. To DCMH, by stretcher)	Not Available	Not Available	Not Available	Not Available
Schools					
Gibraltar Public School	Students only	10 buses	Yes - 1	3,726	~700/day
Headstart	Students only	1 bus	No	Not Available	Not Available
Sevastopol Public Schools	School district & events as needed	15 buses	Yes	108,000/avg	300+/day
Southern Door Public Schools	School district & events as needed (also provides transportation for parochial schools in the city)	24 buses; 2 suburbans	No	324,000	900+/day
Sturgeon Bay Public Schools	School district & events as needed (also provides transportation for parochial schools in the city)	17 buses	Yes - 3	288,000	800/avg. per day
Washington Island Public School	Students only	Not Available	Not Available	Not Available	Not Available

Source: Door County Transportation Consortium, 2008. Contact information for the service providers listed in this table can be obtained by contacting the Door County Transportation Consortium/Door-Tran, listed in the Resources and Further Information section at the end of this chapter.

INVENTORY OF TRANSPORTATION PLANNING

This section presents information on transportation planning activities in Door County and on existing state, regional, county, and local transportation-related plans that may be relevant to Door County.

WISCONSIN DEPARTMENT OF TRANSPORTATION MULTIMODAL TRANSPORTATION PLAN

The WisDOT is currently in the process of finalizing a draft plan titled “Connections 2030 – Wisconsin’s Long-Range Multimodal Transportation Plan.” This plan addresses all forms of transportation over a 20-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian and transit. The overall goal of the plan is to create an “integrated multimodal transportation system that maximizes the safe and efficient movement of people and products throughout the state, enhancing economic productivity and the quality of Wisconsin’s communities while minimizing impacts to the natural environment.”

The plan outlines specific projects for the Door Peninsula Corridor that runs from Green Bay to Sturgeon Bay, with additional projects planned for northern Door County. The projects listed in this plan for Door County that have not yet been completed are as follows:

Short-Term (2008 – 2013)

- Prepare corridor plan from STH 42/57 south junction to the mid-junction (see below).
- Rehabilitate Michigan Street Bridge (see below).
- Develop southwest Canal Harbor for the Port of Sturgeon Bay.

Mid-Term (2014 – 2019)

- Support runway extension at the Door County Cherryland Airport in Sturgeon Bay if supported by environmental document (see below).
- Bicycle/Pedestrian - provide urban and rural accommodation along State Hwy 42 from Michigan Street to State Hwy 57 (see below).

Long-Term (2020 – 2030)

- Implement results of corridor study which may include adding lanes from the Bayview Bridge north to the mid-junction, if supported by environmental document.
- Construct new interchange at Stone Rd. (Town of Nasewaupee) and CTH C, if supported by environmental document.
- Support new intercity/feeder bus service between proposed Green Bay passenger rail station and Sturgeon Bay (see below).

Entire Planning Period

- Construct candidate passing lanes from Sturgeon Bay to Egg Harbor if supported by environmental document.

STATE HIGHWAYS

WisDOT is currently analyzing the traffic and safety issues of STH 42/57 from the south-junction (where the two highways come together south of Sturgeon Bay at County MM) to the mid-junction (where they split north of Sturgeon Bay). The purpose of this study is to determine the deficiencies of the existing system and to develop alternatives to address needs. The project study area includes 28 intersections along STH 42/57. Improvement alternatives will be evaluated

and a final recommendation made for design and implementation. WisDOT has completed all traffic counts and are currently focused on compiling data and developing a traffic forecast for the project. Technical memorandums regarding traffic forecasting, deficiency analysis, and alternatives analysis are tentatively scheduled for winter of 2009, spring of 2009, and summer of 2009, respectively. The final project report is expected in the fall of 2009.

COUNTY HIGHWAY PLAN

The Door County Highway Department has a five-year plan that proposes roadwork schedules for county highways from 2008 through 2012 for activities such as paving projects, routine maintenance, and seal-coating. The plan is available by contacting the Door County Highway Department; contact information is listed in the Resources and Further Information section at the end of this chapter.

BRIDGES

In conjunction with the STH 42/57 study described above, a fourth movable bridge is being considered by WisDOT and would be a twin to the existing Bayview Bridge. If built, the bridge would operate simultaneously with the Bayview Bridge.

WisDOT is also studying potential cost reductions and greater efficiency in operating all the existing and potential movable bridges through remote operation. A feasibility study conducted by WisDOT in 2007 estimated the cost for the necessary bridge electrical and control upgrades, remote control conversion, and fiber optic installation at \$2 million. The study's cost analysis showed that capital costs could be recovered in four years through savings in operating cost. WisDOT is currently working on the design for remote control connection of the Michigan Street Bridge and the Maple-Oregon Bridge. See WisDOT in the Resources and Further Information section for more information on the feasibility study.

RAILROAD AND BUS SERVICE

The Midwest Regional Rail Initiative (MWRRI) is an ongoing effort to develop an improved and expanded passenger rail system in the Midwest. The WisDOT serves on the MWRRI Steering committee, along with eight other Midwest states and Amtrak. The current proposal includes expanded Amtrak service to Green Bay, Wisconsin, with dedicated feeder bus service to Sturgeon Bay. Proposed dates have not been published yet, though MWRRI reports indicate that the Green Bay route would be toward the very end of a ten-year project timeline. MWRRI documents and other information pertaining to rail travel can be found on the WisDOT Web site listed in the Resources and Further Information section listed at the end of this chapter.

Intercity bus routes tend to serve only the largest urban centers and those smaller urban areas that happen to be adjacent to a route that connects two larger cities. Door County does not currently have any bus routes, but the Door County Transportation Consortium, described later this chapter, is exploring a fixed bus route system within the City of Sturgeon Bay. The closest intercity bus to Door County is located in the City of Green Bay. As mentioned above, there is also the potential for a feeder bus route from Green Bay to Sturgeon Bay if the Milwaukee – Green Bay Amtrak rail line is built.

AIRPORTS

The airport development process involves teamwork between the Federal Aviation Administration (FAA), the WisDOT Bureau of Aeronautics (Bureau), and the airport owner. The WisDOT's Airport Improvement Program combines federal, state, and local resources to help fund improvements to over 100 public-use airports throughout the state primarily owned by counties, cities, towns, and villages. Improvements can include runway construction and reconstruction, land acquisition, navigational aids, and lighting.

The Five-Year Airport Improvement Program is the Bureau's tool for scheduling individual airport projects that are eligible for federal and state assistance. The first two years of the program's five-year schedule primarily includes only projects that have been formally petitioned by the airport owner. Many of the projects in the last three years of the program are tentative. The program is dynamic in that it changes due to fluctuating funding levels at federal, state, and local levels of government. Even though a work item may be eligible for funding, it does not guarantee funding, or funding on the airport's stated schedule.

The Five-Year Airport Improvement Program includes projects for the Cherryland, Ephraim-Fish Creek, and Washington Island airports. The plan can be found at <http://www.dot.wisconsin.gov/projects/state/docs/air-5yr-plan.pdf>.

Every two years in June, Door County Cherryland Airport submits to the state via county resolution a Statement of Project Intentions. The last statement was submitted in June, 2008 and in November, 2008 Governor Doyle gave the final approval for nearly one-half million dollars to fund planning activities for several projects at the airport. Those projects include land acquisition, upgrades to the fueling system, strengthening pavements to accommodate heavier aircraft, and a new terminal building. Planning activities will begin immediately and be ongoing over the next several years.

BICYCLE AND PEDESTRIAN

WISCONSIN DEPARTMENT OF TRANSPORTATION AHNAPEE TRAIL – UTAH to MICHIGAN

WisDOT originally planned to extend the Ahnapee Trail from where it currently ends at Utah Street (just north of the Bayview Bridge) north to Michigan Street. The project is currently on hold as WisDOT conducts a safety analysis of the Sturgeon Bay bypass area. This report should be completed by late fall or early winter of 2009. The outcome of the analysis may affect the originally planned location of the Ahnapee Trail for this expansion area.

WISCONSIN DEPARTMENT OF NATURAL RESOURCES STATE RECREATIONAL TRAILS NETWORK PLAN

The DNR State Recreational Trails Network Plan identifies a series of potential trail corridors across Wisconsin that would link existing trails, public lands, natural features, and communities. It describes a vision of a statewide network of interconnected trails into which smaller state, partnership, county, municipal, and private trails feed. This plan includes discussion of what is referred to as "segment one," a proposal initiated by the Door County Chamber of Commerce (now the Visitor Bureau) to extend the Ahnapee State Trail off-road from Sturgeon Bay north to the tip of the county in order to offer a safe, scenic travel alternative to busy roads.

BICYCLE TRANSPORTATION FACILITY PLAN FOR THE BAY-LAKE REGION

A primary function of this Bay-Lake Regional Planning Commission (BLRPC) planning effort finalized in 2002 was to provide a level of detail for bicycle facility planning beyond the DNR plan (above), and to bridge the DNR plan and municipal plans.

The BLRPC plan for Door County includes utilization and improvements to the state and county trunk highway system in order to connect the incorporated communities and other major recreational destination points within the county to one another, to the City of Sturgeon Bay, and to adjoining county systems in Brown and Kewaunee Counties. Specifically, the plan recommends five-foot shoulder roadway improvements along the entire length of STH 57; portions of STH 42; and portions of CTHs A, F, C, S, U, and DK. The total length proposed is 289.5 miles at an estimated cost of \$9.5 million.

The bicycle plan includes maps depicting the existing bicycle facilities, county destination points, and preliminary recommended bicycle facilities for Door County. The plan can be found at http://www.baylakerpc.org/Documents/Region/Regional_Bike_Plan.pdf.

DOOR COUNTY BICYCLE CAPITAL IMPROVEMENT PLAN

The Door County Bicycle Transportation Capital Improvement Plan was last revised in 2003 by the Door County Highway Committee and the Chamber of Commerce (now Visitor Bureau) Trails Committee with input from WisDOT. This plan provides recommended back-road bicycle routes between communities and recommended roadway, bike trail, and bicycle route signage improvements. The Door County Silent Sports Alliance (DCSSA), a non-profit group that promotes and enhances participation in silent sports – including biking – in Door County, is currently working toward updating this plan with assistance from the Bicycle Federation of Wisconsin, a statewide non-profit.

DOOR COUNTY TRANSPORTATION CONSORTIUM/DOOR-TRAN

The Door County Transportation Consortium (DCTC) started in 2006 in response to needs assessment surveys conducted by United Way in 1998 and 2005 which indicated affordable transportation was among the most significant needs for Door County residents. DCTC, which is comprised of representatives from non-profits, for-profits, and government agencies involved in providing transportation services and/or analyzing transportation needs, determined that there are enough vehicles and drivers available in Door County to meet most residents' transportation needs, but a lack of coordination of those services presented a missed opportunity to address many of those needs.

In October 2007 DCTC launched Door-Tran, a transportation information and referral call center/clearinghouse. Door-Tran is operated by a Mobility Manager and received over 200 calls in its first year (note that not all calls were requests for rides). The Mobility Manager refers callers to providers who may be able to meet their needs based on affordability, availability, and accessibility. Door-Tran tracks all its calls, classifying the types of calls into short-term and long-term needs. Short-term needs are either one-time requests, inconsistent trips, or transportation needs of less than eight weeks in duration. For example a person requesting a ride to Green Bay to take a nursing assistant exam is a short-term need. If a ride is found for that person, then the short-term need has been met. Long-term needs are identified by those spanning a duration of eight weeks or more. For example, a request for rides to the hospital for radiation treatments is considered short-term for the first two months, and then tracked as long-term if lasting longer than two months. In Door-Tran's first year, there were 189 short-term requests of which 90 (48%) were met and 97 (52%) were un-met. There were also 187 long-term requests of which 55 (29%) were met and 132 (71%) were un-met.

Door-Tran also recently started a car-pooling matching service and is working on securing funding to begin a voucher system that will allow any resident of Door County to purchase transportation vouchers at half-cost for services from approved providers.

RESOURCES AND FURTHER INFORMATION

LOCAL AGENCIES

Door County Department of Social Services (<http://www.co.door.wi.gov/>)

Email: dcdss@co.door.wi.us

421 Nebraska Street

Sturgeon Bay, WI 54235

Phone: (920) 746-2300

Trained volunteer drivers provide transportation to medical appointments for individuals who have Medicaid (MA). Individuals can also request reimbursement for transportation to MA-covered medical appointments provided by family or friends. Certain conditions apply and rides must be preauthorized in order to receive reimbursement. Social Services also manages the Senior Resource Center.

- **Senior Resource Center** (<http://www.co.door.wi.gov/>)

832 North 14th Avenue

Sturgeon Bay, WI 54235

Phone: (920) 746-2542

The Senior Resource Center operates a bus for Senior Center meals as well as for shopping, appointments, and recreation. The bus operates within the City of Sturgeon Bay on weekdays and also travels to Northern Door and Southern Door one day per week, with minimal cost per trip. Anyone age 55 or older is eligible to ride.

Door County Highway Department (<http://www.co.door.wi.gov/>)

1001 South Duluth Avenue

Sturgeon Bay, WI 54235-3812

Phone: (920) 746-2500

The Highway Department performs all the maintenance and construction work on the County Trunk Highway system. It also provides for the general maintenance of state highways under contract with the state and provides maintenance and construction work on local roads and streets under agreements with the various local municipalities.

Door County Planning Department (<http://map.co.door.wi.us/planning/>)

421 Nebraska Street

Sturgeon Bay, WI 54235

Phone: (920) 746-2323

The Door County Planning Department is responsible for administering the Uniform Addressing Ordinance and Manual.

Door County Silent Sports Alliance (DCSSA) (<http://www.doorcountysilentsports.org>)

Email: dcsilentsports@gmail.com

Phone: (920) 868-1852

DCSSA's mission is to promote and enhance participation in the silent sports in Door County, including running, bicycling, cross-country skiing, snowshoeing, hiking, and paddling (canoeing and kayaking).

Door County Transportation Consortium/Door-Tran (<http://www.door-tran.com/>)

Email: info@door-tran.com

Phone: (920) 743-9999 or (877) 330-6333

Door-Tran provides information related to transportation needs and referrals to non-profit and for-profit providers.

Airports

- Austin-Straubel International Airport
2077 Airport Drive
Green Bay, WI 54313-5596
Phone: (920) 498-4800
- Door County Cherryland
3418 Park Drive
Sturgeon Bay, WI 54235
Phone: (920) 743-3636
- Ephraim-Gibraltar Airport
9667 Maple Grove Road
Ephraim, WI 54211
Phone: (920) 854-9711
- Town of Washington
P.O. Box 220
Washington Island, WI 54246
Phone: (920) 847-2522

Ferries

- Island Clipper (<http://www.islandclipper>)
Voight's Marine Service, Ltd.
12731 Highway 42
Gills Rock, WI 54210
Phone: (920) 854-2972
- Washington Island Ferry Line (www.wisferry.com)
264 Lobdell Point Road
Washington Island, WI 54246
Phone: (800) 223-2094 or (920) 847-2546
- Rock Island Ferry Line (www.wisferry.com)
Jackson Harbor State Park Dock
Phone: (920) 847-3322 or (920) 535-0122
- Lake Michigan Car Ferry (<http://www.ssbadger.com/newhome.asp>)
Email: info@ssbadger.com
PO Box 708
701 Maritime Drive
Ludington, MI 49431
Phone: (800) 841-4243 for reservations, information, and ticketing
(231) 843-1509 for the corporate office

STATE AND REGIONAL AGENCIES

Bay-Lake Regional Planning Commission (www.baylakerpc.org)

441 South Jackson Street
Green Bay, WI 54301
Phone: (920) 448-2820

Since the mid-1970s, the Bay-Lake RPC has provided regional transportation planning services to its members, including:

- Bicycle facility plans
http://www.baylakerpc.org/Documents/Region/Regional_Bike_Plan.pdf
- Elderly and disabled transportation plans
- Highway corridor plans
- Pavement management plans
- Transit plans
- Transportation plans
- Harbor impact studies
- Transportation grant writing-TEA grants & Harbor Assistance Program
- Shared ride taxi program grant assistance and administration
- Transportation data
- Technical assistance to local communities

Bicycle Federation of Wisconsin (<http://www.bfw.org/>)

1845 North Farwell Avenue, Suite 100

Milwaukee, WI 53202

Phone: (414) 271-9685

The Bicycle Federation of Wisconsin is a statewide, non-profit, bicycle advocacy organization working towards making Wisconsin a better place to bicycle through advocacy, coordination, and education.

Wisconsin Department of Natural Resources (<http://www.dnr.state.wi.us/>)

101 South Webster Street

P.O. Box 7921

Madison WI 53707-7921

Phone: (608) 266-2621

The Wisconsin State Trails Network Plan, completed in 2001 and approved by the Natural Resources Board, provides a long-term, big-picture vision for establishing a comprehensive trail network for the state.

- State Recreational Trails Network Plan: <http://dnr.wi.gov/org/land/parks/reports/trails/>

Wisconsin Department of Transportation (WisDOT) (<http://www.dot.wisconsin.gov>)

Northeast Region Office

Email: greenbay.dtd@dot.state.wi.us

944 Vanderperren Way

Green Bay, WI 54304-5344

Phone: (920) 492-5643 or (800) 233-5022

The WisDOT, officially established in 1967, is responsible for planning, building, and maintaining Wisconsin's network of state highways and Interstate highway system. WisDOT also plans, promotes, and financially supports statewide air, rail, and water transportation, as well as bicycle and pedestrian facilities.

- Connections 2030 (long-range multi-modal transportation plan):
<http://www.dot.wisconsin.gov/projects/state/connections2030.htm>
- Wisconsin State Highway Plan 2020:
<http://www.dot.state.wi.us/projects/state/hwy2020.htm>
- Crash facts: <http://www.dot.wisconsin.gov/safety/motorist/crashfacts/>
- Current projects in the Northeast Transportation Region:
<http://www.dot.wisconsin.gov/projects/ne.htm>

Feasibility Study for Remote Control of Moveable Bridges in Sturgeon Bay:
<http://www.dot.wisconsin.gov/projects/liftbridges/docs/feasibility-complete.pdf>

- Park and Ride Lots: <http://www.dot.wisconsin.gov/travel/parkride/index.htm>
- Rail projects, plans, and studies (including Midwest Regional Rail documents)
<http://www.dot.wisconsin.gov/projects/rail.htm>
- WisDOT Bicycle Transportation Plan 2020:
<http://www.dot.wisconsin.gov/projects/state/bike2020.htm>
- Wisconsin Pedestrian Policy Plan 2020:
<http://www.dot.wisconsin.gov/projects/state/docs/ped2020-plan.pdf>

Wisconsin Department of Transportation - Division of Transportation Investment Management Bureau of Aeronautics

P.O. Box 7914

Madison, WI 53707-7914

Phone: (608) 266-3351

The Aeronautics Bureau provides aviation and safety education and training for pilots, mechanics and schools; regulates tall towers; acquires surplus property for public airport use; administers all state and federal aid for airport improvements; and provides technical assistance to airport operations.

- Wisconsin State Airport System Plan 2020 & Airport Five-Year Improvement Plan:
<http://www.dot.wisconsin.gov/projects/state.htm>

FEDERAL AGENCIES

U.S. Coast Guard - Marine Safety Detachment Sturgeon Bay

(<http://www.uscg.mil/d9/sectLakeMichigan/MSDSturgeonBay.asp>)

2501 Canal Road

Sturgeon Bay, WI 54235

Phone: (920) 743-2646

The U.S. Coast Guard-Marine Safety Detachment Sturgeon Bay is a multi-mission unit responsible for executing the Coast Guard's Port Safety and Security, Marine Environmental Protection, and Commercial Vessel Safety missions under the Department of Homeland Security.

U.S. Department of Transportation - Federal Aviation Administration (FAA)

(<http://www.faa.gov/>)

Federal Aviation Administration

800 Independence Avenue, SW

Washington, DC 20591

Phone: (866) 835-5322

The FAA is primarily responsible for the advancement, safety, and regulation of civil aviation, as well as overseeing the development of the air traffic control system and commercial space travel.

WISCONSIN DEPARTMENT OF TRANSPORTATION FUNDING AND TECHNICAL ASSISTANCE PROGRAMS

The following WisDOT programs assist local governments with highway and bridge projects, public and specialized transportation, and bicycle and pedestrian facilities.

GENERAL TRANSPORTATION

Transportation Economic Assistance (TEA Grant) Program - This program provides a 50 percent state grant to governing bodies, private businesses, and consortiums for road, rail, harbor, and airport projects necessary to help attract employers to Wisconsin, or to encourage business and industry to remain and expand in Wisconsin.

HIGHWAYS AND BRIDGES

- **Connecting Highway Aids** - Assists municipalities with costs associated with increased traffic and maintenance on roads that connect segments of the State Trunk Highway System.
- **Flood Damage Aids** - Assists local governments with improving or replacing roads and roadway structures that have sustained major damage from flooding.
- **General Transportation Aids (GTA)** - The largest program in WisDOT's budget, GTA returns to local governments roughly 30% of all state-collected transportation revenues (fuel taxes and vehicle registration fees), helping offset the cost of county and municipal road construction, maintenance, traffic, and other transportation-related costs.
- **Local Bridge Improvement Assistance** - Allocates federal and state funds to help local governments rehabilitate and replace the most seriously deficient existing federal-aid-eligible local structures on Wisconsin's local highway systems.
- **Local Roads Improvement Program (LRIP)** - Assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. The program has three basic components: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP). Three additional discretionary programs (CHIP-D, TRIP-D, and MSIP-D) allow municipalities to apply for additional funds for high-cost road projects.
- **Statewide Transportation Improvement Program (STIP)** - Produces a four-year plan of highway and transit projects for the state of Wisconsin. Revised every year, the plan is a compilation of all highway (state or local) and transit (capital or operating) projects in urban and rural areas that propose to use federal funds.
- **Surface Transportation Program - Rural (STP-R)** - Allocates federal funds to complete a variety of improvements to federal-aid-eligible rural highways (primarily county highways).
- **Surface Transportation Program - Urban (STP-U)** - Allocates federal funds to complete a variety of improvements to federal-aid-eligible roads, streets and other projects in urban areas.
- **Traffic Signing and Marking Enhancement Grants Program (TSMEGP)** - Provides funds to local units of government for the installation of traffic signing & marking enhancements, with the intent of improving visibility for elderly drivers and pedestrians.

PUBLIC AND SPECIALIZED TRANSPORTATION

The following programs can assist local governments and transit systems with operating and/or capital expenses to support public transportation services such as buses, vans, and shared-ride taxi systems.

- **County Elderly and Disabled Transportation Assistance (also known as the 85.21 grant application)** - Provides counties with financial assistance to provide transportation services to elderly persons and persons with disabilities.
- **Elderly and Disabled Capital Assistance** - Utilizes federal and state funds to provide capital funding for specialized transit vehicles used to serve the elderly and persons with disabilities. Eligible applicants include private, non-profit, and local public organizations and groups.
- **Federal Discretionary Capital Assistance** - A federally-funded discretionary capital grant program available to assist transit systems with capital project costs. Eligible applicants include states, local public bodies, or federally-recognized Native American tribal governing bodies.
- **New Freedom** - Utilizes federal funds for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act (ADA) of 1990, and new public transportation alternatives beyond those required by the ADA.
- **Toolkit: 2008 Coordination Plans (Updated June 12, 2008)** - The toolkit presents the federal and state reporting requirements for project funding and provides the resources to assist counties, multi-county, and regional areas in developing coordination plans. WisDOT encourages a champion in each area to coordinate the planning effort and implement the plan.
- **Rural and Small Urban Area Public Transportation Assistance** - Allocates federal funds to local public bodies or Native American tribes. The funds are to support capital and operating expenses for public transportation services that operate or are designed to operate in non-urbanized areas (population between 2,500 and 50,000).
- **Rural Transit Assistance Program (RTAP)** - Allocates federal funds to further the development of skills and abilities for persons involved in providing transit services to rural and small urban areas.
- **State Urban Mass Transit Operating Assistance** - Assists transit systems with operating costs. Eligible applicants include municipalities with populations greater than 2,500 including counties, municipalities and towns – along with transit or transportation commissions or authorities. Eligible public transportation services include bus, shared-ride taxicab, rail or other conveyance either publicly or privately owned.
- **Supplemental Transportation Rural Assistance Program (STRAP)** - A federally-funded program that provides operating and planning funds for public transit projects in non-urbanized areas. Eligible applicants include local public bodies or federally-recognized Native American tribal governing bodies.
- **Transportation Demand Management Programs (TDM)** - Policies and programs designed to reduce the number of single occupant vehicle (SOV) trips in a region, especially during peak travel periods. There are two TDM-related grant programs, the TDM Grant Program and the Wisconsin Employment Transportation Assistance Program (WETAP):
 - **TDM Grant Program** - The TDM Grant program provides funding to implement projects that encourage innovative solutions and alternatives to reducing SOV trips. WisDOT accepts applications annually. Eligible applicants may include local governments, chambers of commerce, and others as defined by the program. The required local match is 20 percent of the project costs.

- **WETAP** - An effort to connect low-income workers with jobs through enhanced local transportation services, WETAP integrates local, state and federal funding into a single program and award process administered jointly by WisDOT and the state Department of Workforce Development.

BICYCLE AND PEDESTRIAN

- **Congestion Mitigation and Air Quality (CMAQ) Program** - CMAQ was created in 1993 to encourage transportation alternatives that improve air quality. It includes efforts to enhance public transit, construct bicycle and pedestrian facilities, improve traffic flow and promote vehicle and fuel technologies that decrease emissions.
- **Statewide Multi-modal Improvement Program (SMIP)**
 - **Local Transportation Enhancement (TE)** - The TE program promotes projects that “enhance” the surface transportation system. There are 12 federally-eligible categories, with bicycle and pedestrian categories typically making up almost two-thirds of Wisconsin projects awarded.
 - **Surface Transportation Program Discretionary (STP-D) programs/ Bicycle and Pedestrian Facilities Program (BPFP)** - The STP-D program funded projects such as bicycle and pedestrian facilities that foster alternatives to single-occupancy vehicle travel. Up until 1995, there was also a small Bicycle and Pedestrian Facilities Program (BPFP) that was primarily used to fund bicycle planning related activities. Funding for the STP-D program was eliminated in the 2003-05 and 2005-07 state biennial budgets. Funding for the STP-D program was revived for the second year of the 2007-09 state biennial budget, then converted to a revived and modified version of BPFP.
- **Safe Routes to School (SRTS) Program** - The most recent federal transportation act, SAFETEA-LU, added this new bicycle and pedestrian program to promote safe routes to school. Projects must be within two miles of a kindergarten to 8th Grade school. Unlike most federal programs above, SRTS are 100% federally funded.