II. Transportation Profile

1. Highways

The county is primarily served by State Highways 42 and 57. Highway 57 enters the county north of Green Bay and Highway 42 enters the county north of Algoma. The two converge south of Sturgeon Bay and then split north of the city. Highway 57 runs along the east side of the Peninsula and Highway 42 runs along the west side. The two converge again in Sister Bay, where 57 ends and 42 continues to run north to Gills Rock. (See appendix x for a breakdown of mileage by municipality.)

Wisconsin Department of Transportation (WisDOT) Six-year Improvement Plan:

WisDOT has begun work on a $72.5 million expansion project of Wis 57 to a four-lane divided highway. The finished highway will allow for uninterrupted travel from Green Bay to Sturgeon Bay. The project begins one mile north of the intersection of Wis 54 and Wis 57 in Brown County and extends to the intersections of Wis 57 and Wis 42 south of Sturgeon Bay in Door County. Work began in 2004 and is scheduled to be completed in 2008.

Park and Ride Lots:

1) WisDOT is designing a park and ride lot near Brussels, approximately at the CTH D and CTH C intersection, scheduled for 2008. It will accommodate approximately 30 cars.
2) A park and ride lot will be constructed in the fall of 2006 near Dyckesville (WIS 57 and CTH P interchange) in Brown County.

Longer-term Issues:

1) Possible four-lane expansion of WIS 42/57 to the Mid-Junction (Bayview Bridge to north of Sturgeon Bay where 42/57 split)
2) Possible realignment of WIS 42 to WIS 57 south of the City of Sturgeon Bay. Stone Road has been identified as an option but no studies have been conducted.
2. Functional Classification System

There are approximately 1,279.49 miles of public roads in Door County. (See appendix x for map and mileage by municipality.)

<table>
<thead>
<tr>
<th>Miles of Road by Jurisdiction</th>
<th>Length</th>
<th>~ % of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Highway</td>
<td>101.74</td>
<td>8%</td>
</tr>
<tr>
<td>County Miles</td>
<td>279.67</td>
<td>22%</td>
</tr>
<tr>
<td>Municipal Miles</td>
<td>866.85</td>
<td>68%</td>
</tr>
<tr>
<td>State Park Miles</td>
<td>31.23</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,279.49</td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

Source: State of Wisconsin, Department of Transportation, Wisconsin Information System for Local Roads, May 11, 2005

3. Transportation systems for persons with disabilities

County transportation services for the elderly and disabled persons are provided through programs administered by the Door County Senior Resource Center. Transportation is provided by a county owned fourteen-passenger mini bus and volunteer drivers to any person 55 years of age or older. Door-to-door service is provided in the Sturgeon Bay area on Monday, Wednesday and Friday from 8:15 am to 4:15 pm. The service is available to residents of Northern Door on Tuesdays and to residents of Southern Door on Thursdays from 9:00 am to 3:30 pm. Fixed routes and some door-to-door service are offered in both Northern and Southern Door. The door-to-door service can be requested by calling the Senior Resource Center at 746-2542, with a preferred 24 hour notice.

The county 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. Trips are made on Mondays, Wednesdays and Fridays from 8:00 am to 5:00 pm. Transportation to Green Bay is provided on Tuesdays and Thursdays from 7:00 am to 6:00 pm. A 24 – 48 hour notice must be given for all appointments. A round-trip with the City is $3.00 and anywhere else in the county is $5.00. A round-trip to Green Bay is $15.00 per person.

The Door County Department of Social Services also provides transportation services to their clients for medical needs using volunteer drivers or reimbursing individuals for their expenses using medical assistance funds.

The majority of the costs associated with these services are provided through a state grant under section 85.21 of the Wisconsin statutes (Specialized Transportation for the Elderly and Disabled), county funds and passenger fares. Co-payments of $1.00 per one-way ride apply to requested trips in Sturgeon Bay and a co-payment of $4.00 per trip apply to Northern and Southern Door trips.

The Sunshine House, a shelter workshop for developmentally disabled in Sturgeon Bay has a fleet of wheelchair equipped mini-buses which are used to provide transportation services to their clients throughout the county.
Other medical transportation services are provided by for-profit businesses and include ParaTran and Northeast Wisconsin Transportation Service Inc.

4. Employee Transportation

The Door County Job Center/Women’s Employment Project now offers a Transportation Options program. Its goal is to get Door County residents to work with reliable and dependable transportation. The program can assist with gas or taxi vouchers, drivers education, car repairs, and car loans. Eligibility criteria includes household income guidelines, driving record check, citizenship, employment, and must be 18 years of age.

5. Bicycles

The Door County Bicycle Transportation Capital Improvement Plan was authored by the Door County Chamber of Commerce Trails Committee and approved by the Door County Highway Committee in December 2002. The plan’s recommendations are incorporated into the comprehensive plan’s bicycling goals/actions.

WIS DOT is considering five foot paved shoulders of existing WIS 57 from the south county line to CTH C as part of the WIS 57 jurisdictional transfer. Five foot-paved shoulders on existing WIS 57 are planned in Kewaunee and portions have been constructed in Brown County with a trail connection to be constructed in Bay Shore County Park in fall of 2006.

Future extension plans for the Ahnapee State Trail from the Bayview Bridge to Michigan Street would provide safer access for bicyclists and walkers to the YMCA and the backroads east of the highway. Maintenance issues over the Utah to Cty U portion of the trail need to be resolved before these plans will move forward.

6. Air Transportation

Door County Cherryland Airport is owned and maintained by the County of Door. The Airport is situated on a 402-acre parcel located one mile west of the city of Sturgeon Bay along Park Road and County Highway “C”. Orion Flight Services is the Fixed Base Operator and offers aircraft charter services. There is no scheduled passenger service and none likely in the future due to security requirements put in place since 9-11.

Cherryland is classified as a Transport/Corporate (T/C) airport, which are intended to serve 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 to 6,800 feet.

Constraints affecting the Cherryland Airport are runway length and limited facility space. The current runway length is 4’600 feet and prevents larger jets from landing there. Airport personnel recommend a minimum of 6’000 feet and ideally would like 7,000 feet. According to personnel, many business travelers and charter companies need a longer
runway, available at the Austin-Straubel Airport in Green Bay where the runway length is 8,000 feet. The airport is also constrained by facility space, currently operating within 550 square feet. The facility does not have a conference room for flight planning or 24-hour accessibility to bathrooms and fuel.

Airports are generally subsidized and Cherryland is no exception. The benefits of an airport are indirect and often benefit local industry. Any future expansion is likely to be instigated by local business. A feasibility study was conducted by the Airport Department in 2003, which studied the effect of increasing the east/west runway, but the study met with great opposition from neighboring Potowatomi Park and residents.

Thermatronix employs 165 people and shuttles their assembly workers to jobsites throughout the country on a corporate jet housed at Cherryland. Other local businesses that may support airport expansion include Bay Ship building, C&S Manufacturing, Palmer Johnson and Marine Travelift.

Other issues affecting the airport are surrounding zoning and tower height. As residential growth develops around the airports, more opposition to airport expansion will also increase. The Door County Height Limitation Zoning Ordinance was written in 1977 and may need to be reviewed for updates.

Ephraim-Gibraltar Airport\(^1\) is located at 9667 Maple Grove Road in the north central portion of the Town. The airport is classified as a Basic Utility – A (BU-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 asphalt runway 2,700 feet long and one turf runway 2,364 feet long. The site has a 330 square foot building with five seasonal, part-time employees providing car rental, car parking, airport information, aviation fueling, and airport management services. Vehicle parking facilities are available at 20 short term and 23 long-term spots. The site has 16 hangars and parking for 24 airplanes (16 on pavement, 8 on grass).

There are currently 15 people on a waiting list for hangar space. The airport is in need of additional hangars, more short-term and long-term vehicle parking, and additional tie-down area. Sewer and water improvements are needed at the airport as well.

Washington Island Airport is classified as a Basic Utility-A (BU-A) airports and 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 from two to six people.

Austin-Straubel International Airport is classified as an Air Carrier/Cargo (AC/C) airports, designed to accommodate virtually all aircraft up to and, in some cases, including, wide body jets and large military transports. Airports in this category are usually referenced by the type of air carrier service being provided. The Door County – Green Bay Shuttle provides transportation between the airport and Door County.

7. Trucking

In February, 2006, Wisconsin’s Administrative Code was modified to allow trucks with trailers longer than 48 feet to operate on Hwy 57 north of Sturgeon Bay. Prior to the

\(^1\) Town of Gibraltar 20-Year Comprehensive Plan, July 2004.
change, longer trailers had to drop off deliveries in Sturgeon Bay, to be distributed further north via alternate transportation methods. The rules were changed at the request of the Chamber of Commerce and meant to benefit northern door business owners.

8. Water Transportation

The Port of Sturgeon Bay is the location of two major shipbuilding and ship repair facilities on Lake Michigan. In business since 1968, Bay Shipbuilding (a division of the Manitowoc Company) is the Great Lakes’ leading builder of self-unloading bulk carriers—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. Palmer Johnson, Inc. manufactures world-class custom luxury yachts for domestic and international customers and services small luxury vessels.

Types of cargo handled: Construction and repair of lake carriers, commercial and military vessels and luxury yachts.

Warehouse space: 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.

Cargo handling equipment: Bay Shipbuilding has five crawler cranes with a capacity of up to 80 tons, and a 200-ton gantry crane.

Recreation Marinas: There are 21 recreational marinas throughout the county. (Appendix X).

In 2006, the Town of Liberty Grove was awarded $32,500 to conduct a Feasibility Study for the creation of a 6 lane boat launch facility and harbor of refuge in Hedgehog Harbor along the Northwestern tip of Door County.

The U.S. Coast Guard Station, Sturgeon Bay, WI3 was established in 1886 as part of the U.S. Life Saving Service, the station is located at the east end of the Sturgeon Bay Ship Canal. Our "Area of Responsibility " extends from Kewaunee to Cana Island Light on the Lake Michigan side out to the middle of the lake; and through the ship canal to include Green Bay from Sister Bay down to Peshtigo. When the seasonal units at Green Bay and Washington Island are closed, the coverage area extends to include all of Green Bay and the Lake Michigan side up to the Garden Peninsula, including Escanaba, MI.

Designated a "Multi-Mission" facility, Station Sturgeon Bay's main missions are search and rescue (SAR), enforcement of laws and treaties (ELT), marine environmental protection (MEP), recreational boating safety (RBS), and shore line ice rescue. To conduct these missions the station is assigned a 41-foot Utility Boat (UTB), a trailerable 21-foot rigid hull inflatable boat (RHIB), and a 14-foot Ice Rescue Skiff , operated by 18 active duty and 5 reserve enlisted "Team Coast Guard" members, with additional support from the Coast Guard Auxiliary. In late September the crew size increases to 23 active duty members when Station (Small) Washington Island closes for the season.

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2 http://www.dot.state.wi.us/travel/water/docs/commercial-ports.pdf
### III. State and Regional Plans

The transportation element shall “incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit”

#### 1. Bicycling

**Wis DOT Bicycle Transportation Plan 2020**

Goals:
1) Increase levels of bicycling throughout Wisconsin, doubling the number of trips made by bicycles by the year 2010 (with additional increases achieved by 2020).
2) Reduce crashes involving bicyclists and motor vehicles by at least 10 percent by the years 2010 (with additional increases achieved by 2020).

The Wisconsin Bicycle Transportation Plan recommends that counties take the following actions:
- Consider the needs of bicyclists in all road projects and build facilities accordingly.
- Develop, revise and update long-range bicycle plans and maps.
- Consider adopting a shoulder paving policy.
- Promote land use policies that are bicyclist friendly.
- Educate county sheriffs on share-the-road safety techniques and enforcement strategies for specific high-risk bicyclist and motorist infractions of the law.

**Wisconsin Department of Natural Resources State Recreational Trails Network Plan**

Segment 1 - Northern Door County

The Door County Chamber of Commerce initiated this proposed segment to extend the Ahnapee State Trail off-road from Sturgeon Bay north to the tip of the county. Intended as a safe, scenic travel alternative to busy roads, this long-term objective will become more difficult to accomplish as more of the Door County landscape is developed. As an alternative, and to provide immediate assistance to potential trail users, the Chamber developed a map to help navigate in Northern Door County. State Highway 42 from Egg Harbor to Gills Rock is also listed in the *Wisconsin Bicycle Transportation Plan 2020* as a priority linkage, making this highway a good candidate for wider paved shoulders. The DOT, DNR and the Chamber of Commerce will work cooperatively to create this connection.

**Bicycle Transportation Facility Plan for the Bay-Lake Region (2002):** The plan recommends five-foot shoulder roadway improvements along the entire length of Hwy 57, CTH A, CTH F, CTH C, CTH S, CTH U and Hwy 42 north of Sister Bay and Sturgeon Bay for a proposed 289.5 miles at an estimated cost of about $9.5 million.

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4 [http://www.dnr.state.wi.us/org/land/parks/reports/trails/index.html](http://www.dnr.state.wi.us/org/land/parks/reports/trails/index.html)
Other transportation plans are listed below, but do not directly address Door County and thus do not conflict with the county’s transportation goals.

State Highway Transportation Plans
- Wisconsin State Highway Plan 2020\(^5\) (2030 to be released this fall?)
- Connections 2030 - WisDOT is currently developing a long-range transportation plan for the state, called Connections 2030. This plan will address all forms of transportation over a 25-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian and transit. The overall goal of the planning process is to identify a series of policies to aid transportation decision-makers when evaluating programs and projects.\(^6\)
- Corridors 2020 and Translink 21.\(^7\)

Other State Transportation Plans
- Wisconsin Pedestrian Policy Plan 2020\(^8\) - The Wisconsin Department of Transportation (WisDOT) developed the Wisconsin Pedestrian Policy Plan 2020 to provide a long-range vision addressing Wisconsin pedestrian needs. The Pedestrian Plan is one of several plans recommended in Translinks 21, WisDOT’s comprehensive transportation plan released in 1994.
- Wisconsin State Airport System Plan 2020\(^9\)