

# Northeast Wisconsin Coastal Cities



## Trail Inventory & Connectivity

Marinette ★ Oconto ★ Green Bay ★ Sturgeon Bay ★ Algoma ★ Kewaunee ★ Two Rivers ★ Manitowoc ★ Sheboygan



# *NORTHEAST WISCONSIN COASTAL CITIES*

## *TRAIL INVENTORY & CONNECTIVITY*

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## TABLE OF CONTENTS

Chapter 1 – Introduction .....	1-1
Purpose.....	1-1
Trail Inventory .....	1-2
Trail Connectivity .....	1-3
Chapter 2 – Coastal Cities Off-Road Trail Inventory and Connectivity .....	2-1
City of Marinette Off-Road Trail Inventory .....	2-1
City of Marinette Trail Connectivity .....	2-2
City of Oconto Off-Road Trail Inventory .....	2-5
City of Oconto Trail Connectivity .....	2-6
City of Green Bay Off-Road Trail Inventory .....	2-9
City of Green Bay Trail Connectivity.....	2-10
City of Sturgeon Bay Off-Road Trail Inventory.....	2-13
City of Sturgeon Bay Trail Connectivity .....	2-14
City of Algoma Off-Road Trail Inventory.....	2-17
City of Algoma Trail Connectivity .....	2-18
City of Kewaunee Off-Road Trail Inventory.....	2-21
City of Kewaunee Trail Connectivity .....	2-22
City of Two Rivers Off-Road Trail Inventory .....	2-25
City of Two Rivers Trail Connectivity .....	2-26
City of Manitowoc Off-Road Trail Inventory .....	2-29
City of Manitowoc Trail Connectivity.....	2-30
City of Sheboygan Off-Road Trail Inventory.....	2-33
City of Sheboygan Trail Connectivity .....	2-34

### LIST OF TABLES

Table 2.1: City of Marinette Off-Road, Non-Motorized Trails .....	2-1
Table 2.2: City of Oconto Off-Road, Non-Motorized Trails.....	2-5
Table 2.3: City of Green Bay Off-Road, Non-Motorized Trails .....	2-9
Table 2.4: City of Sturgeon Bay Off-Road, Non-Motorized Trails.....	2-13
Table 2.5: City of Algoma Off-Road, Non-Motorized Trails.....	2-17
Table 2.6: City of Kewaunee Off-Road, Non-Motorized Trails.....	2-21
Table 2.7: City of Two Rivers Off-Road, Non-Motorized Trails.....	2-25
Table 2.8: City of Manitowoc Off-Road, Non-Motorized Trails .....	2-29
Table 2.9: City of Sheboygan Off-Road, Non-Motorized Trails.....	2-33

## **LIST OF MAPS**

Map 1.1: Trail Inventory & Connectivity Study Area, Northeast Wisconsin Coastal Cities .....	1-7
Map 2.1: City of Marinette Trail Inventory & Connectivity .....	2-3
Map 2.2: City of Oconto Trail Inventory & Connectivity .....	2-7
Map 2.3: City of Green Bay Trail Inventory & Connectivity.....	2-11
Map 2.4: City of Sturgeon Bay Trail Inventory & Connectivity.....	2-15
Map 2.5: City of Algoma Trail Inventory & Connectivity .....	2-19
Map 2.6: City of Kewaunee Trail Inventory & Connectivity .....	2-23
Map 2.7: City of Two Rivers Trail Inventory & Connectivity .....	2-27
Map 2.8: City of Manitowoc Trail Inventory & Connectivity.....	2-31
Map 2.9: City of Sheboygan Trail Inventory & Connectivity .....	2-35

# CHAPTER 1 – INTRODUCTION

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## **PURPOSE**

Northeast Wisconsin cities contain numerous off-road trails that provide residents and visitors with valuable recreation opportunities such as biking, running, hiking, etc. However, all of the off-road trails in and adjacent to a community are not always identified by a single source. Multiple sources are typically used to determine all of the existing off-road trails. For example, there are prominent State trails profiled on the websites and brochures of the Wisconsin Department of Tourism and the Wisconsin Department of Natural Resources. However, in many instances; county, community, university, or other public trails are not included with these sources. In an effort to remedy the difficulty of navigating multiple community trail maps, the Bay-Lake Regional Planning Commission (BLRPC) conducted a thorough field inventory of all off-road, non-motorized trails for the nine coastal cities along Lake Michigan in northeast Wisconsin (i.e., Marinette, Oconto, Green Bay, Sturgeon Bay, Algoma, Kewaunee, Two Rivers, Manitowoc, and Sheboygan). This document provides a brief summary of the coastal cities off-road trail inventory. In addition, the trail inventory is available on the internet using Google Earth (discussed later in this chapter), which contains even more detailed information about the off-road trails.

The other component of this study is determining where all of these inventoried trails currently lead to and are there possibilities to extend them further, thereby establishing connections to other destinations. Therefore, BLRPC utilized the off-road inventory data and determined existing trail connectivity, in addition to possible trail connection opportunities. The trail connectivity aspect of this document was developed to:

- 1) identify existing off-road trail connections;
- 2) identify potential future off-road trail connections; and
- 3) identify additional connections (e.g., shared roadways) that are currently identified by local/county/state bike or trail plans.

These recommendations ultimately aim to establish an efficient coastal trail network that also integrates Lake Michigan Water Trail access points/beaches, as well as offer potential future off-road trail connections that would link each coastal city to the next.

## **Project Area**

All off-road, non-motorized trails within the nine coastal cities along Lake Michigan in northeast Wisconsin (i.e., Marinette, Oconto, Green Bay, Sturgeon Bay, Algoma, Kewaunee, Two Rivers, Manitowoc, and Sheboygan (Map 1.1) were inventoried. According to the 2010 US Census, nearly 230,000 people reside in the aforementioned nine coastal cities, while an estimated 573,000 people live within the seven coastal counties (i.e., Marinette, Oconto, Brown, Door, Kewaunee, Manitowoc, and Sheboygan) that contain the nine project communities.

## **TRAIL INVENTORY**

The trail field inventory was accomplished from 2012 thru 2013 by biking/walking all off-road, non-motorized trails in the northeast Wisconsin's nine coastal cities. The trails and trailheads were geolocated using Global Positioning Systems (GPS) while trail attribute data was recorded using a mobile Geographic Information System (GIS) unit. Attribute data collected on the device included:

- Trail name
- Length
- Surface type
- ADA accessibility
- Non-motorized uses ( pedestrian, bike, horse)
- Pet access
- Park name

The trails were inventoried to their full extent, to include beyond city limits. Following a thorough review of the trail inventory by local park and recreation department staff from each of the coastal cities in the study area, the trail information was entered into the BLRPC's GIS system. The result is a "one-stop-shop" that contains an accurate, consistent, comprehensive GIS spatial database of off-road, non-motorized trails for the nine coastal cities in the northeast Wisconsin.

### **Google Earth**

Google Earth is a virtual globe, map, and geographical information program that maps the Earth by superimposing images obtained from satellite imagery, aerial photography, and geographic information systems (GIS). Google Earth is able to show all kinds of images overlaid on the surface of the earth. People can even add their own data to Google Earth, making it available to users of the program.

BLRPC developed digital map files to be included on Google Earth by utilizing the completed field inventory of the coastal cities trails. Each segment of the trails is illustrated on Google Earth, including the aforementioned attribute data for the trails. With the trail maps and data now available on Google Earth, the information is easily accessible to land managers and the public. Overall, this inventory is very functional for trail users, especially those



planning trips to the communities in the study area, or those looking for a specific type of trail (e.g., ADA-compliant trail). Using Google Earth, trail users are also able to plan a route by determining the topography of the route – and also take a three dimensional tour of it. The coastal cities trail inventory is available at the following website:

**<http://www.baylakerpc.org/natural-resources/coastal-cities-trail-inventory>**

In addition to the Google Earth trail data, this document offers a listing of the same off-road trails within each of the nine northeast Wisconsin coastal cities. Although Google Earth provides more detailed data for each trail, this report includes several important attributes of the trails within each of the nine coastal cities. Maps illustrating the existing off-road trails within each of nine coastal cities are also contained within this document.

## **TRAIL CONNECTIVITY**

Off-road, non-motorized trails serve multiple purposes including exercising, walking, jogging, hiking, cycling, mountain biking, and bird-watching. Trail connectivity would increase the recreational potential of these activities by providing greater uninterrupted distances. Connectivity also provides safe, alternative transportation routes by connecting people to desired destinations such as places of employment, education facilities, commercial establishments, and recreation locations. A well designed trail network provides connections between parks and open space lands and effectively integrates urban areas with the surrounding natural environment by linking off-road trail segments with a larger county/regional trail system and supports the overall connective network that includes sidewalks, bike routes, and mass transportation nodes. Even shorter trail segments that link two systems to provide extended recreational use, or provide a pedestrian connection to a desirable location, can increase the appeal and usefulness of a trail facility, destination, or system.

As a part of this study, coastal trail connectivity opportunities were analyzed based on a variety of criteria that serve as guidance for communities. These criteria assist in determining recommendations for potential off-road trail placement that would provide additional coastal connections between other trails or destinations such as Lake Michigan Water Trail access/beaches, cultural sites, parks, and to other coastal cities.

### **Trail Connectivity Criteria**

The following is a list of trail connectivity criteria to be considered when evaluating possible trail connections with the off-road, non-motorized trails that were inventoried in the nine coastal cities.

- Evaluate the potential number of people who could reasonably be expected to use the trail facility. Service level can be determined by the number of people who live within walking distance of a trail head, and potential use by commuters and tourists.
- Select connection routes that have the greatest potential for increasing the overall availability of trails to trail users, the least amount of development impact, and the least amount of resulting maintenance.
- Identify the range of functions (recreation, transportation, education/interpretation, conservation, tourism/economic)
- Identify which non-motorized types (bike, pedestrian, horse) will be able to access the trail and ensure compatibility of uses.
- Consider ADA accessibility while evaluating connectivity to existing ADA-compliant trails.
- Establish important links between communities, parks, or other points of interest including existing state trails, regional trails, beaches, etc.
- Ensure definitive start and end points, such as a residential neighborhood, business, school, park, or other trail. Some trails are stand alone facilities and form loops without destination points although they may have nodes along their corridors.
- Identify railroad corridors and utility corridors as potential trail development.
- Identify existing on-road bike lanes/routes and shoulder improvements that can provide important and safe links to destination points.
- Take into consideration sighting distance and sight lines at road crossings. Avoid 4-way intersections.

- Incorporate positive attributes into new trail connections while, at the same time, avoiding the barriers and technical challenges as much as possible.
  - Incorporate positive experience features along the trail, including scenic overlooks, historic sites, waterfalls, rock outcroppings, lakes, rivers, and other natural features or points of interest. Typically, if the trail does not incorporate these characteristics, users will likely create makeshift trails to get to them.
  - Limit any barriers or technical challenges for connectivity including trail corridors on lands that are too steep, prone to major flooding, require major stream, highway, or railroad crossings, lack reasonable maintenance access, or require land acquisition.
  - Select routes that minimize the impact on the environment and to avoid cultural resource damage while still providing a quality experience for the trail user.
- When developed as new facilities, trails should be located and designed so the corridors and surfaces are sustainable thus requiring minimal maintenance to keep their designed purpose
- Trail sustainability is affected by the surface material of a trail as well as the location. In general, hard surfaced trails such as asphalt and concrete require less frequent maintenance than soft surfaced types such as gravel trails. Natural surface trails need the most frequent attention. Trails that are frequently inundated, such as those in active floodplains, also need far more maintenance than trails that are in well-drained areas.

This document provides future recommendations for existing/possible off-road trail connections that would help to establish a well designed coastal trail network linking the nine coastal cities in northeast Wisconsin. The trail connection recommendations are not incorporated into the online Google Earth off-road trail inventory; however the text and mapping included in this document offer assistance to current and future trail planning efforts of the nine coastal cities. In the event that a community has a trail network plan established, that plan was utilized for this project.

In addition to identifying existing/potential off-road trail connections, it is important to note that in most cases, the cities utilize the existing urban pedestrian/bikeway network consisting of shared roadways that contain bike lanes, paved shoulders, sidewalks, etc. to access parks, beaches, and other prominent features in the community. These on-road facilities are not mapped, but are mentioned as a means to access various sites. Possible shared roadway connections as a means to connect with adjacent coastal cities have also been identified based on local/county recommendations and planning efforts.

### **Significant National, State, County, and Local Trail Connection Opportunities**

Several recommendations for establishing a quality coastal trail network suggest linking to National, State, County and other local trail systems that exist in northeast Wisconsin. The following is a brief summary of these significant trail systems and the counties they are found within.

#### **Lake Michigan Water Trail**

Covering approximately 500 miles of shoreline in Wisconsin, the Lake Michigan Water Trail is a network of water access points along the Wisconsin shoreline of Lake Michigan from the Michigan border at Marinette to the Illinois border south of Kenosha. A water trail is a route along a water body for people using small beachable boats like kayaks, canoes, day sailors, or

rowboats. Water trails are based on land facilities that support water travel and the variety of natural, cultural, and historic resources that a traveler may encounter along the way. Existing connectivity and connection recommendations to Lake Michigan Water Trail access locations in, and near, the nine northeast Wisconsin coastal cities are discussed in the connectivity portion of this document.

**Ice Age National Scenic Trail** (*Door, Kewaunee, Manitowoc, Sheboygan*)

The Ice Age Trail is a National scenic trail that passes through 30 counties in Wisconsin. One of only eight National Scenic Trails, the Ice Age Trail details some of Wisconsin’s most scenic landscapes and helps tell the story of the last Ice Age by illustrating Wisconsin’s unique glacial features. For purposes of this project, the Ice Age Trail meanders through the coastal counties of Door, Kewaunee, Manitowoc, and Sheboygan. The Ice Age Trail is intended to be an off-road hiking and backpacking trail for silent sport and outdoor enthusiasts. However a few sections of the Ice Age Trail that use the same corridor as state “rails to trails”, such as the Ahnapee State Trail, allow for bicycling and snowmobiling on the “rails to trails” corridor. ATV’s and other motorized vehicles are not allowed on any segment of the Ice Age Trail.



Source: National Park Service

**Oconto River State Trail** (*Oconto*)

This eight mile trail travels between the communities of Oconto and Stiles Junction in Oconto County. The Oconto River State Trail is a multi-use trail with that is available for non-motorized uses such as hiking, running, biking, horseback riding, snowshoeing and cross-country skiing. However the trail must also shared with snowmobiles in the winter. The trail passes through forests and farms and also parallels the Oconto River.

**Fox River State Trail** (*Brown*)

The Fox River State Trail offers a variety of scenery as it maneuvers from downtown Green Bay south, along the Fox River. The 25-mile former rail corridor has approximately 11 miles of paved surface on the more urban section that stretches from the trailhead in downtown Green Bay going south. The southern section of the trail is crushed stone. Overall, the smooth asphalt and limestone surfaces make this entire trail suitable for bicyclists, walkers and joggers. The 11 miles of asphalt trail in Brown County are also suitable for in-line skaters. The limestone portion of the trail is open to cross-country skiing, and snowshoeing, however, this portion of the trail is also open to snowmobiles. Horseback riding is also an allowed use on the trail’s gravel surface located south of Highway 96 in the Village of Greenleaf. The trail passes by numerous overlooks along the Fox River, many local parks, and through rural and agricultural areas to a location just north of the Village of Hilbert in Calumet County.



### **Ahnapee State Trail** (*Door, Kewaunee*)

The Ahnapee State Trail is a “rails to trails” corridor that spans 46 miles through Kewaunee and Door counties, between the communities of Sturgeon Bay, Algoma, Kewaunee, Luxemburg, and Casco. The Ahnapee State Trail is a multi-use trail with that is available for non-motorized uses such as hiking, running, biking, horseback riding, and cross-country skiing. However the trail must also be shared with snowmobiles in the winter.

### **Devil’s River State Trail** (*Brown, Manitowoc*)

This scenic “rails to trails” corridor stretches 14 miles through four small communities in Brown and Manitowoc counties. Located just north of the City of Manitowoc, near the community of Rockwood and traveling north to the Village of Denmark in Brown County, this trail navigates through a wide variety of scenery, including farmlands, prairies, rivers, and wetlands. The multi-use trail can be accessed year round for non-motorized activities such as walking, running, bicycling, and cross-country skiing. However the trail must also shared with snowmobiles in the winter.

### **Mariner’s Trail** (*Manitowoc*)

The Mariners Trail is a 5.5 mile recreational trail along the shore of Lake Michigan between Manitowoc and Two Rivers. The paved surface accommodates walkers, joggers, bikers, and roller bladers. At the north end, the trail ties into the *Rawley Point Trail* which takes users through Two Rivers and into Point Beach State Forest. The seven-mile Rawley Point Trail utilizes city streets, limestone surfaces, and a five-mile section through the State Forest.



### **Old Plank Road Trail** (*Sheboygan*)



This trail runs from the City of Sheboygan west for approximately 17 miles to the community of Greenbush. The entire length of the trail from Interstate Hwy. 43 to STH 57 (approximately 9 miles) has received new pavement since 2008 with the most recent project finishing in 2013. The trail is available for a variety of non-motorized uses including cyclists, walkers, joggers, equestrians. Snowmobilers also utilize the unpaved portions of the trail in the winter months.

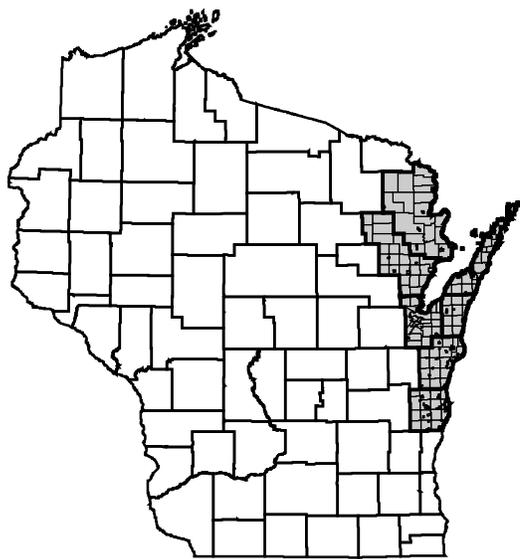
### **Sheboygan Interurban Trail** (*Sheboygan*)

The route of the Sheboygan Interurban Trail is based on the Interurban railway that connected the City of Milwaukee to Sheboygan. The Sheboygan Interurban Trail is a 14-mile off-road and on-road trail that spans from the City of Sheboygan to the Ozaukee County/Sheboygan County line. The on-road segments traverse town roads, through the Kohler-Andrae State Park, and lead to the Village of Oostburg. From the Village of Oostburg to the County line the trail is off-road. This trail then links to the Ozaukee Interurban Trail, which ultimately connects to the Oak Leaf Trail located in Milwaukee County. The Sheboygan Interurban Trail is intended for year round uses, such as biking, walking, running, and cross-country skiing. Horses and motorized vehicles including snowmobiles and are not allowed on the trail.

# Trail Inventory and Connectivity Study Area

Northeast Wisconsin Coastal Cities

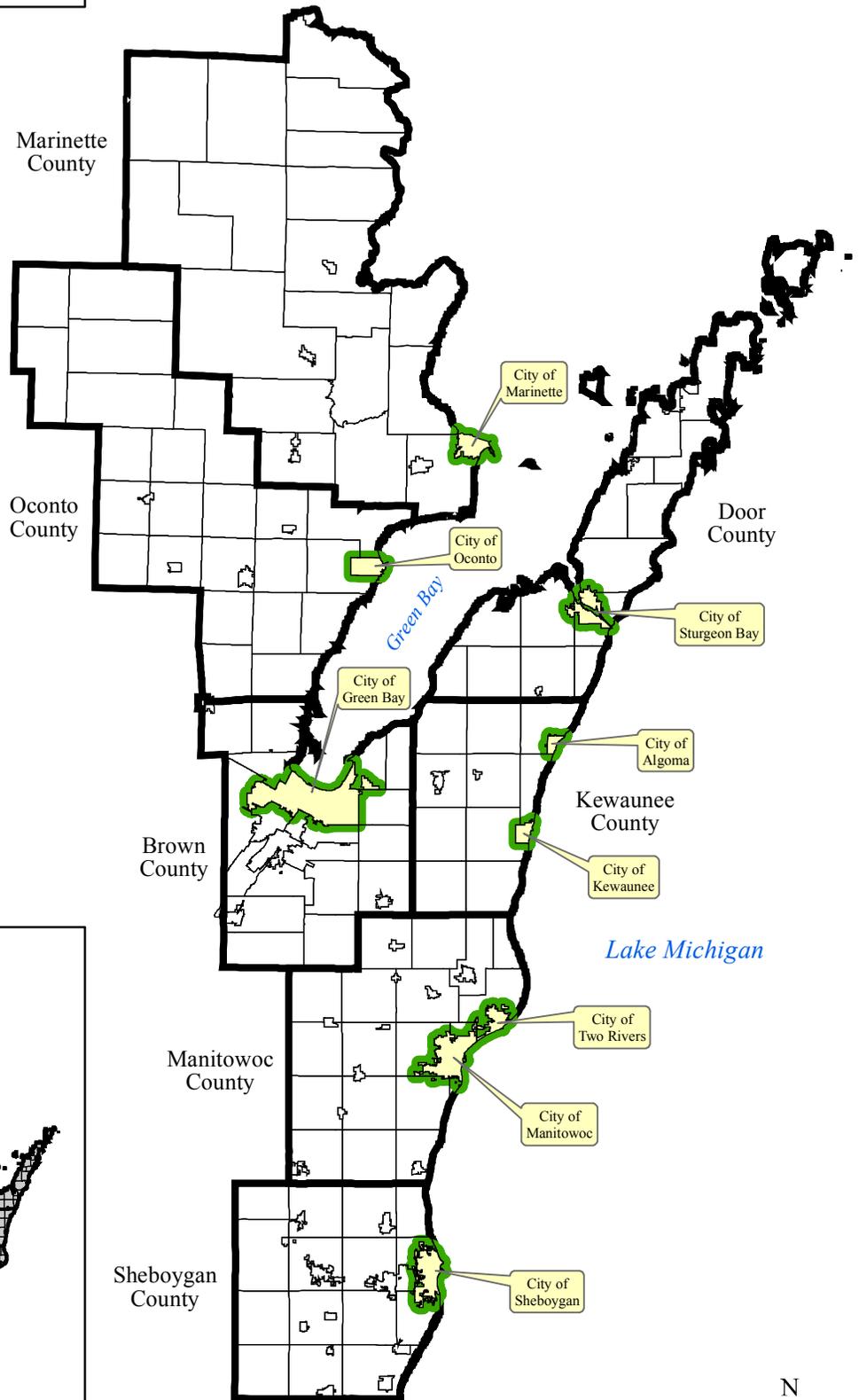
 Coastal City



Wisconsin



Source: Bay-Lake Regional Planning Commission, 2013.





## CHAPTER 2– COASTAL CITIES OFF-ROAD TRAIL INVENTORY AND CONNECTIVITY

This portion of the document will briefly identify the off-road trail inventory along with trail connectivity for the following nine northeast Wisconsin coastal cities along Lake Michigan:

- Marinette
  - Oconto
  - Green Bay
  - Sturgeon Bay
  - Algoma
- Kewaunee
  - Two Rivers
  - Manitowoc
  - Sheboygan

Each city’s trail inventory is followed by options for connectivity to local destinations; specifically Lake Michigan Water Trail access/beaches, and linkages to adjacent coastal cities. A map illustrating each city’s trail inventory along with recommendations for existing/potential trail connections is also included.

### CITY OF MARINETTE OFF-ROAD TRAIL INVENTORY



The City of Marinette contains several off-road non-motorized trails within open spaces and parks (Table 2.1). Each of the city’s off-road trails is less than a mile long. Map 2.1 offers an illustration of the existing off-road trails in the City of Marinette.

Table 2.1: City of Marinette Off-Road, Non-Motorized Trails

Name	Location	Length (miles)	Surface	Use
Red Arrow Park Trails	Red Arrow Park	< 1 mile	Paved	Bike/Ped
Mid City Bike Trail	Along rail corridor north of USH 41 just east of Hattie St.	< 1 mile	Paved	Bike/Ped
Marinette Nature Walk	Off of Bay Shore St	< 1 mile	Natural	Pedestrian

Source: Bay-Lake Regional Planning Commission, 2013.



Red Arrow Park Trails



Mid City Bike Trail

## **CITY OF MARINETTE TRAIL CONNECTIVITY**

See Map 2.1 for the following existing and proposed trail connections.

### **Connections to Marinette's Lake Michigan Water Trail Access Points**

- *Red Arrow Park* - water trail access can be reached via the Red Arrow Park Trails. A parking lot is available along with carry-in access to the water trail using the beach.
- *Runnoe Park* - can be accessed by shared roadway (West Bay Shore Street) of the nearby UW-Marquette campus.



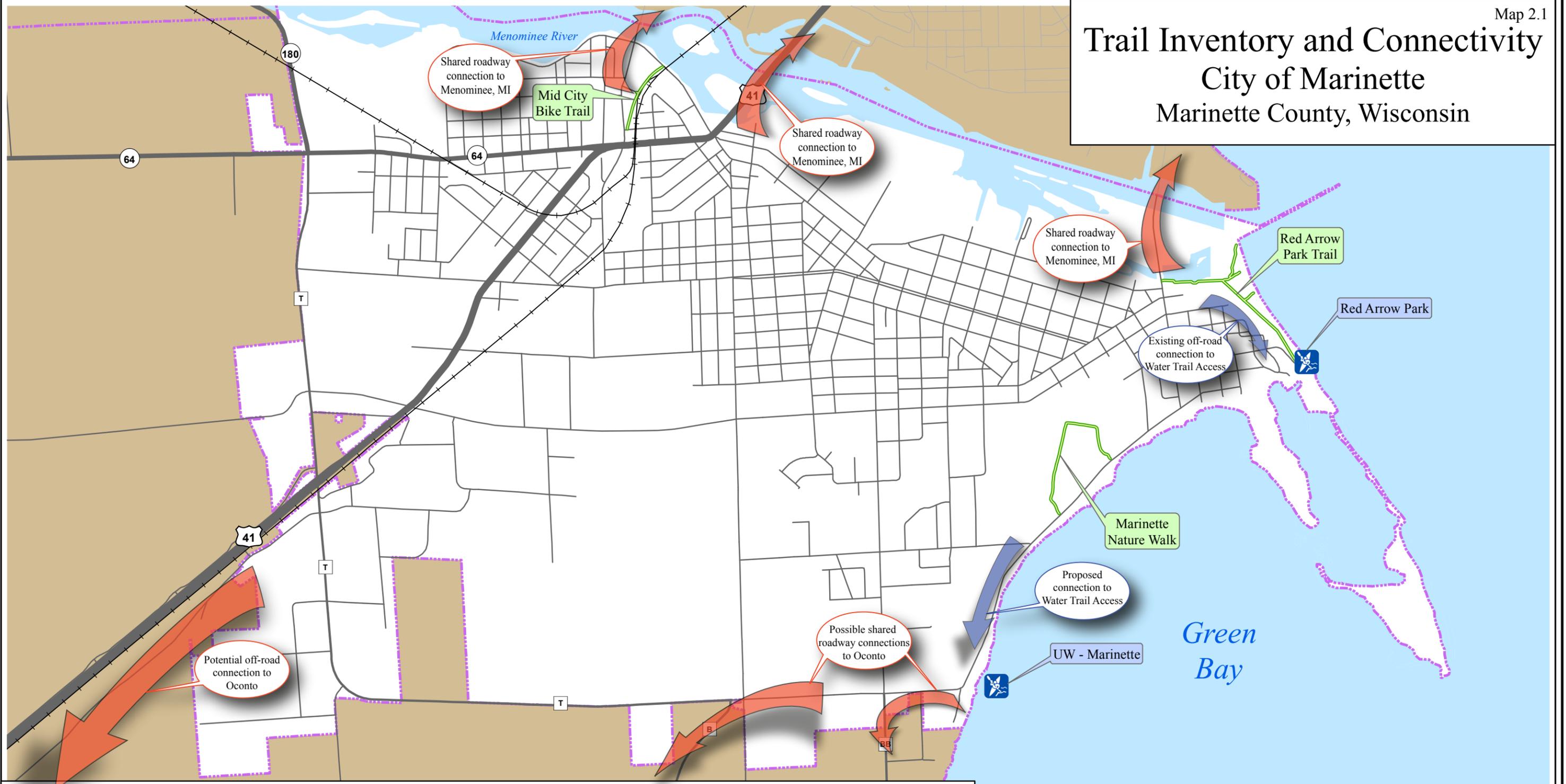
### **Connections to Nearby Coastal Cities from the City of Marinette**

- *City of Oconto:*
  - Potential future off-road connections south to the City of Oconto should include existing and planned utility corridors. Also, in the event that the existing Canadian National Rail operation would ever cease in the future, this rail line would offer an off-road connection that not only extends to the City of Oconto, but also reaches the City of Green Bay.
  - Several shared roadways are also connection possibilities to the City of Oconto.
    - Old Peshtigo Road travels to the City of Peshtigo. From Peshtigo, utilize CTH Y south, to the City of Oconto. CTH Y is near the Peshtigo State Wildlife Area. Also, much of the proposed CTH Y route into the City of Oconto is situated along the water of Green Bay.
    - Other shared roadway possibilities include CTH B or CTH BB to the City of Peshtigo. From Peshtigo follow the CTH Y routes as stated in the previous connection recommendation. While CTH's B and BB are more rural and scenic in nature than Old Peshtigo Road which is adjacent to U.S. Hwy. 41, the CTH BB route offers additional natural components including the waters of Green Bay and Peshtigo River.
- *City of Menominee, Michigan:* Several shared streets (i.e., U.S. Hwy. 41 and Ogden Street, and Hattie Street) that cross the Menominee River contain on-road bike/pedestrian facilities that provide access north into the State of Michigan.

# Trail Inventory and Connectivity

## City of Marinette

### Marinette County, Wisconsin



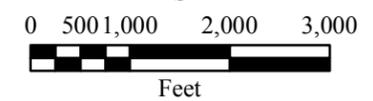
#### Base Map Features

- Interstate/U.S. Highway
- County Highway
- Local Road
- Railroad
- City Boundary

Existing Off-Road, Non-Motorized Trails

Public Beach/Water Trail Access Point

Trail Connectivity



This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.



Source: City of Marinette; Marinette County, Bay-Lake Regional Planning Commission, 2013.

## CITY OF OCONTO OFF-ROAD TRAIL INVENTORY



The City of Oconto has several open space, neighborhood, and internal park trails that are off-road non-motorized facilities (Table 2.2). Significant City of Oconto trails include the Copper Culture State Park Trail as well as the Oconto River State Trail found on the western edge of the city, extending approximately 8 miles west. Map 2.2 provides an graphic of the existing off-road trails in the City of Oconto.

Table 2.2: City of Oconto Off-Road, Non-Motorized Trails

Name	Location	Length (miles)	Surface	Use
Oconto River State Trail	West side of City	8.2	Crushed Limestone/Natural	Bike/Ped
Copper Culture State Park Trail	Copper Culture State Park	< 1 mile	Paved	Bike/Ped
Neighborhood Trail	Mott St to Brazeau Ave	< 1 mile	Paved	Bike/Ped
Sharp Park Path	Sharp Park, near CTH S	1.0	Natural	Pedestrian
Pecor Street Trail	From Brazeau Ave to CTH S	1.0	Paved	Bike/Ped

Source: Bay-Lake Regional Planning Commission, 2013.



Oconto River State Trail



Cooper Culture State Park Trail



Sharp Park Trail



## **CITY OF OCONTO TRAIL CONNECTIVITY**

See Map 2.2 for the following existing and proposed trail connections.

### **Connections to Oconto's Lake Michigan Water Trail Access Point**

- *Breakwater Park & Harbor* - is accessible by utilizing the existing shared roadways of CTH Y and Harbor Road. Harbor Road provides access to Breakwater Park.

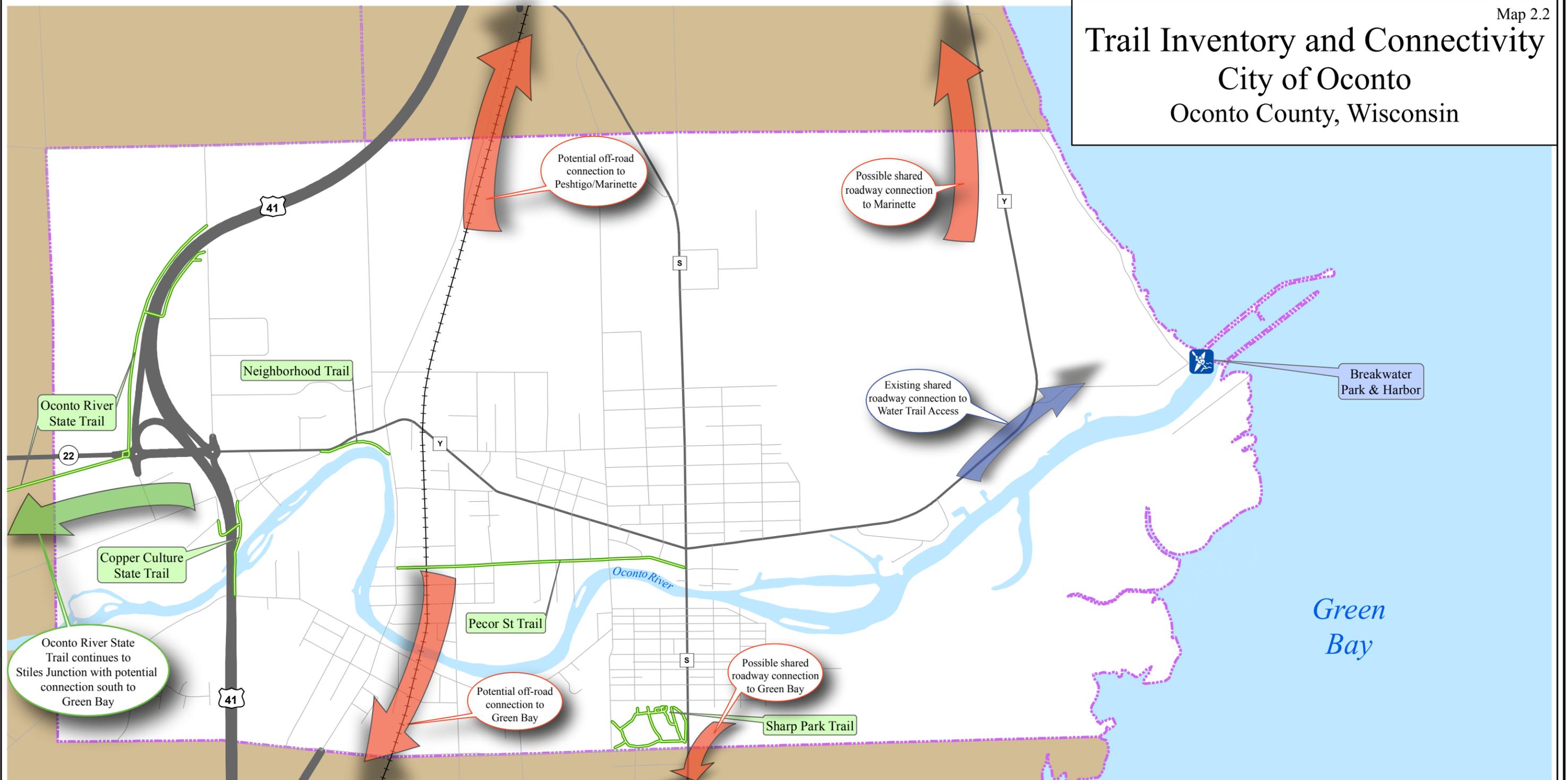
### **Connections to Nearby Coastal Cities from the City of Oconto**

- *City of Marinette:*
  - Potential future off-road connections north to the City of Marinette should include any existing and planned utility corridors. Also, in the event that the existing active Canadian National Rail line would ever come to a halt in the future, this rail line could be a potential off-road connection north thru the City of Peshtigo and continue a short distance to the City of Marinette.
  - Shared roadway connections to Marinette are possible north via CTH Y which would navigate the user thru the City of Peshtigo en route to the City of Marinette by several options including Old Peshtigo Road, CTH BB, or CTH B. The prospective connection would also allow access to the Oconto Marsh in the northeastern portion of the City of Oconto which is rich in birdlife, including Wood Ducks, Ring-neck Ducks, Snowy Owl, Scoters, etc.
- *City of Green Bay:*
  - Consideration for a future off-road trail connection south to the City of Green Bay could be the existing and planned utility corridors. In addition, if the current active Canadian National Rail line that extends south through the City of Green Bay should ever cease in the future, this rail line could be a potential off-road connection south to the City of Green Bay.
  - Another possibility for a future off-road trail connection to the City of Green Bay would be utilizing the Oconto River State Trail west to Stiles Junction. From Stiles Junction, the existing active Escanaba & Lake Superior Rail line travels south to the City of Green Bay. If rail activities would ever stop on this rail corridor, this would provide an opportunity for off-road connectivity to the City of Green Bay. This potential connection would pass through forests and farms and parallel the Oconto River providing excellent views of nature.
  - Potential connections to the City of Green Bay by means of shared roadways may also be possible by utilizing CTH S from the City of Oconto to CTH J which leads to additional off-road trails as well as shared road facilities and a variety of parks in and around the City of Green Bay. This route also passes through the communities of Pensaukee, Little Suamico, and Suamico, each containing additional local recreation opportunities. This potential shared road connection also provides the ability to access various natural areas along the waters of Green Bay including the Charles Pond State Natural Area, Green Bay Shores State Wildlife Area, and the Barkhausen Waterfowl Preserve.

# Trail Inventory and Connectivity

## City of Oconto

### Oconto County, Wisconsin



#### Base Map Features

- Interstate/U.S. Highway
- State Highway
- County Highway
- Local Road
- Railroad
- City Boundary

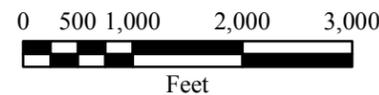
Existing Off-Road, Non-Motorized Trails



Public Beach/Water Trail Access Point



Trail Connectivity



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Source: City of Oconto; Oconto County, Bay-Lake Regional Planning Commission, 2013.

## CITY OF GREEN BAY OFF-ROAD TRAIL INVENTORY



The City of Green Bay has numerous open space, neighborhood, and internal park trails (Table 2.3). A number of Green Bay’s trails provide helpful information about the culture and history of the area. The Cofrin Memorial Arboretum Trail combines education and fitness for UW-Green Bay students and visitors, while the Wildlife Sanctuary offers an up-close experience with a variety of wildlife. Several of the trails in Green Bay are also converted rail lines including the prominent Fox River State Trail. Map 2.3 provides a image of the existing off-road trails in the City of Green Bay.

Table 2.3: City of Green Bay Off-Road, Non-Motorized Trails

Name	Location	Length (miles)	Surface	Use
Baird Creek Trail	Along Baird Creek, east side Green Bay	3.2	Paved	Bike/Ped
Cofrin Memorial Arboretum Trail	UW-Green Bay	8.8	Crushed Limestone/Paved/Natural	Bike/Ped
Baird Creek Preserve Trail	Off of Huron Rd	< 1 mile	Paved	Bike/Ped
East River Optimist Park Trail	West side of East River	1.0	Paved	Bike/Ped
Aurora Baycare Trail	Aurora Baycare Hospital	< 1 mile	Paved	Bike/Ped
Fox River State Trail	East side of Fox River	27.4	Crushed Limestone/Paved	Bike/Ped/Equestrian
He-Nis-Ra Park Trail	Oakwood Dr. & S. Point Rd.	3.6	Crushed Limestone/Natural	Bike/Ped
Barina Creek Greenway Trail	Connects Church Rd to Durham Rd	< 1 mile	Crushed Limestone	Bike/Ped
Neighborhood Trail	Old Sturgeon Bay Rd Right-of-way	< 1 mile	Paved	Bike/Ped
Neighborhood Trail	Along Huron Rd and Eaton Rd	2.6	Paved	Bike/Ped
Sherwood Forest Trail	Shady Ln.	1.1	Crushed Limestone	Bike/Ped
East River Trail		11.1	Paved	Bike/Ped
Wiese Family Park Trail	Part of East River Trail	1.0	Crushed Limestone/Paved	Bike/Ped
Wildlife Sanctuary Trail	Bay Beach Wildlife Sanctuary	4.8	Crushed Limestone/Natural	Bike/Ped
Ken Euers Trail	Ken Euers Park at the end of Military Ave.	2.0	Natural	Bike/Ped
Fox River West Bank Trail	West of Fox River	< 1 mile	Paved	Bike/Ped
Red Smith Park Trail	Sussex Road; in wooded area	< 1 mile	Natural	Pedestrian
West Side Trail	Rail corridor, west side of city	1.1	Paved	Bike/Ped

Source: Bay-Lake Regional Planning Commission, 2013.



Baird Creek Trail



Fox River State Trail



He-Nis-Ra Park Trail

## **CITY OF GREEN BAY TRAIL CONNECTIVITY**

See Map 2.3 for the following existing and proposed trail connections.

### **Connections to Green Bay's Lake Michigan Water Trail Access Points**



- *South Bay Marina* – is accessible from a shared roadway (Bay Beach Road). A parking lot is available along with developed access to the water trail.
- *Communiversity Park* – is accessible from the off-road Cofrin Memorial Trail. Access is also available via shared roadway (Nicolet Drive). A parking lot is available along with carry-in access to the water trail using the beach.
- *Eagles Nest Supper Club & Marina* - can be accessed by shared roadway (CTH A). A parking lot is available along with developed access to the water trail.

### **Connections to Nearby Coastal Cities from the City of Green Bay**

- *City of Oconto:*
  - Existing and potential utility corridors should be investigated as possible off-road connections between the cities. In addition, if rail activities would cease on the existing Canadian National Rail line, the existing corridor would offer an excellent off-road trail connection north to the City of Oconto.
  - Another possibility for a future off-road trail connection to the City of Oconto would be the existing Escanaba & Lake Superior Rail line that travels north to Stiles Junction. From Stiles Junction a connection could be made with the Oconto River State Trail that travels east to the City of Oconto. If the active rail line were to stop in the future, this corridor would provide an excellent off-road connection.
  - Shared roadways are another connectivity possibility by utilizing CTH J from nearby Green Bay to CTH S which leads to the City of Oconto. Several communities and natural areas on and near the route offer a variety of activities.
- *Cities of Kewaunee/Algoma/Sturgeon Bay:* Should the active Canadian National Rail line to the Village of Luxemburg in Kewaunee County ever come to a halt, this rail corridor connection to the east would provide a quality off-road connection from the City of Green Bay to Luxemburg, where the Ahnapee State Trail begins. The Ahnapee State Trail links the cities of Kewaunee and Algoma in Kewaunee County, as well as the City of Sturgeon Bay in Door County. In addition, possible connecting routes to investigate should include shared roadways and existing and planned utility corridors.
- *City of Manitowoc:* Existing and potential utility corridors should be investigated as possible off-road connections between the cities. In addition, an active Canadian National Rail line would provide an efficient off-road connection from the City of Green Bay to the Village of Denmark in Brown County if rail operations were to cease in the future. From Denmark the Devil's River State Trail begins and continues south to a location just north of the City of Manitowoc, where an active rail line begins and travels into the City of Manitowoc. If these active Canadian National Rail segments between Green Bay and Manitowoc were to be converted "rails to trails" in the future, it would provide an efficient off-road connection between the two coastal cities.



## CITY OF STURGEON BAY OFF-ROAD TRAIL INVENTORY



The City of Sturgeon Bay contains a variety of off-road trails, many of which are situated along the water of Sturgeon Bay and the Sturgeon Bay Ship Canal (Table 2.4). The Ahnapee State Trail, which also shares segments of the Ice Age National Scenic Trail, is one of the notable trails in the city. Map 2.4 provides an illustration of the existing off-road trails in the City of Sturgeon Bay.

Table 2.4: City of Sturgeon Bay Off-Road, Non-Motorized Trails

Name	Location	Length (miles)	Surface	Use
Ahnapee State Trail	Western edge of City	46.0	Crushed Limestone/Paved	Bike/Ped/Equestrian
Ice Age National Scenic Trail	Joint with Ahnapee State Trail	5.7	Paved/Natural	Bike/Ped
West Side Waterfront Walkway	West edge of Sturgeon Bay waterfront	< 1 mile	Paved	Bike/Ped
East Side Waterfront Walkway	East edge of Sturgeon Bay waterfront	< 1 mile	Paved	Bike/Ped
Highway Path	Connects Utah St. (CTH TT) to Clay Banks Rd. (CTH U)	1.3	Paved	Bike/Ped
Crossroads at Big Creek Trails	Hwy 42/57 and Michigan St.	4.1	Crushed Limestone/Natural	Pedestrian
Sturgeon Bay Ship Canal Nature Preserve Trail	5340 Lake Ln. and 5200 Lake Ln.	2.4	Crushed Limestone/Natural	Pedestrian
Sunset Park Trail	1/2-mile loop in Sunset Park	< 1 mile	Paved	Bike/Ped

Source: Bay-Lake Regional Planning Commission, 2013.



Crossroads at Big Creek Trails



Ahnapee State Trail



West Side Waterfront Walkway

## **CITY OF STURGEON BAY TRAIL CONNECTIVITY**

See Map 2.4 for the following existing and proposed trail connections.

### **Connections to Sturgeon Bay's Lake Michigan Water Trail**

#### **Access Points**

- *Door County Maritime Museum* – the West Side Waterfront Walkway provides off-road access, in addition to the local street network. A parking lot is available along with developed access to the water trail.
- *Sawyer Park* – off-road access to this site is available via the West Side Waterfront Walkway. The local street network also provides access. A parking lot is available along with developed access to the water trail.
- *Stone Harbor Resort Marina* - the East Side Waterfront Walkway provides off-road access, while the local street network also offers access to the site. A parking lot is available along with developed access to the water trail.
- *Sunset Park* – The local street network provides access to the park, while the trails in Sunset Park provide off-road accessibility to the water trail facility. A parking lot is available along with developed access to the water trail.
- *Coast Guard Station* – The water trail is accessible by utilizing a shared roadway (CTH TT). A parking lot is available along with carry-in access to the water trail using the beach.
- *Lake Lane* – The water trail access point is available by using off-road trails in the Sturgeon Bay Ship Canal Nature Preserve. A parking lot is available along with carry-in access to the water trail using the beach.



### **Connections to Nearby Coastal Cities from the City of Sturgeon Bay**

- *Cities of Kewaunee, Algoma*: An existing off-road connection south by means of the Ahnapee State Trail links to the cities of Algoma and Kewaunee in Kewaunee County. The portion of the Ahnapee State Trail connecting Sturgeon Bay to Algoma is also considered existing National Ice Age Trail.
- *City of Green Bay*:
  - The Ahnapee State Trail provides off-road access from Sturgeon Bay to as far as the Village of Luxemburg in Kewaunee County. From the Village of Luxemburg, a potential westward connection to the City of Green Bay could be the existing Canadian National Rail corridor if active rail operations were to come to an end.
  - A consideration for a future trail connection to the City of Green Bay could be along the western side of Door County. Possible connecting routes to consider should include shared roadways and existing and potential utility corridors.

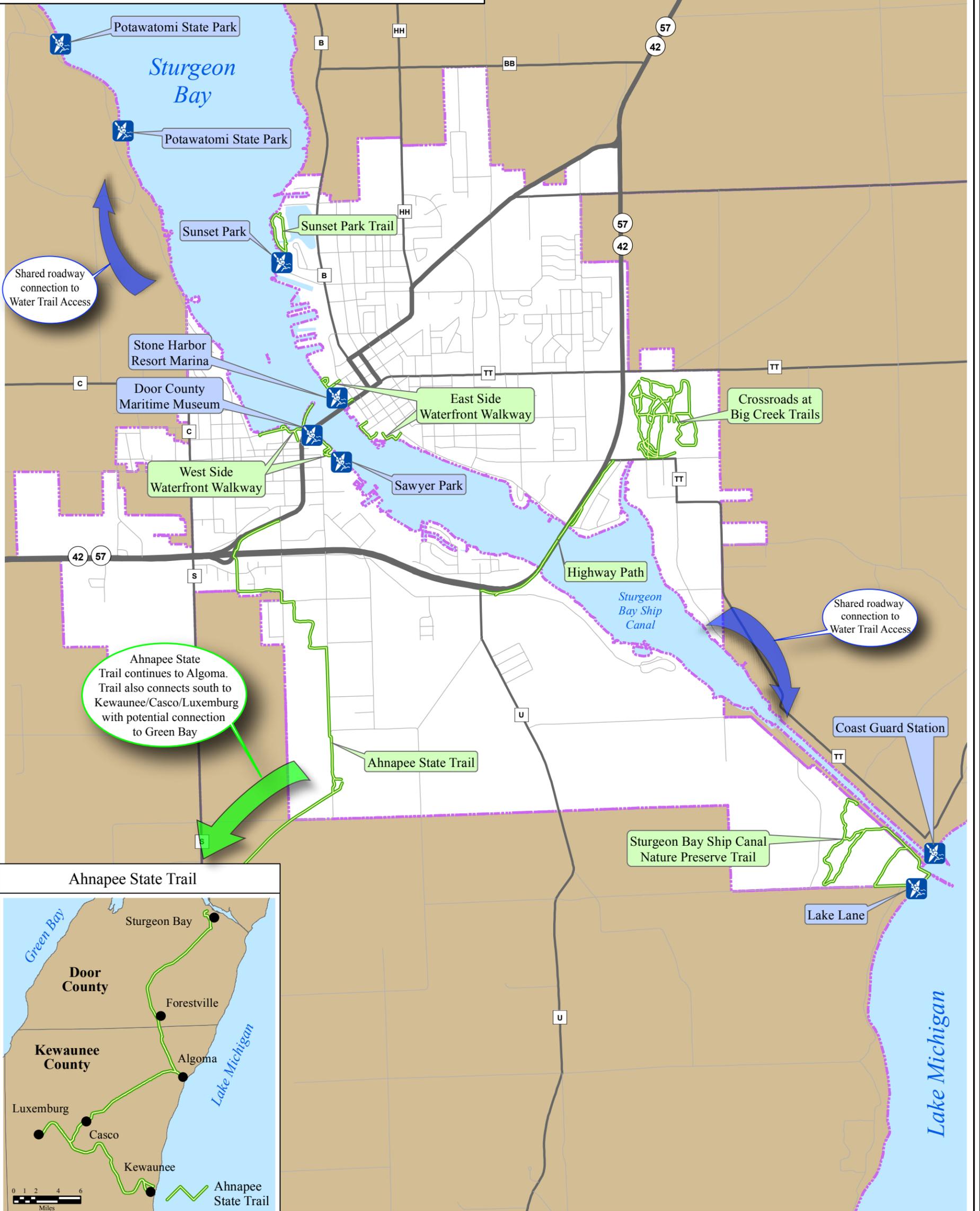
# Trail Inventory and Connectivity

## City of Sturgeon Bay

### Door County, Wisconsin

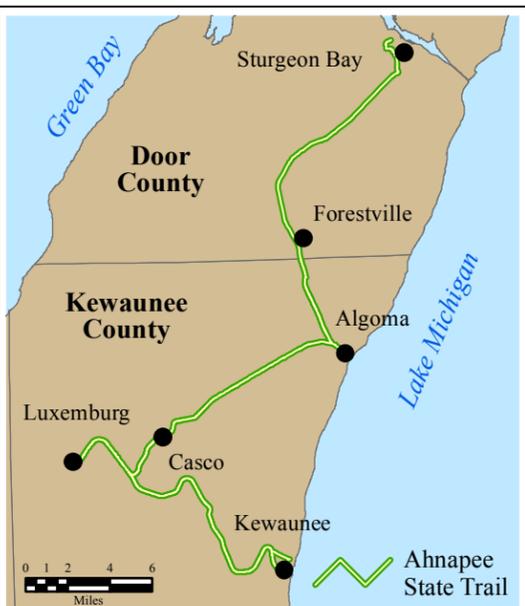
Bay-Lake Regional Planning Commission

2-15



Ahnapee State Trail continues to Algoma. Trail also connects south to Kewaunee/Casco/Luxemburg with potential connection to Green Bay

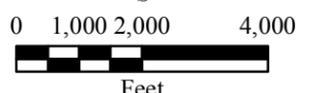
#### Ahnapee State Trail



#### Base Map Features

- State Highway
- County Highway
- Local Road
- Railroad
- City Boundary

- Existing Off-Road, Non-Motorized Trails
- Public Beach/Water Trail Access Point
- Trail Connectivity



This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.



Source: City of Sturgeon Bay; Door County, Bay-Lake Regional Planning Commission, 2013.

Trail Inventory and Connectivity

NE WI Coastal Cities

## CITY OF ALGOMA OFF-ROAD TRAIL INVENTORY



The City of Algoma’s off-road non-motorized facilities consists of a beachfront pathway and a State Trail (Table 2.5). The Crescent Beach offers trail users a variety of recreational opportunities. The Ahnapee State Trail provides access to adjacent communities and spectacular views of nature as it passes through miles of farmland and woodlands. Map 2.5 provides an illustration of the existing off-road trails in the City of Algoma.

Table 2.5: City of Algoma Off-Road, Non-Motorized Trails

Name	Location	Length (miles)	Surface	Use
Ahnapee State Trail	Northwest portion of City	46.0	Crushed Limestone/Paved	Bike/Ped/Equestrian
Algoma City Pathway	Crescent Beach, along Lake Michigan	< 1 mile	Paved	Bike/Ped

Source: Bay-Lake Regional Planning Commission, 2013.



Ahnapee State Trail



Algoma City Pathway

## CITY OF ALGOMA TRAIL CONNECTIVITY

See Map 2.5 for the following existing and proposed trail connections.

### Connections to Algoma's Lake Michigan Water Trail Access Point

- *Crescent Beach* – off-road access is available by the Algoma City Pathway. The city street network also provides opportunity to access the water trail. A parking lot is available along with developed access to the water trail.



### Connections to Nearby Coastal Cities from the City of Algoma

- *City of Sturgeon Bay:* The Ahnapee State Trail provides off-road connectivity by exiting the City of Algoma to the north, connecting to the City of Sturgeon Bay.
- *City of Kewaunee:*
  - The Ahnapee State Trail provides an off-road connection south, to the City of Kewaunee.
  - A potential shared road trail connection to the City of Kewaunee by means of Longfellow Road/Lakeshore Drive offers quality views of Lake Michigan. This possible connection is also an unofficial connecting route of the National Ice Age Trail.



Ahnapee State Trail

- *City of Green Bay:* The Ahnapee State Trail leaves City of Algoma and travels as far west as the Village of Luxemburg. Presently the Canadian National Railroad operates a rail line from Luxemburg to Green Bay. If the rail operations were to come to a halt, the current corridor provides a potential off-road trail connection to the City of Green Bay. In addition, possible connecting routes to investigate should include shared roadways and existing and planned utility corridors.

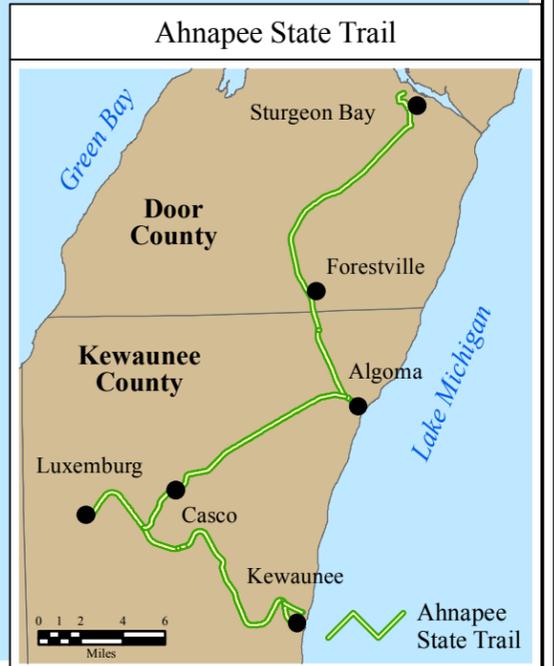
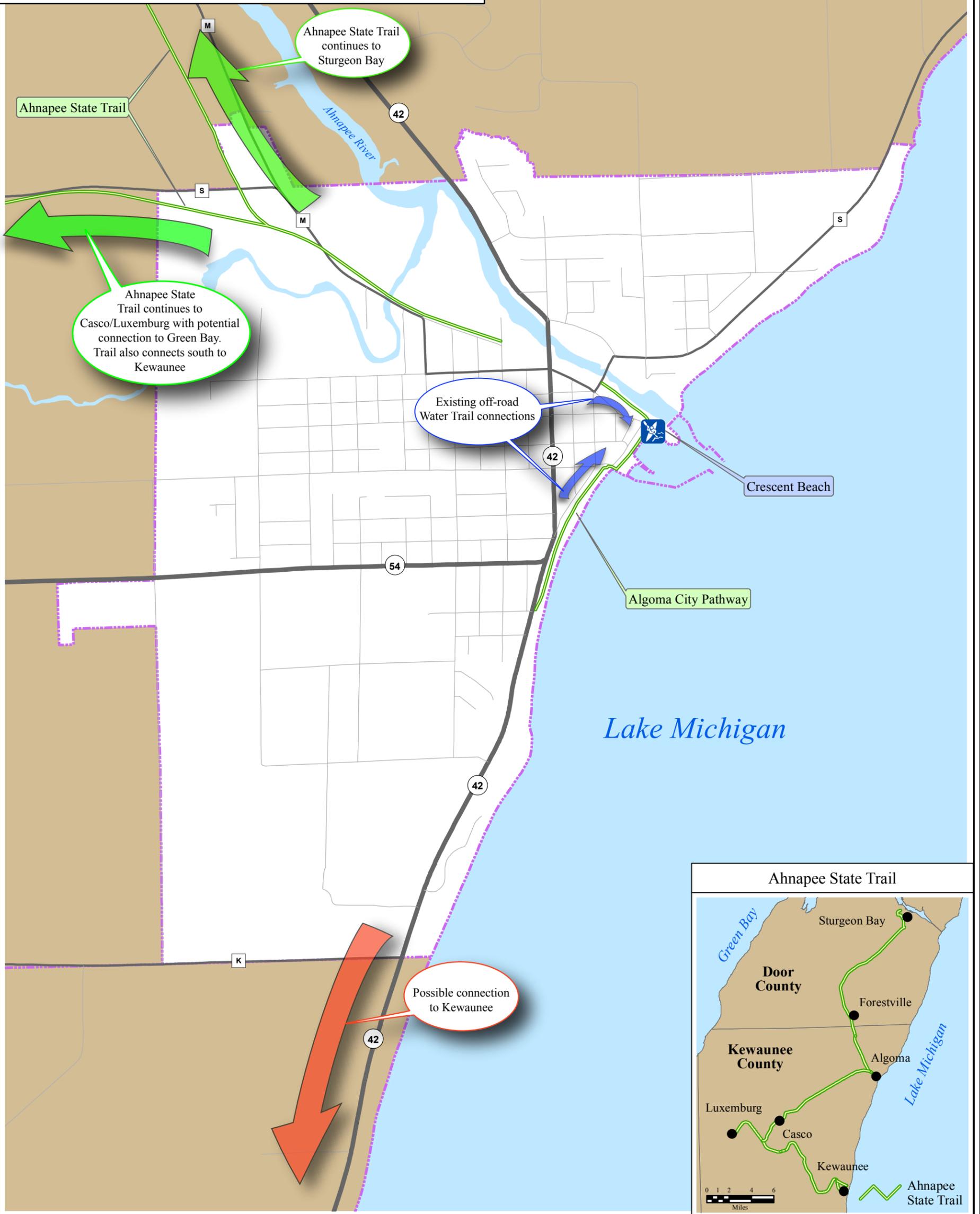
# Trail Inventory and Connectivity

## City of Algoma

### Kewaunee County, Wisconsin

Bay-Lake Regional Planning Commission

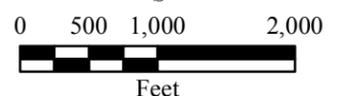
2-19



#### Base Map Features

- State Highway
- County Highway
- Local Road
- City Boundary

- Existing Off-Road, Non-Motorized Trails
- Public Beach/Water Trail Access Point
- Trail Connectivity



Source: City of Algoma; Kewaunee County, Bay-Lake Regional Planning Commission, 2013.

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Trail Inventory and Connectivity

NE WI Coastal Cities

## CITY OF KEWAUNEE OFF-ROAD TRAIL INVENTORY

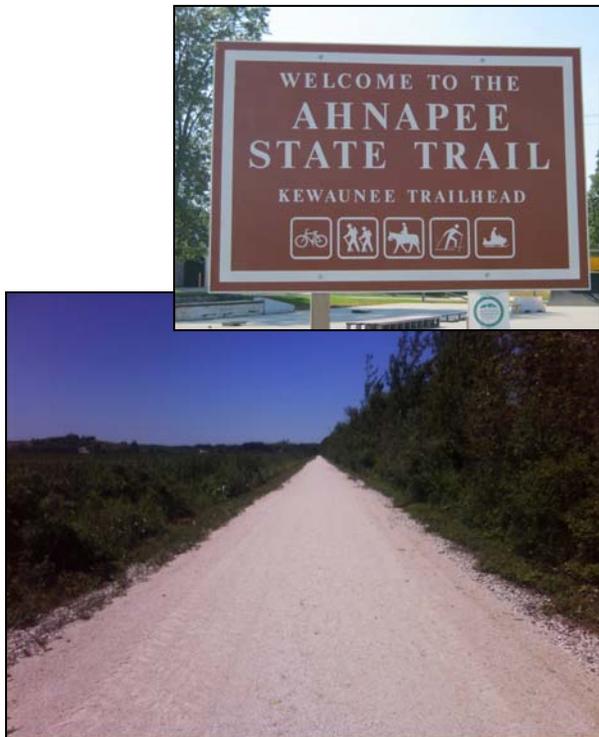


The City of Kewaunee off-road non-motorized trails consist of a nature walk and a State Trail (Table 2.6). Users of the Marshland Walk can wander on a boardwalk that winds its way through the Kewaunee River Marsh offering opportunities such as bird watching or fishing. The Ahnapee State Trail also offers up remarkable views of nature as it passes through miles of farmland and woodlands providing access to adjacent communities. Map 2.6 provides an illustration of the existing off-road trails in the City of Kewaunee.

Table 2.6: City of Kewaunee Off-Road, Non-Motorized Trails

Name	Location	Length (miles)	Surface	Use
Ahnapee State Trail	Along the Kewaunee River	46.0	Crushed Limestone/Paved	Bike/Ped/Equestrian
Marshlands Walk	West of STH 42	< 1 mile	Boardwalk	Pedestrian
Ice Age National Scenic Trail	Joint w/Ahnapee State Trail	8.2	Crushed Limestone	Bike/Ped

Source: Bay-Lake Regional Planning Commission, 2013.



Ahnapee State Trail



Marshlands Walk

## **CITY OF KEWAUNEE TRAIL CONNECTIVITY**

See Map 2.6 for the following existing and proposed trail connections.

### **Connections to Kewaunee’s Lake Michigan Water Trail Access Points**

- *Father Marquette Memorial Park* – The park is accessible by a shared roadway. A parking lot is available along with carry-in access to the water trail using the beach.
- *Pioneer Park* – The local street network provides access to the park. Provides carry-in access to the water trail, albeit not ideal carry-in conditions due to terrain.
- *Selner Park* - The local street network provides access to the park. A parking lot is available along with carry-in access to the water trail using the beach.



### **Connections to Nearby Coastal Cities from the City of Kewaunee**

- *Cities of Algoma/Sturgeon Bay:*
  - The Ahnapee State Trail provides an existing off-road connection north to the City of Algoma. From Algoma, the Ahnapee State Trail continues north to the City of Sturgeon Bay.
  - A potential shared road trail connection to the City of Algoma by means of Lakeshore Drive/Longfellow Road offers quality views of Lake Michigan. This possible connection is also an unofficial connecting route of the National Ice Age Trail.
- *City of Green Bay:* The Ahnapee State Trail exits City of Kewaunee and travels as far west as the Village of Luxemburg. Presently the Canadian National Railroad operates a rail line from Luxemburg to Green Bay. The rail corridor would provide an excellent off-road connection opportunity west to the City of Green Bay if the rail operations ever cease in the future. In addition, possible connecting routes to investigate should include shared roadways and existing and planned utility corridors.
- *Cities of Two Rivers/Manitowoc:*
  - A potential connection from the City of Kewaunee to the City of Two Rivers is via the National Ice Age Trail. Presently there is an unofficial connecting route that utilizes the Ahnapee State Trail west to Casco Junction. From Casco Junction the route meanders through southwestern Kewaunee County, and enters Manitowoc County where it then ventures through the Village of Mishicot. It then travels east to the Point Beach State Forest. The connection to the City of Two Rivers would be completed by means of the Rawley Point Recreational Trail that connects Point Beach State Forest with the City of Two Rivers. From Two Rivers, an existing connection to the City of Manitowoc exists via the Mariner’s Trail.
  - A consideration for additional future trail connections from the City of Kewaunee to the City of Two Rivers could be along the eastern portion of Kewaunee/Manitowoc counties. Possible connecting routes to investigate should include shared roadways and existing and potential utility corridors.

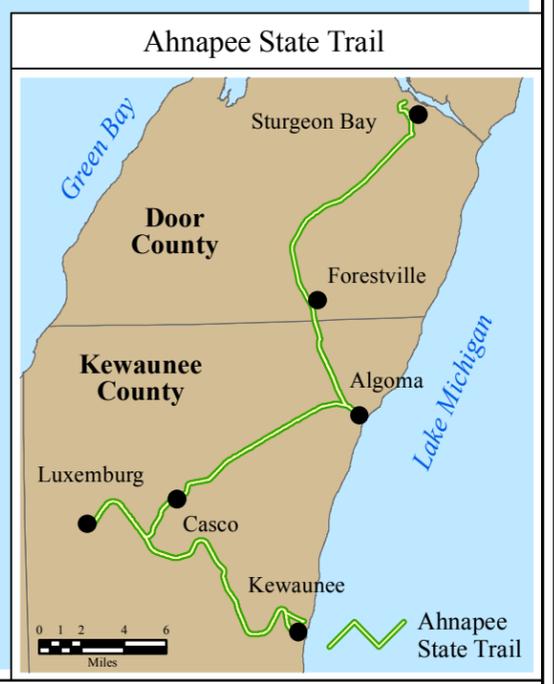
# Trail Inventory and Connectivity

## City of Kewaunee

### Kewaunee County, Wisconsin

Bay-Lake Regional Planning Commission

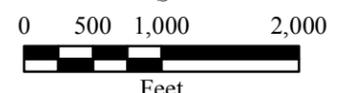
2-23



#### Base Map Features

- State Highway
- County Highway
- Local Road
- City Boundary

- Existing Off-Road, Non-Motorized Trails
- Public Beach/Water Trail Access Point
- Trail Connectivity



Source: City of Kewaunee; Kewaunee County, Bay-Lake Regional Planning Commission, 2013.

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Trail Inventory and Connectivity

NE WI Coastal Cities

## CITY OF TWO RIVERS OFF-ROAD TRAIL INVENTORY



The City of Two Rivers contains several open space, neighborhood, and internal park trails that are off-road, non-motorized facilities (Table 2.7). Notable trails include the Rawley Point Recreational Trail that connects to Point Beach State Forest and the Mariner’s Trail that travels south to the City of Manitowoc. Map 2.7 provides a graphic of the existing off-road trails in the City of Two Rivers.

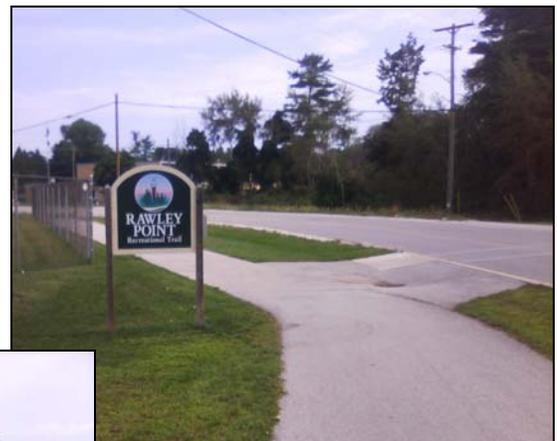
Table 2.7: City of Two Rivers Off-Road, Non-Motorized Trails

Name	Location	Length (miles)	Surface	Use
Mariner's Trail	Southern portion of City along Lake Michigan	5.6	Paved	Bike/Ped
Rawley Point Recreational Trail	From northern part of City to Point Beach State Forest	6.8	Crushed Limestone/Paved	Bike/Ped
Ice Age National Scenic Trail	Southern portion of City	3.0	Natural	Pedestrian
River Walkway	14th St to 13th St	< 1 mile	Crushed Limestone/Paved	Bike/Ped
Riverside Park Trails	Riverside Park	< 1 mile	Crushed Limestone/Paved	Bike/Ped
Carron Pond Trail	North of W. Twin River	< 1 mile	Crushed Limestone	Bike/Ped
Washington Park Trails	Washington Park	< 1 mile	Paved	Bike/Ped
Picnic Hill Trails	Picnic Hill Park	< 1 mile	Natural/Paved	Bike/Ped
Neshotah Beach Park Trail	Neshotah Beach Park	1.3	Crushed Limestone/Paved	Bike/Ped
Woodland Dunes Nature Center Trails	3000 Hawthorne Ave.	5.2	Natural/Boardwalk	Pedestrian

Source: Bay-Lake Regional Planning Commission, 2013.



Washington Park Trail



Rawley Point Recreational Trail



Mariner's Trail

## **CITY OF TWO RIVERS TRAIL CONNECTIVITY**

See Map 2.7 for the following existing and proposed trail connections.

### **Connections to Two Rivers' Lake Michigan Water Trail**

#### **Access Points**

- *Neshotah Park* – off-road access available thru the Neshotah Park Trail. The city street network provides access to the park/beach. A parking lot is available along with carry-in access to the water trail using the beach.
- *Parkway Blvd.* - off-road access available via the Mariner's Trail. A parking lot is available along with carry-in access to the water trail using the beach.
- *Thiede Road* - off-road access available via the Mariner's Trail. A parking lot is available along with carry-in access to the water trail using the beach.
- *Davis Street* – off-road access available via the Mariner's Trail. Offers a parking lot and provides carry-in access to the water trail, even though terrain is not ideal for carry-in.
- *Woodland Drive* - off-road access available via the Mariner's Trail. Offers a parking lot and provides carry-in access to the water trail, albeit not ideal carry-in conditions due to terrain.



### **Connections to Nearby Coastal Cities from the City of Two Rivers**

- *City of Manitowoc*: The Mariner's Trail provides off-road access south connecting the City of Two Rivers to the City of Manitowoc. The trail connection follows the Lake Michigan shoreline.
- *City of Kewaunee*:
  - Travel north via the Rawley Point Recreational Trail to the Point Beach State Forest. From the State Forest a possible connection to the City of Kewaunee is by way of the National Ice Age Trail. Presently there is an unofficial Ice Age Trail connecting route that travels from the State Forest west to the Village of Mishicot. From Mishicot the unofficial route travels north through southwestern Kewaunee County until it links to the Ahnapee State Trail in Casco Junction. The Ahnapee State Trail then connects to the City of Kewaunee.
  - A consideration for additional future trail connections from the City of Two Rivers to the City of Kewaunee could be along the eastern portion of Manitowoc/Kewaunee counties. Possible connecting routes to investigate should include shared roadways and existing and potential utility corridors.

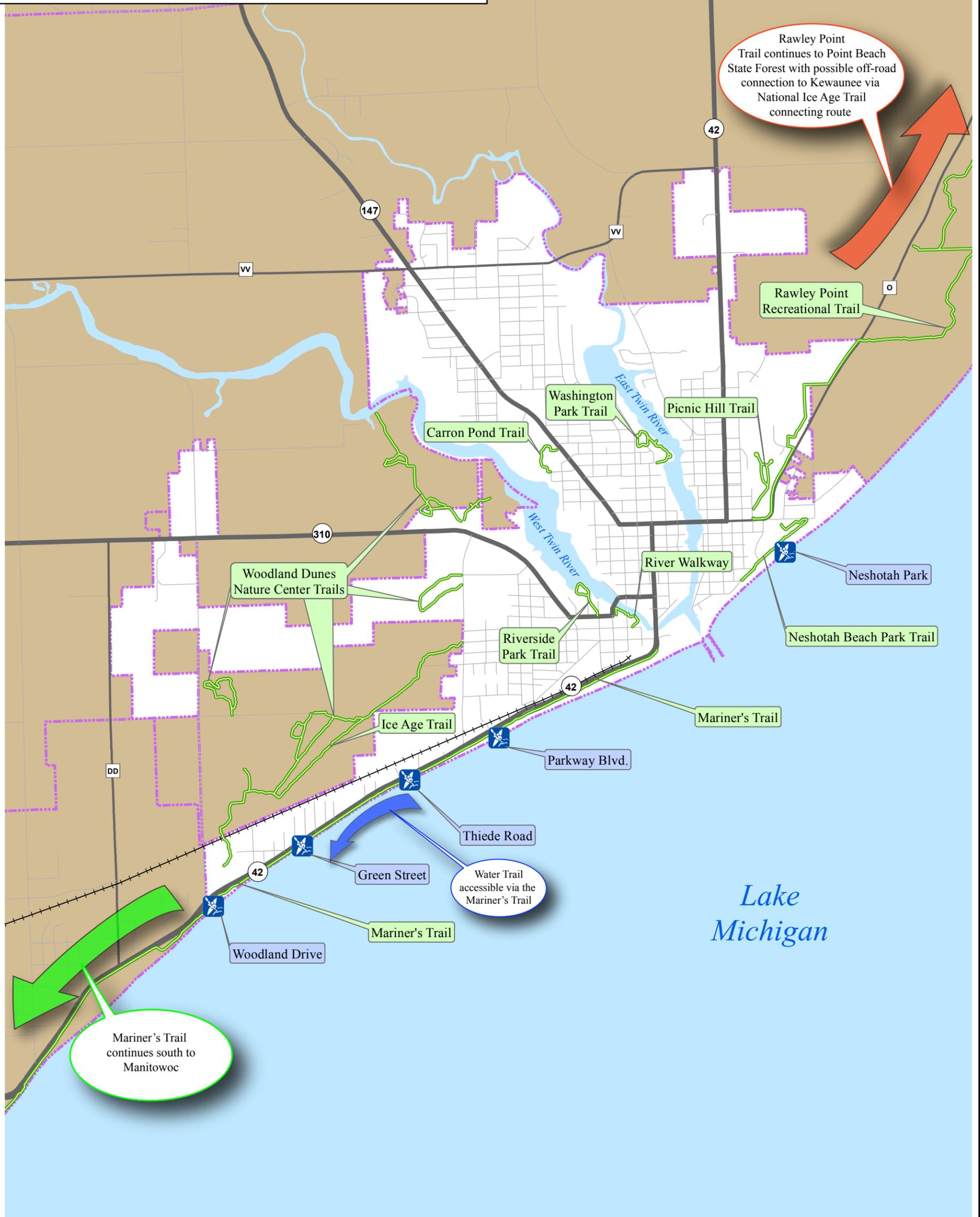
# Trail Inventory and Connectivity

## City of Two Rivers

### Manitowoc County, Wisconsin

Bay-Lake Regional Planning Commission

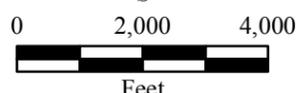
2-27



#### Base Map Features

- State Highway
- County Highway
- Local Road
- Railroad
- City Boundary

- Existing Off-Road, Non-Motorized Trails
- Public Beach/Water Trail Access Point
- Trail Connectivity



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Source: City of Two Rivers; Manitowoc County, Bay-Lake Regional Planning Commission, 2013.

Trail Inventory and Connectivity

NE WI Coastal Cities

## CITY OF MANITOWOC OFF-ROAD TRAIL INVENTORY



The City of Manitowoc contains a variety of off-road trails including those incorporated into parks, neighborhoods, and open spaces found throughout the city (Table 2.8). Several of the trails are also linked to some of Manitowoc’s maritime features. The Mariner’s Trail is one of the city’s more significant trail segments, ultimately connecting north to the City of Two Rivers. Map 2.8 provides an illustration of the existing off-road trails in the City of Manitowoc.

Table 2.8: City of Manitowoc Off-Road, Non-Motorized Trails

Name	Location	Length (miles)	Surface	Use
Henry-Schuetz Park Trail	South of Manitowoc River	1.5	Crushed Limestone/Natural	Pedestrian
Ice Age National Scenic Trail	Joint with Mariner's Trail	3.0	Natural	Pedestrian
Manitowoc Marina Pier/Blue Rail Trail	Manitowoc Marina	< 1 mile	Paved	Bike/Ped
Mantou Park Trail	North of Manitowoc River	< 1 mile	Natural	Pedestrian
Mariner's Trail	Along Lake Michigan	5.6	Paved	Bike/Ped
Mariner's Trail Extension	Crosses Manitowoc River and extends south of river along Lake Michigan	1.5	Paved	Bike/Ped
Neighborhood Trail	Waldo Blvd to Maritime Dr	< 1 mile	Paved	Bike/Ped
Rahr Family Pathway	North of Manitowoc River	< 1 mile	Paved	Bike/Ped
Red Arrow Park Path	Red Arrow Park, along Lake Michigan	< 1 mile	Paved	Bike/Ped
Silver Creek Park Trail	Silver Creek Park, southeast portion of City	< 1 mile	Natural	Bike/Ped
University of Wisconsin-Manitowoc Trail	UW-Manitowoc southeast portion of City	< 1 mile	Crushed Limestone	Bike/Ped

Source: Bay-Lake Regional Planning Commission, 2013.



Mariner's Trail



Mariner's Trail Extension



Manitowoc Marina Pier/ Blue Rail Trail

## **CITY OF MANITOWOC TRAIL CONNECTIVITY**

See Map 2.8 for the following existing and proposed trail connections.



### **Connections to Manitowoc's Lake Michigan Water Trail Access Points**

- *Lakeview Park* – local street network provides access to the park, while the Mariner's Trail also provides off-road access to the site.
- *Manitowoc Marina* - local street network provides access to the marina, while the Mariner's Trail also provides off-road access to the facility.
- *SS Badger Car Ferry Dock* - local street network provides access to the facility, while the Mariner's Trail also provides off-road access to the site.
- *Along S. Lakeview Drive* - local street network provides access to the location, while the Mariner's Trail also provides off-road access to the launch site.
- *Green Street* - local street network provides access to the site, while the Red Arrow Park path also provides off-road access to the area.
- *Red Arrow Park* - Red Arrow Park can be accessed by local streets, while the Red Arrow Park path provides off-road access to the site.
- *Silver Creek Park* – shared roadway provides access to Silver Creek Park, while the Silver Creek Park Trail and UW-Manitowoc Trail also provide off-road access to the site.

### **Connections to Nearby Coastal Cities from the City of Manitowoc**

- *City of Two Rivers*: The Mariner's Trail provides off-road access north, connecting the City of Manitowoc to the City of Two Rivers. The trail connection follows the Lake Michigan shoreline.
- *City of Kewaunee*: A potential trail connection from Manitowoc to Kewaunee includes traveling the Mariner's Trail north from Manitowoc to Two Rivers. From Two Rivers the user would take the Rawley Point Recreation Trail north to the Point Beach State Forest. From the State Forest, an unofficial connecting route of the National Ice Age Trail ultimately links to the Ahnapee State Trail in Casco. The Ahnapee State Trail then connects to the City of Kewaunee.
- *City of Green Bay*: A possible connection north to the City of Green Bay could be via an existing Canadian National Rail line. The active rail line exits the City of Manitowoc and travels north near the community of Rockwood. This is where the existing Devil's River State Trail begins and extends north into the Village of Denmark in Brown County. From Denmark to Green Bay another segment of active Canadian National Rail line exists. If the active rail operations were to cease in the future this corridor would offer an excellent off-road connection from Manitowoc to Green Bay.
- *City of Sheboygan*:
  - A potential off-road trail connection from Manitowoc to the City of Sheboygan may be possible via an existing rail line that travels south thru the Village of Cleveland and into the City of Sheboygan. Portions of the rail are abandoned and are in the process of being converted from "rails to trails", particularly at the Manitowoc/Sheboygan county line, north thru the Village of Cleveland.
  - A possible shared roadway connection to the City of Sheboygan by means of CTH LS is also available. The roadway provides excellent views of Lake Michigan and provides access to several natural areas and parks along the route.

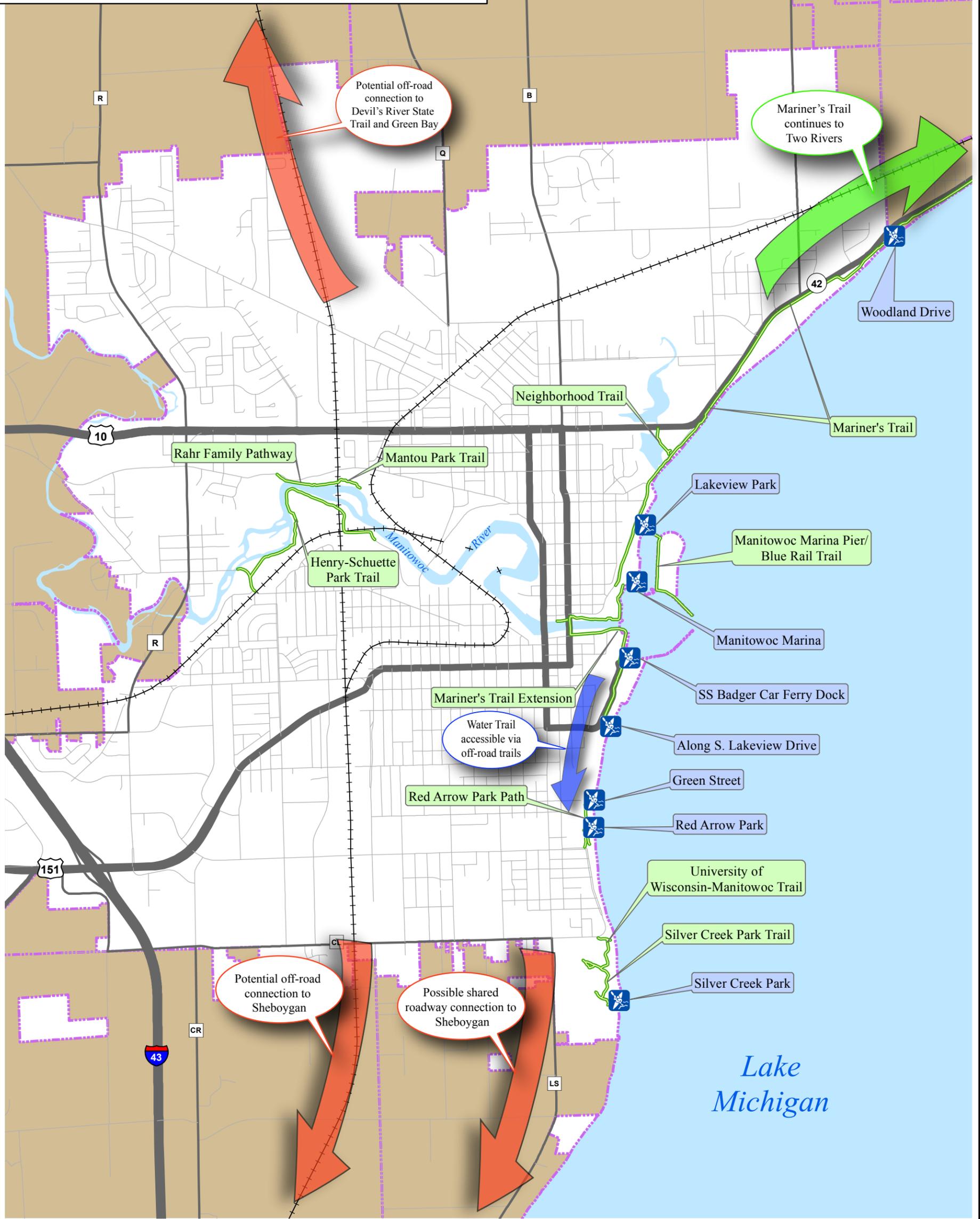
# Trail Inventory and Connectivity

## City of Manitowoc

### Manitowoc County, Wisconsin

Bay-Lake Regional Planning Commission

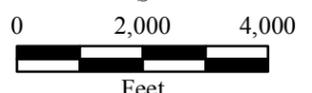
2-31



#### Base Map Features

- Interstate/U.S. Highway
- State Highway
- County Highway
- Local Road
- Railroad
- City Boundary

- Existing Off-Road, Non-Motorized Trails
- Public Beach/Water Trail Access Point
- Trail Connectivity



Source: City of Manitowoc; Manitowoc County, Bay-Lake Regional Planning Commission, 2013.

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Trail Inventory and Connectivity

NE WI Coastal Cities

## CITY OF SHEBOYGAN OFF-ROAD TRAIL INVENTORY



The City of Sheboygan provides numerous off-road trail facilities for residents and visitors, including open space, neighborhood, and internal park trails (Table 2.9). Several trails of interest include the Sheboygan Urban Recreation Trail and the Old Plank Road Trail, which follows along STH 23 west from the City of Sheboygan for roughly 18 miles. Map 2.9 provides an illustration of the existing off-road trails in the City of Sheboygan.

Table 2.9: City of Sheboygan Off-Road, Non-Motorized Trails

Name	Location	Length (miles)	Surface	Use
Old Plank Road Trail	At Interstate 43, west side of City	18.5	Paved	Bike/Ped/Equestrian
Sheboygan Urban Recreation Trail	From Old Plank Rd. trailhead at Erie Ave. to 3rd St./Vollrath Park	4.8	Paved	Bike/Ped
Harbor Trails	Along Lake Michigan/Sheboygan River	2.3	Paved	Bike/Ped
Maywood/Evergreen/Jaycee Quarry Park Trails	3615 Mueller Rd.	12.4	Crushed Limestone/Natural	Bike/Ped
Sheboygan Rail Trail	Pennsylvania Ave and 12th St	1.5	Paved	Bike/Ped
Neighborhood Trail	Northern part of City	< 1 mile	Natural	Pedestrian

Source: Bay-Lake Regional Planning Commission, 2013.



Sheboygan Urban Recreation Trail



Old Plank Road Trail



Harbor Trails

## **CITY OF SHEBOYGAN TRAIL CONNECTIVITY**

See Map 2.9 for the following existing and proposed trail connections.

### **Connections to Lake Michigan Water Trail Access**

#### **Points**

- *North Point Park* - local street network provides access to the park, while the Sheboygan Urban Recreation Trail also provides off-road access to the site.
- *Deland Park* – local street network provides access to the park, while the Sheboygan Urban Recreation Trail provides off-road access to the site.
- *General King Park* - local street network provides access to the park, beach and water trail access.
- *Lake View Park* - local street network provides access to Lake View Park, beach and water trail access.



### **Connections to Nearby Coastal Cities from the City of Sheboygan**

- *Cities of Manitowoc/Two Rivers:*
  - A potential off-road trail connection from Sheboygan to the cities of Manitowoc/Two Rivers may be possible via an existing rail line that travels north thru the Village of Cleveland and into the City of Manitowoc. Portions of the rail are abandoned and are in the process of being converted from “rails to trails”, specifically at the Sheboygan/Manitowoc county line, to just north of the Village of Cleveland in Manitowoc County. Two Rivers can then be accessed from Manitowoc by means of the existing Mariner’s Trail.
  - An existing shared roadway connection to the City of Manitowoc by means of CTH LS is also available. The roadway provides excellent views of Lake Michigan and provides access to several natural areas and parks along the route. Two Rivers is accessible from Manitowoc via the existing Mariner’s Trail.
- *Communities south of the City of Sheboygan:* The existing Sheboygan Interurban Trail is an existing southbound trail connection to communities along or near the Lake Michigan shoreline. The Interurban Trail exits the City of Sheboygan to the south via shared roadways, including traversing through the main park road in the Kohler-Andrae State Park, to the Village of Oostburg. From Oostburg the trail is off-road and continues to Ozaukee County where it links to the Ozaukee Interurban Trail.

Long term plans are to extend the Interurban Trail from Sheboygan, north to City of Green Bay and connect it to other points west and north via existing trails.

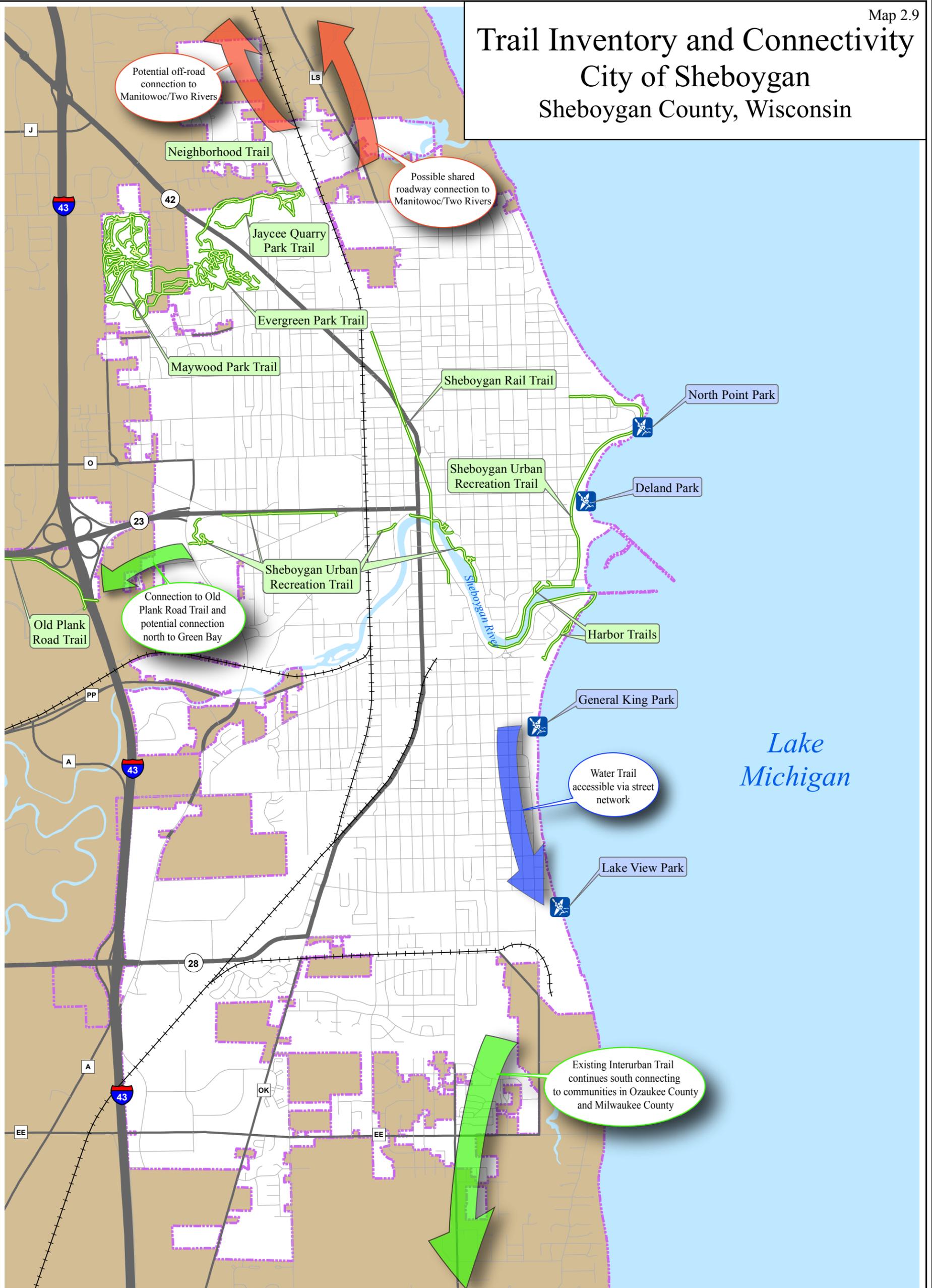
# Trail Inventory and Connectivity

## City of Sheboygan

### Sheboygan County, Wisconsin

Bay-Lake Regional Planning Commission

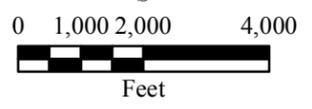
2-35



#### Base Map Features

- Interstate/U.S. Highway
- State Highway
- County Highway
- Local Road
- Railroad
- City Boundary

- Existing Off-Road, Non-Motorized Trails
- Public Beach/Water Trail Access Point
- Trail Connectivity



This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.



Source: City of Sheboygan; Sheboygan County, Bay-Lake Regional Planning Commission, 2013.

Trail Inventory and Connectivity

NE WI Coastal Cities

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[www.baylakerpc.org](http://www.baylakerpc.org)

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