

CHAPTER 8: TRANSPORTATION

INTRODUCTION

This chapter provides an overview of the Wisconsin Department of Transportation (WisDOT) and Door County Highway Department, 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. This chapter also provides an inventory of transportation planning done for the county, including regional railroad, county highway, airport, bicycle and pedestrian planning, and publicly-subsidized transportation.

STATE AND COUNTY TRANSPORTATION DEPARTMENTS

WISCONSIN DEPARTMENT OF TRANSPORTATION

The WisDOT, officially established in 1967, works with federal, state, and local agencies to meet changing and growing travel needs in Wisconsin. The WisDOT is responsible for planning, building, and maintaining Wisconsin's network of state highways and the interstate highway system. The department also plans and promotes air, rail, water, and bicycle and pedestrian transportation. The department shares in the costs of building and operating all modes of transportation at the county and municipal levels.

The primary funding source for maintaining, rehabilitating, and reconstructing county highways and local roads is the state's disbursement of general transportation aids. This is the largest WisDOT funding program, providing payments to counties for costs associated with such activities as road reconstruction, filling potholes, snow removal, and marking pavement. 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.

WisDOT also administers the Transportation Alternatives Program (TAP) intended to "expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment." TAP is a new legislative program that was authorized in 2012 by federal transportation legislation, the Moving Ahead for Progress in the 21st Century Act (MAP-21). With certain exceptions, TAP allocates federal funds to transportation improvement projects that meet eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle & Pedestrian Facilities Program, as described below.

- Safe Routes to School (SRTS). This program creates safer walking and biking routes in order to encourage children in grades K-8 to walk and bike to school, promoting healthier lifestyles for children. It is also intended to decrease auto-related emissions near schools. Funding is provided to state departments of transportation to create and administer SRTS programs.
- Transportation Enhancements (TE). In July 2012, MAP-21 discontinued TE as a distinct funding set-aside, however, certain TE categories that increase multi-modal transportation alternatives and enhance communities and the environment were integrated into TAP. These funds provide up to 80% of costs for a wide variety of projects such as bicycle or pedestrian facilities, landscaping or streetscaping, and the preservation of historic transportation structures. The twelve categories of eligible activities are listed below.
 - facilities for pedestrians and bicycles
 - safety and educational activities for pedestrians and bicyclists
 - acquisition of scenic easements and scenic or historic sites
 - scenic or historic highway programs, including the provision of tourist and welcome centers

- landscaping and other scenic beautification
 - historic preservation
 - rehabilitation and operation of historic transportation buildings, structures, or facilities
 - preservation of abandoned railway corridors
 - control and removal of outdoor advertising
 - archaeological planning and research
 - mitigation of water pollution due to highway runoff or reduction of vehicle-caused wildlife mortality
 - establishment of transportation museums
- Bicycle and Pedestrian Facilities Program (BPFP). BPFP funds bicycle and bicycle/pedestrian facilities. Because the TE program also extensively funds bicycle and pedestrian facilities, the two programs share the same application, review, and selection process. Per state statute, BPFP cannot fund exclusively pedestrian projects or streetscaping projects even if the streetscaping includes some bicycle and pedestrian elements.

Other types of local transportation planning and funding assistance provided by WisDOT are described throughout this chapter.

DOOR COUNTY HIGHWAY DEPARTMENT

The Door County Highway Department is responsible for developing, maintaining, and operating a safe and reliable transportation system in the County. Its primary responsibility is the ongoing maintenance, snow and ice control, design, and construction of 588 lane miles of County Trunk Highways. The Highway Department also similarly services state highways, three lift bridges owned by the state, and local roads through agreements with towns and villages.

There are three Highway Department shop facilities, located in the City of Sturgeon Bay (City), Village of Sister Bay, and Town of Brussels. Each facility distributes fuel to county and other government vehicles, with a fourth fueling location at the old Highway shop on 14th Avenue in the City. The Highway Department purchases the fuel, which in turn is used by over 400 vehicles belonging to 26 county departments and other agencies. The Highway Department also operates six mines, producing an average of 85,000 cubic yards of material per year, and a hot mix production plant, producing an average of 53,000 tons per year.

INVENTORY OF TRANSPORTATION NETWORK

ROADWAY SYSTEM

WisDOT maintains the Wisconsin Information System for Local Roads (WISLR), 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

According to WisDOT, as of 2012, Door County has 102 miles of state highways, 294 miles of county highways, and 873 miles of town roads; there are also approximately 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 mainland of the county, from the Town of Forestville to Northport (in the Town of Liberty Grove). STH 57 runs over 53 miles from the Town of Unionville 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 again about 2 miles northeast of the city, in the Town of Sevastopol.

FUNCTIONAL CLASSIFICATION OF HIGHWAYS AND ROADS

WisDOT uses functional classification for general transportation planning, referencing highway and street construction standards, and to determine eligibility for allocation of federal funds. 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 8.1, found at the end of this document. 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.” Door County has two roads classified as arterial, 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 Nasewaupee 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 Nasewaupee 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. In 2008, WisDOT completed an \$80 million expansion of STH 57 from a two-lane highway to a four-lane divided highway, from the county border to the City of Sturgeon Bay.

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.

Examples of major collector roads include County Highways S and C in Southern Door and County Highways A, B, and F in Northern Door. Examples of minor collector roads include County Highways MM and U in Southern Door and County Highway I 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, comprising 76% of the total road miles in the county.

Driveways

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 10,

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.

TRAFFIC COUNTS AND CRASHES

The WisDOT provides all state communities with traffic counts for 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 segment of road. Door County traffic volumes were last calculated in 2012. 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. Average daily traffic volumes collected for Door County can be obtained on-line from WisDOT.

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. Detailed crash information for Door County can be found on-line from WisDOT.

BRIDGES

The WisDOT owns and funds 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 does the specialized maintenance required of these bridges and contracts with the Door County Highway Department to operate the bridges. Navigation on Sturgeon Bay is under the jurisdiction of the United States Coast Guard, which also has jurisdiction over the schedules of operation for all three bridges.

Michigan Street Bridge

The Michigan Street Bridge, centrally located in downtown Sturgeon Bay, was completed 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 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 both the National and State Registers of Historic Places and is the only example in Wisconsin of a double-leaf, rolling lift, bascule through truss structure with overhead counter-weights.

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. It 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 centerlocks. It is approximately 1,055 feet long from pier-to-pier and has 24 feet of vertical clearance above the water when in 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. Its movable span is a double-leaf rolling-lift deck-girder bascule structure with Scherzer centerlocks. The bridge provides vertical clearance of approximately 49 feet at the centerline of its span in the closed position and opens upon request for all watercraft.

TRUCKING

There are two private trucking terminals in the county, located 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 the 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. The WisDOT opened its first park-and-ride lot in Door County near STH 57 and CTH C (Brussels) in 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.

DOOR COUNTY COASTAL BYWAY

In 1999, a new state law authorized WisDOT to develop and administer a Scenic Byways program in order to take advantage of federal funding for highway improvement. In 2005, WisDOT created the Wisconsin Scenic Byways program, which currently has four state-designated scenic byways, including the Door County Coastal Byway (DCCB). This scenic byway program is a cooperative effort between local communities and WisDOT to identify and promote state highway corridors with scenic and/or historical attributes that provide travelers an enjoyable visual, educational, and recreational experience. According to WisDOT, Wisconsin scenic byways should:

- be part of the state highway system (a numbered state or federal highway other than an interstate) and be at least 30 miles long;
- offer travelers outstanding scenic views or historic resources combined with recreational and/or cultural attributes; and
- be initiated/supported by local groups and governments.

Benefits of scenic byway designation include:

- eligibility to compete for federal discretionary scenic byway funds;
- increased tourism and economic development in communities along a designated byway;
- unique signs, markers, brochures, and ongoing promotional efforts that enhance a community's "marketability";
- potential designation as a National Scenic Byway or All-American Road, which are marketed to national and international travelers;
- promotion of partnerships between local governments, businesses, civic groups, and community leaders;
- strengthening of civic pride and promotion of communities as attractive places to live and work; and

- identification of an area’s scenic, historical, and recreational treasures for the enjoyment of future generations.

The DCCB, established in 2010, is a 66-mile loop that begins in the City of Sturgeon Bay and loops around the northern part of the county along STHs 42 and 57, along the shores of Lake Michigan and Green Bay. All municipalities along the loop, except for the Town of Egg Harbor, are participating in the program. In order to be designated a scenic byway, Door County needed a 10-year Corridor Management Plan (CMP) in place that describes the vision and goals for the byway, including how the byway will be managed, promoted, and protected, and who will have responsibility for various projects along the byway. The CMP is intended to complement other planning documents, such as this plan.

The DCCB works with the Door County Visitor Bureau for marketing and promoting the Coastal Byway, as well as multiple other partners to implement the CMP. More information about projects resulting from the CMP are discussed in Chapter 9, Community Facilities and Utilities.

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 and 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 like 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, or 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, 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. This 6.7 mile long road runs along the Lake Michigan shoreline, passing through sand dunes, heavily wooded areas, and streams containing natural spawning grounds for trout and smelt.

- **Rustic Road 38** – Cana Island Road, extending from County Q east to Cana Island, is Rustic Road 38, a 2.5 mile long road passing through a unique boreal forest between Moonlight Bay and North Bay. The surrounding woods are filled with spruce, cedar, 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 beginning at STH 57, continuing to Point Drive and the Old Lighthouse Point Natural Area is marked as Rustic Road 39. It is a 2.5 mile long route with 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. This 3.5 mile long route 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.

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.

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.

DOOR COUNTY CHERRYLAND AIRPORT

Door County Cherryland Airport, owned and maintained by the County of Door, is located on a 436-acre parcel one mile west of the City of Sturgeon Bay along Park Road and CTH C. This 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.

Occupying the 5,600 square foot terminal are the Airport Director and staff, the Fixed Base Operator (FBO), and Avis Car Rental Agency. Express Airport Services, LLC is the fixed-base operator offering air-craft charter services. Other services provided include aircraft maintenance, flight instruction, scenic air rides, 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 feet x 120 feet to 42 feet x 32 feet. 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 the September 11, 2001 terrorist attacks. The terminal has 24-hour access to self-service fuel, a flight planning and pilots lounge, and restrooms.

ThermaTron-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, located in the north central portion of the Town of Gibraltar, is classified as a Basic Utility-A airport facility. It is 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 open year-round, but staffed only from May to October and on-call in the off-season. It has a 216 square-foot terminal building, one courtesy van, car rental service, car parking, self-service aviation fueling, eight courtesy bicycles, and airport management services. The airport also has a 2,500 square-foot maintenance building. Vehicle parking facilities are available at 20 short-term and 23 long-term spots. The site currently has 29 hangars with two people on a waiting list for hangar space.

WASHINGTON ISLAND AIRPORT

The Washington Island Airport is owned by the Town of Washington and is 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 or multi-engine, seating between two and ten people. The facility has two 2,230-foot turf runways and 15 hangars. No fuel service is available.

AUSTIN-STRAUBEL INTERNATIONAL AIRPORT

The Austin-Straubel International Airport is owned by Brown County and is located on Airport Drive, just west of the City of Green Bay. The third largest airport in the state, 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, as of 2014, is served by four passenger airlines flying to six destinations: Chicago, Illinois; Detroit, Michigan; Milwaukee, Wisconsin; Minneapolis, Minnesota; and Fort Meyers and Orlando, Florida. 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.

WATER TRANSPORTATION

Door County's water transportation system includes the Port of Sturgeon Bay and ferry services. Also, the U.S. Coast Guard is located in the City of Sturgeon Bay and 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 Company and Palmer Johnson, Inc., two of the major shipbuilding and ship repair facilities on Lake Michigan. Bay Shipbuilding has been building, converting, and repairing ships in Sturgeon Bay since 1968. They specialize in large ship construction projects, but also construct dredges and dredging support equipment (scows, deck barges, tugs, etc.) and bulk cargo self-unloading installations. Bay Shipbuilding is the leading builder

of self-unloading bulk carriers, which are among the largest ships traveling the Great Lakes, but they also work on military vessels and small craft for commercial use. The company operates on 50 acres of property on the Sturgeon Bay ship canal, housing the only graving dock in the Great Lakes capable of serving carriers over 1,000 feet. Bay Shipbuilding also has a small graving dock, one floating dock, docking space for 18 vessels, five crawler cranes with lifting capacities 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. Founded in 1918, Palmer Johnson got its start building and repairing boats for the Great Lakes commercial fishing fleet. The firm's first wooden yacht was built 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

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

- **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.
- **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.
- **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.
- **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.
- **Lake Michigan Car Ferry** – This car and passenger ferry links Ludington, Michigan with Manitowoc, Wisconsin from mid-May to mid-October, reducing what would be a 450-mile drive 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 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 8.1. 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.
- 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. As of 2013, only the City of Sturgeon Bay has bicycle lanes.

Table 8.1: WisDOT-Funded Bicycle and Pedestrian Projects, Door County

Year	Project Title	Municipality	Federal Cost	Local Cost	Total Cost
1994	Ahnapee Trail	Door County	\$118,640	\$29,660	\$148,300
1994	Tri-County Recreational Corridor	Door County	\$400,000	\$100,000	\$500,000
1998	Ahnapee Trail Extension	C. of Sturgeon Bay	\$45,200	\$11,300	\$56,500
1999	Sister Bay Bike/Pedestrian Path	V. of Sister Bay	\$56,800	\$14,200	\$71,000
2000	Bike Path	T. of Gibraltar	\$144,880	\$36,220	\$181,100
2000	Regional Bike Plan	C. of Sturgeon Bay	\$36,400	\$9,100	\$45,500
2000	Sturgeon Bay Bridge Bike Path	C. of Sturgeon Bay	\$112,000	\$28,000	\$140,000
2000	Sister Bay Bike Path STH 42	V. of Sister Bay	\$336,800	\$84,200	\$421,000
2004	Ahnapee Trail Bike Path Extension	C. of Sturgeon Bay	\$132,000	\$33,000	\$165,000
2007	Sturgeon Bay School District SRTS Plan	C. of Sturgeon Bay	\$60,000	\$0	\$60,000
2009	Sidewalk Addition & Education Program	C. of Sturgeon Bay	\$192,363	--	\$192,363
2010	County Bicycle and Pedestrian Plan	Door County	\$80,000	\$20,000	\$100,000

Source: Wisconsin Department of Transportation.

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 in the county. Other recreational shared-use paths include the Ahnapee State Park Trail, Sunset Trail in Peninsula State Park, and Potawatomi Trail in Potawatomi State Park.

More information on a newly-adopted county-level bicycle and pedestrian plan may be found later in this chapter. More information on recreational bicycle and other types of trails can be found in Chapter 9, Community Facilities and Utilities.

TRANSPORTATION SERVICE, REFERRAL, AND COORDINATION

DOOR COUNTY TRANSPORTATION CONSORTIUM/DOOR-TRAN

Needs assessment surveys conducted by the Door County United Way in 1998 and 2005 indicated affordable transportation was among the most significant needs for Door County residents. In response, in 2006, representatives from non-profits, for-profits, and government agencies involved in providing transportation services and/or analyzing transportation needs formed the Door County Transportation Consortium (Door-Tran), now a 501(c)3 non-profit organization. Since then, Door-Tran has been studying and implementing ways to coordinate and provide transportation services in its mission to connect people to “transportation services that are affordable, available, and accessible.”

Door-Tran offers many services such as trip planning, information and referral, half-price taxi vouchers, and volunteer transportation programs. In 2014, Door-Tran expanded its services to include vehicle repair and purchase loans, taking over this program from We Are HOPE Inc. This loan program provides low-income residents of Door County the option to repair or purchase a vehicle when their needs cannot be met through other transportation services and a bank loan is not an option.

Door-Tran is contracted by the County of Door to maintain and train volunteers and schedule trips for the Veteran Volunteer Transportation Program. This program provides free transportation to and from veteran clinics for veterans who are not able to utilize any of the other transportation options available in the county. Volunteer drivers use county-owned, wheelchair-accessible vehicles. Since the program started in 2011, 449 rides have been provided. As of 2014, Door-Tran also receives federal New Freedom funds to operate the County-Wide Volunteer Transportation Program, which offers a sliding-scale fare based on miles traveled and household income. This program relies on volunteer drivers, who are reimbursed for their mileage.

Lastly, Door-Tran, in partnership with Door County, was instrumental in implementing a shared-ride taxi and public connector system in Door County. Door 2 Door Rides offers public transportation at an affordable price in the Sturgeon Bay and Town of Nasewaupsee area and in the Northern Door County area. Shuttles also run to and from Egg Harbor, Valmy, Sister Bay, Algoma, and Brussels. All vehicles are safe, clean, and wheelchair-accessible. In 2013, Door 2 Door Rides provided over 34,000 rides.

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 relevant to Door County.

WISCONSIN DEPARTMENT OF TRANSPORTATION MULTIMODAL TRANSPORTATION PLAN

In 2009, WisDOT finalized their “Connections 2030 – Wisconsin’s Long-Range Multimodal Transportation Plan,” which 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 run 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)
 - 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.
 - Bicycle/Pedestrian - provide urban and rural accommodation along STH 42/57 from Michigan Street to the where the highways split on the north end.
- Long-Term (2020-2030)
 - Implement results of STH 42/57 Traffic Operations and Safety Study which may include adding lanes from the Bayview Bridge north to the mid-junction, if supported by environmental document. (See the next section for further information.)
 - Construct new interchange at Stone Road (Town of Nasewaupee) and CTH C, if supported by environmental document.
- Entire Planning Period. Construct candidate passing lanes from Sturgeon Bay to Egg Harbor, if supported by environmental document.

HIGHWAYS AND BRIDGES

STH 42/57 TRAFFIC OPERATIONS AND SAFETY STUDY

The WisDOT analyzed traffic and safety issues along 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 was to evaluate 28 intersections along STH 42/57, determine any deficiencies, and develop alternatives to address any needs. The WisDOT evaluated improvement alternatives and made final recommendations for design and implementation, as described below.

Short -Term Improvements

- Alabama Street - Conversion of the intersection to right-turn only (similar to Utah Street).
- Egg Harbor Road – Roundabout.
- Rosy Lane to Ashland Avenue - Raised median.

- STH 42/CTH MM - Improved stop-control.
- Michigan Street – Roundabout.
- Bridge Queue Mitigation - To improve safety as a result of the queues that develop from the Bayview Bridge drawbridge, provide additional advance warning via flashing warning signs located further away from the bridge. These signs would be linked to the current signs and would flash to alert drivers of a bridge opening. Currently, queues as a result of the drawbridge opening extend past the existing signs during peak hours.

Long-Term Improvements

- CTH PD/Park Drive - Improved stop-control. As development occurs on Wanek Road, a dedicated left-turn lane should be constructed for southbound STH 42/57 traffic to increase safety.
- CTH C/CTH S/Duluth Avenue – Roundabout. Roundabout recommended to reduce number of lanes of westbound vehicles from the Green Bay Road on-ramp that must weave across traffic to turn left at the intersection.
- Ashland Avenue to Duluth Avenue - Raised median. Construct a raised median from Ashland Avenue to Duluth Avenue in order to increase safety along the corridor and preserve the functionality of STH 42/57 as development expands in Sturgeon Bay.
- Utah Street to Alabama Street - Four-lane corridor. Recommended in order to increase capacity north of the bridge and provide a median in which to store vehicles turning from the side streets. When this alternative is implemented, the intersections of Utah Street and Alabama Street should retain their existing control (right-turn only), but be modified for a four-lane corridor.
- Gordon Road – Roundabout. Recommended in order to minimize traffic queues and provide a better level of service than the stop-controlled intersection. This intersection should be designed to accommodate large trucks using this route to access shipbuilding yards on the north side of Sturgeon Bay.
- Forest Road - Improved stop-control. Recommended in order to improve the sight distance for vehicles on Forest Road by realigning the intersection slightly east. Also, dedicated left- and right-turn lanes on STH 42/57 to remove slowing and stopping vehicles from through traffic and a median to allow vehicles to make a two-stage crossing when turning left from Forest Road.
- Jorns Road/STH 42 - Roundabout recommended.

Local Improvements

- CTH PD/Park Drive - Improved stop-control. Add a right-turn flare on CTH PD.
- Ashland Avenue - Improved signalized intersection on the north leg of the intersection and a raised median to prevent vehicles from blocking incoming traffic while waiting to make a left turn.
- Neenah Avenue - Improved signalized intersection to improve overall level of service for peak hours. Bike lanes should be provided on Neenah Avenue through the project area.

- Circle Ridge Road/Clay Banks Road/CTH U - Improved stop-control. Recommended in order to improve level of service for vehicles on the south leg by adding a dedicated right-turn lane.

Other Recommendations

- Multi-modal
 - The extension of the Ahnapee State Trail planned for the east side of STH 42/57 north of the Bayview Bridge should be located at least 40' east of edge of traveled way for proposed roadway. If trail is located less than 40' from the proposed roadway, a visual barrier separation from vehicular traffic is necessary.
 - A multi-modal connection from Memorial Drive to the bike/pedestrian path on the STH 42/57 bridge should be accommodated.
 - Provide pedestrian accommodations at all reconstructed intersections.
- Local Planning
 - Local planning should encourage extending Emerald Lane to the east to provide an alternate east/west route parallel to STH 42/57, promoting long-term traffic flow in the city.
 - Current access to STH 42/57 should be preserved, but no additional access points should be created. Implement access control measures on all portions of STH 42/57 between the south- and mid-junctions.
 - The Pond Lane intersection with STH 42/57 should be removed. Since this is currently a grass roadway, its removal should not have significant effects. Removing this roadway would eliminate an access point in an already crowded corridor.
 - Maintain the Green Bay Road ramps. These ramps provide a direct route to and from downtown Sturgeon Bay and should be maintained.

BRIDGES

In conjunction with the STH 42/57 study described above, WisDOT is considering a fourth movable bridge as 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 operating cost savings. The WisDOT is currently working on remote control design for the Michigan Street and Maple-Oregon bridges. See WisDOT in the Resources and Further Information section for more information on the feasibility study.

COUNTY HIGHWAY PLAN

The Door County Highway Department has a five-year plan that proposes roadwork schedules for county highways, including 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.

WISCONSIN PORTS MASTER PLAN

A partnership consisting of WisDOT, Wisconsin Commercial Ports Association, Wisconsin Coastal Management Program, Wisconsin Economic Development Corporation, Port of Green Bay, and Center for Freight and Infrastructure (CFIRE) was created to develop a master plan for Wisconsin ports. Kicked-off in 2013, this partnership will create a strategic plan and development initiatives to help increase commercial development of Wisconsin's ports and support local and statewide economic development. The team will assess Wisconsin's commercial port infrastructure, their current and potential markets, and related policies and programs. These assessments will then be used to create a strategic action plan to attract sustainable markets, encourage community development, and support the economic growth of Wisconsin's commercial ports.

RAILROAD AND BUS SERVICE

The Midwest Regional Rail Initiative, in existence since 1996, is a currently stalled effort to develop an improved and expanded passenger rail system in the Midwest. Participants on the steering committee consisted of Amtrak, WisDOT, and eight other Midwest states. Goals of the initiative, as outlined in the Midwest Regional Rail Transportation Plan, are to increase operating speed, train frequencies, system connectivity, and service reliability. Included in the Plan is a proposal to expand Amtrak service to Green Bay, Wisconsin, with dedicated feeder bus service to Sturgeon Bay. This Plan 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. Currently, there is no railroad service in Door County.

AIRPORTS

The airport development process involves coordination between the Federal Aviation Administration, WisDOT Bureau of Aeronautics, 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 WisDOT's tool for scheduling individual airport projects 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 scheduled for 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-Gibraltar, and Washington Island airports.

BICYCLE AND PEDESTRIAN

In January 2014, Door County adopted the Door County Bicycle, Pedestrian, and Recreational Facilities Plan. The planning process began in 2010 when the Door County Highway Department was awarded TE/BPFP funding in the amount of \$80,000 for bicycle and pedestrian planning. The key programs and policies identified in the plan are listed below. The Plan also maps out a recommended bikeway network that consists of signed routes, shared use paths, and paved shoulders.

- Consider establishing a county-wide Complete Streets Policy (see below).
- Establish a permanent Pedestrian and Bicycle Advisory Committee to focus on non-motorized transportation in the public right-of-way.

- Partner with municipalities, bicycle, and other user groups to implement programs across the county.

According to the National Complete Streets Coalition, established in 2005, complete streets are those designed and operated to enable safe access and travel for all users; pedestrians, bicyclists, motorists, transit users, and travelers of all ages and abilities are able to move along the street network safely. Wisconsin's Pedestrian and Bicycle Accommodations law addressing Complete Streets was codified in 2009 as s. 84.01(35), Wis. Stats. and later into administrative rule as Transportation 75. This legislation requires WisDOT to ensure that, with some exceptions, bikeways and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state or federal funds.

Four municipalities in the county also have bicycle and pedestrian plans: the City of Sturgeon Bay, the Village of Egg Harbor, and the Towns of Baileys Harbor and Gibraltar.

DOOR COUNTY PUBLIC TRANSIT

Door-Tran, in partnership with Door County, plans on expanding Door 2 Door Rides' services to the gap that currently exist between the City of Sturgeon Bay and the Northern Door service area. This gaps contain the Town of Jacksonport and most of the Town of Egg Harbor.

Also, Door County plans to incorporate the Senior Resource Center bus into Door 2 Door Rides in 2015. The county anticipates that Door-Tran will take on an increased planning role with Door 2 Door Rides, especially grant writing and marketing, while Door County will retain its role as fiscal agent for grant funding and ultimately be responsible for the management of the public transit system. Door County uses federal and state funds to provide for and coordinate transportation services in the county through three programs, listed below.

- *Section 5311 – Non-Urbanized Area Formula Funds.* This program provides funding to support public transportation in areas with a population of less than 50,000. Door County has used this fund to help implement the Door 2 Door shared-ride taxi and connector routes provided by the Senior Resource Center and Sunshine House, Inc. (a life skills and employment program for individuals with disabilities).
- *Federal Transit Administration Section 5316 – Job Access and Reverse Commute.* This program provides funding to support the development and maintenance of job access projects for eligible low-income individuals to and from jobs and activities related to their employment. It also provides funding for reverse commute projects that transport residents of urban areas to outside employment.
- *Section 5317 – New Freedom Program.* This program provides new transportation services beyond what is already required by the Americans with Disabilities Act of 1990 to assist individuals with disabilities getting to and from jobs and employment support services. Door County has used this fund to pay for 1.5 Mobility Management staff members who coordinate between for-profit, non-profit, and government transportation systems. New Freedom funds are also used to subsidize half-price taxi and ferry vouchers for individuals who meet income guidelines and have a disability. New Freedom funds are expected to be cut in 2015 when the program is rolled into another federal program.

Door County Coordinated Public Transit/Human Services Transportation Plan

Every four years, Door County is required to update its Coordinated Public Transit/Human Services Transportation Plan, first published in 2008, in order to continue to be eligible for the funds described above. Items required to be in the plan are a provider inventory, assessment of needs, strategies/activities to meet needs, and funding opportunities. The Plan was last updated in 2012, with input

from public, private, and non-profit transportation and human service providers. Strategies and action items resulting from the 2012 planning process are listed below.

- Increase and maintain transportation options and services for disadvantaged residents and/or surrounding areas.
 - Search out and apply for funding to support county transit and other mobility programs and staff.
 - Improve/expand service hours, geographic coverage, and same-day service.
 - Expand volunteer driver program and explore possible rideshare programs.
 - Establish out-of-county routes for medical, employment, and other purposes.
- Continue to coordinate and collaborate with local and regional providers, service partners, and citizens.
 - Explore joint purchasing options for things such as fuel, vehicle maintenance, training, and substance abuse testing.
 - Maintain and expand fleet as needed to meet demand and replacement needs, using funding as available.
 - Explore the option of a one-call scheduling and dispatching center for all transportation services available in the county.
 - Explore opportunities for connections to the Washington Island ferry dock.
 - Work with University of Wisconsin – Green Bay to complete a community needs assessment and/or evaluation of current services.
- Improve customer access and convenience of transportation services available.
 - Continue to offer customer travel training.
 - Improve wheelchair transportation options for the rural areas and outside of Door 2 Door and the Connectors.
 - Improve service convenience for riders including veterans going to Veteran Affairs facilities.
 - Explore the opportunity to link mobility by bike with transportation options available.
 - Complete a customer satisfaction survey and/or consumer audit of the transportation programs to gauge effectiveness and convenience of the system.
- Develop, improve, and maintain communication of transportation options and resources to members of the community and agencies.
 - Continue to update the transportation service inventory and transportation resource guide.
 - Continue involvement in the Northeast WI Regional Access to Transportation Committee, WI Association of Mobility Managers, and Community Transportation Association of

America to maintain a regional perspective and work toward possible regional improvements.

- Improve the ease of finding transportation options on the website and by adding links to Door-Tran and Door 2 Door Rides on other agency and county sites.

RESOURCES AND FURTHER INFORMATION

LOCAL AGENCIES

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

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://www.map.co.door.wi.us/planning>)

The department's primary functions are administration and enforcement of the county's zoning, land division, and other land use management ordinances; preparation and implementation of the county comprehensive plan and farmland preservation plans; acting as a resource for local public officials and residents on a variety of community development plans or projects; and administering the county addressing program. The Door County Bicycle, Pedestrian, and Recreational Facilities Plan can be found on the Planning Department's Web site.

Door-Tran (<http://www.doorcountytran.com>)

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

Airports

- Austin-Straubel International Airport (<http://www.flygrb.com>)
- Door County Cherryland (<http://www.map.co.door.wi.us/airport>)
- Ephraim-Gibraltar Airport (<http://www.friendsofephraingibraltarairport.com/>)
- Town of Washington (920) 847-2448

Ferries

- Island Clipper (<http://www.islandclipper>)
- Washington Island Ferry Line (<http://www.wisferry.com>)
- Rock Island Ferry Line (<http://www.wisferry.com>)
- Lake Michigan Car Ferry (<http://www.ssbadger.com>)

STATE AND REGIONAL AGENCIES

Bay-Lake Regional Planning Commission (<http://www.baylakerpc.org>)

The BLRPC was created in 1972 by Governor Lucey under s. 66.945, Wis. Stats., as the official area-wide planning agency for northeastern Wisconsin. It currently encompasses eight counties: Brown, Door, Florence, Kewaunee, Manitowoc, Marinette, Oconto, and Sheboygan. The BLRPC provides planning services on area-wide issues, represents local interests on state and federal planning program activities, and provides local planning assistance to communities in the Bay-Lake Region.

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

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 Transportation (<http://www.dot.wisconsin.gov>)

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

- **Division of Transportation Investment Management - Bureau of Aeronautics**

(<http://www.dot.wisconsin.gov/modes/air.htm>)

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.

FEDERAL AGENCIES

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

(<http://www.uscg.mil/d9/msdsturgeonbay>)

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

The FAA is 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.