

PUBLIC ACCESS TO THE EAST SHORE OF GREEN BAY

**An Inventory of Public Access Sites Along Green Bay
from the City of Green Bay to
the Village of Egg Harbor, Wisconsin**

JULY 2009

PREPARED BY:

BAY-LAKE REGIONAL PLANNING COMMISSION



PUBLIC ACCESS TO THE EAST SHORE OF GREEN BAY

AN INVENTORY OF PUBLIC ACCESS SITES ALONG GREEN
BAY FROM THE CITY OF GREEN BAY TO
THE VILLAGE OF EGG HARBOR, WISCONSIN

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**WISCONSIN COASTAL
MANAGEMENT PROGRAM**



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DISCLAIMER:

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BAY-LAKE REGIONAL PLANNING COMMISSION

The Bay-Lake Regional Planning Commission (BLRPC) was created in April 1972 at the requests of the counties within the region (Figure 1). The Commission was established under section 66.945 of the Wisconsin Statutes as the official area-wide planning agency for northeastern Wisconsin.

The Commission serves a region in northeastern Wisconsin consisting of the counties of Brown, Door, Florence, Kewaunee, Manitowoc, Marinette, Oconto, and Sheboygan. The Bay-Lake Region is comprised of 185 units of government: 8 counties, 17 cities, 40 villages, 119 towns, and the Oneida Nation of Wisconsin. The total area of the region is 5,433 square miles or 9.7 percent of the area of the State of Wisconsin. The region has over 400 miles of coastal shoreline along Lake Michigan and Green Bay and contains 12 major watershed areas that drain into the waters of Green Bay and Lake Michigan.

The official Wisconsin Department of Administration 2008 population estimate of the region is 588,532 persons or 10.4 percent of the State of Wisconsin's estimated population of 5,675,000 people.

Figure 1: Bay-Lake Region



Source: Bay-Lake Regional Planning Commission, 2009.

THE VALUE OF CONDUCTING A PUBLIC ACCESS INVENTORY

As development in coastal areas increases, opportunities to offer public access to the Great Lakes become scarce. The Commission sees value in providing communities with information about the availability and condition of current public access sites to ensure that where access is provided, it is recognized and valued as a treasured resource. An inventory and assessment of public access offers local officials valuable information about the location and condition of

current sites, and provides a tool to aid them in enhancing or expanding public access in their community.

This public access inventory and assessment provides residents, visitors, and local officials with information about public access to the waters of Green Bay along the east shore. The information is presented as a report and maps indicating the number and location of public access sites and potential threats or opportunities that might exist for the each site.

FUNDING FOR THIS PROJECT

The *Public Access to the East Shore of Green Bay* project was funded in part by the Wisconsin Coastal Management Program (WCMP). The WCMP is part of the Wisconsin Department of Administration and receives financial assistance from the National Oceanic and Atmospheric Administration (NOAA). The WCMP was established in 1978 to preserve, protect, and manage the resources of the Lake Michigan and Lake Superior coastline. All funds provided by the WCMP were equally matched by Bay-Lake Regional Planning Commission.

WHAT IS PUBLIC ACCESS?

The state of Wisconsin holds ownership of all natural lakebeds in public trust. Those who own land adjoining the waterbody have title to the land above the ordinary high water mark (OHWM). The Wisconsin Supreme Court has defined the OHWM as:

“the point on the bank or shore up to which the presence and action of the water is so continuous as to leave a distinct mark either by erosion, destruction of terrestrial vegetation, or other easily recognized characteristic (WDNR, 2005).”

It is important to understand that the OHWM is a permanent mark that does not change with temporary fluctuations in water height. It is not imperative that the area between the OHWM and the water’s edge be navigable in order to be used freely by the public. However, private interests must follow the law when accessing public waters. Private property owners that hold lands adjacent to the water body have exclusive rights to the exposed lakebed below the OHWM, and the public must be granted permission to access these areas. However, the public holds the right to use any navigable body of water for the purpose of navigation, including boating, swimming, hunting, fishing, or other recreational activity. Furthermore, any lands that are held by a government body (i.e., Wisconsin Department of Natural Resources, a town or municipality, the National Park Service, etc.) are deemed for public use unless otherwise specified by law (WDNR, 2005).

Tip to walking the shore...

Keep your feet wet.

~ ~ ~ ~ ~

The Wisconsin Supreme Court ruled that the riparian owner has exclusive privilege of the shore in order to access his land and water. The court ruled that public rights extend only to the water’s edge. Therefore, according to the ruling, persons traveling between the ordinary high and the low water mark would be trespassing on private lands.

(Doemel v. Jantz (180 Wis. 225, 234; 1923)

PUBLIC ACCESS POLICY

The public trust doctrine is a body of common and statutory law that establishes the legal right of the public to use certain lands and waters. The rights of the public are vested in the States by requiring that the States hold all titles to navigable waters in trust, while the federal government acts as the protector of those rights.

Federal

The principal roots of the federal public trust doctrine can be traced back to the case of *Illinois Central Railroad Company vs. State of Illinois*, 146 U.S. 387 (1892). In 1869, the Illinois legislature had granted away a large portion of the waterfront property in the City of Chicago to the Illinois Central Railroad, but then repealed the grant in 1873. Illinois Central Railroad filed suit to challenge the rescission. In its final decision, the Supreme Court ruled that Illinois officially held the title to the land underlying Lake Michigan that was within the State's boundaries in trust for its citizens. Therefore, Illinois could not give these lands to any other party if the transaction jeopardized the public's rights of navigation and fishing in those waters. Although the precedence of this case sets standards regarding the right of the public to access navigable waters, it does not address lands that can be used to access the waters.

Despite the lack of firm legislation to deal with the issue of how people are to access navigable waters, citizens have historically supported the expansion of federal ownership of lands to be used for recreational purposes. By the mid 1950s, demand for these lands had increased to such an elevated degree that Congress deemed the creation of federal regulation necessary in order to preserve public lands. As a result, the Federal Land and Water Conservation Fund was created in 1965; and has since served as the primary source of funding for acquiring public recreation lands.

The majority of federal lands, approximately ninety-five percent, are acquired and managed by four agencies: the Forest Service in the U.S. Department of Agriculture, the National Park Service, the U.S. Fish and Wildlife Service, and the Bureau of Land Management. In addition to providing funding to these agencies, the Land and Water Conservation Fund provides matching grants to States for the purpose of land acquisition, recreation planning, and facility development. Since 1965, these grants have funded about 38,000 state and local projects leading to the acquisition of approximately 2.3 million acres of land.

In 1972, Congress passed the first Coastal Zone Management Act, which declared:

"[I]t is the national policy...to encourage and assist the states to exercise effectively their responsibilities in the coastal zone through the development and implementation of management programs...which programs should at least provide for...public access to the coasts for recreational purposes... (§ 1452(2))."

Under Section 306A, the Act also required that the coastal and Great Lakes states and territories define a planning process for protecting and providing access to public coastal areas that may have environmental, recreational, historical, aesthetic, ecological, or cultural value.

State of Wisconsin

Article IX, Section I of the Wisconsin Constitution contains the State's version of the public trust doctrine. Under Wisconsin law, the State is the rightful owner of the beds of all navigable waters, with the exclusion of navigable streams up to the ordinary high water mark.

Most litigation involving the land trust doctrine today, results from conflict that occurs between public rights to access navigable waters and the rights of riparian owners. Riparian owners are those that own the land that lies alongside a waterway. Riparian owners are granted certain rights, including the use of the shoreline, the reasonable use of the water, and the right to build piers for navigation. However, according to the public land trust doctrine, these rights are

considered secondary to the rights of the public interest in regards to the usage of navigable waters. Although the public land trust protects the public's right to access navigable waters, it does not require that the public have access to those waters. In the case of *Doemel v. Jantz* (180 Wis. 225, 234 (1923)), the Wisconsin Supreme Court ruled that the riparian owner has exclusive privilege of the shore in order to access his land and water. The court ruled that public rights extend only to the water's edge. Therefore, according to the ruling, persons traveling between the ordinary high and the low water mark would be trespassing on private lands.

As a way to ensure the right of the public to access all navigable waters, the Department of Natural Resources, along with other municipalities have, overtime, acquired public access areas along many lakes and streams. Section 23.09(10), *Wis. Stats.*, gives WDNR and other municipalities the right to use state funds in order to acquire "any and all" easements that will augment public access to navigable waters for the use of hunting and fishing and for enjoyment of scenic beauty.

Article X, Section 7 of the Wisconsin Constitution created the Board of Commissioners of Public Lands (BCPL) in 1848. The mission of the agency is to safeguard State Trust Funds and Trust Lands for the benefit of all Wisconsin citizens. The agency is responsible for over 80,000 acres of Trust Lands most of which lie in the northern third of Wisconsin. The agency recognizes the importance of outdoor activities that require access to public lands; however, their focus is on ensuring the long-term productivity of lands for future generations, which in some cases requires limiting access to the lands.

Section 236.16(3)(a), *Wis. Stats.*, states that "*all subdivisions abutting on a navigable lake or stream shall provide public access at least 60 feet wide providing access to the low watermark so that there will be public access.*" Furthermore, section 236.16(3)(b), *Wis. Stats.*, maintains that no public access established under section 236.16 may be vacated, except through circuit court action.

In considering natural areas and outdoor recreation preservation, the WDNR produces a Statewide Comprehensive Outdoor Recreation Plan (SCORP) every five years. The SCORP offers a research base and overall guidance document for all providers of outdoor recreation throughout the state. The SCORP also provides direction for developing comprehensive plans required under the Wisconsin Statutes.

DETERMINING PUBLIC ACCESS STATUS

Identification of possible public access sites included those points that provided foot trails, possible parking areas (including gravel and paved), boat launches (for both small and large craft), and other recreation areas. The public access status of each site was determined through a process that began by reviewing parcel records, which describe tracts of land by ownership, size, and location. Web maps for Brown, Kewaunee, and Door Counties were also utilized to predetermine the status of the parcels.

After each site was investigated, county land records offices were visited to ascertain if the areas were indeed public. Any sites whose status remained questionable (whether it was public or private), a Record of Deeds search was undertaken to confirm the status. Various county records including parcel ownership information, town and city platting records, highway maps, and subdivision plats were used to verify ownership status.

Road Ends

A number of public access sites to Lake Michigan are nothing more than a road right-of-way that extends to the water. Although many of these “road ends” may not be developed as public access sites, they nevertheless provide access to the waters of Lake Michigan. In some cases, road ends provide undeveloped opportunities to expand public access to the water. All roads within the project area that were determined to have a possibility of providing access to the water were driven to confirm access.

MAPPING ACCESS SITES

All public access sites and roads leading to Lake Michigan were researched and documented, and Global Positioning System (GPS) coordinates were taken at the site to enable the development of a detailed GIS base map. GPS coordinates were acquired using a Garmin® 60Cx GPS receiver

An important component of this particular project included consulting existing internet mapping sites made by individual communities to assure the quality of our product was consistent with local geographic features. An inventory of public access sites with a clear and concise map and written report will enable communities to make better-informed planning and management decisions regarding its recreational needs.

Methodology

In order to provide useful location information to users of this report, a mapping process was established using ArcView 9.3.1 Geographic Information Systems (GIS) to produce maps of the public access sites within the project area. The GIS data layers (“themes”) utilized for this project included Wisconsin Department of Transportation (WDOT) roadways, county roadways, 2008 USDA NAIP color orthophotography, county parcel information, WDNR 24K Hydro data, and county boundaries. These themes were layered over the project to provide a comprehensive database. Counties, critical access roads, and major water bodies were labeled using county land-use web maps to ensure labeling accuracy. The web links to these maps have been provided at the end of this section. The public and private access points encompassed within the study were identified and labeled accordingly. Map layouts were created for each municipality and county to provide enhanced detail of access roads and rivers along specific segments of the East Shore.

SCOPE OF PROJECT

Bay-Lake Regional Planning Commission inventoried and evaluated access points along the east shore of the Bay of Green Bay. The project involved a field inventory of each public access site to evaluate the physical characteristics, record GPS coordinates, and document the site through a photographic survey and an assessment of condition and amenities. In addition, the Commission conducted a review of local government records within the project area to identify roads and other potential public access sites within the project area to confirm current public status.

The outcome of the process was a detailed inventory that evaluated the status and condition of existing public access locations along the Green Bay East Shore. The Commission produced a GIS, GPS, and tabular database of the East Shore public access sites. Additionally, a *Google Earth* (.kml) file of all sites with linked photos was developed and posted to the Bay-Lake Regional Planning Commission website for public download.

PROJECT AREA

The project area identified for this study includes the “Green Bay East Shore” region of Lake Michigan. The Green Bay East Shore covers the eastern shoreline of Green Bay from the western edge of the City of Green in Brown County, through Kewaunee County, north through the Village of Egg Harbor in Door County (Map 1). The study area encompasses approximately 111 miles of shoreline within Brown (Map 2), Kewaunee (Map 8), and Door counties (Map 9).

More specifically, the project area covers the City of Green Bay (Maps 3 - 6) and Towns of Green Bay (Map 7) and Scott (Map 7) in Brown County; the Town of Red River (Map 8) in Kewaunee County; and the City of Sturgeon Bay (Maps 15 and 16), the Village of Egg Harbor (Maps 19 and 20) and Towns of Union (Map 10), Gardner (Maps 11 and 12), Nasewaupee (Maps 13 and 14), Sevastopol (Map 17), and Egg Harbor (Map 18) in Door County. An estimated 127,384 people resided in the ten communities within the study area in 2008, while more than 287,000 people live in the three coastal counties covered by the study.

Currently, several public parks and campgrounds along the east shore provide access to Green Bay; most notable is Potawatomi State Park, near Sturgeon Bay in Door County. The *Public Access to the East Shore of Green Bay* study focused on the sites along the Green Bay shoreline in each of the communities within the study area that offer direct access to the Bay of Green Bay.

CHAPTER 1 : GREEN BAY EAST SHORE PUBLIC ACCESS SITES

The Bay-Lake Regional Planning Commission completed this study to locate and evaluate existing public access sites along the East Shore of Green Bay (Map 1). The public access study inventory found that the East Shore of Green Bay (for the range covered by the study) offers 94 public access sites for various recreational uses. Brown County had 27 public access sites, Door County had 64, and Kewaunee County had three public access sites along the east shore of Green Bay. Table 1 provides a summary listing of each public access site by county, along with some information about the offering at each site.

Tables 1 through 3 present a summary of findings from the study inventory, including such information as parking availability, boat ramp facilities, and recreational opportunities available at each site. Large parking denotes that there is room for five or more cars to park, while small parking areas only have room for less than five vehicles to park. Restroom facilities at various points differ immensely from modern to those that are more rustic. Those sites that are designated as having a recreation area provide open space for various recreational activities. Notes are included in the tables as a way to incorporate additional information about the site not represented in one of the columns.

The label IDs below and in the first column of Tables 1 through 3 correspond to the sites identification code on the location maps in the *Map* section of the document. The identification code begins with a “BC” for Brown County sites, a “KC” for Kewaunee County sites, and a “DC” for Door County sites. Potawatomi State Park provides numerous points of access to the water; it has been designated with an “SP.” Keep in mind that the information presented in Tables 1 through 3 represent observations made at the time of the study inventory and the availability of resources may change overtime.

The following provides specific information about each site and photographs taken while inventorying the sites. Many of the descriptions provide information about vehicle parking; however, many of these sites can more easily be accessed by bike, watercraft, or on foot.

BROWN COUNTY

BC-1: Ken Evers Nature Area, Green Bay (city), T24N R20E (NE)

Ken Evers Nature Area is located off Military Avenue. There is a gravel 30-space parking lot and a nature trail at the site. No dogs are allowed at Ken Evers Nature Area.

Site maintenance was visible, as the lawn on either side of the trail has been mowed and the trails were well groomed. There was one park bench located along the trail with a makeshift fire pit, which appears to have been created in an unofficial



Figure 2: Ken Evers Nature Area (BC-1), Green Bay (city), Brown County

manner. Some worn pathways leading to the water were present through the marshland and thick *Phragmites*, but water access is challenging.

BC-2: Bylsby Avenue, Green Bay (city), T24N R20E (SE)



Past the metal road barrier at the end of Bylsby Avenue is an access location that is available for public use. A worn pathway provides access from the road to a sandy area along the water. There was no sign of maintenance on this undeveloped site. The site was enclosed by tall grass and *Phragmites* from the end of the road to near the shoreline. There is room for about two vehicles to park at the end of Bylsby Avenue – along with some on-street parking.

Figure 3: Bylsby Avenue (BC-2), Green Bay (city), Brown County

BC-3: Metro Boat Launch, Green Bay (city), T24 R21E (SW)

Metro Boat Launch offers 10 paved boat launches available for public use. There are more than 50 parking stalls for vehicles with boat trailers. There is a \$5.00 daily fee to launch into the water (\$30 annually). A dock master is available from 9 a.m. to 9 p.m. during weekends and holidays from Memorial Day weekend until Labor Day weekend. This site was well maintained – with mowed grass, landscaping, and numerous trash receptacles. The site offers a nature center with attached restrooms. Metro Boat Launch well lit throughout and offers two park benches and five picnic tables.



Figure 4: Metro Boat Launch (BC-3), Green Bay (city), Brown County

BC-4: Bay Beach Park, Green Bay (city), T24N R21E (SW)

Bay Beach Park offers numerous trails leading to the water. Maintenance has been performed around the park in terms of landscaping, mowed lawn, trashcans, and hot-coal receptacles. To make access to the water easier, much of the tall grasses along the shoreline have been cut. Most of the near shore area was wet, requiring boots to reach the water.



The site offered several picnic tables along the water and benches on the east side of the park. There was a pavilion and restrooms on the west side of the park, carnival activities, and playground equipment. The site was well lit throughout. The only available grills were on the east side of the park, although there were numerous charcoal collection bins throughout the park.

Figure 5: Bay Beach Park (BC-4), Green Bay (city), Brown County

BC-5: Mississippi Avenue, Green Bay (city), T24N R21E (SW)

Mississippi Avenue is a one-lane road that provides public access past a cul-de-sac at the end of the road. A tree line on the west side of the property aligns with the property line. It appears that no maintenance has been performed to the site, as the majority of the site is overgrown with tall grass. There is room for one vehicle at the road end and limited roadside parking.



Figure 6: Mississippi Avenue (BC-5), Green Bay (city), Brown County

BC-6: Kentucky Avenue, Green Bay (city), T24N R21E (SW)

Past the cul-de-sac and red diamond-shaped road sign, at the end of Kentucky Avenue, is a public access site. The grass was mowed, but it appears as though it is being maintained by the adjacent property owners. Encroachment is occurring on the west side of the site from a boat that is parked partially on the road. There is room for two vehicles to park near the red diamond sign with limited roadside parking.



Figure 7: Kentucky Avenue (BC-6), Green Bay (city), Brown County

BC-7: Danz Avenue, Green Bay (city), T24N R21E (SW)

Danz Avenue provides a public access location at the end of the one-lane roadway. Past the roadway is a cut lawn that drops off in elevation as it nears the shoreline. This area has been overtaken with tall grasses and vegetation, making it hard to access the water. Private property appears to be encroaching on the public site on the east side of the property. There is no parking available on site, as Danz Avenue is only a one-way road that ends at this site.



Figure 8: Danz Avenue (BC-7), Green Bay (city), Brown County

BC-8: New York Avenue, Green Bay (city), T24N R21E (SW)



Figure 9: New York Avenue (BC-8), Green Bay (city), Brown County

Past the roadway and toward the water extends a public access location at the end of New York Avenue. This location consists of a cut lawn and a wooded area leading to the shoreline. It appears that site maintenance is being performed by the adjacent private landowners on either side. Accessing the water is difficult due to the steep grade. Private property appears to be encroaching on the east side of the property. A sign at the site indicates that hunting is prohibited in the City of Green Bay, and that the city's land boundary goes to the water. There is room for about three vehicles to park on the shoulder of the road.

BC-9: Florida Avenue, Green Bay (city), T24N R21E (SW)

Florida Avenue is a grassy right-of-way off Lakeside Place that provides public access, but is not a marked roadway. Florida Avenue is marked on maps between New York Avenue and Texas Avenue, but does not physically represent a road or have a sign marking its location. The lawn is cut near the water at this site, and the vegetation has been cleared from the shoreline to make it easier to reach the water. It is unclear who is cutting the lawn or the land near the water, but it is likely being done by a private landowner. Two "No Trespassing" signs exist on either side of the site clearly marking the adjacent private property. Another sign on site indicates that hunting is prohibited in the City of Green Bay and that the city's land boundary goes to the water. No parking is available at the site.



Figure 10: Florida Avenue (BC-9), Green Bay (city), Brown County

BC-10: Texas Avenue, Green Bay (city), T24N R21E (SW)



Texas Avenue is a public access site off Lakeside Place with cut lawn near the water and vegetation cleared to the shoreline, making it easier to reach the water. Significant private property encroachment on the public right-of-way has taken place; a wooden walkway has been built leading into the water, and a lawn tractor has been parked near the walkway. A sign on site indicates that hunting is prohibited in the City of Green Bay, and that the city's land boundary goes to the water. There may be room for one vehicle to park at the end of Texas Avenue.

Figure 11: Texas Avenue (BC-10), Green Bay (city), Brown County

BC-11: Illinois Avenue, Green Bay (city), T24N R21E (SW)

Illinois Avenue provides public access at the end of the roadway. The lawn is cut near the water at this site, and the vegetation has been cleared from the shoreline to make it easier to reach the water. Although this is a public right-of-way to the water, a "Private Property" sign on the east side of the site appears to imply that the entire site is private. As you walk further into the site, another sign becomes visible that reads, "The city's boundary goes to the water." As is the case for the rest of the City of Green Bay, hunting is prohibited. There may be room for one vehicle to park at the end of Illinois Avenue.



Figure 12: Illinois Avenue (BC-11), Green Bay (city), Brown County

BC-12: Minnesota Avenue, Green Bay (city), T24N R21E (SW)



Figure 13: Minnesota Avenue (BC-12), Green Bay (city), Brown County

Minnesota Avenue provides public access at the end of the roadway. The lawn is cut near the water at this site. Near the shoreline, the grade is quite steep with dense tall grasses, making it difficult to access the water. The lawn leading up to the shoreline has been maintained by the landowner on the west side of the right of way, and a wooden barrier near the end of this landowner's property line is encroaching onto the access location. A sign on-site indicates that hunting is prohibited in the City of Green Bay, and that the city's land boundary goes to the water. There is no room for parking at this site.

BC-13: Michigan Avenue, Green Bay (city), T24N R21E (SW)



Figure 14: Michigan Avenue (BC-13), Green Bay (city), Brown County

Michigan Avenue provides public access at the end of the roadway. The lawn is cut near the water at this site. Near the shoreline, the grade is quite steep with dense tall grasses, making it difficult to access the water. Informal and unauthorized private stairs have been built on this public access site, and a worn pathway thorough the tall grasses has been created to allow for easier access to the water. Both the stairs and the worn pathway are on public property. A sign on-site indicates that hunting is prohibited in the City of Green Bay, and that the city's land boundary goes to the water. There is no room for parking at this site.

BC-14: Wisconsin Avenue, Green Bay (city), T24N R21E (SW)

Public lands can be accessed past the end of Wisconsin Avenue all the way to the water. The lawn has been mowed from the end of the roadway to the point where the land drops off to the shoreline. Tall grasses grow near the shoreline, making it difficult to access the water. Two conflicting signs exist at the end of this roadway; one of the signs says “No Trespassing,” while the other states that the City of Green Bay’s boundary goes to the water’s edge. Despite the confusion, the site has been confirmed as public right-of-way to the water. There may be room for one vehicle to park at the end of Wisconsin Avenue.



Figure 15: Wisconsin Avenue (BC-14), Green Bay (city), Brown County

BC-15: Nevada Avenue, Green Bay (city), T24N R21E (SW)



Figure 16: Nevada Avenue (BC-15), Green Bay (city), Brown County

Nevada Avenue provides public access at the end of the roadway. The lawn is cut near the water at this site. Near the shoreline, the grade is quite steep, with dense tall grasses, making it difficult to access the water. A sign indicates that hunting is prohibited in the City of Green Bay, and that the city’s land boundary goes to the water. There may be room for one vehicle to park on Nevada Avenue.

BC-16: Lambeau Cottage, Green Bay (city), T24N R21E (SE)



Figure 17: Lambeau Cottage (BC-16), Green Bay (city), Brown County

Lambeau Cottage is a developed public access site that includes a parking lot with more than 20 parking spaces. Park hours are from Dawn to Dusk. Pets, fires, alcohol, and boat launching is prohibited. The area around Lambeau Cottage is free for public use, but the cottage must be rented for use. A 4-hour rental of the cottage costs \$125, and an all day rental costs \$175.

One bench is offered at this site, located adjacent to the small rocky beach. Behind Lambeau Cottage, there is a stone grill and a picnic table available for use. There are trails on either side of the site; one leading to

the Cofrin Arboretum and another leading to Communiversity Park, both are clearly labeled. Lighting is provided throughout the site, along with garbage receptacles.

BC-17: Communiversity Park, Green Bay (city), T24N R21E (SE)

This park is well maintained. It offers a parking lot with 26 vehicle spaces, trails on the south side of the park that lead to Lambeau Cottage, and a fire hydrant on site. Hours to the park are daily from dawn to dusk.



Figure 18: Communiversity Park (BC-17), Green Bay (city), Brown County

Seven benches and five picnic tables are located throughout the park, along with one portable toilet. A small rocky/sandy beach lines the park, and a wooded trail leading to Lambeau Cottage is located on the south side on the park. The streetlights at the park's entrance offer some lighting in the parking lot, but the park itself is not lit. There is a sizable field with trees between the entrance and the water.

BC-18: Parent Road, Green Bay (city), T24N R21E (SE)

The public right-of-way appears to be a driveway, but it can be accessed past the end of Parent Road to the water. The grass has been cut around the roadway, likely by one of the two homeowners on either side of Parent Road. There is some vegetation around the shoreline at the end of Parent Road but accessing the water is not too difficult.



Figure 19: Parent Road (BC-18), Green Bay (city), Brown County

BC-19: Joliet Park, Green Bay (city), T24N R21E (NE)

Joliet Park offers a gravel parking lot off Nicolet Drive that can fit approximately ten vehicles. Joliet Park is hardly noticeable from the roadway because the park sign is small and located inside the park. The park has been maintained with mowed grass along the edge of the parking lot. Although the site provides a trash receptacle, there was a great deal of trash throughout the park. From the parking lot, there are two gravel pathways leading to the water, in addition to a few worn pathways in the forested area adjacent to the parking lot.



Figure 20: Joliet Park (BC-19), Green Bay (city), Brown County

BC-20: Barina Creek, Green Bay (city), T24N R21E (NE), Section 14



Figure 21: Barina Creek (BC-20), Green Bay (city), Brown County

Barina Creek is a small stream running underneath Nicolet Drive and into Green Bay. The area around the creek is wooded, but the property owner next to the creek has mowed a path leading to the water. The site is well maintained, and parking can be found on the side of Nicolet Drive. A moderately rocky shoreline can be accessed by a path along side Barina Creek.

BC-21: Beach Lane, Green Bay (city), T24N R21E (NE), Section 12



Figure 22: Beach Lane (BC-21), Green Bay (city), Brown County

Beach Lane ends in a cul-de-sac with a small strip of right-of-way that leads to the water. There is plenty of room to park along Beach Lane and in the cul-de-sac. At the time of this inventory, the right-of-way strip was under construction.

BC-22: Van Lanen Road, Green Bay (city), T24N R21E (NE)

Van Lanen Road offers public access past the metal barrier at the end of the road. The site is moderately maintained; some of the grass has been cut, while other areas have been left untouched. There is a small worn pathway leading from the roadway to the water, and there is room for approximately four vehicles to park on the side of Van Lanen Road.



Figure 23: Van Lanen Road (BC-22), Green Bay (city), Brown County

BC-23: Point au Sable, Scott (town), T24N R21E (NE), Section 2

Point au Sable is a small undeveloped peninsula owned by the University of Wisconsin - Green Bay. This site lies at the zone of transition from sandy lakeplain in the lower bay to steep till bluff and bedrock escarpment along the eastern shore of Green Bay. This is one of very few wetlands on the eastern shoreline of Green Bay.

After researching this site, it could not be determined whether there is a way to legally access this site by land due to private property abutting the site. Public records were not clear whether there was an official easement providing access to the site. It is possible to access Point au Sable by boat. However, permission to access the site should be acquired from the Biodiversity Center of the University of Wisconsin – Green Bay.



Figure 24: Point au Sable (BC-23), Scott (town), Brown County

BC-24: Town of Scott Park, Scott (town), T25N R22E, Section 20



Figure 25: Town of Scott Park (BC-24), Scott (town), Brown County

Town of Scott Park can be found at the end of the Point Comfort Road cul-de-sac, where there is room for about three vehicles to park. Hours for the Town of Scott Park are from 6am to 10pm. There was no evidence of maintenance at the park. It is unclear where the park boundary begins and ends. A sandy pathway leads to the water and a nice beach area, aside from the mussel shells piled on the beach. There is evidence of a fire pit on the west side of the pathway, although it is unclear if a fire is allowed at the site.

BC-25: Nicolet Drive, Scott (town), T25N R22E, Section 21



Figure 26: Nicolet Drive (BC-25), Scott (town), Brown County

This site can be found along the bay just north of 4392 Nicolet Drive. The site can be accessed from Nicolet Drive. The elevation drops rather dramatically from the road to the water, making it somewhat difficult to access the water. The site is unkempt and trees and vegetation dominate the area. There is barely enough room for one car to park along the side of Nicolet Drive.

BC-26: Volk's Landing, Scott (town), T25N R22E, Section 21

This public access site provides direct access to the water from Edgewater Beach Road. There is room for approximately three vehicles in the parking lot. One boat slip is available on site; however, mussel shells piled on shore and on the boat launch have made the launch nearly unusable. Aside from the mussel shells, Volk's Landing provides a decent sandy beach.

Volk's Landing is open daily from 6 a.m. to 10 p.m. There is evidence of some maintenance on the site, including mowed grass and a portable toilet. However, there is some graffiti on the park sign.



Figure 27: Volk's Landing (BC-26), Scott (town), Brown County

BC-27: Bay Shore Park, Green Bay (town), T25N R22E, Section 13



Figure 28: Bay Shore Park (BC-27), Green Bay (town), Brown County

The park and water access area are separated by a steep elevation change and some forested cover. The site is well lit to the water, with garbage receptacles and restrooms provided. The park area offers a baseball field, a sand volleyball court, a pirate-themed playground, several picnic tables, benches, and grills, a pavilion-style shelter, an enclosed shelter, and numerous campsites available for rent.

Bay Shore Park offers a paved access road that leads to four slips for boat launching. The park offers ample parking with over 50 elongated spaces. No pets are allowed at Bay Shore Park, and all waste must be carried out. A \$5.00 fee is required for a daily boat launch, and a \$15.00 fee is assessed for overnight docking. The park is open from 8 a.m. - Sunset. The park includes a constructed rock harbor for boats, with a small navigation light for safe nighttime harboring.

The park and water access area are separated by a steep elevation change

KEWAUNEE COUNTY

KC-1: Wellers Lane, Red River (town), T25N R23E, Section 18

Although the road appears to end near an abandoned liquor store, the public right-of-way extends to the water down a gravel road. Parking is only available on the shoulder of the road, but mindfulness of private ownership along the road is required. The road ends at a thin strip of land with a large grove of trees that make navigation very difficult.

There is evidence of private property encroachment on this public right-of-way; including some canoes, old tires, and trash. There are no pathways, informal or otherwise, leading to the water from this strip of land.

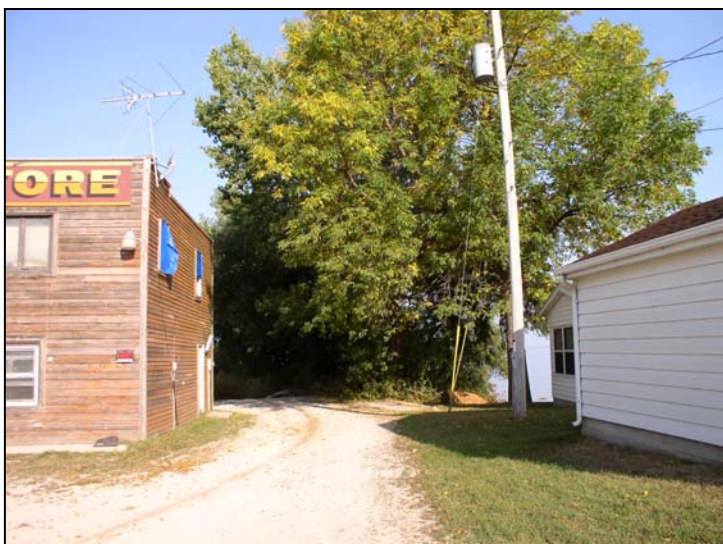


Figure 29: Wellers Lane (KC-1), Red River (town), Kewaunee County

KC-2: Barrett Dock Road, Red River (town), T25N R23E, Section 7



Figure 30: Barrett Dock Road (KC-2), Red River (town), Kewaunee County

Barrett Dock Road leads to small gravel and forested area of publicly owned land. There is a private road sign and a no trespassing sign near the location; but the area is public, and the private road begins to the north of the signs. The gravel area provides enough parking for about two vehicles. The public access area is heavily wooded and difficult to access; however, there are a few lightly worn pathways.

KC-3: Red River County Park, Red River (town), T25N R23E, Section 6

This park has a paved road around the park and two boat launches. There is no designated parking lot, but there is room on the side of the one-way road that runs around the park for approximately 20 cars. The park is well maintained with mowed grass and landscaping, and offers a pavilion and baseball field. A small worn path near the pavilion connects with the Red River just off the east shore of Green Bay. Another worn path in the southeast corner of the park leads from the driveway to the water.

There are numerous trash receptacles, picnic tables, and grills throughout the park. Restrooms are provided in the pavilion located near the baseball field. Although most of the shoreline is covered in tall grasses, there is a small sand bar in the southwest corner of the park where the water is shallow.



Figure 31: Red River County Park (KC-3), Red River (town), Kewaunee County

DOOR COUNTY

DC-1: Sun n Surf Road, Union (town), T26N R23E, Section 32

The end of Sun n Surf Drive provides direct access to the water. Although there is no parking allowed near the water, there is room for parking on the shoulder of the road. A lightly worn path leads to the water from the road.

There was no evidence of site maintenance, as grass was overgrown and there was a large rock pile near the shore.



Figure 32: Sun n Surf Road (DC-1), Union (town), Door County

DC-2: Cedar Road, Union (town), T26N R23E, Section 28



Cedar Road is paved and ends at a boat launch to the water. Two signs on site provide information about public access to the water.

Figure 33: Cedar Road (DC-2), Union (town), Door County

DC-3: Oakwood Road, Union (town), T26N R23E, Section 28



Oakwood Road ends at the water and provides two spaces for parking and a sign indicating public access. There is a small sandy area near the water.

Figure 34: Oakwood Road (DC-3), Union (town), Door County

DC-4: Shoemaker Road, Union (town), T26N R23E, Section 21

The end of Shoemaker Road provides public access to the water. The road is paved, but turns gravel as the shore nears. There is no room to park directly at the public access site, but there is room for roadside parking on adjacent roads. There is a small sandy area near the water.



Figure 35: Shoemaker Road (DC-4), Union (town), Door County

DC-5: Chadoirs Dock County Park, Union (town), T26N R23E, Section 10



Figure 36: Chadoirs Dock County Park (DC-5), Union (town), Door County

Chadoirs Dock County Park provides three boat launch slips that cost \$5.00 daily, in addition to overnight and seasonal boat parking. The site offers 27 elongated parking spots, including two handicapped spaces. The park is open one-half hour before sunrise and closes at 11 p.m.

The site is well lit, offering restrooms, trash and recycling receptacles, and a small beach area. Additionally, there is a privately owned bait shop, bait vending machine, and gas pump at the site.

DC-6: Bent Road, Union (town), T26N R23E, Sections 10 & 3

Although Bent Road appears to turn into a driveway at the end, the public right-of-way extends to the water past the metal barrier and down a steep grade. It appears that the land near the water is being maintained by the neighboring homeowner. There is little room for parking along this narrow roadway.



Figure 37: Bent Road (DC-6), Union (town), Door County

DC-7: Sugar Creek County Park, Gardner (town), T27N R23E, Sections 25 & 26



Figure 38: Sugar Creek County Park (DC-7), Gardner (town), Door County

Sugar Creek County Park offers 24 elongated parking spaces and two slips for boat launching. Launching a boat costs \$5.00 for all day use; overnight parking is not allowed on site. Park hours are from one-half hour before sunrise to 11 p.m.

Sugar Creek County Park offers a beach, picnic tables, a bench, and trash and recycling receptacles.

DC-8: Wilcox Road, Gardner (town), T27N R23E, Section 24



Figure 39: Wilcox Road (DC-8), Gardner (town), Door County

The end of Wilcox Road is a paved road that leads directly to the water. The site has received no maintenance, leaving it in poor condition with overgrown vegetation almost blocking the sign that reads, “Launch closed, use at own risk.” There is room to park two vehicles on the side of Wilcox Road. Some private property encroachment is taking place on the northeast side of the roadway.

DC-9: Fox Lane, Gardner (town), T27N R24E, Section 18



Figure 40: Fox Lane (DC-9), Gardner (town), Door County

Fox Lane is a paved public access location that turns to gravel as it nears the water. Parking is available on the shoulder of the road. Although the road leads directly into the water, there is a significant drop off from the roadway to the water (approximately 15 feet) making navigation dangerous for a small car. There is no evidence of site maintenance and gravel is spilled out onto the road from a private driveway to the south of Fox Lane.

DC-10: Johannes Road, Gardner (town), T27N R24E, Section 7

The end of Johannes Road provides a public access site with parking on the shoulder of the road for multiple vehicles. The roadway forks one direction to private property and the opposite direction towards the water where there is a nice rock beach available for use. Some landscaping has been done near the junction of Johannes Road and the public and private ownership is clearly defined on the roadway. However, it is unclear where the public property begins and ends near the shoreline.



Figure 41: Johannes Road (DC-10), Gardner (town), Door County

DC-11: Boni's Place, Gardner (town), T27N R24E, Section 4

Boni's Place is a public access site that leads directly into the water off Lime Kiln Road. A half-circle turnaround point is located near the water on the west side of the street, but a sign indicates that there is no parking in the half-circle or along the rest of the street leading to the water. This site is not maintained, and private property signs are clearly located on the east side of Boni's Place.



Figure 42: Boni's Place (DC-11), Gardner (town), Door County

DC-12: Big Rock Place, Gardner (town), T28N R24E, bordering Sections 34 & 35



Big Rock Place is a one-lane public road that leads to the water. Parking is available on the shoulder of the road, but it is rather narrow. No site maintenance was visible, and it appeared that a small area near the water was burned, evidently from a campfire.

Figure 43: Big Rock Place (DC-12), Gardner (town), Door County

DC-13: Claflin Memorial Park, Gardner (town), T27N R24E, Section 2



Claflin Memorial Park is located at the end of Claflin Road and provides direct access to the water from the street; however, there is no boat access. The Park provides attractive landscaping and shade trees, a bench, parking on the west side of the road, and a historical marker in remembrance of Door County's first explorer, Increase Claflin. Claflin Memorial Park also offers a nice rocky beach.

Figure 44: Claflin Memorial Park (DC-13), Gardner (town), Door County

DC-14: Robert M. Carmody County Park Boat Launch, Gardner (town), T27N R24E, Section 3

Robert M. Carmody County Park Boat Launch is open daily one-half hour before sunrise until 11 p.m. The site offers two parking lots with over 100 spaces, along with six boat slips with a daily launching fee of \$5.00. The park and boat launch are well maintained. The park offers a bench near the water and three picnic tables around a grill. Garbage and recycling receptacles are located in a couple of areas near the restrooms, which also serve as a shelter. The launch areas and both parking lots are well lit.



Figure 45: Robert M. Carmody County Park Boat Launch (DC-14), Gardner (town), Door County

DC-15: Landing Road, Gardner (town), T27N R24E, Section 3



Figure 46: Landing Road (DC-15), Gardner (town), Door County

Landing Road offers a paved public access site that leads to the water. This site provides little parking, and there are several “No Parking” signs scattered throughout the area.

A string has been strung along the shoreline about one foot from the ground. The purpose of the string is unclear, but it could be a sign of potential encroachment.

DC-16: Polish Lane, Gardner (town), T27N R24E, Section 10

The end of Polish Lane turns to gravel near the water. The road leads to a small parking area and a worn pathway leads from the parking area to the water through tall grass and thick vegetation. There was no sign of maintenance near the water, but the grass around the parking area had been mowed.



Figure 47: Polish Lane (DC-16), Gardner (town), Door County

DC-17: Squaw Island Road, Gardner (town), T27N R24E, Section 10



Figure 48: Squaw Island Road (DC-17), Gardner (town), Door County

The side of Squaw Island Road provides about 225 feet of public access to the water just north of 3217 Squaw Island Road. A worn pathway leads from the roadway to the water. Squaw Island Road is quite narrow, but may provide minimal on-street parking.

DC-18: North Stevenson Pier Road, Gardner (town), T27N R24N, Section 2

Public access to the water is available along the side of North Stevenson Pier Road, just north of 3521 N. Stevenson Pier Road. However, access to the water is difficult through the tall grasses. From north to south, the site extends 60 feet along the roadway. The private property lot line is clearly defined by a stack of wood on the south side of the site at 3521 N. Stevenson Pier Road. It is difficult to determine the location of the lot line at the north side of the site. Parking is available along the roadway.



Figure 49: N. Stevenson Pier Road (DC-18), Gardner (town), Door County

DC-19: Wood Lane Road, Gardner (town), T27N R24E, bordering Sections 1 & 36.



Figure 50: Wood Lane Road (DC-19), Gardner (town), Door County

The end of Wood Lane Road leads directly to the water on the east side of Little Sturgeon Bay. However, only about six feet of access is available at the water's edge between the tall, thick vegetation. The wide road offers plenty of parking on both sides, and the only evidence of maintenance was mowed grass along Wood Lane Road.

DC-20: Riley's Bay Road, Gardner (town), T28N R24E, Section 36

The end of Riley's Bay Road provides public access as it turns from a paved road to a dirt road leading into a marshy area near the water. There is room on the shoulder of the road for approximately seven vehicles. The grass has been mowed along the side of the road, but there is a lot of litter near the water. Worn tire marks can be seen leading to the water through the marshy area.



Figure 51: Riley's Bay Road (DC-20), Gardner (town), Door County

DC-21: Town Park Road, Nasewaupee (town), T28N R25E, Section 31



Figure 52: Town Park Road (DC-21), Nasewaupee (town), Door County

The end of Town Park Road provides public access. There is little room for parking along the side of the narrow road, but one or two vehicles can park at the end of the road where it widens near the opening to the water. There is a worn path of tire tracks leading to the water, but it would be difficult to navigate the sandy terrain.

It is unclear where the property line exists for the private landowners on the southeast side of the site since much of the area is not maintained.

DC-22: Haines Park, Nasewaupee (town), T28N R25E, Section 31

Haines Park is at the corner of Sand Bay Lane and Town Park Road. There are 11 paved parking spaces available adjacent to garbage and recycling receptacles. A worn pathway leads to a large, sandy beach overlooking Green Bay. Park hours are from 8 a.m. to 9:30 p.m., and there are no pets allowed. Private property signs along the beach clearly indicate the park boundaries. Haines Park is well maintained near the parking lot at the beach.



Figure 53: Haines Park (DC-22), Nasewaupee (town), Door County

DC-23: Bretl Road, Nasewaupee (town), T28N R25E, Section 31



Figure 54: Bretl Road (DC-23), Nasewaupee (town), Door County

Bretl Road is an unmarked right-of-way providing public access to the water. Bretl Road can be found between 4001 and 3999 Snake Island Road. The width of the road as if it extends to the water, is the extent of the public shoreline access. Private property is present on both sides of the site and the shoreline is comprised of vegetation and rocks. The side of Snake Island Road provides the only available parking.

DC-24: Dufek Road, Nasewaupee (town), T28N R25E, Section 30

The end of Dufek Road provides public access to the water. There is a worn, rock pathway leading to the water, but reaching the water while remaining on public land is rather difficult. The rock beach is comprised primarily of small trees and brush.

A wooden sign nailed to a tree at the start of Dufek Road falsely implies that the road is private. There is enough room to park one vehicle at the end of Dufek Road.



Figure 55: Dufek Road (DC-24), Nasewaupee (town), Door County

DC-25: Meunier Road, Nasewaupee (town), T28N R25E, Section 30



Figure 56: Meunier Road (DC-25), Nasewaupee (town), Door County

The end of Meunier Road provides a gravel public access point that leads to the water. The roadway is relatively wide with room for about five vehicles to park along the shoulder. A sign indicates that fires, picnicking, and hunting are not allowed at the site. The site offers a sandy beach and the grass along Meunier Road near the site has been maintained.

DC-26: Elchorn Road, Nasewaupee (town), T28N R25E, Section 30

The end of Elchorn Road provides public access. The site is being maintained by adjacent property owners, and a fire pit in front of the roadway was likely placed by an adjacent property owner. There is no room to park on Elchorn Road; but nearby roads, such as Sandy Bay Point Road, have room for on-street parking.



Figure 57: Elchorn Road (DC-26), Nasewaupee (town), Door County

DC-27: Sandy Bay Point Road, Nasewaupee (town), T28N R25E, between Sections 31 & 32

Sandy Bay Point Road is a paved public access location that leads to a sandy beach before reaching the water. The roadway is long, and may allow parking for up to 15 vehicles on one side. Private land is well marked on both sides, but is less clear near the water. Multiple signs near the water state, “Private Beach,” but it is unclear to which portions of the beach the signs are referring and they appear to imply that the public access area is private. Grass has been mowed around the site, and tire tracks were evident leading through the sand to the water.



Figure 58: Sandy Bay Point Road (DC-27), Nasewaupee (town), Door County

DC-28: Eliason Road, Nasewaupee (town), T28N R25E, Section 32



Eliason Road provides public access that consists of a gravel road that stops in front of tall grasses before reaching the water. The grass has been mowed along the side of the road, with room for about 10 vehicles to park. The vegetation and lack of a worn pathway, make accessing the water difficult. The north side of Eliason Road is clearly marked private, but the south side is not marked, making the boundaries of the site unclear.

Figure 59: Eliason Road (DC-28), Nasewaupee (town), Door County

DC-29: Elms Road, Nasewaupee (town), T28N R25E, Section 28



The end of Elms Road is paved, but turns to gravel as it nears the water. There is only enough on-street parking for just one small vehicle. A rock pile on the north side of the lot appears to represent a property line, but there is no evidence of a property line on the other side of Elms Road. Worn tire tracks were evident leading through the gravel and vegetation to the water.

Figure 60: Elms Road (DC-29), Nasewaupee (town), Door County

DC-30: Cliff View Drive, Nasewaupee (town), T28N R25E, between Sections 22 & 27

The public access point off Cliff View Drive is a gravel right-of-way that stops in front of numerous large boulders before reaching the water. Less than a ½-mile before reaching the water's edge, a public access sign is posted at the intersection of Cliff View Drive and High Cliff Park Road.

Close to the water, there is enough room for approximately two vehicles to park on the shoulder of the road. Private property signs are posted on the west side of the roadway, but there are no postings on the east side. The site has mowed grass on the east side of the roadway that appears to be maintained by the adjacent private landowner. Accessing the water would require maneuvering over a series of boulders.



Figure 61: Cliff View Drive (DC-30), Nasewaupee (town), Door County

DC-31: Oak Avenue, Nasewaupee (town), T28N R25E, Section 22



Figure 62: Oak Avenue (DC-31), Nasewaupee (town), Door County

The end of Oak Avenue is a gravel right-of-way that leads to a large pile of boulders and a significant elevation drop of about 15 feet from the roadway to the shoreline.

Oak Avenue is only wide enough for one vehicle at a time. It is too narrow to provide on-street parking along the shoulder and there is no room to allow a vehicle to turnaround on the road. The grass is maintained on each side of the roadway, presumably by the adjacent landowners.

DC-32: Cabot's Point Road (east), Nasewaupee (town), T28N R25E, Section 23

The north end of Cabot's Point Road ends at a large boulder pile before reaching the water. One would need to maneuver a few large boulders to access the water. Parking is available on the shoulder of the road, with room for about three vehicles.



Figure 63: Cabot's Point Road, North side (DC-32), Nasewaupee (town), Door County

DC-33: Cabot's Point Road (west), Nasewaupee (town), T28N R25E, Section 23

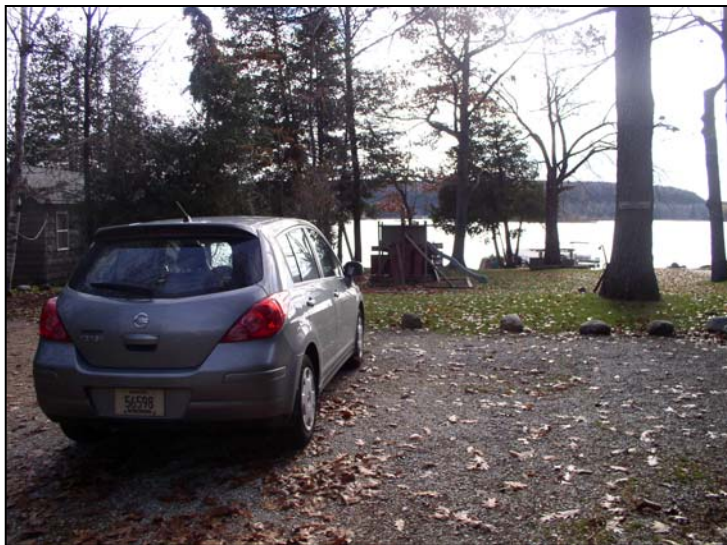


Figure 64: Cabot's Point Road, South side (DC-33), Nasewaupee (town), Door County

The south end of Cabot's Point Road provides an obscure public access site that is experiencing significant property encroachment. Evidence of private property encroachment at the site includes a playground, a bench, and a pedal boat that has been placed in the public right-of-way; the lawn has been maintained at the entire site; and a sign has been placed near the end of the roadway that reads, "Harbor Home Parking." Despite the private property encroachment, the right-of-way to the water is public and offers a small sandy beach at the end of the roadway.

DC-34: E. Sherwood Point Road, Nasewaupee (town), T28N R25E, Section 23

The end of East Shorewood Point Road provides paved public access to the water and a boat launch. The boat launch can be accessed from 6 a.m. to 11 p.m., with a daily cost of \$3.00. The site is not maintained, and there is heavy vegetation around the launch. This public access site is located in a heavy residential area and there are many “No Parking” signs along the adjacent roadways. It is unclear where one could park to utilize the boat launch, so it seems the launch was meant for people in the neighborhood to use, although it is open to the public.



Figure 65: E. Sherwood Point Road (DC-34), Nasewaupee (town), Door County

SP: Potawatomi State Park, Nasewaupee (town), T28N R25E, Sections 26 and 36

Potawatomi State Park is a 1,225-acre state park that offers a variety of land and water recreation opportunities including camping, fishing, picnicking, biking, skiing, boating, hiking the Ice Age National Scenic Trail, and public access to over two miles of Lake Michigan shoreline.



Figure 66: Potawatomi State Park (SP), Nasewaupee (town), Door County - DNR Photo

DC-35: N. Duluth Avenue, Sturgeon Bay (city), T27N R25E, Section 1



Figure 67: N. Duluth Avenue (DC-35), Sturgeon Bay (city), Door County

N. Duluth Avenue ends at a gravel cul-de-sac providing public access to the water. A sign describes the location as a Historic Shipwreck site. The area around the cul-de-sac is open and undeveloped, the grass has been maintained along the edge of the road, and a few worn trails lead to the water. This site also offers a bench and garbage receptacle.

DC-36: Otumba Park, Sturgeon Bay (city), T27N R26E, Section 7

Otumba Park is located off Juniper Street near Joliet Drive, and continues east along Juniper Street to Lansing Avenue. Otumba Park offers a parking lot for 25 vehicles and a sandy beach with a lifeguard station. The rest of the area includes several benches, picnic tables, grills, playground equipment, two lit tennis courts, a basketball court, and a pavilion with restrooms and a large stone grill.



Figure 68: Otumba Park (DC-36), Sturgeon Bay (city), Door County

Otumba Park continues past three private parcels on Juniper Street to the east where there is a well-maintained waterfront walkway along the rocky shoreline with a few benches along the way. Parking for the waterfront walkway can be found along Juniper Street, near Lansing Avenue.

Otumba Park continues past three private parcels on Juniper Street to the east where there is a well-maintained waterfront walkway along the rocky shoreline with a few benches along the way. Parking for the waterfront walkway can be found along Juniper Street, near Lansing Avenue.

Both portions of Otumba Park prohibit alcohol, dogs, or glass bottles in the park. Park hours from May 1st through October 31 are from dawn to 10 p.m., and hours from November 1st through April 30th are from dawn to 9 p.m.

DC-37: Bay View Park, Sturgeon Bay (city), T27N R26E, Section 7

Bay View Park is a one-acre park on the west side of Sturgeon Bay adjacent to Madison Avenue and Lawton Place. The park offers a fishing deck/viewing area, handicapped accessibility, picnic tables, benches, and a gazebo. The fish deck/viewing area provides a good view of the shipbuilding industry and boating activities on Sturgeon Bay. The park offers limited parking and no restroom facilities.



Figure 69: Bay View Park (DC-37), Sturgeon Bay (city), Door County

DC-38: Sawyer Boat Launch, Sturgeon Bay (city), T27N R26E, Section 7



Figure 70: Sawyer Boat Launch (DC-38), Sturgeon Bay (city), Door County

Sawyer Boat Launch is a 10-acre boat launch park located at the intersection of Neenah and East Oak Street. A \$5 daily fee or a \$30 seasonal fee (\$50 for non-city residents) is required for boat launching. On-site facilities include a six-lane ramp (two permanent ramps), restrooms with showers, two fish cleaning stations, Dockmaster building, a paved well-lit parking lot, area for transient docking (two-hour limit), benches, picnic tables, two grills, and two handicap fishing platforms. There are over 100 parking spaces with 48-hour vehicle parking allowed.

DC-39: Fire Dock Road, Sturgeon Bay (city), T27N R26E, Section 16



Figure 71: Fire Dock Road (DC-39), Sturgeon Bay (city), Door County

Fire Dock Road is an unmarked public access right-of-way off Tacoma Beach Road that extends to the water. The road consists of a narrow worn trail that is in poor condition from the lack of maintenance. A metal barrier runs alongside a small creek. There is no sign of maintenance at this site. The poor road condition and a few fallen trees make it impossible to access the water by vehicle. Parking is not available on Fire Dock Road, but there may be room on the side of Tacoma Beach Road.

DC-40: Memorial Drive, Sturgeon Bay (city), T27N R26E, Section 9

Along Memorial Drive, there is an access point to the water that begins underneath the Highway 57/42 viaduct and extends about 450 feet northwest. This site includes a boat launch near the viaduct, a picnic table, and a grill. There is plenty of parking along the side of Memorial Drive.



Figure 72: Memorial Drive (DC-40), Sturgeon Bay (city), Door County

DC-41: Pennsylvania St., Sturgeon Bay (city), T27N R26E, between Sections 7 & 8



Figure 73: Pennsylvania Street (DC-41), Sturgeon Bay (city), Door County

The end of Pennsylvania Street offers a public access site with a boardwalk. The boardwalk follows along the waterfront with attractive landscaping and educational signage about local history. The well-lit boardwalk provides benches and garbage receptacles. There is room for about ten vehicles to park along Pennsylvania Street.

The site is suited for fishing, but accessing the water is not recommended, as the waterway at this location is a reinforced (permanently lined) channel with a significant drop from the boardwalk.

DC-42: Sunset Park & Launching Ramp, Sturgeon Bay (city), T27N R26E, Section 6

Sunset Park & Launching Ramp are located at the end of Florida Street in Sturgeon Bay. The launching facility offers two launching ramps, a well-lit parking lot, and a small pier for transient docking (2-hour limit). More than 20 parking spaces are available near the launch, and there is a daily \$5 launching fee. The location of the property line between Sunset Park and the adjacent yacht club is unclear.

The park offers benches, picnic tables, grills, garbage receptacles a paved maritime trail that leads all around the park, a lake, a shelter building with restrooms, sandy swimming beach with lifeguard station, four tennis courts, three baseball fields, a 6-hole disk golf course, a basketball court, an exercise course (one mile long with 11 stations), and two playground areas.



Figure 74: Sunset Park & Launching Ramp (DC-42), Sturgeon Bay (city), Door County

DC-43: Old County Highway (OR)„ Sevastopol (town), T28N R26E, Section 18



Old County Highway (OR) ends at a dead end just before the water. The roadway is wide, providing ample parking space for about 10 vehicles. A worn pathway through vegetation leads to the water.

Figure 75: Old County Highway (OR) (DC-43), Sevastopol (town), Door County

DC-44: Olde Quarry County Park, Sevastopol (town), T28N R25E, Section 13

Olde Quarry County Park offers a paved boat launch site with six slips and over 90 parking spaces near the park and in an overflow lot across County B. A pavilion houses a number of picnic tables with grills. The well-lit park offers several benches, restrooms, and garbage and recycling receptacles.



Figure 76: Olde Quarry County Park (DC-44), Sevastopol (town), Door County

DC-45: Fire Lane Right-of-way, off County B, Egg Harbor (town), T29N R26E, Section 29



A paved fire lane right-of-way off County B provides public access to the water in Egg Harbor. Although, this is a public access location, parking is not allowed on the fire lane and finding a parking space nearby would be difficult.

Figure 77: Fire Lane Right-of-way (DC-45), Door County

DC-46: Lady Slipper Road, Egg Harbor (town), T29N R26E, Section 29

The end of Lady Slipper Road provides public access to a large bedrock shore. There is room for approximately four vehicles to park along the shoulder of the road. The site is not maintained.



Figure 78: Lady Slipper Road (DC-46), Door County

DC-47: Sunset Lane, Egg Harbor (town), T29N R26E, Section 17



Sunset Lane ends at a cul-de-sac near the water. Worn pathways lead to the water from the cul-de-sac. There is only enough parking for about three vehicles. The site has not been maintained.

Figure 79: Sunset Lane (DC-47), Egg Harbor (village), Door County

DC-48: Murphy Park and Boat Launch, Egg Harbor (town), T29N R26E, Section 3

Murphy Park and Boat Launch are connected by a one-way road from the Park to the boat launch. To traverse the other direction, from the boat launch to the park, County B must be used. The park offers a large parking lot, a well-maintained picnic area (open from ½ hour before dawn to 11 p.m.), a sandy beach, a playground, a pavilion with over 15 picnic tables and grills, and a beach volleyball court with benches. During the visit to this site, the beach was closed off with snow fence for unknown reasons.



Figure 80: Murphy Park and Boat Launch (DC-48), Egg Harbor (town), Door County

Along the single-lane road to the boat launch, there is another pavilion with a water pump, a bathroom/changing area, picnic tables and grills, and about 15 parking spaces. No home-generated waste is allowed, dogs must be on a leash at all times, there is no overnight parking, glass is prohibited, and there is no lifeguard on duty.

The boat launch area offers a well-lit 25-space parking lot and two boat slips open from a half-hour before sunrise to 11 p.m., and requires a \$5 daily launching fee.

DC-49: Shorewood Road, Egg Harbor (village), T30N – R26E, Section 35



Figure 81: Shorewood Road (DC-49), Egg Harbor (village), Door County

The end of Shorewood Road provides public access to the water, but no parking. There is potentially room for one vehicle to park on the shoulder of the road. No site maintenance was evident in the area, except the grass immediately in front of the paved road was cut at some point.

DC-50: Sunset Lane, Egg Harbor (village), T30N R26E, Section 26



Figure 82: Sunset Lane (DC-50), Egg Harbor (village), Door County

Sunset Lane is a gravel roadway that ends at the water after an elevation drop. The site is not maintained. Approximately three parking spaces are available on the side of Sunset Lane.

DC-51: Beach View Lane, Egg Harbor (village), T30N R26E, Section 26



Beach View Lane is a single-lane, paved road off West Shore Drive that ends at the water. There is no room for parking on Beach View Lane; however, there may be enough room on West Shore Drive or other nearby streets. Two lawn chairs have been placed at the end of the right of way, likely indicating private property encroachment into the public right-of-way.

Figure 83: Beach View Lane (DC-51), Egg Harbor (village), Door County

DC-52: Green Bay Lane, Egg Harbor (village), T30N R26E, Section 26

Green Bay Lane is a paved roadway that turns to gravel as it nears the shoreline. The water is very accessible at this site. There is room for one vehicle to park on the shoulder of the road.



Figure 84: Green Bay Lane (DC-52), Egg Harbor (village), Door County

DC-53: Shady Lane, Egg Harbor (village), T30N R26E, Section 26



Figure 85: Shady Lane (DC-53), Egg Harbor (village), Door County

Shady Lane has been reverted from a gravel roadway to seeded grassway, with a small gravel section remaining near the end of West Shore Drive. Past the newly planted grass, there is an elevation drop with a rocky base before reaching the water. There is room for parking on the side of West Shore Drive or another adjacent street.

DC-54: Moon Light Lane, Egg Harbor (village), T30N R26E, Section 26



Figure 86: Moon Light Lane (DC-54), Egg Harbor (village), Door County

Moon Light Lane is a gravel roadway leading to the water after an elevation drop to the rocky shoreline. There is room for parking on the side of West Shore Drive or another adjacent street.

DC-55: Dawn Lane, Egg Harbor (village), T30N R26E, Section 26



Dawn Lane is a gravel roadway leading to the water after an elevation drop to the rocky shoreline. The grass has been maintained on both sides of the site, but it is unclear by whom. No parking is available on Dawn Lane, but other adjacent roads could be used.

Figure 87: Dawn Lane (DC-55), Egg Harbor (village), Door County

DC-56: Cross Lane (west side), Egg Harbor (village), T30N R26E, Section 26



Cross Lane is a gravel right-of-way that extends to a rocky shoreline. There is room for approximately three cars to park on the shoulder of the road. The water is easily accessed at this site.

Figure 88: Cross Lane, West side (DC-56), Egg Harbor (village), Door County

DC-57: North Shore Drive, Egg Harbor (village), T30N R26E, Section 26



North Shore Drive is a gravel right-of-way that extends to a rocky shoreline past thick vegetation. A worn pathway through the vegetation and rock makes accessing the rocky beach easy. There was no sign of maintenance at the site. Two vehicles can park in the dead end area of North Shore Drive, and others can park cross from the dead end on West Shore Drive.

Figure 89: North Shore Drive (DC-57), Egg Harbor (village), Door County

DC-58: East Shore Drive (North), Egg Harbor (village), T30N R26E, Section 26

A gravel roadway along the side of East Shore Drive provides access to a rocky shore. This site appears to be privately owned, but it is in the public right-of-way. The lawn on site has been maintained, presumably by an adjacent landowner. There is room for parking on the side of East Shore Drive or North Shore Drive.



Figure 90: East Shore Drive, North side (DC-58), Egg Harbor (village), Door County

DC-59: Cross Lane (east side), Egg Harbor (village), T30N R26E, Section 26



Cross Lane is a gravel right-of-way that leads to a rocky shore. The grass appears to be maintained near the end of the roadway, although it is unclear by whom. Parking is available on the shoulder of the road for approximately three vehicles.

Figure 91: Cross Lane, East side (DC-59), Egg Harbor (village), Door County

DC-60: East Shore Drive (South), Egg Harbor (village), T30N R26E, Section 26

A gravel roadway along the side of East Shore Drive provides access to a rocky shoreline. The grass at this site has been maintained, possibly by an adjacent landowner. There are a couple of worn pathways leading to the water, and parking is available for approximately three vehicles on the side of the right-of-way.



Figure 92: East Shore Drive, South side (DC-60), Egg Harbor (village), Door County

DC-61: Beach Park, Egg Harbor (village), T30N R26E, Section 25



Beach Park is located at the end of Beach Road. The park offers a sandy beach, benches, a pavilion with ten picnic tables, restrooms, grills, a gazebo, a playground, a paved trail, and a sizable parking lot. Park hours are from 6 a.m. to 10 p.m. Camping, feeding waterfowl, fishing, open fires, and overnight boat trailer parking are prohibited. The site offers a boat launch on the east side of the park; however, it is not well maintained.

Figure 93: Beach Park (DC-61), Egg Harbor (village), Door County

DC-62: Harbor View Park, Egg Harbor (village), T30N R26E, Section 25

Harbor View Park extends from Highway 42 west to the shore, accessible from Dock Road. This park provides two boat launches that cost \$10 daily, or \$60 annually for a Village of Egg Harbor Resident (\$100 for non-residents). The park offers plenty of parking is available, including 48 spaces near the docks, and another 24 spaces above the docks on Dock Road. Of the 24 spaces on Dock Road, 14 are elongated to suit boat trailers. Gas can be purchased shoreside from two pumps on the south side of the docks.



Figure 94: Harbor View Park (DC-62), Egg Harbor (village), Door County

The well-lit park offers a pavilion with picnic tables and grills, restrooms, a small playground area, two gazebos with several benches, trash and recycling receptacles, and a paved trail through the park.

DC-63: North Point Lane, Egg Harbor (village), T30N R26E, Section 24

North Point Lane is a gravel right-of-way that extends to a rocky shoreline. A sign at the beginning of the roadway indicates the site's public access. The site has not been maintained, and there is evidence of private property encroachment with a large boat holder that has been placed in the middle of public shoreline. There is room for approximately five vehicles to park along the side of North Point Lane.



Figure 95: North Point Lane (DC-63), Egg Harbor (village), Door County

Table 1: Public Access Amenities along the East Shore of Green Bay in Brown County

ID	Road	Municipality	GPS Coordinates	Amenities								Notes
				Parking Availability (S = Small; L = Large)	Boat Ramp/ Launch	Trails	Beach	Restrooms	Picnic Area	Recreation Area	Grills/Fire pits	
BC-1	Ken Euers Nature Area	Green Bay (city)	N 44° 33.469, W 88° 02.194	L		●						No Dogs
BC-2	Bylsby Avenue	Green Bay (city)	N 44° 32.595, W 88° 00.688									
BC-3	Metro Boat Launch	Green Bay (city)	N 44° 32.257, W 88° 00.213	L	●				●			Hours: 9am-9pm, \$5 daily launch fee
BC-4	Bay Beach Park	Green Bay (city)	N 44° 31.981, W 88° 58.970	L			●	●	●	●	●	
BC-5	Mississippi Avenue	Green Bay (city)	N 44° 31.773, W 88° 58.103									
BC-6	Kentucky Avenue	Green Bay (city)	N 44° 31.751, W 88° 57.950									
BC-7	Danz Avenue	Green Bay (city)	N 44° 31.762, W 88° 57.789									No room for parking
BC-8	New York Avenue	Green Bay (city)	N 44° 31.736, W 88° 57.711									
BC-9	Florida Avenue	Green Bay (city)	N 44° 31.752, W 88° 57.631									Accessed from Lakeside Place, no room for parking
BC-10	Texas Avenue	Green Bay (city)	N 44° 31.747, W 88° 57.553									Limited Parking
BC-11	Illinois Avenue	Green Bay (city)	N 44° 31.739, W 88° 57.386									Limited Parking
BC-12	Minnesota Avenue	Green Bay (city)	N 44° 31.732, W 88° 57.308									No room for parking
BC-13	Michigan Avenue	Green Bay (city)	N 44° 31.739, W 88° 57.227									No room for parking
BC-14	Wisconsin Avenue	Green Bay (city)	N 44° 31.748, W 88° 57.144									Limited Parking
BC-15	Nevada Avenue	Green Bay (city)	N 44° 31.757, W 88° 56.846									Limited Parking
BC-16	Lambeau Cottage	Green Bay (city)	N 44° 32.126, W 87° 55.757	L		●	●		●		●	Hours: Dawn-Dusk
BC-17	Communiversity Park	Green Bay (city)	N 44° 32.216, W 87° 55.645	S		●	●	●	●			Hours: Dawn-Dusk
BC-18	Parent Road	Green Bay (city)	N 44° 32.434, W 87° 55.454									
BC-19	Joliet Park	Green Bay (city)	N 44° 33.134, W 87° 54.841	S		●	●					
BC-20	Barina Creek	Green Bay (city)	N 44° 33.391, W 87° 54.700									
BC-21	Beach Lane	Green Bay (city)	N 44° 33.836, W 87° 54.317									
BC-22	Van Lanen Road	Green Bay (city)	N 44° 34.050, W 87° 54.178									
BC-23	Point Au Sable	Scott (town)										
BC-24	Town of Scott Park	Scott (town)	N 44° 37.165, W 87° 51.310	S			●					Hours: 6am-10pm
BC-25	Nicolet Drive	Scott (town)	N 44° 36.237, W 87° 52.560									
BC-26	Volk's Landing	Scott (town)	N 44° 37.110, W 87° 50.578	S	●		●	●				Hours: 6am-10pm
BC-27	Bay Shore Park	Green Bay (town)	N 44° 38.264, W 87° 48.072	L	●	●	●	●	●	●	●	Hours: 6am-10pm, no pets, \$5 launch fee

Source: Bay-Lake Regional Planning Commission; 2009.

Table 2: Public Access Amenities along the East Shore of Green Bay in Kewaunee County

Kewaunee County					Amenities								Notes
	ID	Road	Municipality	GPS Coordinates	Parking Availability (S = Small; L = Large)	Boat Ramp/ Launch	Trails	Beach	Restrooms	Picnic Area	Recreation Area	Grills/Fire pits	
KC-1	Wellers Lane	Red River (town)	N 44° 38.726, W 87° 45.631										Limited Access
KC-2	Barrett Dock Road	Red River (town)	N 44° 39.517, W 87° 45.030										Extremely difficult to access in current condition
KC-3	Red River County Park	Red River (town)	N 44° 40.077, W 87° 44.865	L	●	●	●	●	●	●	●	●	

Source: Bay-Lake Regional Planning Commission; 2009.

Table 3: Public Access Amenities along the East Shore of Green Bay in Door County

Door County					Amenities								
	ID	Road	Municipality	GPS Coordinates	Parking Availability (S = Small; L = Large)	Boat Ramp/ Launch	Trails	Beach	Restrooms	Picnic Area	Recreation Area	Grills/Fire pits	Notes
	DC-1	Sun n Surf Road	Union (town)	N 44° 40.764, W 87° 43.941									
	DC-2	Cedar Road	Union (town)	N 44° 41.481, W 87° 43.242									
	DC-3	Oakwood Road	Union (town)	N 44° 42.355, W 87° 43.086									
	DC-4	Shoemaker Road	Union (town)	N 44° 43.236, W 87° 43.277									Removal of stones is strictly prohibited
	DC-5	Chadoirs Dock County Park	Union (town)	N 44° 44.832, W 87° 41.875	L	●							
	DC-6	Bent Road	Union (town)	N 44° 44.927, W 87° 41.716									
	DC-7	Sugar Creek County Park	Gardner (town)	N 44° 47.204, W 87° 39.614	L	●	●	●	●	●			Hours: One-half hour before sunrise-11pm, \$5 launching fee
	DC-8	Wilcox Road	Gardner (town)	N 44° 48.190, W 87° 38.551									
	DC-9	Fox Lane	Gardner (town)	N 44° 48.623, W 87° 38.306									
	DC-10	Johannes Road	Gardner (town)	N 44° 49.708, W 87° 37.253									
	DC-11	Boni's Place	Gardner (town)	N 44° 50.564, W 87° 35.600									
	DC-12	Big Rock Place	Gardner (town)	N 44° 51.128, W 87° 33.445									
	DC-13	Claflin Memorial Park	Gardner (town)	N 44° 50.896, W 87° 33.087	S			●					
	DC-14	Robert M. Carmody County Park Boat Launch	Gardner (town)	N 44° 50.632, W 87° 33.694	L	●			●	●		●	Hours: One-half hour before sunrise-11pm, \$5 launching fee
	DC-15	Landing Road	Gardner (town)	N 44° 50.541, W 87° 33.631									Parking prohibited in immediate area
	DC-16	Polish Lane	Gardner (town)	N 44° 49.834, W 87° 33.964									
	DC-17	Squaw Island Road	Gardner (town)	N 44° 49.649, W 87° 33.819									
	DC-18	North Stevenson Pier Road	Gardner (town)	N 44° 50.299, W 87° 32.361									
	DC-19	Wood Lane Road	Gardner (town)	N 44° 50.939, W 87° 31.972									
	DC-20	Riley's Bay Road	Gardner (town)	N 44° 50.950, W 87° 31.144									
	DC-21	Town Park Road	(Nasewaupee town)	N 44° 51.093, W 87° 30.641									Limited Parking
	DC-22	Haines Park	(Nasewaupee town)	N 44° 51.252, W 87° 30.232	S			●					
DC-23	Bretl Road	(Nasewaupee town)	N 44° 51.692, W 87° 30.545									Limited Parking	

Source: Bay-Lake Regional Planning Commission; 2009.

Table 3: Public Access Amenities along the East Shore of Green Bay in Door County, continued

ID	Road	Municipality	GPS Coordinates	Amenities								Notes
				Parking Availability (S = Small; L = Large)	Boat Ramp/ Launch	Trails	Beach	Restrooms	Picnic Area	Recreation Area	Grills/Fire pits	
DC-24	Dufek Road	(Nasewaupée town)	N 44° 52.092, W 87° 30.487									Limited Access and Parking
DC-25	Meunier Road	(Nasewaupée town)	N 44° 51.846, W 87° 30.144									No fire, picnicking, or hunting allowed
DC-26	Elchorn Road	(Nasewaupée town)	N 44° 51.861, W 87° 30.030									
DC-27	Sandy Bay Point Road	(Nasewaupée town)	N 44° 51.369, W 87° 29.908									
DC-28	Eliason Road	(Nasewaupée town)	N 44° 51.417, W 87° 28.841									
DC-29	Elms Road	(Nasewaupée town)	N 44° 52.265, W 87° 28.119									
DC-30	Cliff View Drive	(Nasewaupée town)	N 44° 52.721, W 87° 27.416									
DC-31	Oak Avenue	(Nasewaupée town)	N 44° 53.478, W 87° 26.375									Limited Parking
DC-32	Cabot's Point Road, (east)	(Nasewaupée town)	N 44° 53.285, W 87° 25.291									Limited Access
DC-33	Cabot's Point Road, (west)	(Nasewaupée town)	N 44° 53.195, W 87° 25.643									
DC-34	E. Sherwood Point Road	(Nasewaupée town)	N 44° 53.286, W 87° 26.047		•							Limited Parking
SP	Potawatomi State Park	(Nasewaupée town)	N44 52.326 W87 25.125	L	•	•	•	•	•	•	•	Camping
DC-35	N. Duluth Avenue	Sturgeon Bay (city)	N 44° 50.524, W 87° 23.750	S								
DC-36	Otumba Park	Sturgeon Bay (city)	N 44° 49.829, W 87° 23.370	L			•	•	•	•	•	Hours: May 1-October 31: Sun up-10pm, November 1-April 30th: Sun up-9pm
DC-37	Bay View Park	Sturgeon Bay (city)	N 44° 49.857, W 87° 23.069	S					•			Limited use, fishing and sightseeing
DC-38	Sawyer Boat Launch	Sturgeon Bay (city)	N 44° 49.697, W 87° 22.850	L	•			•	•		•	
DC-39	Fire Dock Road	Sturgeon Bay (city)	N 44° 48.767, W 87° 20.921									Limited Parking and Access
DC-40	Memorial Drive	Sturgeon Bay (city)	N 44° 49.346, W 87° 21.221		•				•		•	
DC-41	Pennsylvania Street	Sturgeon Bay (city)	N 44° 49.852, W 87° 22.587									Limited use, fishing and sightseeing
DC-42	Sunset Park & Launching Ramp	Sturgeon Bay (city)	N 44° 50.686, W 87° 23.123	L	•	•	•	•	•	•	•	
DC-43	Old County Highway (OR)	Sevastopol (town)	N 44° 53.911, W 87° 23.603									

Source: Bay-Lake Regional Planning Commission; 2009.

Table 3: Public Access Amenities along the East Shore of Green Bay in Door County, continued

	ID	Road	Municipality	GPS Coordinates	Amenities								Notes
					Parking Availability (S = Small; L = Large)	Boat Ramp/ Launch	Trails	Beach	Restrooms	Picnic Area	Recreation Area	Grills/Fire pits	
Door County (continued)	DC-44	Old Quarry County Park	Sevastopol (town)	N 44° 54.238, W 87° 24.275	L	●			●	●		●	
	DC-45	Fire Lane (right of way)	Egg Harbor (town)	N 44° 57.347, W 87° 22.533									No Parking
	DC-46	Lady Slipper Road	Egg Harbor (town)	N 44° 57.920, W 87° 22.256									
	DC-47	Sunset Lane	Egg Harbor (town)	N 44° 59.032, W 87° 21.728									
	DC-48	Murphy Park and Boat Launch	Egg Harbor (town)	N 45° 00.905, W 87° 19.901	L	●		●	●	●	●	●	Hours: One-half hour before sunrise-11pm, \$5 launching fee
	DC-49	Shorewood Road	Egg Harbor (village)	N 45° 02.412, W 87° 18.927									Limited Parking
	DC-50	Sunset Lane	Egg Harbor (village)	N 45° 02.621, W 87° 18.544									
	DC-51	Beach View Lane	Egg Harbor (village)	N 45° 02.783, W 87° 18.448									No room for parking on-site
	DC-52	Green Bay Lane	Egg Harbor (village)	N 45° 02.836, W 87° 18.452									Limited Parking
	DC-53	Shady Lane	Egg Harbor (village)	N 45° 02.892, W 87° 18.414									No room for parking on-site
	DC-54	Moon Light Lane	Egg Harbor (village)	N 45° 02.948, W 87° 18.430									No room for parking on-site
	DC-55	Dawn Lane	Egg Harbor (village)	N 45° 03.004, W 87° 18.396									No room for parking on-site
	DC-56	Cross Lane (west)	Egg Harbor (village)	N 45° 50.524, W 87° 23.750									
	DC-57	North Shore Drive	Egg Harbor (village)	N 45° 03.109, W 87° 18.264									Limited Parking
	DC-58	East Shore Drive (north)	Egg Harbor (village)	N 45° 03.076, W 87° 17.945									
	DC-59	Cross Lane (east)	Egg Harbor (village)	N 45° 03.058, W 87° 18.335									
	DC-60	East Shore Drive (south)	Egg Harbor (village)	N 45° 02.921, W 87° 17.782									
	DC-61	Beach Park	Egg Harbor (village)	N 45° 02.721, W 87° 17.130	L	●	●	●	●	●	●	●	Hours: 6am-10pm
	DC-62	Harbor View Park	Egg Harbor (village)	N 45° 02.995, W 87° 16.967	L	●	●		●	●	●	●	\$10 daily boat launching
	DC-63	North Point Lane	Egg Harbor (village)	N 45° 03.566, W 87° 16.992									

Source: Bay-Lake Regional Planning Commission; 2009.

CHAPTER 2 : SITE RECOMMENDATIONS

Each public access site along the Green Bay East Shore was evaluated for the potential to improve public access offerings and amenities and expand recreation options for the public. Detailed descriptions regarding facilities and opportunities at each site were inventoried. Several sites were found to offer various recreational alternatives, such as picnic areas, campgrounds, and boat launches, while others only provide access to the water by way of worn foot trails. The following list offers some site recommendations to enhance public access at some of the sites inventoried. The list provided is arranged by county and municipality.

Efforts to improve the water quality in Green Bay, and the prevention of further environmental degradation, will improve the recreational experience offered by the abundant natural resources available to local citizens and tourists along the East Shore of Green Bay. Providing information about bird watching, sight seeing, and photography opportunities may greatly increase outdoor activities along the East Shore. With increased attention given to tourism and silent sports, there are many opportunities to enhance the outdoor experience in northeast Wisconsin.

BROWN COUNTY

City of Green Bay

Better signing appeared to be the greatest need for many of the City of Green Bay public access sites. Additionally, there are opportunities at a number of the sites to develop the area by, at a minimum, providing a park bench or picnic table. The City owns a number of public access sites that it is allowing to be maintained by the adjacent property owner(s), which could result in the land being lost to the property owner with no compensation required to the City.

- Ken Euers Nature Area (BC-1) (T24N R20E): Provide a sign explaining that hunting is not allowed.
- Bylsby Avenue (BC-2) (T24N R20E): Provide a sign indicating public access, clear a wider trail, clean up beach area, and provide lighting to enhance safety.
- Bay Beach Park (BC-4) (T24N R21E SW): The addition of grills on the west side of the park is recommended to accompany the numerous charcoal collection bins on that side of the park.
- Danz Avenue (BC-7) (T24N R21E SW): Like the roads around Danz Avenue, it is recommended that a sign be provided stating that the City of Green Bay's boundary goes to the water.
- Florida Avenue (BC-9) (T24N R21E SW): Florida Avenue does not have a street sign because a roadway only exists on plat maps and digital mapping files. It is recommended that signs be put in place to designate this right-of-way to the water.
- Illinois Avenue (BC-11) (T24N R21E SW): Provide signs to assure people of public access status. Private property signs near the end of the paved road seem to indicate that the entire site is private. There is a sign about 50 feet in back of the private property signs indicating that the City of Green Bay's boundary on the site goes to the water, but the private property signs seem to take precedence. It is recommended that the City of Green

Bay sign be moved to the forefront, and the private property sign be repositioned to eliminate confusion.

- Michigan Avenue (BC-13) (T24N R21E SW): There is definite private property encroachment occurring at this site. A set of stairs has been built going from the edge of the cut grass down to the tall grasses. A worn pathway through the tall grasses has been created to allow for easier access to the water. Both the stairs and the worn pathway are on public property. One of the adjacent property owners has attempted unsuccessfully in the past to acquire the public land through court action. It is strongly recommended that the City begin maintaining this site to assert its ownership of the property or outright sell it to the property owner before the site is “given away” by allowing it to be maintained by the property owner.
- Wisconsin Avenue (BC-14) (T24N R21E SW): There are conflicting signs on the same signpost at the end of the paved roadway. Both a “No Trespassing” sign and a sign indicating that the City’s land boundary goes to the water have been posted. Based on plat record data, the “No Trespassing” sign is inaccurate and should be removed.
- Joliet Park (BC-19) (T24N R21E NE): No trail extends through the southern parts of the park, and the Joliet Park sign cannot be seen from the roadway. It would be very difficult for first time visitors to find the location of the park, and to understand the extent of its boundaries. Additional signs are recommended.
- Beach Lane (BC-21) (T24N R21E NE, section 12): Provide a sign indicating public access. A park bench or two would be great addition to this site.
- Van Lanen Road (BC-22) (T24N R21E NE, section 12): Provide a sign indicating public access.

Town of Scott

The Town of Scott should take efforts to enhance the two public access sites it has on Green Bay.

- Town of Scott Park (BC-24) (T25N R22E, section 20): Provide a sign indicating park hours and information.
- Volk’s Landing (BC-26) (T25N R22E, section 22): Mussel shells have piled up in the boat launch area, making it very difficult to maintain traction when lowering a boat. Routine maintenance is needed to keep the area safely usable.

KEWAUNEE COUNTY

Town of Red River

Better signing and improved access appeared to be the greatest needs for many of the Town of Red River public access sites. Additionally, there are opportunities at a number of the sites to develop the area by, at a minimum, providing a park bench or picnic table.

- Wellers Lane (KC-1) (T25N R23E, section 18): Provide a sign indicating public access and improve safety of water access.

- Barrett Dock Road (KC-2) (T25N R23E, section 7): Provide a sign indicating public access. Remove the private road sign that is on public land at this site. Improve access to the water at the end of Barrett Dock Road, which extends to the water as a public right-of-way.
- Red River County Park (KC-3) (T25N R23E, section 6): There is minimal beach area at this park despite the large shoreline. It is recommended that maintenance be done periodically to create more opportunities for swimming and other such activities.

DOOR COUNTY

Town of Union

Better signing appeared to be the greatest need for many of the Town of Union public access sites. Additionally, there are opportunities at a number of the sites to develop the area by, at a minimum, providing a park bench or picnic table.

- Sun n Surf Road (DC-1) (T26N R23E, section 32): Provide a sign indicating public access and provide parking.
- Shoemaker Road (DC-4) (T26N R23E, sections 16 & 21): Provide a sign indicating public access.

Town of Gardner

Improved signing appeared to be the greatest need for many of the Town of Gardner public access sites. Additionally, there are opportunities at a number of the sites to develop the area by, at a minimum, providing a park bench or picnic table. Many of the public access sites in Gardner offer great viewsheds of Green Bay and boat launching opportunities.

- Sugar Creek County Park (DC-7) (T27-28N R23-24E, section 25): One of the boat launch sites is in poor condition and maintenance is needed. A bench or two would make a nice addition to the site.
- Wilcox Road (DC-8) (T27-28N R23-24E, section 24): The boat launch sign is in very poor condition and is hardly visible; a replacement sign is recommended. As a whole, the site is in need of better maintenance and new signs indicating that it is a public access location.
- Fox Lane (DC-9) (T27-28N R23-24E, section 18): Provide a sign indicating public access.
- Johannes Road (DC-10) (T27-28N R23-24E, section 7): Provide signs and public property boundary markers indicating public access.
- Big Rock Place (DC-12) (T27-28N R23-24E, sections 34 & 35): Provide a sign indicating public access.
- Landing Road (DC-15) (T27-28N R23-24E, section 3): Provide a sign indicating public access. Provide parking near the site or allow parking on one of the side streets nearby.
- Polish Lane (DC-16) (T27-28N R23-24E, section 10): Provide a sign indicating public access, and clear a wider definitive path to the water.

- Squaw Island Road (DC-17) (T27-28N R23-24E, section 10): Provide signs and public property boundary markers indicating public access on site. This site would be well suited as a small nature preserve, perhaps with a boardwalk trail. Native plantings could improve the wildlife habitat and further enhance the beauty of the area.
- North Stevenson Pier Road (DC-18) (T27-28N R23-24, section 2): Provide signs and public property boundary markers indicating public access, and install a boat launch.
- Riley's Bay Road (DC-20) (T27-28N R23-24E, section 36): Signs on the site suggest that it is a boat launch, but it is unclear if that is the case. Signage and boat launch improvements are needed if this site to offer boat launching.

Town of Nasewaupée

Better signing and clearer access appeared to be the greatest need for many of the Town of Nasewaupée public access sites. Additionally, there are opportunities at a number of the sites to develop the area by, at a minimum, providing a park bench or picnic table. The Town owns a number of public access sites that it is allowing to be maintained by the adjacent property owner(s), which could result in the land being lost to the property owner with no compensation required to the Town.

- Town Park Road (DC-18) (T28N R25E, section 31): Provide a sign indicating public access.
- Bretl Road (DC-23) (T28N R25, section 31): Provide a street sign and a sign indicating public access.
- Dufek Road (DC-24) (T28N R25E, section 30): Provide signs and public property boundary markers indicating public access.
- Elchorn Road (DC-26) (T28N R25E, section 30): Provide signs and public property boundary markers indicating public access.
- Sandy Bay Point Road (DC-27) (T28N R25E, sections 31 & 32): Multiple private property signs on both sides of the roadway make the site appear private. Provide signs and public property boundary markers indicating public access.
- Eliason Road (DC-28) (T28N R25E, section 32): Provide a sign indicating public access, clear a path to the water.
- Elms Road (DC-29) (T28N R25E, section 28): Provide a sign indicating public access.
- Oak Avenue (DC-31) (T28N R25E, section 22): Provide signs and public property boundary markers indicating public access.
- Cabot's Point Road (East) (DC-32) (T28N R25E, section 23): No sign indicating public access.
- Cabot's Point Road (West) (DC-33) (T28 R25E, section 23): Provide signs and public property boundary markers indicating public access. Currently, the public right-of-way appears private due to the existing signs and personal property on the site.

- E. Sherwood Point Road (DC-34) (T28N R25E, section 23): There are conflicting signs throughout the neighborhood indicating where parking is available. This site offers a public boat launch; however, parking is needed in the area.

City of Sturgeon Bay

Better signing appeared to be the greatest need for many of the City of Sturgeon Bay public access sites. Additionally, there are opportunities at a number of the sites to develop the area by, at a minimum, providing a park bench or picnic table.

- Fire Dock Road (DC-39) (T27N R26-27E, section 16): Provide signs and public property boundary markers indicating public access. Road and site improvements are needed, as they appear abandoned.
- Memorial Drive (DC-40) (T27N R26-27E, section 9): Provide signs and public property boundary markers indicating public access.
- Pennsylvania Street (DC-41) (T27N R26-27E, sections 7 & 8): Post rules related to water usage, and consider measures to prevent people from falling into the water.
- Sunset Park & Launching Ramp (DC-42) (T27N R26-27E, section 6): Provide signs and public property boundary markers indicating public access. It is difficult to determine the property line of the yacht club, which is near the boat launch.

Town of Egg Harbor

Better signing appeared to be the greatest need for many of the Town of Egg Harbor public access sites. Additionally, there are opportunities at a number of the sites to develop the area by, at a minimum, providing a park bench or two.

- Fire Lane, right-of-way off County B (DC-45) (T29N R26E, section 29): Provide a sign indicating public access.
- Lady Slipper Road (DC-46) (T29N R26E, section 29): Provide a sign indicating public access.
- Sunset Lane (DC-50) (T29N R26E, section 17): Provide a sign indicating public access.

Village of Egg Harbor

Improved signing appeared to be the greatest need for many of the Village of Egg Harbor public access sites. Additionally, there are opportunities at a number of the sites to develop the area by, at a minimum, providing a park bench or picnic table. Many of the public access sites in Egg Harbor offer great viewsheds of Green Bay and boat launching opportunities.

- Sunset Lane (DC-50) (T30-32N R26E, section 26): Provide a sign indicating public access.
- Beach View Lane (DC-51) (T30-32N R26E, section 26): Provide a sign indicating public access.
- Green Bay Lane (DC-52) (T30-32N R26E, section 26): Provide a sign indicating public access.

- Shady Lane (DC-53) (T30-32N R26E, section 26): Provide signs and public property boundary markers indicating public access.
- Moon Light Lane (DC-54) (T30-32N R26E, section 26): Provide a sign indicating public access.
- Dawn Lane (DC-55) (T30-32N R26E, section 26): Provide a sign indicating public access.
- Cross Lane, west (DC-56) (T30-32N R26E, section 26): Provide a sign indicating public access.
- North Shore Drive (DC-57) (T30-32N R26E, section 26): Provide a sign indicating public access.
- East Shore Drive, north (DC-58) (T30-32N R26E, section 26): Provide signs and public property boundary markers indicating public access.
- Cross Lane, east (DC-59) (T30-32N R26E, section 26): Provide a sign indicating public access.
- East Shore Drive, south (DC-60) (T30-32N R26E, section 26): Provide a sign indicating public access.

Many of the sites inventoried along the East Shore of Green Bay would benefit from routine maintenance. Several sites had signs that have been knocked down or are badly weathered. Many of the sites would benefit also from increased parking areas, encouraging more people to utilize them. Many sites could be improved by the addition of trash receptacles and bathroom facilities to help the sites remain clean and free of waste.

The addition of supplementary recreational opportunities would augment many of the existing sites. Such additions could include simple enhancements such as fire pits, picnic tables, grills, and benches, as well as major improvements such as boat launches, campgrounds, volleyball courts, playgrounds, and picnic pavilions. However, not all of the sites inventoried would be able to accommodate such development. Each site would have to be assessed on a case-by-case basis to determine what, if any, improvements would be feasible based on the size and location of the site.

CHAPTER 3 : VALUE AND BENEFITS OF PUBLIC ACCESS

VALUE OF PUBLIC ACCESS

Locations providing public access to navigable waters and other recreational areas offer opportunities for personal, social, environmental, community, and educational benefits. According to University of Wisconsin Extension and WDNR, in their document *Planning for Natural Resources*, lands providing public natural areas fulfill a number of functions including outdoor recreation, outdoor education, buffers, flood and stormwater management, habitat preservation, air and surface water quality improvement, protection of groundwater recharge areas, aesthetics, and providing community focal points.

Outdoor recreation can contribute to an individual's well-being in that it provides a wide range of physical fitness, stress reduction, learning opportunities, and safe places for children to play. Public access areas allow individuals and groups to come together to develop skills and build new relationships between people and organizations. Furthermore, outdoor recreation provides space for families and communities to build a sense of unity through various activities. Through the usage of public lands for recreational activities, individuals and groups often form emotional attachments to a place. These emotional attachments represent a distinctive sense of place that have implications for managers of public lands when considering policies that may affect the ability of the public to access these lands. In general, according to the Wisconsin Statewide Comprehensive Outdoor Recreational Plan (SCORP), communities that provide opportunities for outdoor recreation reap positive impacts. Preserving, protecting, and providing parks and natural areas enhances the desirability of an area while also contributing to the safety and enjoyment of its residents and visitors.

Lands that are designated for public use can provide benefits to the environment by protecting the biodiversity and ecological integrity of ecosystems, preserving pieces of the natural environment, safeguarding watersheds for the gain of improved water quality, and providing opportunities for landscape-scale management. As pointed out by the Wisconsin SCORP, trail and path systems created for recreational purposes often serve a dual purpose in that they save energy and protect air quality by encouraging non-motorized transportation.

As the demand for public access to waterways increases, so will pressure to develop these areas. Intensified waterfront development leads to adverse effects on water resources and recreational activities. To assure that the recreational activities occurring in communities appropriately match the available resources, the SCORP recommends that communities form partnerships with the WDNR to plan effective current and future recreational projects. By utilizing the knowledge of the WDNR, local communities can establish a healthy balance between natural resource protection and economic benefit.

The plan suggests that outdoor safety and education be a part of the recreational experience. Fewer and fewer people are familiar with useful outdoor skills, and as a result, natural resources are misused. By initiating public education on outdoor skills and recreational opportunities in the area, it is projected that obvious recreation locations will become less congested and valuable outdoor knowledge will be shared with others. The SCORP suggests that better land use planning will prevent the loss of recreational opportunities. It is important that conflicting land use patterns be prevented from harming natural resources available for economic gain. The

SCORP endorses land purchases by citizen-based and non-profit conservation organizations to protect these valuable assets. At the same time, these areas should be inventoried and made known to the public, encouraging participation in local planning and land use initiatives.

Economic Considerations of Public Access

The availability of parks and recreational services plays an important role in a region's economic development. There are many economic incentives presented by conservation of natural areas and creation of public access areas.

Providing natural areas presents a way for a community to invest in itself. Because businesses are no longer tied down to business centers, often located in downtown and industrial areas, they are now able to choose the location in which they reside. This choice is often based on a community that provides a high quality of life, which includes a significant amount of natural areas, nearby recreation, and a pedestrian-friendly environment. Availability of recreation areas may also heavily influence where businesses locate and where individuals prefer to live.

Outdoor recreation offers outstanding tourism opportunities ranging from wilderness activities to swimming at beaches. According to the Trust for Public Land, travel and tourism is the nation's third largest retail sales industry. Many communities have recognized that natural areas, which provide public access to scenic views and nature, are often a draw for tourism. Outdoor recreation also provides a year round commodity and therefore often results in additional jobs within a community.

Public access locations that provide natural areas can also reduce potential property damage costs by mitigating hazards such as flooding, slope instability, and structural fire damage. According to the Army Corps of Engineers, flood damages in the United States cost \$4 billion annually in property losses and emergency assistance. Undeveloped floodplains contain no property to be damaged, while also protecting developed downstream and lowland areas from destruction.

Development of natural shoreland areas presents a health threat to our nation's waterways. Shoreland development often results in pollution from septic systems, chemicals from lawn treatment, and runoff from impervious surfaces such as roads and parking lots. These non-point sources of pollution lead to lowered water quality and increased water treatment costs to communities. Increased amounts of impervious surfaces also direct rainwater runoff to streams and culverts, thereby diverting it from its natural course of recharging groundwater aquifers. This results in water quantity issues for some communities.

Often when undeveloped areas become available to communities, debate arises regarding how to develop the space. According to the American Planning Association, efforts to conserve natural areas often fail as community members and local officials tend to believe that there is more financial benefit in development. However, the taxes generated by new growth are often not enough to cover the cost of the new development. Residential developments require services, such as roads, schools, solid waste disposal, fire and police protection, and additional resources to cope with increased traffic, which parks and natural areas do not require. Therefore, parks and natural areas are usually less costly for public agencies to maintain and operate. Setting aside natural areas for public use has been shown to result in increased health benefits and lowered medical costs to users and decreasing capital spent on youth-crime prevention programs.

To recover the costs of creating and maintaining park areas, some communities place an additional tax on tourist-related items. In 2001, tourists spent \$1.2 billion on fishing related items and trips in the state of Wisconsin, and generated \$90 million in state and local sales tax (Wisconsin Department of Tourism).

BENEFITS OF IDENTIFYING PUBLIC ACCESS

Identifying public access points will allow officials to determine the amount of recreational opportunities available for the public to use, while also providing information on how they can continue to provide their citizens with access to public lands. By deciding which lands need protection for recreation, community character, conservation of natural resources, and natural areas, a community will be able to avoid unnecessary and poorly planned growth, which consumes more land than necessary while also requiring more tax-supported infrastructure such as roads and sewer lines. Most importantly, identification of public access sites will assist in any recreation planning efforts that a community may undertake.

As park systems are serviced by federal, state, county, and local agencies, it is important that all decisions made regarding parks and outdoor recreational areas consider inter-community and regional relationships while coordinating closely with other jurisdictions. Therefore, identification of and planning for public access sites will help in building and maintaining important partnerships amid all levels of government.

Lastly, an inventory of public access points will allow local and state officials to identify areas that need additional funding for improvement of those sites. Development of a public access inventory also allows communities to expand and promote eco-tourism within the region.

PUBLIC ACCESS THREATS

Encroachment by private landowners on adjacent public lands and adverse possession of public lands presents a threat to continued public access. Many public access sites appear to be private property because of encroachment by adjacent private landowners. Therefore, although a site may be public, the adjacent landowner(s) has caused the site to be misrepresented as private thereby deterring the public from utilizing the site.

Encroachment

As development in coastal areas increases, many of the original public access points to Green Bay are virtually lost due to private property encroachment on public lands. Furthermore, encroaching private lands leave little room for recreational facilities, such as parking, pavilions, shelters, picnic and camping areas, and restroom facilities. Under section 236.16 (3) of the Wisconsin Statutes, all subdivisions abutting a navigable lake or stream must provide at least 60 feet of public access to the waterway. Additionally, no public access established under this section can be vacated except by circuit court action as provided in section 236.43, *Wis. Stats.*

Furthermore, section 236.43(3), *Wis. Stats.*, mandates that in regards to lands located in a city, county, village or town, that are platted as a public park, vacation of the land can only occur where the land has never been developed by said landowner or by filing for vacation with the circuit court. This study revealed several instances where encroachment of public lands by private landowners would be possible. In one instance, a piece of public land lay between two pieces of private property belonging to one landowner. It appeared in this case, the landowner has maintained his property, as well as that which was considered public property. In other

situations, it was observed that private landowners were likely using public lands for dumping of personal property.

Adverse Possession

Individuals may gain title to public land by using the land uninterrupted for twenty years, as set by section 893.29, *Wis. Stats.* Under this law, title to municipally owned real property can be obtained by adverse possession only if the adverse possession continues uninterrupted for 20 years and is based on a continuously maintained fence line that has been mutually agreed upon by the current landowners.

FUNDING OPTIONS FOR ENHANCING OR EXPANDING PUBLIC ACCESS

Communities are encouraged to explore funding and technical assistance options to enhance and expand public access to waterways. The Wisconsin Department of Natural Resources provides funding through various grant programs such as the “*Recreation Boating Facilities*” grant program, which helps fund enhancements like river walks, waterfront parks, boat landings, canoe ramps, fishing piers, and shore-fishing stations for people with disabilities.

The Wisconsin Coastal Management Program (WCMP) offers funding to enhance public access and recreational opportunities to the Great Lakes. WCMP provides funding to enhance public access under its “*Public Access and Historic Preservation*” grant category, and to acquire additional coastal land under its “*Coastal Land Acquisition*” grant category.

The National Park Service provides technical assistance to develop land and water trails through its “*Rivers & Trails*” Program.

These are just a few examples; for further information about grant funding to enhance public access in northeast Wisconsin, contact the Bay-Lake Regional Planning Commission in Green Bay, Wisconsin. Contact information for BLRPC may be obtained online by visiting www.baylakerpc.org or by phoning (920) 448-2820.

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GLOSSARY

ArcView - a desktop Geographic Information Systems (GIS) software package written and marketed by Environmental Systems Research Institute (ESRI).

Biodiversity - the abundance of different plant and animal species in an area.

BLRPC - Bay-Lake Regional Planning Commission, the regional planning agency for northeast Wisconsin.

Commission, the - Bay-Lake Regional Planning Commission

Database - a collection of data arranged for ease and speed of search and retrieval.

Deed - a document sealed as an instrument of bond, contract, or conveyance, especially relating to property.

Development - any manufactured change to improved or unimproved real estate, including, but not limited to the construction of buildings, structures or accessory structures; the construction of additions or substantial improvements to buildings, structures or accessory structures; the placement of mobile homes; ditching, lagooning, dredging, filling, grading, paving, excavation or drilling operations, and the deposition or extraction of earthen materials.

DOT - Department of Transportation, also WisDOT

Encroachment - to advance beyond the usual or proper limits.

GIS - Geographic Information Systems, a digital mapping and database system

GPS - Global Positioning System, space-based global navigation satellite system. It provides reliable positioning, navigation, and timing services to worldwide users on a continuous basis in all weather, day and night, anywhere on, or near, the Earth.

GPS Receiver - a device that receives GPS signals for the purpose of determining and recording the present location or locating a pre-determined location.

Lakebed - the bottom of a lake.

Land Use - the present usage of the land.

Navigable waters - in Wisconsin: lakes and streams in which it is possible to float a canoe or small recreational craft at sometime during the year.

NOAA - National Oceanic and Atmosphere Administration

Ordinary high water mark - the boundary between upland and lake or riverbed. The point on the bank or shore up to which the presence and action of surface water is so continuous as to leave a distinctive mark such as by erosion, destruction or prevention of terrestrial vegetation, predominance of aquatic vegetation, or other easily recognized characteristics.

Orthophotography - the process of aerial photographs that have been rectified to produce an accurate image of the Earth by removing tilt and relief displacements, which occurred when the photo was taken.

Parcel - contiguous quantity of land in possession of, owned by, or recorded as property of the same claimant person or company.

Plat book - book of maps showing actual or planned features, such as streets and building lots.

Public land - land owned by a government.

Riparian - Relating to, living, or located on the bank of a natural watercourse.

Right-of-Way - The passage consisting of a path or strip of land over which someone has the legal right to pass.

SCORP - Wisconsin Statewide Outdoor Recreation Plan

Subdivision - a division of a lot, parcel, or tract of land by the owner thereof or the owner's agent for the purpose of sale or of building development where:

1. The act of division creates 5 or more parcels or building sites of 1-1/2 acres each or less in an area; or
2. Five or more parcels or building sites of 1-1/2 acres each or less are created by successive divisions within a period of 5 years.

Tabular database - data stored in tables that are related by key fields.

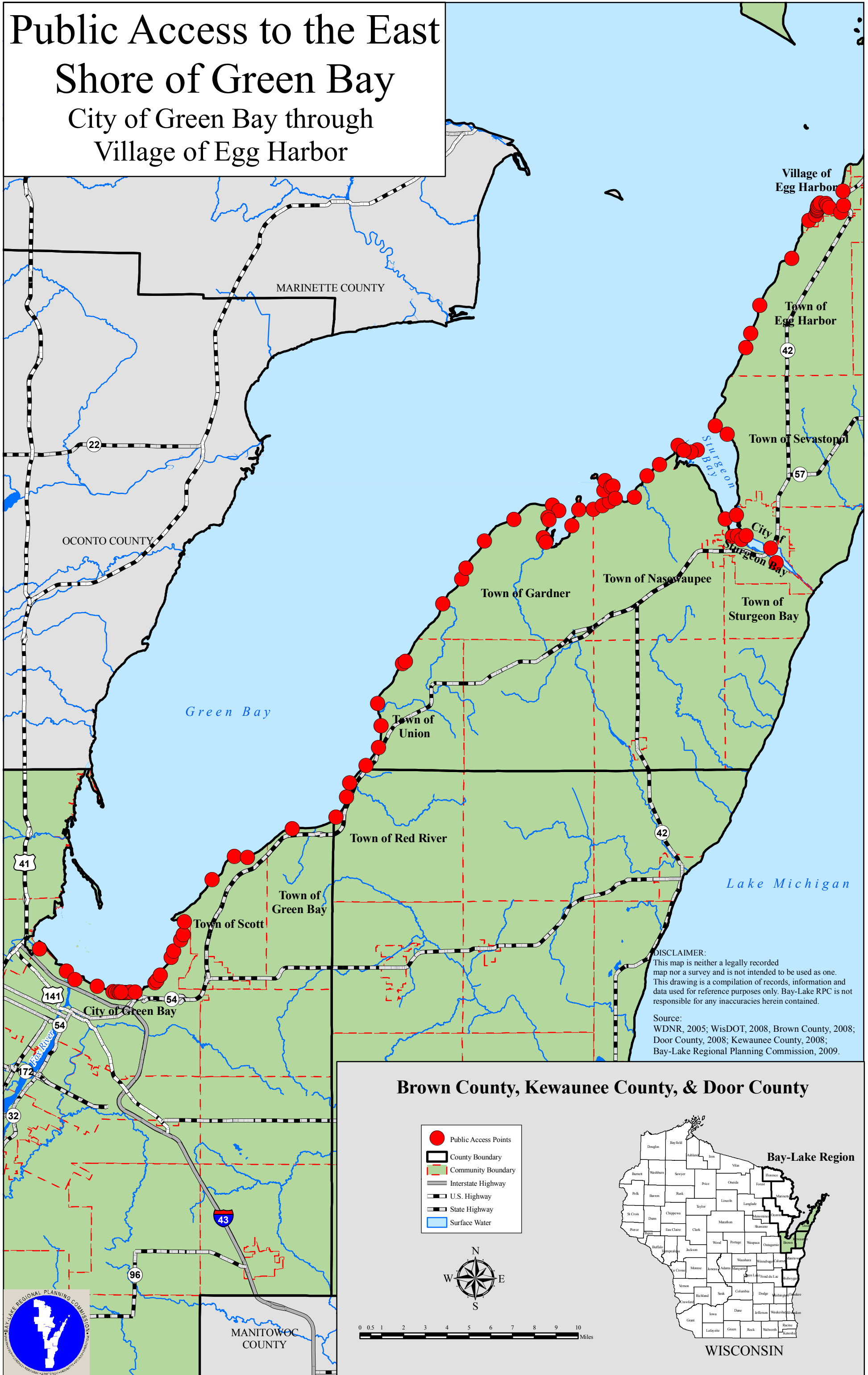
Watershed - a geographic area of land bounded by topographic features and height of land that drains waters to a shared destination. Not only does a watershed drain, it also captures precipitation, filters and stores water, and determines its release. A watershed, therefore, is a drainage basin that divides the landscape into hydrologically defined areas.

WCMP - Wisconsin Coastal Management Program

WDNR - Wisconsin Department of Natural Resources

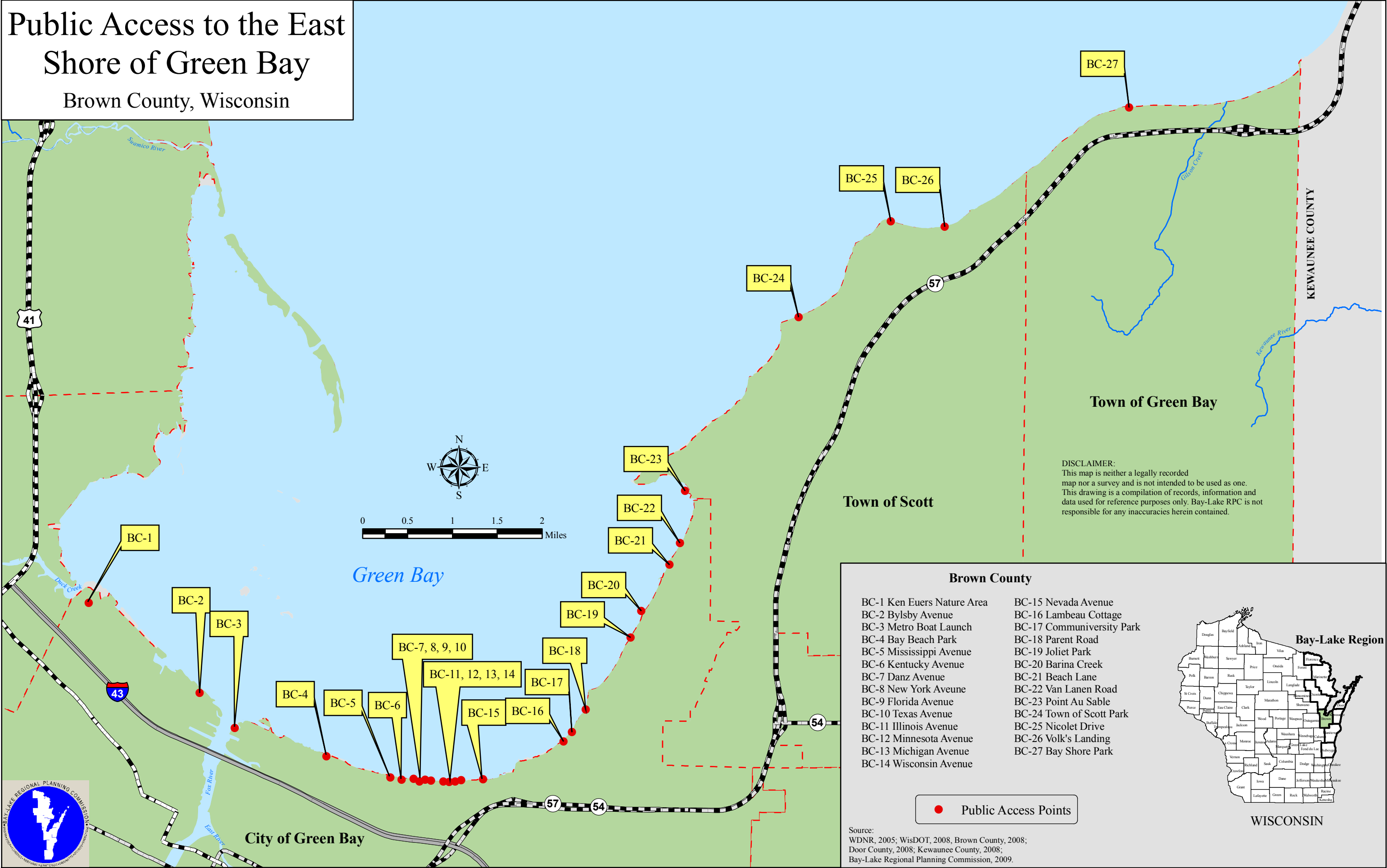
Web mapping - a simplified Geographic Information Systems (GIS) web-based application that allows open access for the public to view and alter dynamic maps and data at no cost.

WisDOT - Wisconsin Department of Transportation



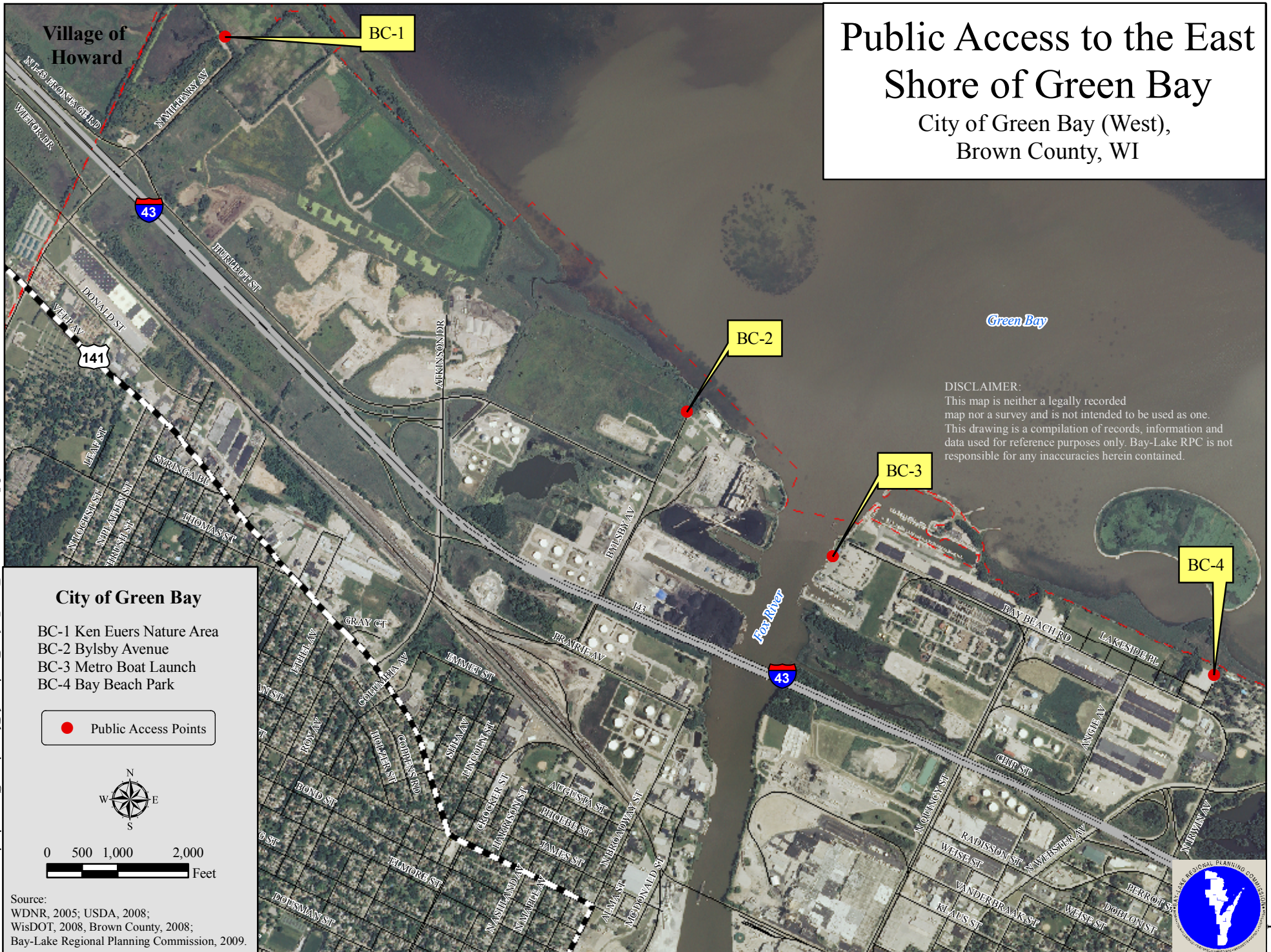
Public Access to the East Shore of Green Bay

Brown County, Wisconsin



Public Access to the East Shore of Green Bay

City of Green Bay (West),
Brown County, WI

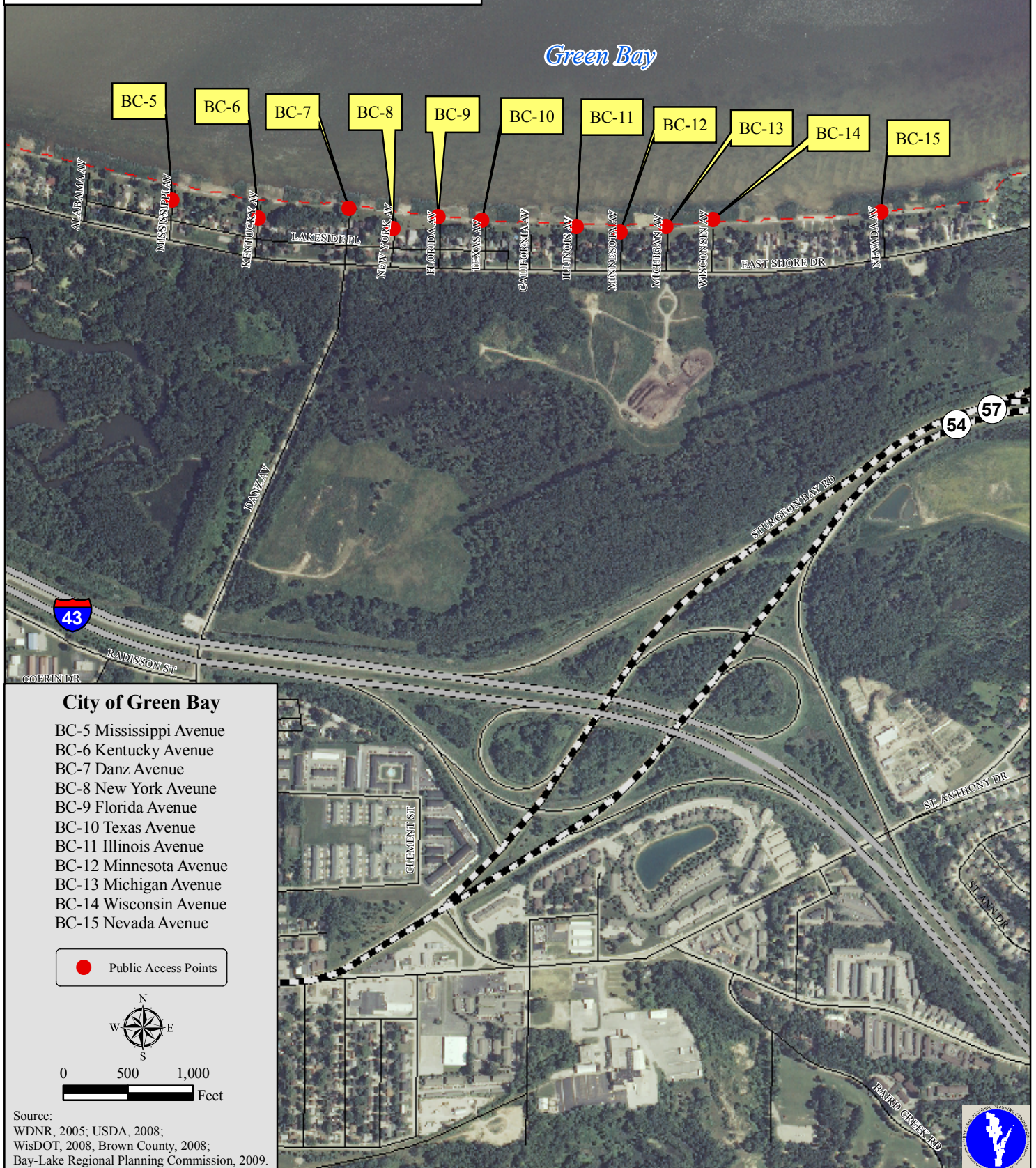


Public Access to the East Shore of Green Bay

City of Green Bay (Central),
Brown County, WI

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Public Access to the East Shore of Green Bay

City of Green Bay (East),
Brown County, WI

Green Bay

BC-20

BC-19

BC-18

BC-17

BC-16

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City of Green Bay

BC-16 Lambeau Cottage
BC-17 Communiversity Park
BC-18 Parent Road
BC-19 Joliet Park
BC-20 Barina Creek

Public Access Points



Source:
WDNR, 2005; USDA, 2008;
WisDOT, 2008, Brown County, 2008;
Bay-Lake Regional Planning Commission, 2009.

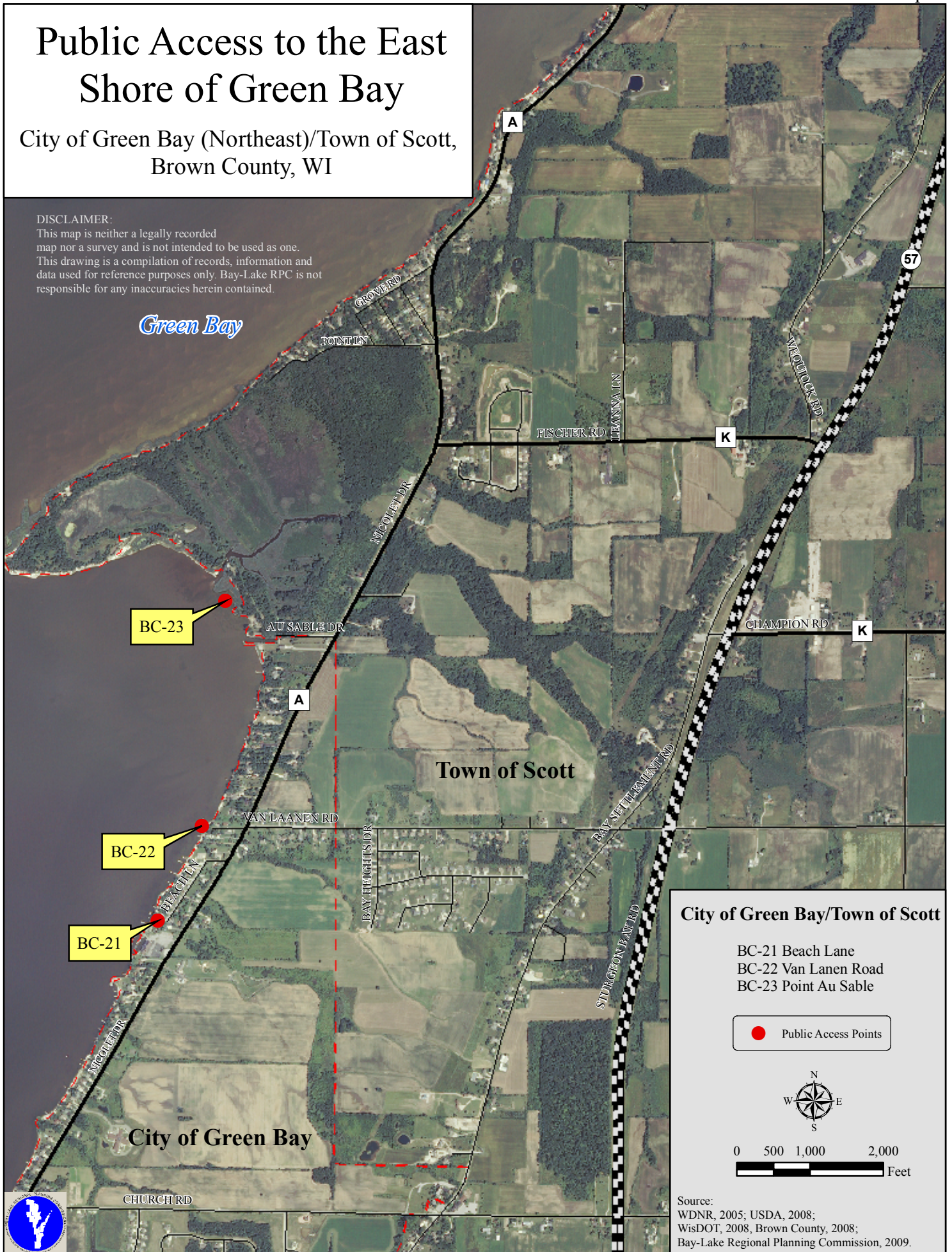


Public Access to the East Shore of Green Bay

City of Green Bay (Northeast)/Town of Scott,
Brown County, WI

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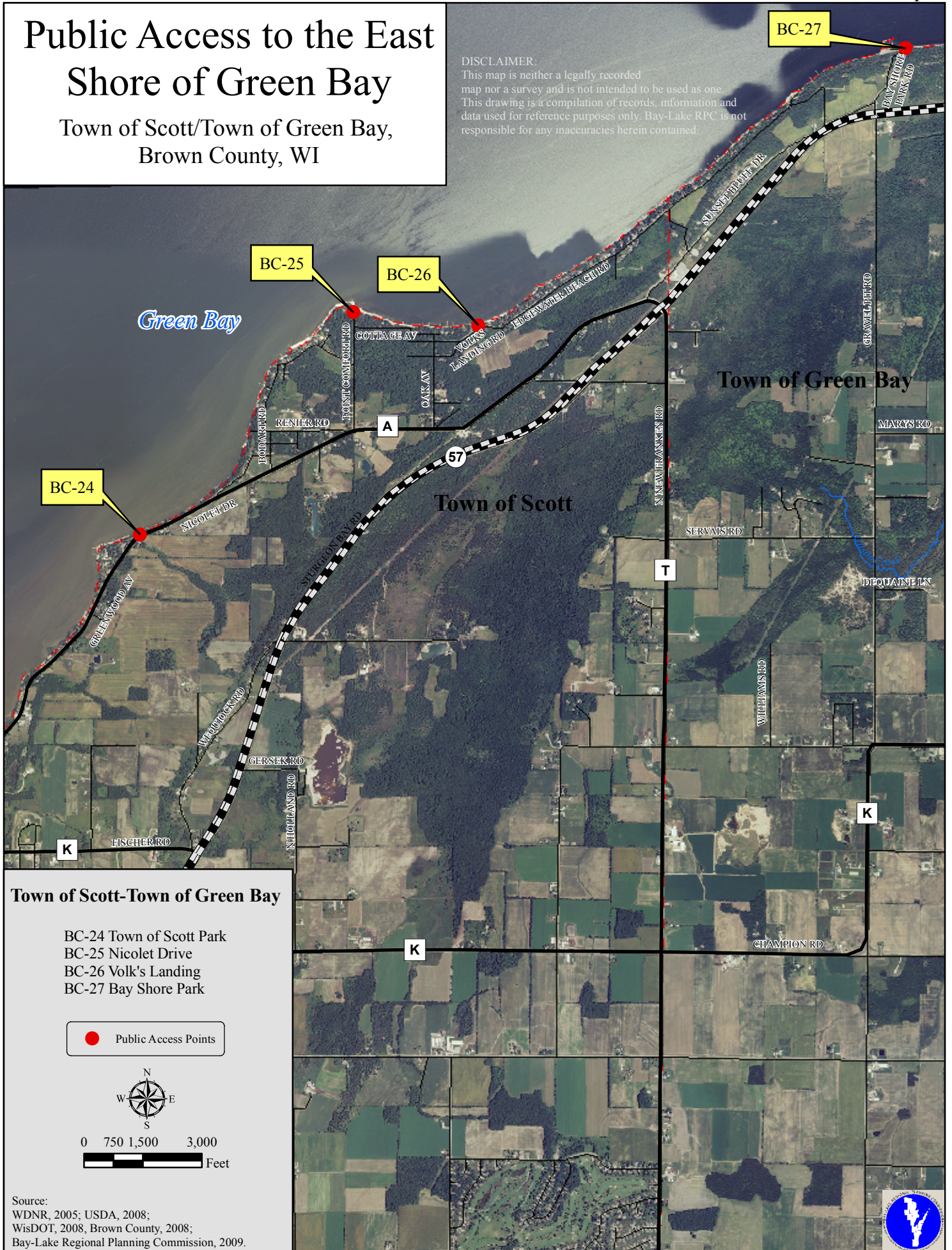
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Public Access to the East Shore of Green Bay

Town of Scott/Town of Green Bay,
Brown County, WI

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Town of Scott-Town of Green Bay

BC-24 Town of Scott Park
BC-25 Nicolet Drive
BC-26 Volk's Landing
BC-27 Bay Shore Park

● Public Access Points



0 750 1,500 3,000
Feet

Source:
WDNR, 2005; USDA, 2008;
WisDOT, 2008, Brown County, 2008;
Bay-Lake Regional Planning Commission, 2009.



Public Access to the East Shore of Green Bay

Town of Red River, Kewaunee County, WI

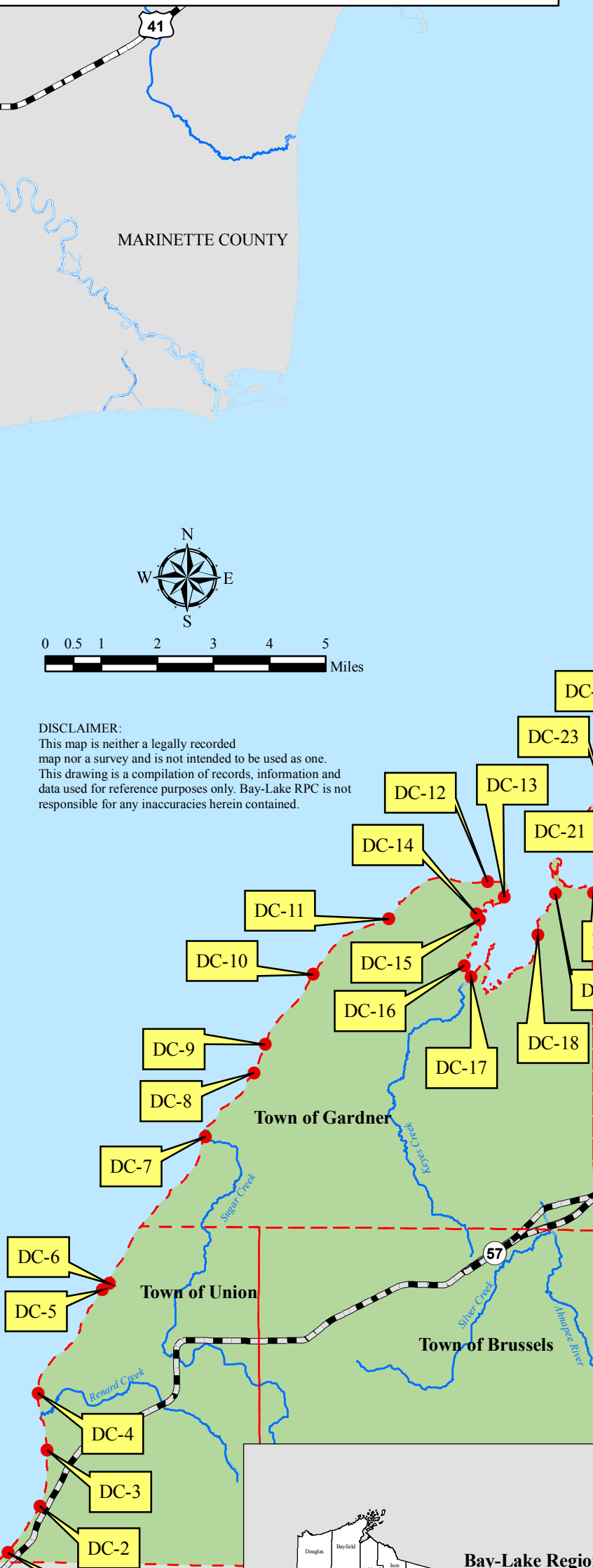
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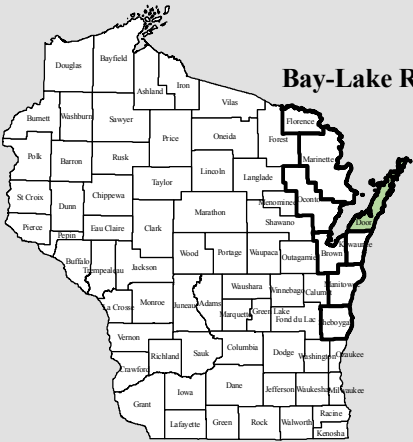


Public Access to the East Shore of Green Bay

Door County, Wisconsin



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Source:
WDNR, 2005; WisDOT, 2008, Brown County, 2008;
Door County, 2008; Kewaunee County, 2008;
Bay-Lake Regional Planning Commission, 2009.

- Door County**
- DC-1 Sun n Surf Road
 - DC-2 Cedar Road
 - DC-3 Oakwood Road
 - DC-4 Shoemaker Road
 - DC-5 Chadoirs Dock County Park
 - DC-6 Bent Road
 - DC-7 Sugar Creek County Park
 - DC-8 Wilcox Road
 - DC-9 Fox Lane
 - DC-10 Johannes Road
 - DC-11 Boni's Place
 - DC-12 Big Rock Place
 - DC-13 Claffin Memorial Park
 - DC-14 Robert M. Carmody County Park Boat Launch
 - DC-15 Landing Road
 - DC-16 Polish Lane
 - DC-17 Squaw Island Road
 - DC-18 North Stevenson Pier Road
 - DC-19 Wood Lane Road
 - DC-20 Riley's Bay Road
 - DC-21 Town Park Road
 - DC-22 Haines Park
 - DC-23 Bretl Road
 - DC-24 Dufek Road
 - DC-25 Meunier Road
 - DC-26 Elchorn Road
 - DC-27 Sandy Bay Point Road
 - DC-28 Eliason Road
 - DC-29 Elms Road
 - DC-30 Cliff View Drive
 - DC-31 Oak Avenue
 - DC-32 Cabot's Point Road, (east)
 - DC-33 Cabot's Point Road, (west)
 - DC-34 E. Sherwood Point Road
 - DC-35 N. Duluth Avenue
 - DC-36 Otumba Park
 - DC-37 Bay View Park
 - DC-38 Sawyer Boat Launch
 - DC-39 Fire Dock Road
 - DC-40 Memorial Drive
 - DC-41 Pennsylvania Street
 - DC-42 Sunset Park & Launching Ramp
 - DC-43 Old County Highway (OR)
 - DC-44 Old Quarry County Park
 - DC-45 Fire Lane (right of way)
 - DC-46 Lady Slipper Road
 - DC-47 Sunset Lane
 - DC-48 Murphy Park and Boat Launch
 - DC-49 Shorewood Road
 - DC-50 Sunset Lane
 - DC-51 Beach View Lane
 - DC-52 Green Bay Lane
 - DC-53 Shady Lane
 - DC-54 Moon Light Lane
 - DC-55 Dawn Lane
 - DC-56 Cross Lane (west)
 - DC-57 North Shore Drive
 - DC-58 East Shore Drive (north)
 - DC-59 Cross Lane (east)
 - DC-60 East Shore Drive (south)
 - DC-61 Beach Park
 - DC-62 Harbor View Park
 - DC-63 North Point Lane
 - SP Potawatomi State Park

● Public Access Points

Public Access to the East Shore of Green Bay

Town of Union, Door County, WI

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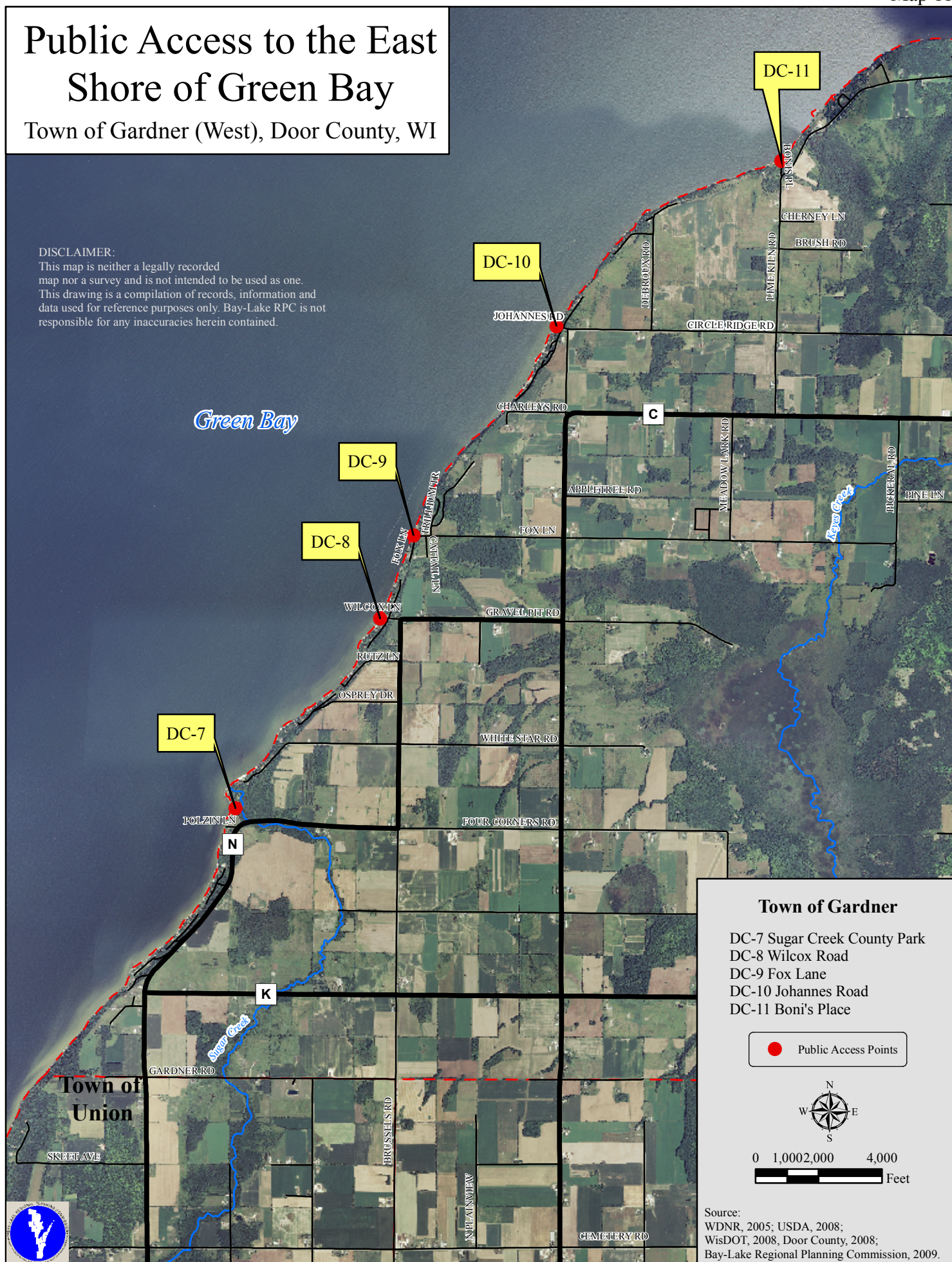


Public Access to the East Shore of Green Bay

Town of Gardner (West), Door County, WI

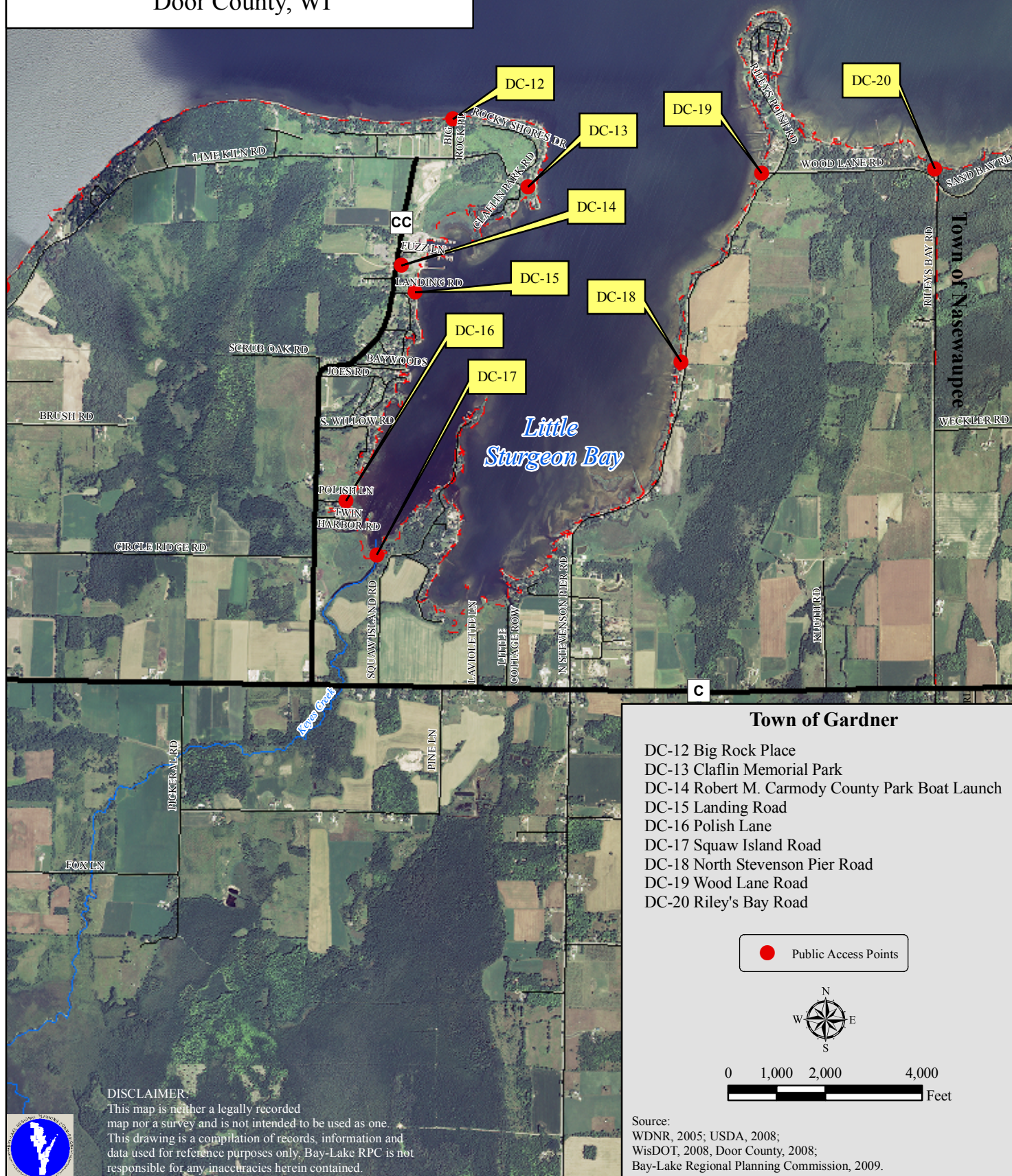
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Public Access to the East Shore of Green Bay

Town of Gardner (East),
Door County, WI

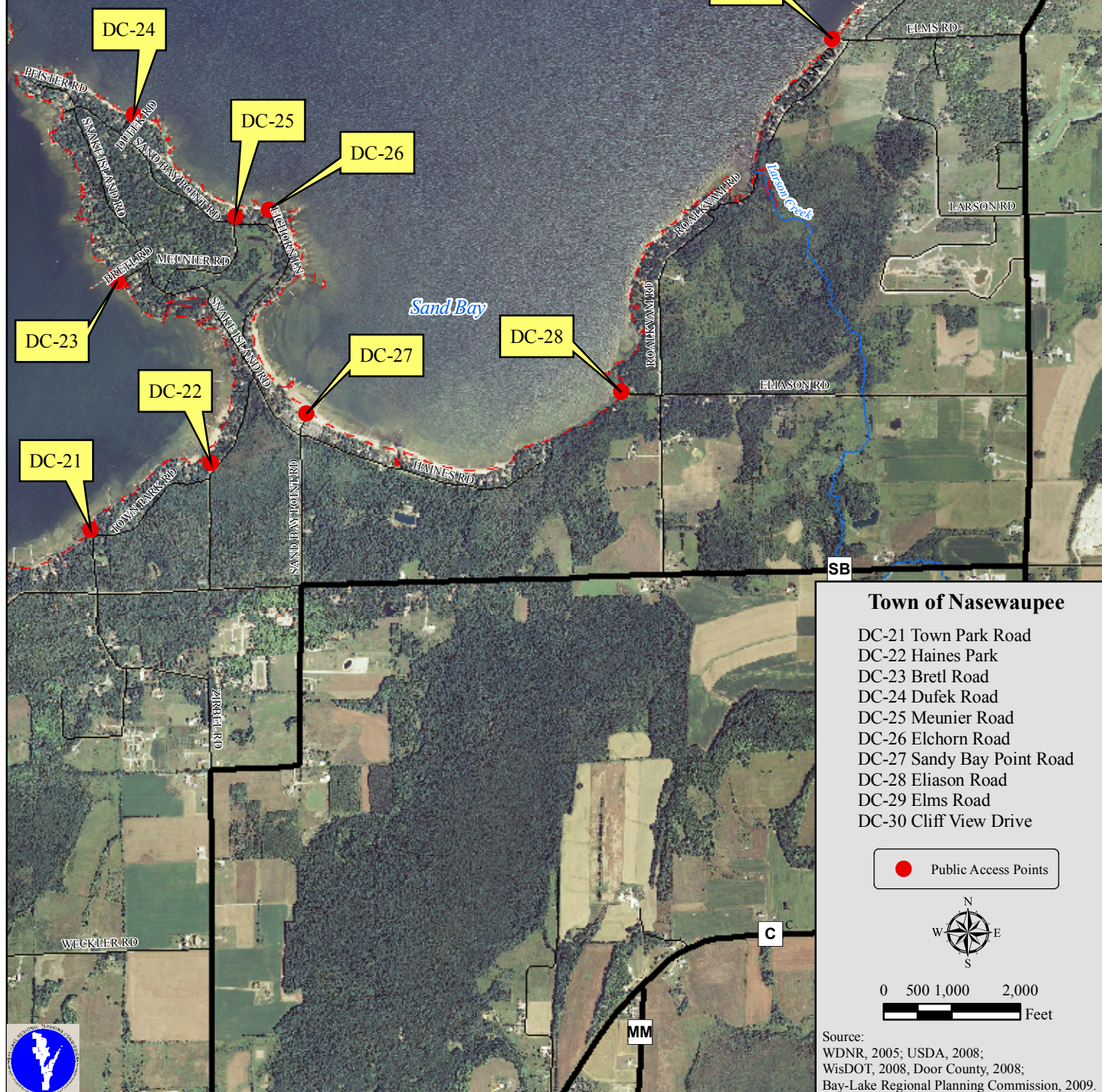


Public Access to the East Shore of Green Bay

Town of Nasewaupee (West),
Door County, WI

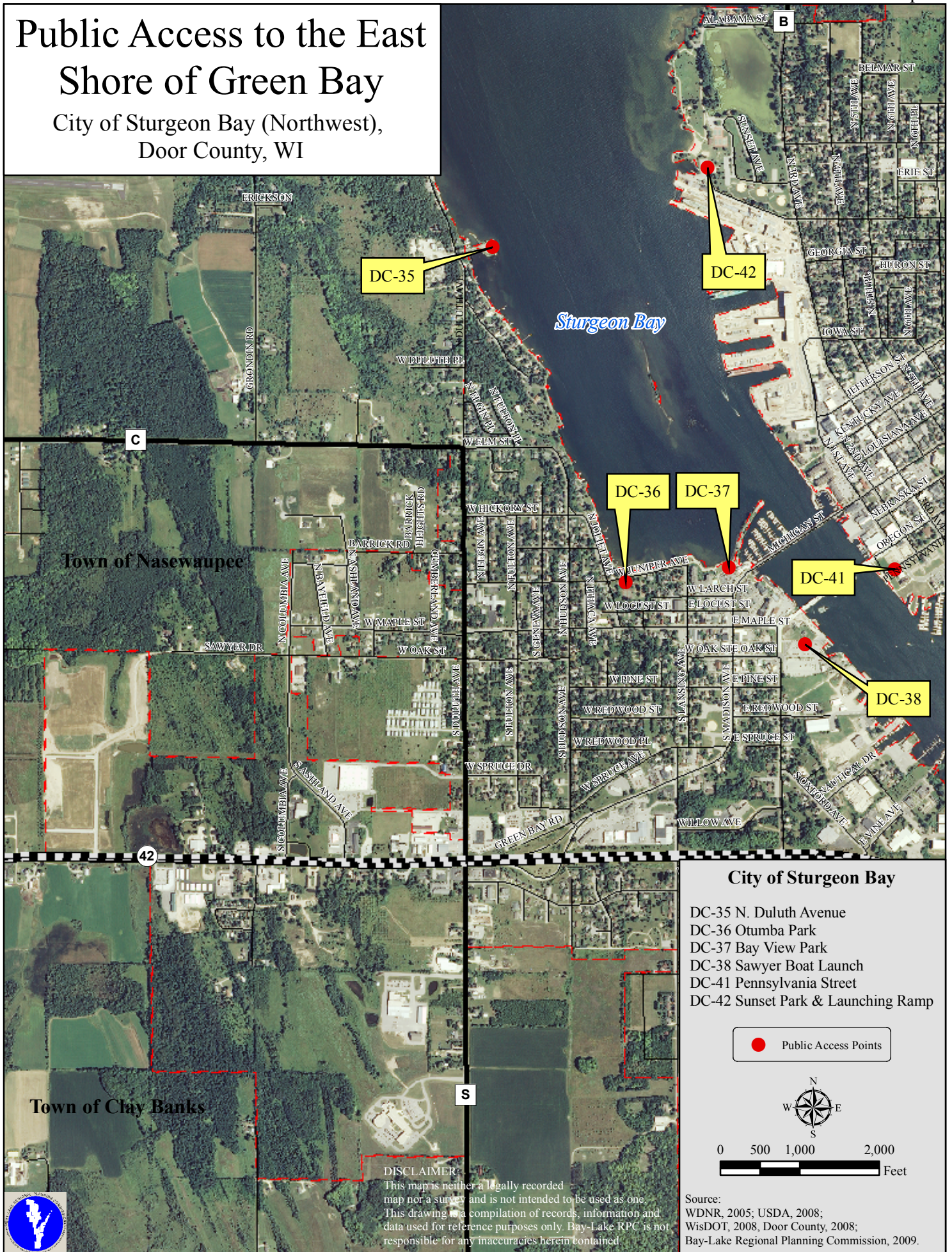
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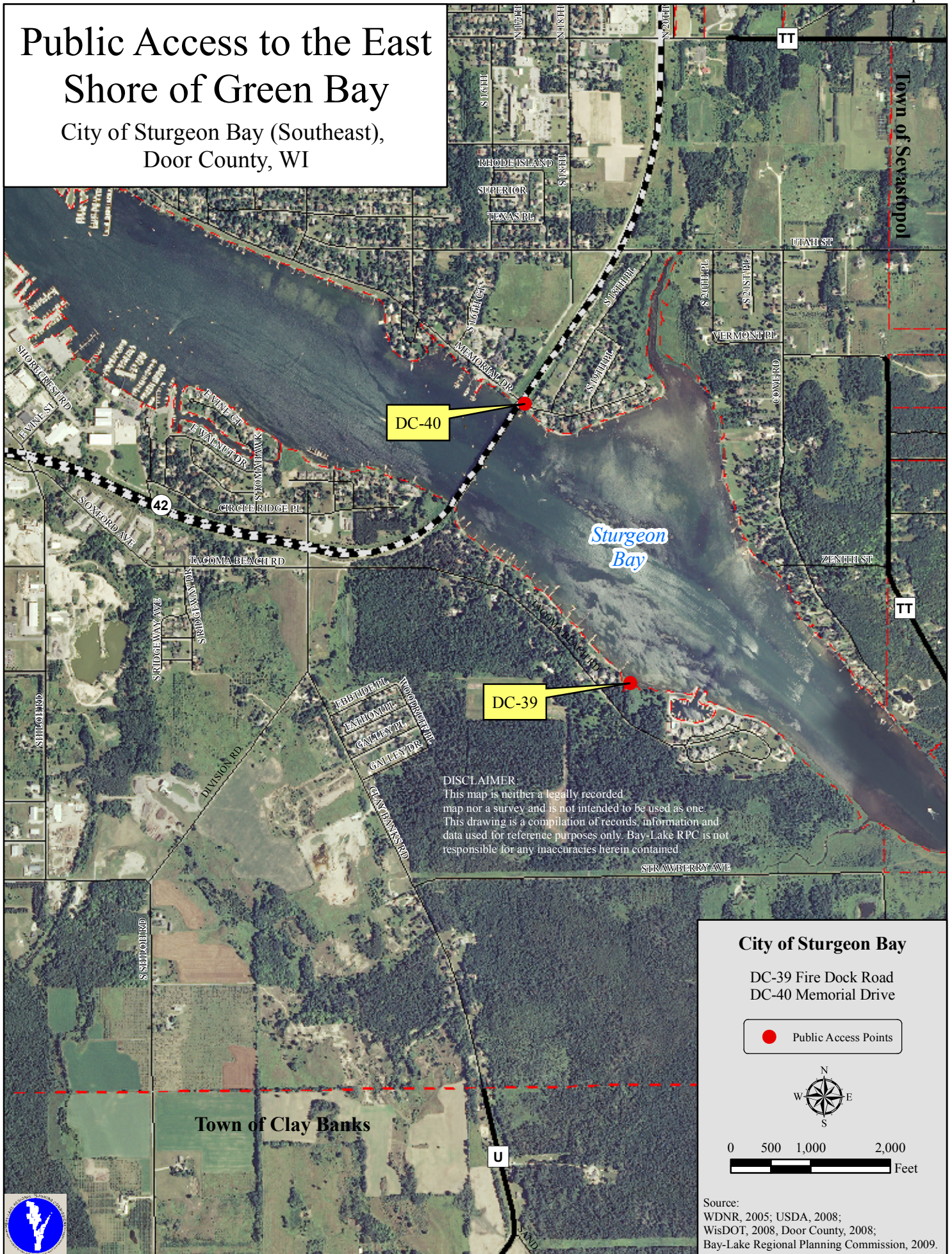
Public Access to the East Shore of Green Bay

City of Sturgeon Bay (Northwest),
Door County, WI



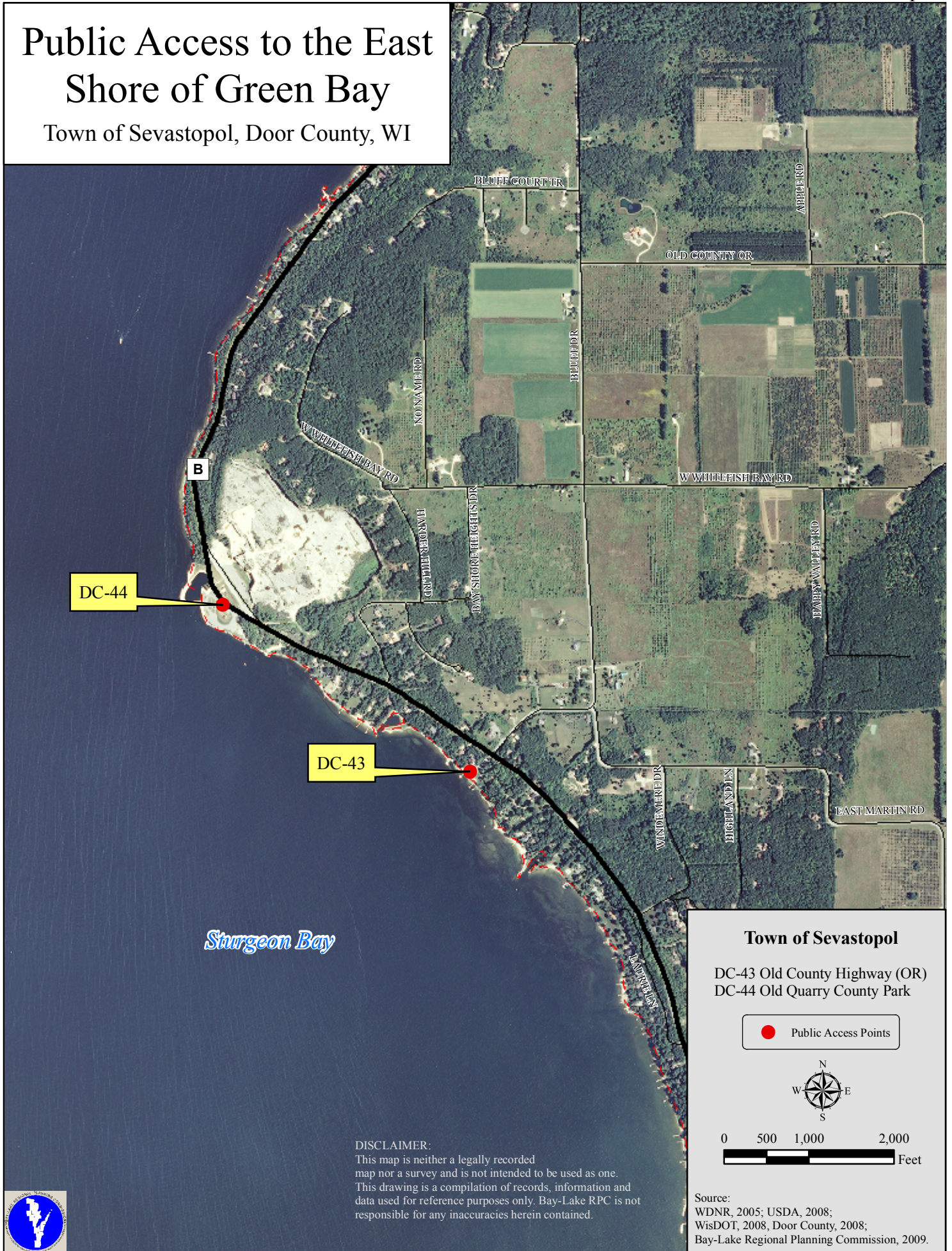
Public Access to the East Shore of Green Bay

City of Sturgeon Bay (Southeast),
Door County, WI



Public Access to the East Shore of Green Bay

Town of Sevastopol, Door County, WI

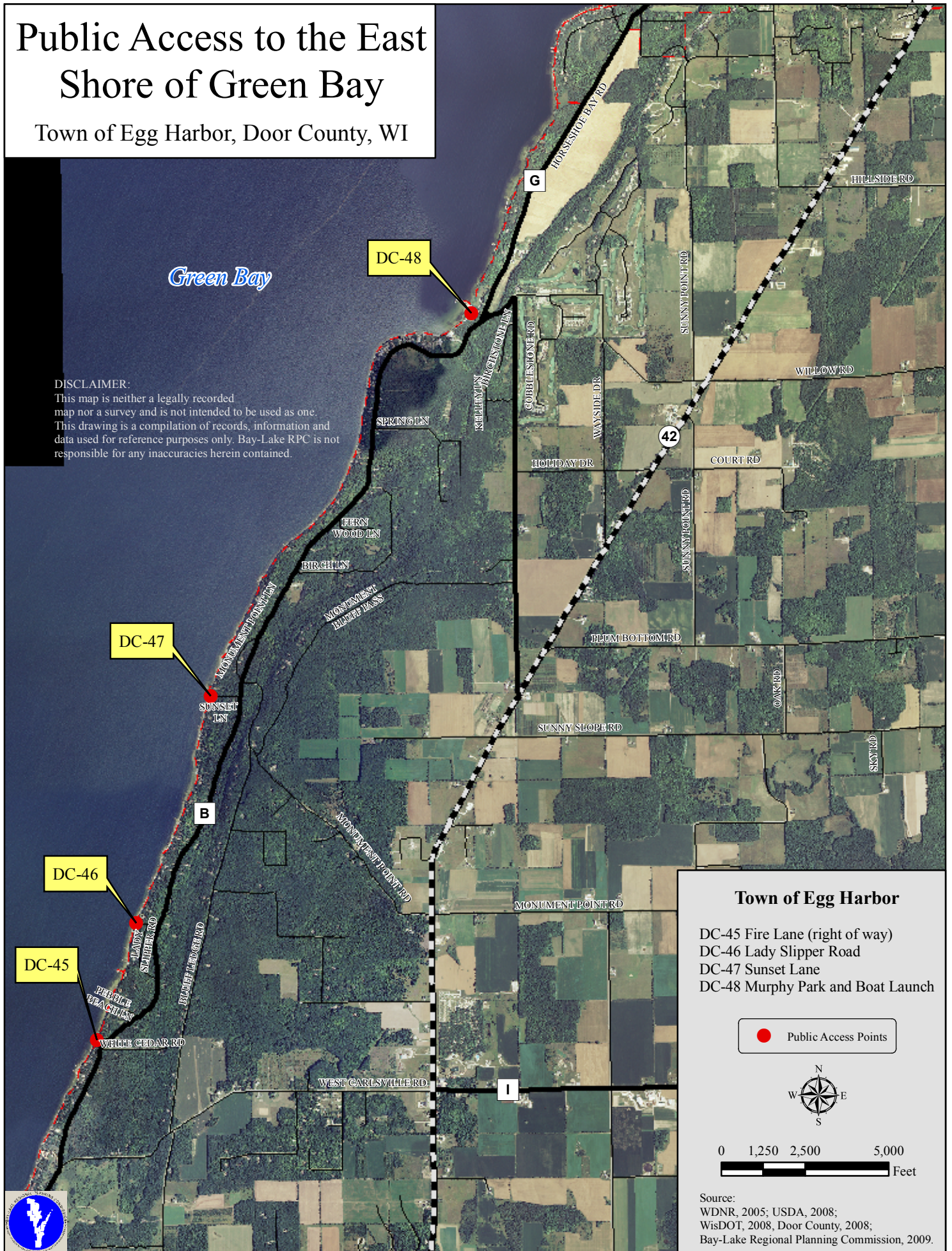


Public Access to the East Shore of Green Bay

Town of Egg Harbor, Door County, WI

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Public Access to the East Shore of Green Bay

Village of Egg Harbor (South),
Door County, WI

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Public Access to the East Shore of Green Bay

Village of Egg Harbor (North),
Door County, WI

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The attached CD contains a PDF copy of this document and a Google Earth digital file with pictures of the inventoried public access sites along the East Shore of Green Bay. The digital file of the sites with pictures is a KMZ file that can be downloaded and viewed in Google Earth. The CD also contains a full color, digital copy of this report, and downloadable copies of Adobe Reader and Google Earth to enable viewing of the included files.

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