

**AGENDA
CITY OF STURGEON BAY
BICYCLE AND PEDESTRIAN ADVISORY BOARD**

Monday, August 8, 2022 at 4:00 p.m.
2nd Floor Council Chambers, City Hall
421 Michigan Street

1. Roll call
2. Approval of agenda
3. Approval of minutes from April 4, 2022
4. Public comment
5. Consideration of: Election of Officer
6. Consideration of: Updating the City of Sturgeon Bay Bicycle Master Plan
7. Consideration of: Signage / Kiosk by Ahnapee State Trail County Park located at 1820 S Neenah Avenue
8. Discussion of: Bike Rodeo 2023 possible dates
9. Discussion of: Bike path extension concepts
10. Consideration of: Committee member appointments recommendations to Bicycle and Pedestrian Advisory Board
11. Future agenda items
12. Adjourn

NOTE: DEVIATION FROM THE AGENDA ORDER SHOWN MAY OCCUR.

Notice is hereby given that a majority of the Common Council may be present at this meeting to gather information about a subject over which they have decision-making responsibility. If a quorum of the Common Council does attend, this may constitute a meeting of the Common Council and is noticed as such, although the Common Council will not take any formal action at this meeting.

Board Members:

Kirsten Reeths – Chair
Chris Sullivan-Robinson – Vice Chair
Mark Smullen
Brian Weiss
Cameryn Ehlers-Kwaterski

8/4/22
9:45 p.m.
CJ

Christopher Sullivan-Robinson
Planner/Zoning Administrator
421 Michigan Street
Sturgeon Bay, WI 54235



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MEMO

To: Bicycle and Pedestrian Advisory Board
From: Christopher Sullivan-Robinson
Date: July 28, 2022
Subject: Bicycle Master Plan Update

The City's current Bicycle Master Plan is over 10 years old and is due for an update as determined by The League of American Bicyclists. Staff was directed by the Parking and Traffic Committee to seek out quotes from the Bicycle Federation (ISG) and Bay-Lake Regional Plan Commission to update the plan. Both quotes are included in the meeting packets.

ISG: The Bicycle Federation works in partnership with ISG Consulting to produce Bicycle Master Plans. They have provided a one-page menu with three options. The only difference noted between the Good and Better options is Task 3 (GIS Mapping). This is the difference between the City creating an opportunity map and the consultant. In addition, the city appears to take the lead on planning efforts with support from the consultant. On the high end, the consultant would take the lead in project management and would potentially include the following additional public engagement / input session, interaction with city committees, and creation of a story map tool. The timing appears to be approximately 7 months from start to finish.

BLRPC: The Regional Planning commission provided a more traditional proposal package. Its update process will include information gathering with a stakeholder committee, City Staff, public outreach and participation. City staff would work closely with the consultant on some existing information, infield data gathering, stakeholder committee meetings, and document reviews. In addition to the final plan creations, they offer a Story Map option that is an interactive map that summarizes key biking information in the City. This is a navigable map showing existing and recommended routes with plan recommendation and priority corridors.

Fiscal Impact: ISG's fee is between \$33,000 - \$72,000 depending on how much they are involved in the update process. BLRPC's base cost is \$25,250 with an additional \$3,000 cost if the City elects to include the Story Map option. The City currently does not have funds allocated for the update of this plan within the 2022 budget. Funds would need to be budgeted for within the next budget cycle for this project. In addition, these two proposals will be obsolete and the City will have to issue a formal request for proposal next year.

Options:

1. Don't update the Bicycle Master Plan.

2. Direct staff to update the Bicycle Master Plan in-house. This would be a group effort between several staff from Community Development, Municipal Services, and engineering staff with input from other City staff.
3. Recommend to Park and Recreation Board to budget funds in the 2023 budget to hire a consultant for the update of the Bicycle Master Plan. A Request for Proposal would get issued in 2023 for consulting services.

Recommendation: Staff recommends pursuing hiring a consultant. The Advisory Board does not have the ability to request funds be budgeted, so this would be a recommendation to Park and Recreation Board to budget funds to hire a consultant. However, if the funds do not get budgeted, then the alternative is to have staff update the plan in-house.

City of Sturgeon Bay Bicycle Master Plan Update

Door County, WI

ISG

Supported by Wisconsin Bike Fed

BEST

\$57,000-\$72,000 FEE
ISG Leads All Planning Effort, Tasks

Task 1 Discovery

- Kickoff meeting and demographic review
- General assessment of existing conditions, facilities, infrastructure, and bicycle use patterns
- Stakeholder engagement to determine how the local system connects to the regional and state-wide system(s) and identify alternatives to support multimodal transportation
- Incorporate feedback, inventory, and analysis into summary report

Task 2 Community + Stakeholder Engagement

Facilitated by ISG and integrated throughout the planning process; number of activities to be determined based on City needs. Activities to include:

- Staff/project management meetings
- One (1) day of individual/user group interviews
- Three (3) Task Force meetings
- Two (2) public open houses
- One (1) Planning Commission meeting and one (1) City Council meeting
- Two (2) sets of posters (created by ISG; City to manage)

Task 3 Geographic Information System (GIS) Mapping

- Identify opportunities and inform the plan (generated by ISG)
- Supplemental StoryMap tool to work in parallel with local tourism channels to showcase the trail system

Task 4 Plan Development

- The low range of fee per proposal assumes a short format report or report coordinated by City staff with content support by ISG
- Cohesive system that appeals to broad range of users and demographics
 - Best practices for cost-effective asset management
 - Prioritization table, cost projections, and implementation plan

Supported by Wisconsin Bike Fed

BETTER

\$36,000-\$50,000 FEE
ISG Shares Planning Effort with Client Team

Task 1 Discovery

- Kickoff meeting and demographic review
- General assessment of existing conditions, facilities, infrastructure, and bicycle use patterns
- Stakeholder engagement to determine how the local system connects to the regional and state-wide system(s) and identify alternatives to support multimodal transportation
- Incorporate feedback, inventory, and analysis into summary report

Task 2 Community + Stakeholder Engagement

Supported by ISG through material development and provided to City to lead engagement activities. Activities to include:

- Staff/project management meetings
- Two (2) sets of posters (created by ISG; City to manage)
- Webpage hosted on City website (Content to be provided by ISG; City to manage)

Task 3 GIS Mapping

- Identify opportunities and inform the plan (generated by ISG)

Task 4 Plan Development

- The low range of fee per proposal assumes a short format report or report coordinated by City staff with content support by ISG
- Cohesive system that appeals to broad range of users and demographics
 - Best practices for cost-effective asset management
 - Prioritization table, cost projections, and implementation plan

Supported by Wisconsin Bike Fed

GOOD

\$33,000-\$46,000 FEE
ISG Supports Planning Effort with Client Team

Task 1 Discovery

- Kickoff meeting and demographic review
- General assessment of existing conditions, facilities, infrastructure, and bicycle use patterns
- Stakeholder engagement to determine how the local system connects to the regional and state-wide system(s) and identify alternatives to support multimodal transportation
- Incorporate feedback, inventory, and analysis into summary report

Task 2 Community + Stakeholder Engagement

Supported by ISG through material development and provided to City to lead engagement activities. Activities to include:

- Staff/project management meetings
- Two (2) sets of posters (created by ISG; City to manage)
- Webpage hosted on City website (Content to be provided by ISG; City to manage)

Task 3 GIS Mapping

- Advise City and their in-house GIS expert on map development to identify opportunities and inform the plan

Task 4 Plan Development

- The low range of fee per proposal assumes a short format report or report coordinated by City staff with content support by ISG
- Cohesive system that appeals to broad range of users and demographics
 - Best practices for cost-effective asset management
 - Prioritization table, cost projections, and implementation plan



A PREMIER RECREATION DESTINATION | SUPPORTING HOLISTIC ECONOMIC DEVELOPMENT | ENHANCING QUALITY OF PLACE | FOSTERING OPPORTUNITIES TO CONNECT TO NATURE | PROMOTING MULTI-MODAL CONNECTIVITY | IMPROVING WATERFRONT ACCESS

Architecture + Engineering + Environmental + Planning

ISGinc.com

THE ISG ADVANTAGE



INCLUSIVE + ACCESSIBLE DESIGNS



SUSTAINABLE SOLUTIONS + COST-EFFECTIVE STRATEGIES



WISCONSIN BIKE FEDERATION

Partnering with the Wisconsin Bike Federation, ISG will leverage their local and state knowledge of current bicycling plans and policy throughout the Discovery, Engagement, and Plan Development tasks. The only statewide organization in Wisconsin advocating for improvements that support all levels of bicycling goals, Wisconsin Bike Fed has their finger on the pulse on the most pressing needs and wants of the cycling community.

Learn more about how WI Bike Fed is moving bicycling forward in Wisconsin!



GRAPHICALLY-RICH, USER-FRIENDLY REPORT



VALUE ADDED SERVICES



GIS
Learn about applying GIS technology to aid in planning
bit.ly/gis_ISG



Drone
Check out ISG's advanced drone services
bit.ly/drone_ISG



Visualization
View our showreel to explore ISG's visualization capabilities
bit.ly/kis_ISG

RELATED PARKS + TRAILS PLANNING EXPERTISE

From urban trail networks to waterfront revitalization, ISG is influencing what's possible in parks and trails planning and design in new and unexpected ways.

SPACES

- Amphitheater + Event Spaces
- Campgrounds
- Community Gardens + Edible Landscapes
- Fishing Piers, Docks, Observation Decks, Waterway Access, and Marinas
- Gateways + Wayfinding Signage
- Gathering Nodes
- Historic Building Preservation
- Integration of Memorials + Specialty Art
- Multi-Modal + Water and Nature Trails
- Park Shelters + Community Pavilions
- Playgrounds, Playscapes, and Exploration Areas
- State, Regional, and Local Parks and Trails
- Urban Parks, Plazas, and Courtyards

SERVICES

- Architecture
- Capital Improvement + System Planning
- Civil Engineering
- Community Engagement + Fundraising Support
- Comprehensive Recreational Planning
- Ecological Planning + Environmental Design
- Electrical Engineering
- Facility Assessment + Review Services
- Geographic Information Systems
- Land Surveying
- Landscape Architecture
- Mechanical Engineering
- Permitting
- Programming + Master Planning
- Structural Engineering
- Visualization
- Water/Wastewater Engineering



View our Parks + Trails Portfolio to find inspiration for your project!
bit.ly/sturgeonbayPhotoBook

Proposal for



***CITY OF STURGEON BAY
BICYCLE MASTER PLAN***

April 2022

Prepared by:



City of Sturgeon Bay Bicycle Master Plan Proposal

Christopher Sullivan-Robinson
City of Sturgeon Bay Community Development Department
421 Michigan Street
Sturgeon Bay, WI 54235

Dear Community Development Department:

The Bay-Lake Regional Planning Commission (BLRPC) is pleased to submit this proposal, *City of Sturgeon Bay Bicycle Master Plan*, with the vision to assist the City of Sturgeon Bay (City) in enhancing its bicycle experience for residents and visitors. BLRPC has been providing local and area-wide planning services throughout northeast Wisconsin for over 50 years, covering a range of topics including economic development, housing, natural resources, land and water related issues, and transportation planning.

It seems fitting that this bicycle master plan proposal for the City of Sturgeon Bay follows the BLRPC's recently developed area-wide plan, *Regional Bicycle and Pedestrian Plan for Northeast Wisconsin* (2018). The regional bike and pedestrian plan is one of BLRPC's more recent efforts to support the provision of more active transportation choices and opportunities for communities within the region, and the policies and programs that focus on health and wellness, improved community livability and sustainability, and contributions to the area's economy. Biking can also help improve air quality and the environment and reduce traffic congestion.

Through this project, BLRPC will develop a planning tool that will maintain and improve the momentum of bicycle activities within the City of Sturgeon Bay. BLRPC will:

- a) conduct an inventory existing facilities, creating a GIS database of the bicycle facilities found throughout the City
- b) assess the bicycle facilities, identifying physical and other impediments to biking in the City
- c) develop strategies to increase bicycling as a transportation option throughout the City, while improving safety and connectivity
- d) establish steps to implement the bicycle master plan (focusing on a short-term, five-year plan) in addition to identifying funding sources that can assist with ensuring the steps laid out can come to fruition

BLRPC will also evaluate past and present planning efforts (e.g., comprehensive plans, recreation plans, etc.) to ensure consistency with the current bicycle planning efforts. This planning process will also provide an opportunity for special interest groups, stakeholders, schools, various City departments, City law enforcement, and others to work collectively to provide valuable input for bicycle improvements.

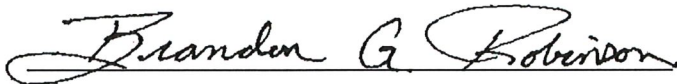
Lastly, BLRPC will conduct this planning process with public participation being of the utmost importance. BLRPC intends to solicit input utilizing methods such as online interactive surveys, pop-up meetings, etc. BLRPC will conduct outreach efforts throughout the entire planning process by establishing a webpage, providing

City of Sturgeon Bay Bicycle Master Plan Proposal

presentations, newsletter articles, and social media posts regarding updates to the *City of Sturgeon Bay Bicycle Master Plan*.

Once completed, the *City of Sturgeon Bay Bicycle Master Plan* will offer direction and recommendations for the future development and improvement of bicycle facilities within the City. We at BLRPC feel our qualified, knowledgeable team will provide the City a great product that would also coincide with our regional vision for bicycling movement within our eight-county region... ***"We envision an efficient system of bicycle and pedestrian facilities that is continuous throughout the region and that provides safe opportunities of active transportation for people of all ages and abilities."***

Thank you for considering our organization for the development of this bicycle master plan for the City of Sturgeon Bay. We look forward to hearing from you.

A handwritten signature in black ink that reads "Brandon G. Robinson". The signature is fluid and cursive, with the first name "Brandon" being the most prominent.

Brandon G. Robinson, Assistant Director

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I. PROJECT APPROACH

The BLRPC will provide the following services and activities for the *City of Sturgeon Bay Bicycle Master Plan* through the year 2023. The project approach consists of the overall project management, major tasks, and a proposed timeline for the completion of the plan. Each major task includes a brief overall description, subtasks, deliverables, dependencies and responsibilities.

Overall Project Management

The BLRPC will remain in contact with the City throughout the development of the plan and in doing so, will update the City with deliverables in progress, progress reports (if requested), project schedule changes, issues that may need attention, and other project information.

Deliverables:

- Progress reports (if requested)
- Preparation of agendas and attendance in conference call updates (up to 5 calls totaling no more than 2.5 hours); Provide minutes to City following conference call

Dependencies:

- The City will participate in conference calls

Responsible Party: BLRPC and City Staff

Task 1: Project Initiation

Task 1.1 Kick-off meeting

The BLRPC will meet with City staff to develop an understanding of the planning process and what the plan will include. The following will be discussed:

- Project goals and strategies
- Scope of work and schedule
- Available data and inventory
- Required elements
- Project formatting
- Public outreach/participation plan with strategies for keeping the public involved by ways of public input meetings, email, social media, project website, and a stakeholder committee comprised of City staff, and key stakeholders to review and provide input throughout the development of the plan

Task 1 Deliverables:

- Public outreach/participation plan containing items for Task 2
- Refined scope of work; if necessary

Task 1 Dependencies:

- The City will review materials
- The City will determine members of the Stakeholder Committee

Responsible Party: BLRPC and City staff

Task 2: Public Outreach Efforts

The BLRPC will execute the public outreach/participation plan established in Task 1 that identifies outreach methods, tentative dates, and goals for each meeting. Public input will be used to assist with identifying existing gaps and desired improvements to the bicycle network. The complete public outreach/participation plan will be reviewed during the kickoff meeting between the BLRPC and the City.

Task 2.1 Public Meetings

The BLRPC will assist in conducting two public meetings. One public workshop early in the planning process to identify opportunities and issues within the existing network, and one public open house to solicit input on the draft plan.

Task 2.2 Online Crowdsourcing Tool

The BLRPC will develop two interactive surveys to solicit plan feedback from the public. The first survey will be released early in the process to solicit input on desired routes, key destinations, and existing constraints. The second will be released following plan recommendations to solicit feedback on the proposed network and corridor prioritization.

Task 2.3 Pop-up Meetings (optional)

City staff and volunteers could conduct pop-up meetings at events located throughout the City to promote the plan and solicit input on corridor prioritization and infrastructure preference.

Task 2.4 Project Web Page

The BLRPC will assist in promoting the project through a dedicated project web page. The project web page will feature project timeline, public outreach opportunities, the online interactive survey link(s), project updates and progress, and the final plan. The City should promote the project by linking to the BLRPC webpage.

Task 2.5 Social Media and Email Distribution

The City will develop an email distribution list that will be used to share project updates and promote public outreach opportunities. The distribution list will be comprised of

stakeholders and other interested parties. The City will use social media platforms to promote the project and upcoming public engagement opportunities.

Task 2 Deliverables:

- Public outreach/participation plan (if adjusted from Task 1)
- Crowdsourcing survey
- Instructions on how to conduct pop-up meetings
- Attendance at and preparation of materials for workshop and public open house
- Public participation summary report
- Development of a project web page

Task 2 Dependencies:

- The City will promote and provide space for public participation events
- The City will conduct stakeholder committee meetings
- The City will provide The BLRPC with minutes and attendance of stakeholder committee meetings
- The City will staff/provide volunteers for pop-up meetings
- The City will compile a directory of email recipients and send emails promoting public outreach events and report project progress
- The City will promote the project via its website, social media platforms, and email

Responsible Party: BLRPC, City staff, and Volunteers

Task 3: Inventory and Analysis of Existing Conditions, Opportunities, Challenges and Needs

The BLRPC will inventory and analyze existing conditions related to bicycling within the City of Sturgeon Bay. The inventory will assess existing bicycle infrastructure and examine challenges and potential opportunities. The inventory, along with public input, will determine bicycle needs for the City of Sturgeon Bay.

Task 3.1 Preliminary Inventory Data

The BLRPC will provide maps and/or inventory data for the following:

- Background information such as demographic and land use information
- Existing trails and on-street facilities within the City of Sturgeon Bay for bicyclists
- Existing trails outside of the City
- Traffic related data (traffic counts, bicycle collisions, bicycle counts [if available], projected traffic growth)
- Roadway suitability analysis for bicycling (WisDOT materials)
- Areas of interest such as heavily used city centers, schools, public transportation hubs, parks/open spaces, tourist destinations, etc.

- Relevant planned roadway development
- Relevant city, county, regional, and state policies, programs, and planning documents
 - *Regional Bicycle and Pedestrian Plan for Northeastern Wisconsin, 2018*
 - *Wisconsin Bicycle Transportation Plan*
 - *Coastal City's Trail Inventory*
 - *City of Sturgeon Bay Bicycle Master Plan 2011*
 - *Sturgeon Bay Comprehensive Plan 2040*
 - *2020 Outdoor Recreation Plan for the City of Sturgeon Bay*
 - Other County and City policies and programs that support walking and biking

Task 3.2 Fieldwork

The BLRPC, with the assistance of City staff, will conduct fieldwork within the City to inventory and analyze:

- Existing bicycle facilities (shared-use paths, bike lanes, paved/wide shoulders, support facilities such as bicycle parking and storage)
- Barriers to cyclists
- High volume areas of interest/major activity centers
- Public transportation hubs

Task 3 Deliverables:

- Existing conditions summary report
- Fieldwork summary report (digital GIS map(s), notes and photos)

Task 3 Dependencies:

- The City will provide data packages relating to the existing conditions noted above as requested
- The City will provide data on future/planned transportation development/projects within the City
- The City will provide existing plans/documents pertaining to bicycles

Responsible Party: BLRPC and City staff

Task 4: Bicycle Network Recommendations

The BLRPC will develop the basis of the plan through recommendations that will guide the development of an updated bicycle network. Recommendations will be made based on the inventory of existing conditions, challenges and needs, public input results and input from stakeholder committee meetings and City staff. Program and policy recommendations will assist in the guidance, funding, and implementation of projects and lead to increased usage and safety of the bicycle network.

Task 4.1 Program Recommendations

The BLRPC will identify bicycle programs for the City to implement that will educate and encourage residents, enforce safe behavior, and evaluate infrastructure implementation by the City. The BLRPC will also identify existing programs that should be maintained and/or enhanced.

Task 4.2 Policy Recommendations

The BLRPC will identify existing policies to maintain and/or enhance that address biking in the City. The BLRPC will make recommendations on new policies.

Task 4.3 Proposed Bicycle Network Recommendations

The BLRPC will describe and map the overall proposed bicycle network. This network will include corridor segments, facility type, and any infrastructure improvements.

Task 4.4 Prioritization

The BLRPC will work with City staff to develop a corridor ranking system to determine priority corridors based on factors such as network connectivity closure, connection to desired locations/schools, City staff and community support, feasibility, and funding. These results will be used when developing high priority networks in Task 5.

Task 4 Deliverables:

- Program and policy recommendation report
- Proposed network recommendation report
- Prioritization report

Task 4 Dependencies:

- The City will provide feedback on reports
- The City will assist with gathering existing programs/policies relating to bicycles
- The City will assist with prioritization ranking system development

Responsible Party: BLRPC and City staff

Task 5: Implementation

The BLRPC will develop a 5-year implementation schedule based on the prioritization ranking outcomes from Task 4, funding availability, and program and policy improvements that will ensure bicycle infrastructure usage, safety, and growth.

Task 5.1 Implementation and Funding

The BLRPC will develop an implementation and funding section consisting of the following:

- Short-term Priority Network
 - High priority corridors that will be implemented over the next five years - determined through Task 4.4
 - Identify location, corridor name, proposed facility/improvement type, planning level cost estimates, connectivity and recommended strategies for implementation for each high priority corridor
- Maintenance
 - Determine necessary maintenance activities for short-term network
- Funding and Planning Level Cost Assumption
 - Identify potential funding sources – both traditional and non-traditional
 - Identify planning level cost estimates for priority corridors

Task 5 Deliverables:

- Short-term high priority network summary report
- Funding strategies and cost assumption summary report
- Maintenance summary report

Task 5 Dependencies:

- The City will provide feedback on reports
- The City will provide a sample of existing bicycle/ facility maintenance costs

Responsible Party: BLRPC and City staff

Task 6: Draft Plan Preparation

The BLRPC will create a draft plan using materials prepared from Tasks 2, 3, 4, and 5. The draft plan will include the following contents:

1. Introduction
 - a. Plan purpose
 - b. Vision and goals
 - c. Benefits
2. Existing Conditions
 - a. Bicycle facility types and support facilities
 - b. Inventory of existing facilities, support facilities, and network within the City
 - c. Existing plans, policies, and programs
3. Need for Improvements
 - a. Demand and usage
 - b. Public outreach efforts
 - c. Challenges and barriers to existing network
 - d. Opportunity areas with high demand for bikeway/ facility improvements
 - e. Policy and program needs

4. Recommended Network and Facilities
 - a. Recommended network; overall and by facility type
 - b. Recommended support facilities
5. Recommended Policy and Programs
 - a. Policies and programs that will evaluate, educate, enforce and encourage biking
6. Implementation
 - a. Project prioritization
 - b. Planning level cost estimates
 - c. Maintenance
 - d. Funding sources

Task 6 Deliverables:

- PDF initial draft plan prior to public open house
- PDF final draft plan prior to final stakeholder committee meeting

Task 6 Dependencies:

- The City will provide feedback on initial draft plan and final draft plan

Responsible Party: BLRPC and City staff

Task 7: Final Plan Adoption

The BLRPC will compile the final bicycle master plan once the final draft has been approved by the City.

Task 7.1 Final Plan Documents

The BLRPC will package all electronic files, maps, and reports for transfer to the City of Sturgeon Bay following the adoption of the final plan.

Task 7.2 Story Map (optional; for additional charge)

The BLRPC will develop an interactive story map for the City that will summarize key information related to biking in the City, a navigable map showing existing and recommended routes, along with the final plan recommendations and priority corridors.

Task 7 Deliverables:

- Final plan PDF and 3 printed copies
- Story Map (optional; additional fee of \$3,000)

Task 7 Dependencies:

- The City will upload and maintain Story Map (If requested, and with additional fee noted above)

Responsible Party: BLRPC

II. ORGANIZATION QUALIFICATIONS

Bay-Lake Regional Planning Commission Overview

For over 50 years, the Bay-Lake Regional Planning Commission has been providing planning services on area-wide issues, representing local interests on state and federal planning program activities, and providing local planning assistance to communities within eight counties that make up the Bay-Lake region.

The BLRPC was established by Governor Patrick Lucey in 1972 by Executive Order 35 under section 66.0309 of the Wisconsin Statutes and covers the counties of Brown, Door, Florence, Kewaunee, Manitowoc, Marinette, Oconto, and Sheboygan in northeastern Wisconsin. BLRPC's office is centrally located within the region in De Pere, Wisconsin. The region is comprised of eight counties, 17 cities, 40 villages, 119 towns, and the Oneida Nation of Wisconsin, for a total of 185 local units of government. The total area of the region is 5,433 square miles, or 9.7 percent of the area of the State of Wisconsin.

The BLRPC operates under the following five principles under which all its work programs are developed. These principles are:

- To assist and advise local government.
- To influence state, regional, and federal plans and programs that reflect the best interest of the Bay-Lake Region.
- To prepare and adopt a comprehensive plan under Wis Stats. §. 66.1001, for the development of the region.
- To provide technical information about the region for use by public and private agencies.
- To encourage citizen participation in the planning process.

Throughout its history, the BLRPC has taken a balanced approach to its work program, by providing both area-wide planning, as well as local assistance services. In recognition of its statutory responsibilities, the BLRPC has undertaken regional studies that have focused on the area's transportation network, population and economics, housing, natural resources, land and water related issues, and issues that transcend local governmental boundaries. Regional planning provides a cost effective way to collect, compile, and analyze information that can be used by counties and other local government units in their planning activities, such as comprehensive planning, transportation planning, environmental corridor preservation, and economic development.

In all of its activities, the BLRPC provides an advisory-planning role to local governments and local government officials. Local planning activities include local planning assistance, zoning assistance, hazard mitigation planning, farmland preservation planning, outdoor recreation planning, transportation planning, brownfields planning, and technical assistance grant programs.

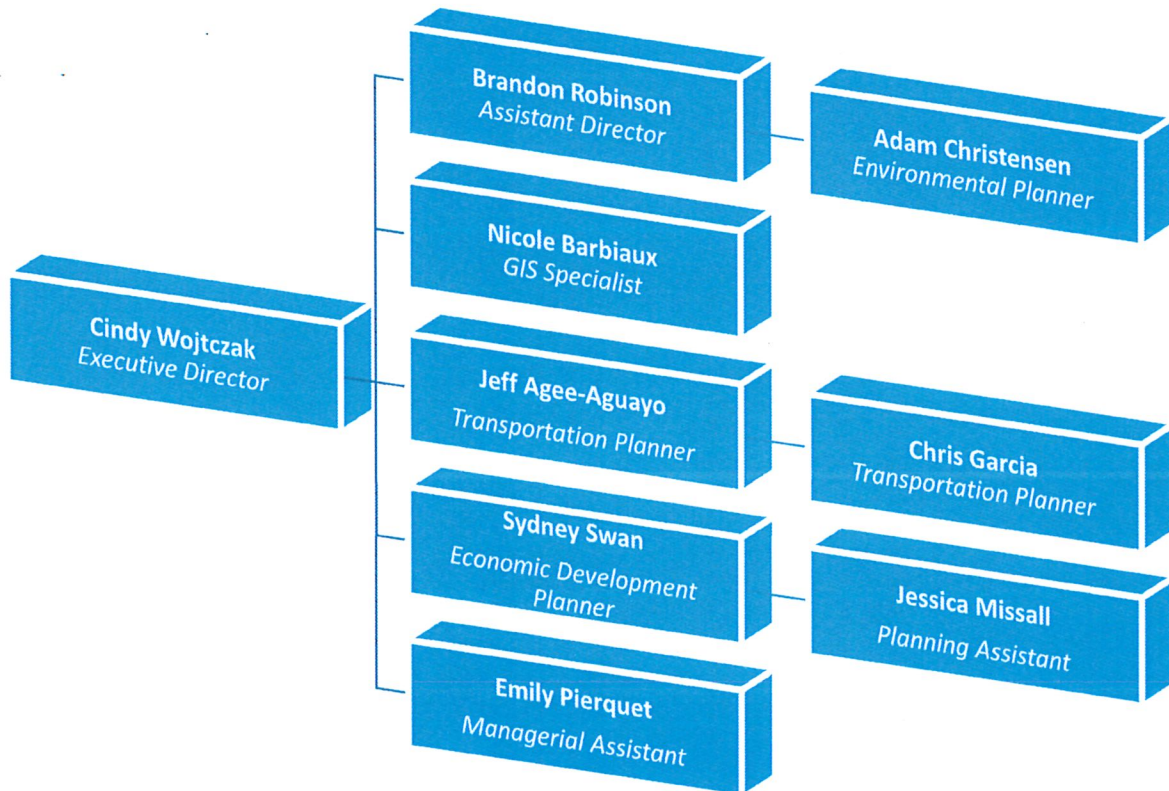
Currently, BLRPC employs nine full-time employees. Staff boasts over 80 years of combined planning experience. Though its statutory responsibilities are to focus on regional development issues, there are many local issues in which BLRPC participates

throughout the region. BLRPC has worked with counties, towns, cities, villages, the state and federal government, as well as non-profit agencies.



STAFF

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www.baylakerpc.org



BLRPC Projects Similar to City's Proposed Bicycle Master Plan Project

The following is a list of projects completed by BLRPC that are comparable to the proposed *City of Sturgeon Bay Bicycle Master Plan* project. The below listed projects are similar based on the type of project or are comparable by size and scope.

A. Project Title: Regional Bicycle and Pedestrian Plan for Northeast Wisconsin

i. Client:

Matt Halada - Wisconsin Department of Transportation (920) 492-7725
Bay-Lake Regional Planning Commission – Local jurisdictions

ii. BLRPC Project Team:

Brandon Robinson (Project Manager/Lead Planner)
Madison Smith (Planner/Product Layout)
Nicole Barbiaux (GIS)

iii. Project Budget: \$135,000

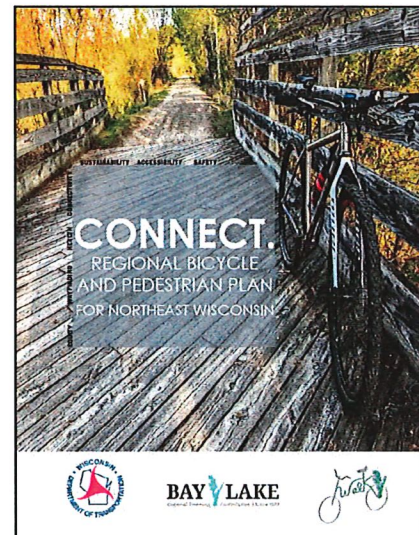
This project was funded in part by the Wisconsin Department of Transportation. Financial assistance for this plan was provided by the Transportation Alternatives Grant Program. The BLRPC provided 20 percent match of the total project cost.

iv. Project Schedule: 24 months

v. Brief Project Description:

This plan is meant to maintain and expand the ongoing progress of bicycle and pedestrian planning that has occurred at all levels of government over the past several years within the BLRPC's defined region. This plan inventories and evaluates existing facilities, and identifies strategies to increase the use of walking and bicycling as viable transportation options in the eight northeast Wisconsin counties (i.e., Brown, Door, Kewaunee, Florence, Manitowoc, Marinette, Oconto, and Sheboygan).

- vi. Project Deliverables:** Development of a plan document along with an online Story Map. The ArcGIS Online Story Map layouts present the plan as a live document which has an interactive user-friendly interface. This allows current bicycle and pedestrian issues to be addressed more efficiently. The Story Map component of the final products also allows BLRPC to continue to populate the online tool with updated data, new trails, extensions of trails, new connections, additional destinations, etc.



B. Project Title: Northeast Wisconsin Coastal Cities Trail Inventory and Connectivity

i. Client:

Wisconsin Coastal Management (608) 267-7982
Bay-Lake Regional Planning Commission – Local jurisdictions

ii. BLRPC Project Team:

Brandon Robinson (Project Manager/Lead Planner)
Joshua Schedler (GIS)

iii. Project Budget: \$50,000

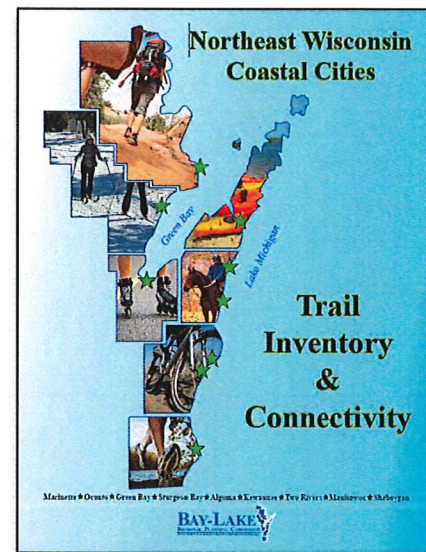
This project was partially funded through the Wisconsin Coastal Management Grant Program. The BLRPC provided 50 percent match of the total project cost.

iv. Project Schedule: 12 months

v. Brief Project Description:

This project developed a consistent, standardized, and comprehensive GIS spatial database inventory of all trails within the coastal cities of Marinette, Oconto, Green Bay, Sturgeon Bay, Algoma, Kewaunee, Two Rivers, Manitowoc, and Sheboygan. The inventory included all trail types (foot, bicycle, equestrian, snowmobile, cross-country skiing, and ATV/ORV – paved and unpaved). All trail segments and trailheads were geolocated using a GPS, and attribute data was be recorded using a mobile GIS unit.

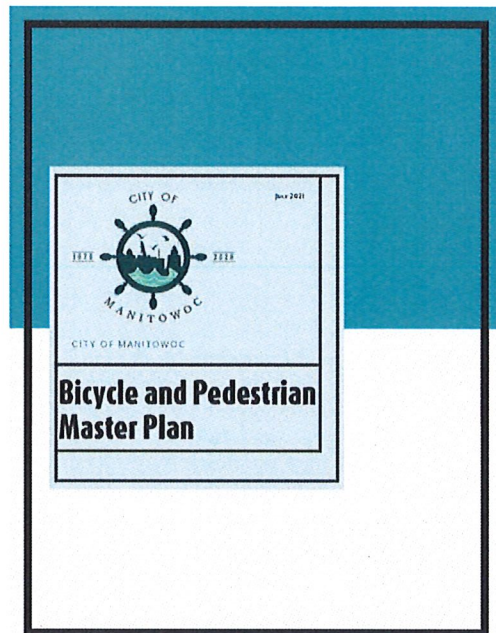
A report was also created for the project that analyzed opportunities for trail connectivity, and provide recommendations for extending the inventory. The trail connectivity analysis seeks to connect each coastal city to the next, and make connections to the other communities outside the BLRPC region.



vi. Project Deliverables: A GIS, GPS, Google Earth, and tabular database inventory and spatial inventory of all trails and trail attributes was created. Trail maps were also be produced along with a technical report detailing each trail and making recommendations for connectivity to other trails, beaches, and the Lake Michigan Water Trail. The report, maps, and Google Earth inventory is available on the BLRPC website.

C. Project Title: City of Manitowoc Bicycle and Pedestrian Master Plan

- i. **Client:**
City of Manitowoc, Curtis Hall (920) 686-3061
- ii. **BLRPC Project Team:**
Brandon Robinson (Project Manager)
Sydney Swan (Lead Planner/Product Layout)
Chris Garcia (Planner/Product Layout)
Nicole Barbiaux (GIS)
- vii. **Project Budget:** \$25,600
- iii. **Project Schedule:** 18 months
- iv. **Brief Project Description:**
This project examined the existing conditions for biking and walking in the City of Manitowoc and made infrastructure, policy, program, and implementation recommendations for the City in order to best improve the climate for biking and walking for its citizens. BLRPC worked closely with the City's Parks and Recreation Department to gather background data and public outreach. The plan sets actionable steps for the City to use in order to transform into an even more bicycle and pedestrian friendly community.
- v. **Project Deliverables:**
Development of a plan document.



III. PROJECT TEAM QUALIFICATIONS

The BLRPC staff referenced below will be dedicated to performing the work identified within this proposal for the *City of Sturgeon Bay Bicycle Master Plan*. The project team identified is an ideal fit to complete this project given their knowledge and experience working on recently completed bicycle projects in the region, some of which included the City of Sturgeon Bay.

Brandon Robinson – Assistant Director (Project Manager)

Mr. Robinson will serve as BLRPC's project manager on the development of the City's bicycle master plan project. He will also help facilitate any project meetings, as requested. Mr. Robinson has over 20 years of planning experience. He has served as project manager and lead planner on the development of numerous planning documents (e.g., comprehensive plans, outdoor recreation plans, etc.); development of zoning ordinances; development of transportation studies (including the *Regional Bicycle and Pedestrian Plan for Northeast Wisconsin* and the *Northeast Wisconsin Coastal Cities Trail Inventory and Connectivity*); also has assisted communities with economic analysis; and public facilities and housing grant writing, and grant administration. Mr. Robinson also oversees the BLRPC's Rural Transportation Work Program. He has numerous years of experience in mapping and GIS with BLRPC, including his position as a GIS Technician for Winnebago County in Wisconsin prior to joining BLRPC. Mr. Robinson holds a B.S. in Urban and Regional Studies from the University of Wisconsin - Oshkosh.

Chris Garcia – Transportation Planner (Lead Planner)

Mr. Garcia will be the bicycle master plan project's lead planner. He is BLRPC's point of contact and will facilitate necessary meetings. Mr. Garcia has developed and assisted with several plans at BLRPC including the *City of Manitowoc Bicycle and Pedestrian Master Plan* and the *Manitowoc River Watershed Water Trail*. Mr. Garcia holds a M.S. in Urban and Regional Planning from Florida State University, where he conducted a capstone focused on affordable housing and transit-oriented development. He also holds a B.A. in International American Studies from the University of North Carolina at Chapel Hill, where he conducted a senior honors thesis on bicycle infrastructure and resilience for small coastal communities.

Nicole Barbiaux – GIS Specialist

Ms. Barbiaux will provide mapping and other visualization for the bicycle master plan project under the direction of the project manager and lead planner. Ms. Barbiaux has a working background in GIS and graphical representation in multiple industries including Forestry, Utility, Local Government, and Real Estate. Projects completed include interactive online story maps, plat books, public outreach products, imagery analysis, and data management plans. Since joining The BLRPC in January 2018, she has supported planning documents in data collection, map creation, and final product design. She has also produced a variety of award-winning online interactive maps and applications used for public feedback, field collection, and overall public knowledge. Ms. Barbiaux holds a B.S. in GIS/Cartography and Human Geography from the University of Wisconsin - Stevens Point.

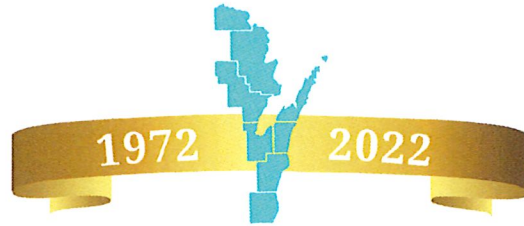
IV. Fee Proposal

Fee for services is based on time and expense, not to exceed \$25,250 (see table below). The BLRPC prepared this budget based on recent, relevant experience preparing other bicycle plans in the region.

Additional meetings, document copies, and other work activities requested by the City, beyond those listed in this proposal, will be at an additional cost to the City. That cost would be at a mutually agreed upon fee.

In addition to the base cost of \$25,250, the City may choose to add the optional Story Map to the project for an extra \$3,000.

<i>City of Sturgeon Bay Bicycle Plan Cost Estimates</i>	
Tasks	Personnel Average Rate
<i>Project Initiation</i>	
Hours	12
Cost	\$ 976.10
<i>Public Outreach</i>	
Hours	44
Cost	\$ 3,579.05
<i>Existing Conditions</i>	
Hours	80
Cost	\$ 6,507.36
<i>Recommendations</i>	
Hours	96
Cost	\$ 7,808.83
<i>Implementation</i>	
Hours	12
Cost	\$ 976.10
<i>Plan Preparation</i>	
Hours	40
Cost	\$ 3,253.68
<i>Administration</i>	
Hours	14
Cost	\$ 1,138.79
<i>Personnel Total</i>	\$ 24,239.92
Printing/GIS Mapping Supplies	\$ 500.00
Travel (114 mi round trip x 8 mtgs x 0.56/mi IRS mileage rate)	\$ 510.72
<i>Non-Personnel Total</i>	\$ 1,010.72
Total Project Cost	\$ 25,250
Cost with Optional Story Map	\$ 28,250



BAY-LAKE

Regional Planning Commission

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920 448 2820

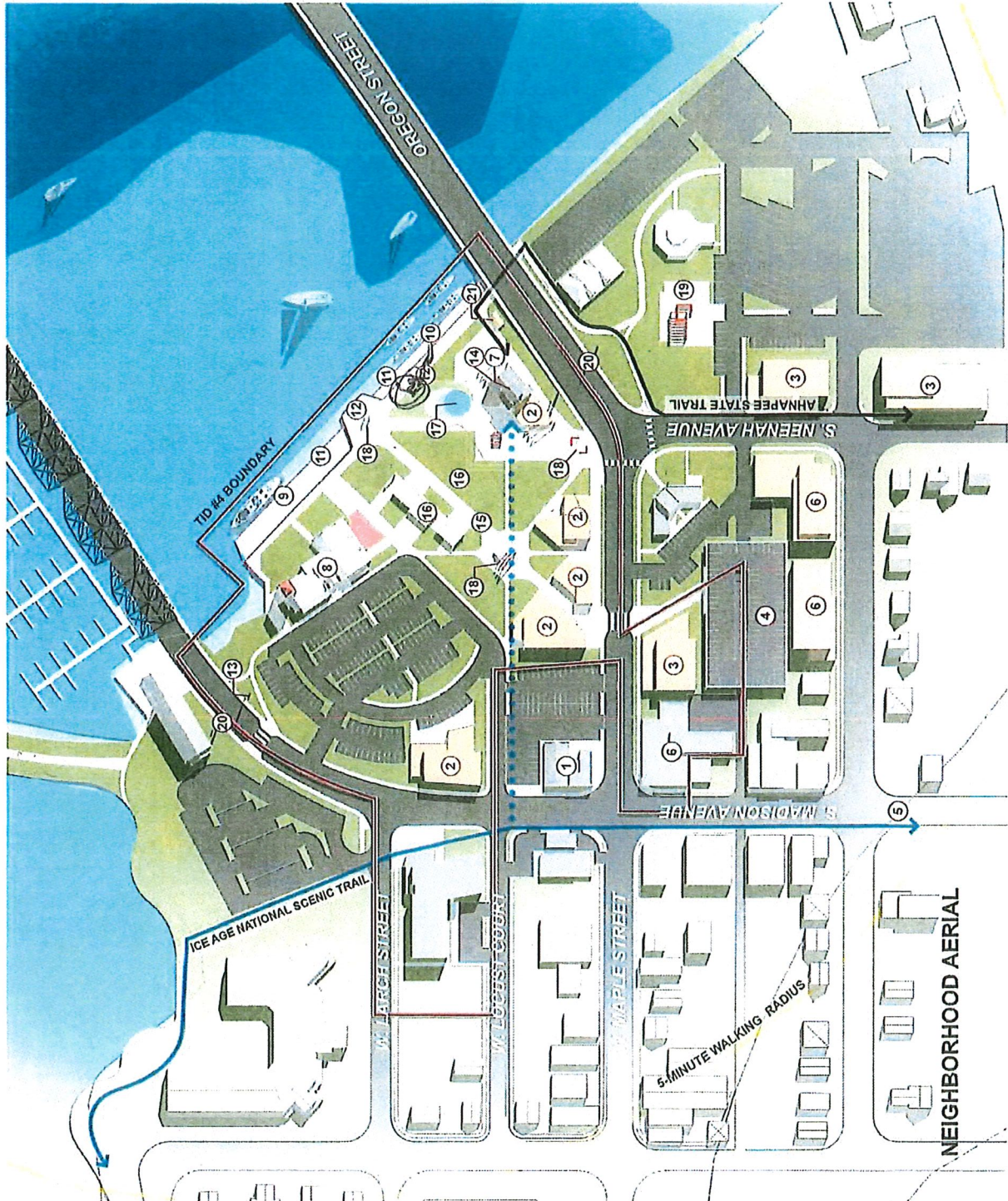
www.baylakerpc.org

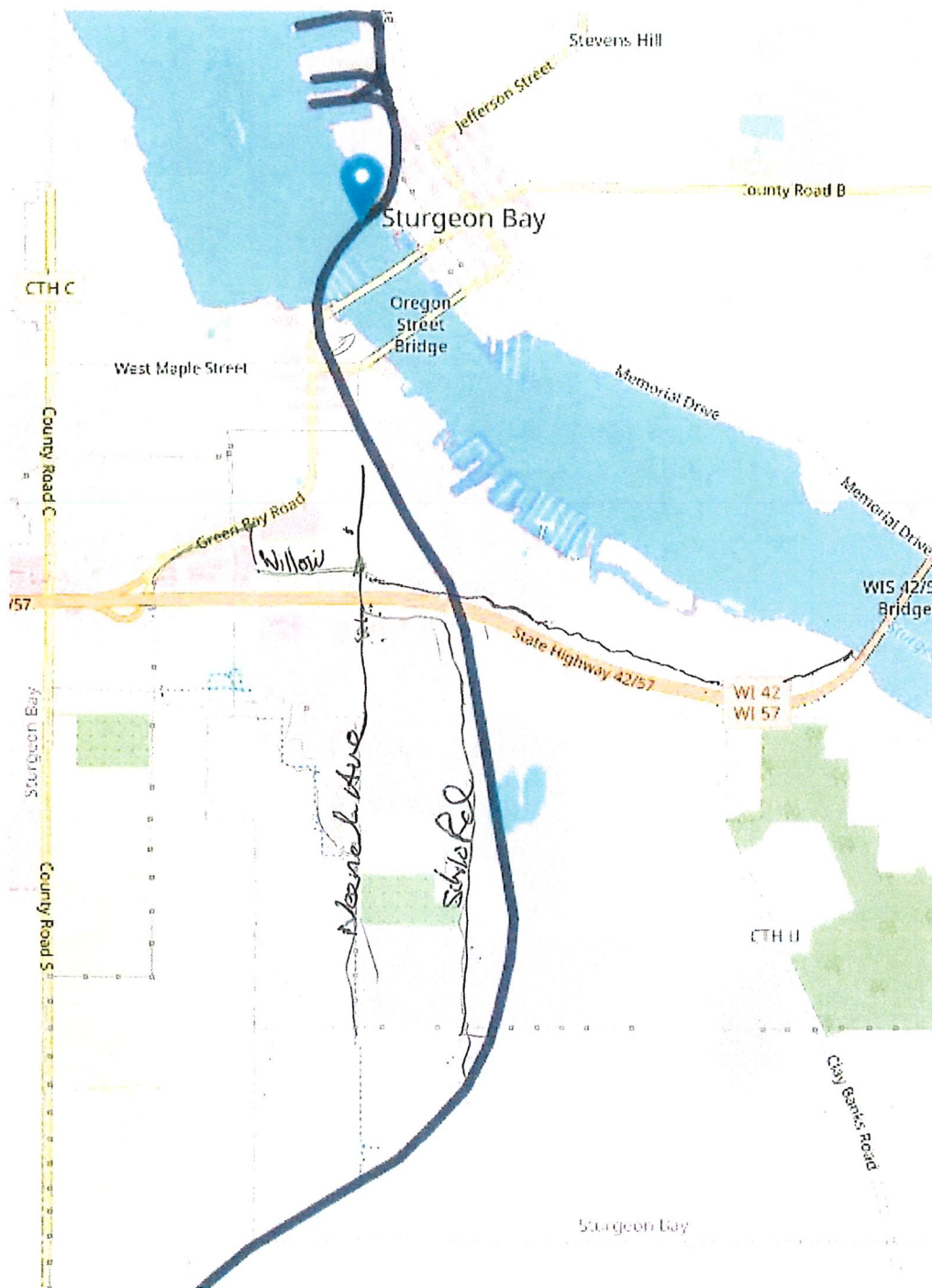
STURGEON BAY, WI

WEST WATERFRONT REDEVELOPMENT

CONSENSUS PLAN

- ① Maintain Existing Building / Use
 - ② Infill Mixed-Use (2-3 stories)
 - ③ Infill Residential (2-3 stories)
 - ④ District Parking Structure
 - ⑤ Maintain Street Character / Use
 - ⑥ Future Redevelopment
 - ⑦ Relocated Granary
 - ⑧ Door County Maritime Museum, Proposed Tower, and Potential Expansion
 - ⑨ Maritime Historic Dockage
 - ⑩ Tug Boat Mooring (reduced length)
 - ⑪ Public Transient Dockage
 - ⑫ Public Waterfront Promenade / Overlook
 - ⑬ Trailhead feature (bridge-to-bridge loop)
 - ⑭ Trailhead / Trail Connection
 - ⑮ Physical / Visual Access corridor to Waterfront
 - ⑯ Multi-Purpose Public Space / Temporary Pavilion Structure
 - ⑰ Water Feature
 - ⑱ Focal Art Piece
 - ⑲ Innovative Play Apparatus
 - ⑳ Gateway Features
 - ㉑
- COMMERCIAL MIXED USE / HOUSING OR PUBLIC / INSTITUTIONAL
■ PUBLIC / INSTITUTIONAL
■ EXISTING BUSINESS DISTRICT





#7

DeGrave, Colleen

From: SBDistrict7
Sent: Monday, June 27, 2022 3:33 PM
To: DeGrave, Colleen
Subject: Fwd: Ahnapee Bike Trail - City Extension

Sent from my iPad

Begin forwarded message:

From: Jay Renstrom <jbrenstrom@sbcglobal.net>
Date: June 21, 2022 at 4:50:10 PM CDT
To: SBDistrict7 <sbdistrict7@sturgeonbaywi.org>
Subject: Ahnapee Bike Trail - City Extension

Hi Kirsten,

I hope all is well with you. I was approached by a citizen and felt this has more to do with your Bike and Pedestrian Committee rather than the Park and Rec committee I sit on.

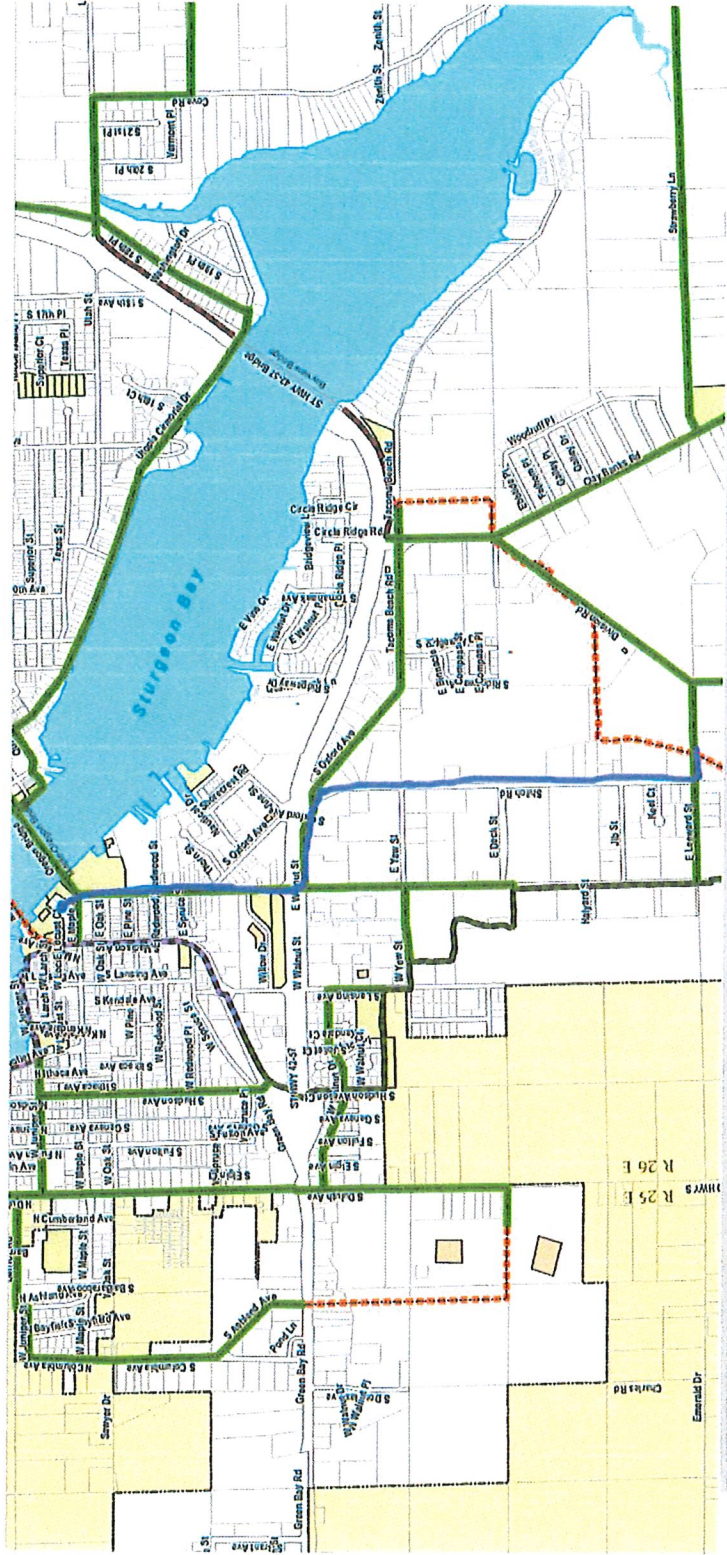
I'm hoping you and your committee might consider an alternative bike route that would add a city bike extension to the existing Ahnapee Trail Bike route. As you are probably aware, the Ahnapee Trail follows the old Ahnapee rail line until it nears Shiloh Road near Jib street where the existing trail goes east and then heads up the peninsula. The suggestion that was brought to me, and I am now suggesting to you is that we consider following the old rail line which eventually led directly to the west side waterfront and ultimately over the train spur by Sonny's.

In other words, I think it would be fantastic to consider a "city extension" to the Ahnapee trail which would lead bicycle riders to our wonderful west side waterfront. I don't think there is much involved in doing this other than some signage and coming to an agreement on the exact route which is fairly straight forward. Basically, the alternative bike route would start where the Ahnapee meets Shiloh road and direct bikers to go north on Shiloh, cross over 42/57 and follow the original Ahnapee which is Oxford avenue, to Neenah to the westside waterfront promenade. A slight alternative to that which might be up for some discussion would be where bikers have to cross 42/57. Might be wiser to send the riders west on Walnut so they could utilize the stop light at Neenah and then follow Neenah directly to the west side waterfront.

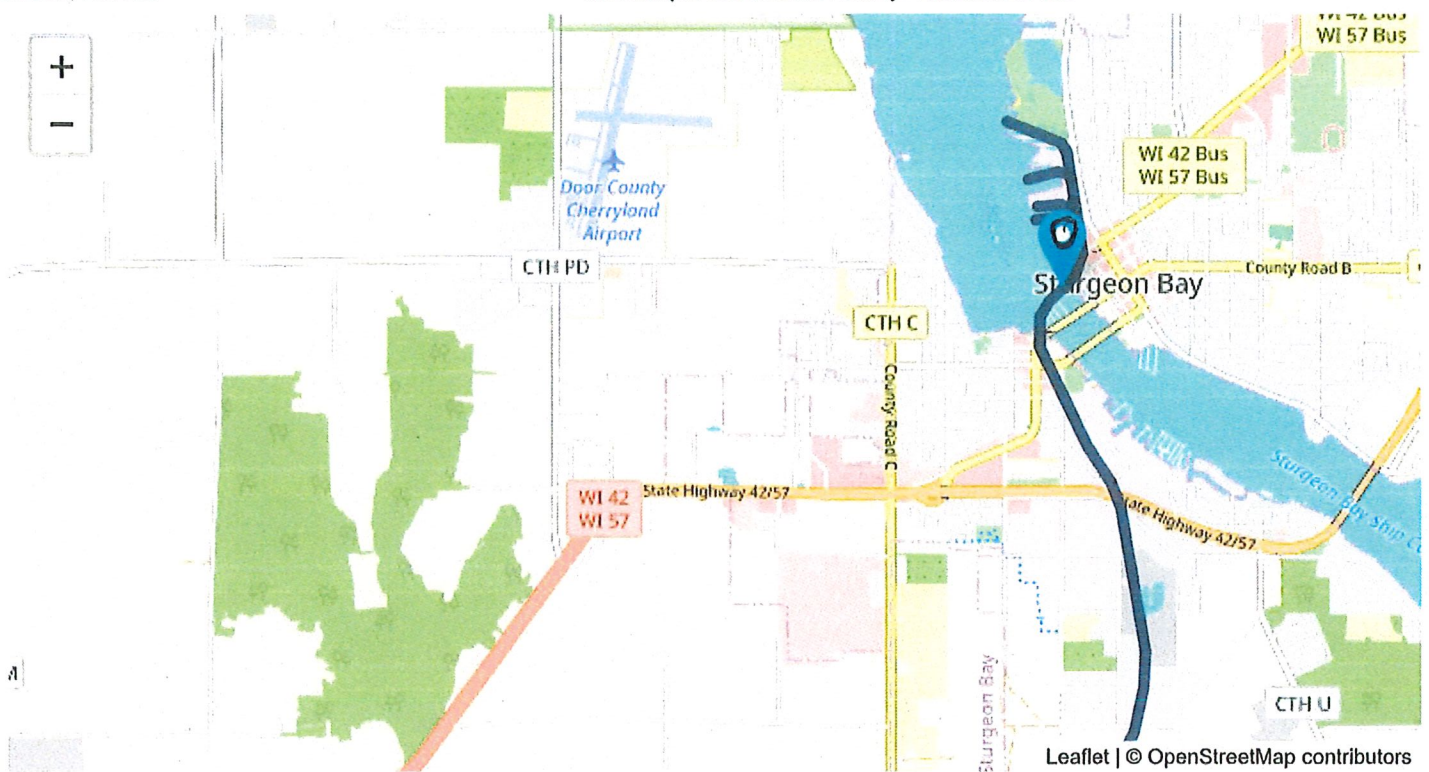
Please let me know your thoughts and if this is something you might consider putting on the agenda.

Much appreciated. All the best,

Jay Renstrom



The reason for this effort is to make the Ahnapee closer to the actual/true Ahnapee & Wester Rail line, and marking this new extension with clear signage that is easy to follow. West Waterfront branch of the Ahnapee Trail from Shiloh Road to E. Walnut and to S. Neenah Avenue, proper signage is the first step.



The Ahnapee and Western Railway

Casco Junction to Sturgeon Bay, WI

[Home](#) | [WI](#) | [A&W](#) | [GB&W](#) | [McCRRR](#)

The Ahnapee and Western Railway started in 1890 by local landowner Edward Decker. Seeking to spur the economy in the Door Peninsula of Wisconsin, he envisioned a short line connecting the Green Bay and Western at Casco into the heart of the peninsula at the town of Sturgeon Bay. The track was completed from Casco Junction to Algoma (formerly called Ahnapee) on Lake Michigan in 1892, with the remainder of the line to Sturgeon Bay completed in 1894, bringing total distance of the A&W to 35 miles. Access to Sturgeon Bay proper was via an existing toll swing-style bridge across the ship canal.

The GB&W purchased the A&W in 1906. At the time, freight was mostly local grains and produce.

Passenger service thrived, as it was one of the only reliable means of transport on the swampy peninsula. However, the Great Depression, along with gaining popularity of cars and trucks at the time, brought an end to passenger service in 1937.

In 1947, the GB&W sold the A&W back to local interests.


With the ship canal bridge in Sturgeon Bay suffering due to insufficient maintenance, and Sturgeon Bay's primary shipper going out of business, the A&W was abandoned north of Algoma in 1968.

From West Waterfront Redevelopment

determined distance, except for the overlook or plaza area described in subsection d.

- c. The promenade should be separated from the dock wall mooring and work area by a change in grade, a buffer of benches and landscaping, or a combination thereof.
- d. At a point somewhere near the center of the waterfront site, there should be an extension of the promenade that brings people to the actual water. Ideally, this feature would be an overlook cantilevered over the dock wall to allow views past moored vessels and potentially allow fishing, sightseeing, painting, and other recreational and relaxation pursuits. If that proves unfeasible the overlook could be a welcoming plaza area separated from the working area.
- e. An access driveway for service vehicles and emergency vehicles to reach the promenade and dock wall area must be provided, such as along the north edge of the Oregon Street Bridge corridor or between the Maritime Museum and the public space.
- f. It is recommended that the City use its existing Knowles Nelson Stewardship grants and other potential grants to begin construction on this feature as soon as possible. This facility will build momentum for the overall redevelopment project and provide a much desired public facility regardless of how the rest of the site eventually develops.

13. There should be signage, pavement markings and/or features such as an arch, pillars or artwork to denote the waterfront pedestrian promenade and ensure that residents and visitors are invited to use the walkway facility that wraps around the museum and under the Oregon Street Bridge. There could be improvements to the pedestrian crossing on Madison Avenue such as bumping out the curbs to increase pedestrian visibility and shorten the crossing distance.

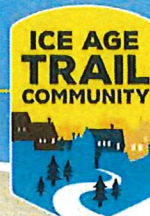


14. The plan suggests taking advantage of the Ice Age National Trail and the Ahnapee State Trail, both of which run near the West Waterfront site. These paths should be routed into the site and a trailhead created within the public space. This could consist of a kiosk, restrooms, bike racks and other facilities, and public art. Incorporating this trailhead into the renovated grain elevator might be an option worth exploring.

15. It is important that there be several visual and physical access points into the waterfront public space. In particular, the ends of street corridors should have pedestrian walkways extending into the public gathering space. There also should be a visual focal point to draw visitors down to the waterfront from these

ICE AGE TRAIL COMMUNITY

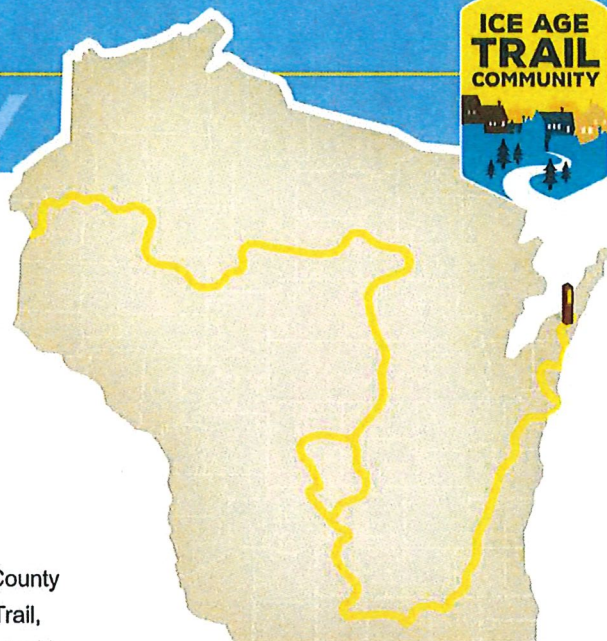
STURGEON BAY



Together with the Ice Age Trail Alliance, Ice Age Trail Communities enhance appreciation and awareness of the natural and scenic beauty of the thousand-mile Ice Age National Scenic Trail. Visit our Trail Communities to enjoy small-town hospitality, local supper clubs, hometown bakeries, farm-to-table eateries, and sites highlighting Wisconsin's cultural heritage.

For current trail conditions, to connect with local volunteers, or to plan your Ice Age Trail hike, visit iceagetrail.org.

Sturgeon Bay's door is always open so that you can enjoy your favorite Door County anything, any day of the year! Situated on the Eastern Terminus of the Ice Age Trail, Sturgeon Bay offers a stunning coastal city with a rich history and endless opportunities for recreation.



TRAVEL
WISCONSIN

WHERE TO HIKE

STURGEON BAY SEGMENT

(13.7 miles)

This segment offers three widely varying experiences representative of the overall Ice Age Trail experience. The segment starts with a rail-trail hike, transitions into an urban hike through the scenic and storied City of Sturgeon Bay, then finishes with a quiet, forested trek through Potawatomi State Park*, home of the Eastern Terminus. After hiking, enjoy the beach and a picnic at the park.

FORESTVILLE SEGMENT

(9.8 miles)

This segment makes for a relaxing hike as it follows the hardpacked multiuse Ahnapee State Trail**, with benches available along the route. Keep your ears peeled for the music of birdsong, as this segment passes through an area that is part of the Great Wisconsin Birding and Nature Trail. Cross over rivers and through downtown Forestville before coming to a lovely mature hardwood forest.



STURGEON BAY

EATS & TREATS

Stop by [Lawiss Coffee](#) or [Glas Coffeehouse](#) to get your morning fix. Grab a fresh bite for lunch or dinner from the eclectic menu at [Bluefront Café](#). Take in the waterfront views while enjoying a hardy dinner at [Waterfront Mary's Bar and Grill](#) or [Sonny's Italian Kitchen and Pizzeria](#). Get the specialty beverage of your choice at [Starboard Brewing Company](#) or [Red Oak Winery](#). Find dining near the Trail that suits your fancy at: [Kitty O'Reillys Irish Pub](#), [Hot Tamales](#), [Get "Real" Café](#), [Scaturo's Baking Co & Café](#), [Kinara Urban Eatery](#), [Betsy Ross Family Restaurant](#), [Fatzos Subs and Pizza](#), [Greystone Castle](#), and more!

SHOPS & STOPS

[Bay Shore Outfitters](#) is renowned by outdoor enthusiasts statewide and beyond for its selection of outdoor gear and goods. Stock up on sporting goods at [Dunham's Sports](#). Get something tasty at [Door County Candy LLC](#). Take a stroll on either side of the bay and peruse many fabulous shops: [On Deck Clothing Company](#), [Bliss](#), [The Pearl of Door County](#), [Logan Creek Soap](#), [Door County Dog Store/Stove Dog Bakery](#), [Dancing Bear](#), [Wilkins & Olander](#), [Bayside Bargains](#), and more!

RECREATION & RELAXATION

With so many activities available, you'll easily discover why Sturgeon Bay was designated one of the "Top 10 Happiest Seaside Towns in the U.S." by Coastal Living magazine.

Take a guided tour on the watercraft of your choice from [Sail Sturgeon Bay](#) or [Bay Shore Outfitters](#). Travel around Door County in style with a themed trolley tour from [Door County Trolley, Inc.](#) Learn about the history of Sturgeon Bay at the [Door County Maritime Museum](#) or the [Door County History Museum](#). Travel the coastline to find 3 of the 11 lighthouses of Door County. Grab a sweet souvenir picking cherries at [Robertson Orchards of Door County](#) or [Meledy Cherry Orchard](#).

For more ideas, visit: Destination Sturgeon Bay, sturgeonbay.net

STAY & PLAY

Maximize your time spent in the great outdoors, and pitch a tent at:

- [Potawatomi State Park](#)
- [Tranquil Timbers RV Resort and Campground](#)

Step right out the door and onto the Trail with these accommodations situated right on the Ice Age Trail:

- [Cliff Dwellers Resort](#)
- [Beach Harbor Resort](#)
- [Super 8 by Wyndham](#)

Or, enjoy a few creature comforts at any of the other great lodging options nearby:

- [Bridgeport Waterfront Resort](#)
- [White Lace Inn](#)
- [Stone Harbor](#)
- [The Diplomat Bed & Breakfast](#)
- [Holiday Music Motel](#)
- [Sawyer House Bed & Breakfast](#)



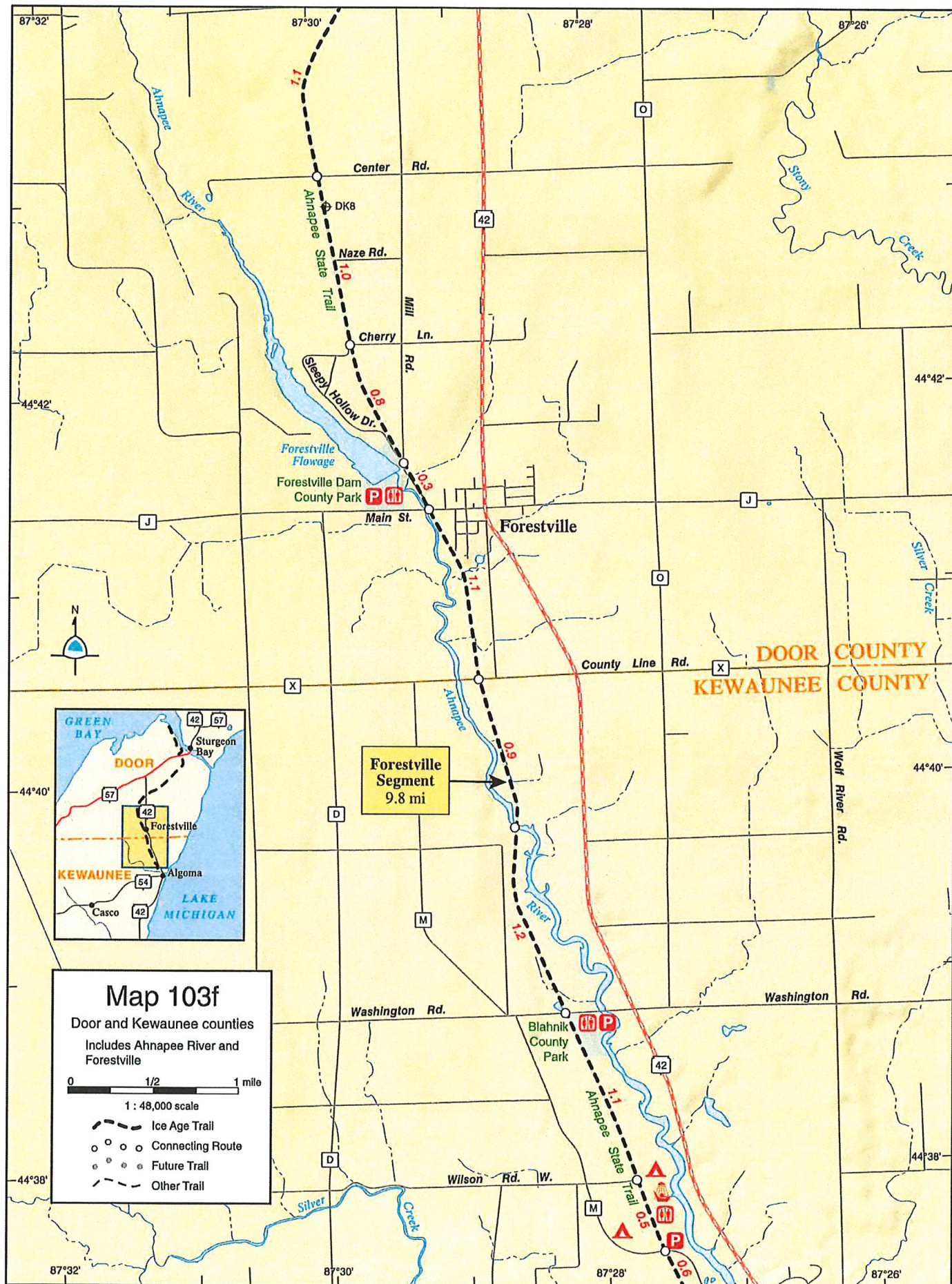
GET INVOLVED

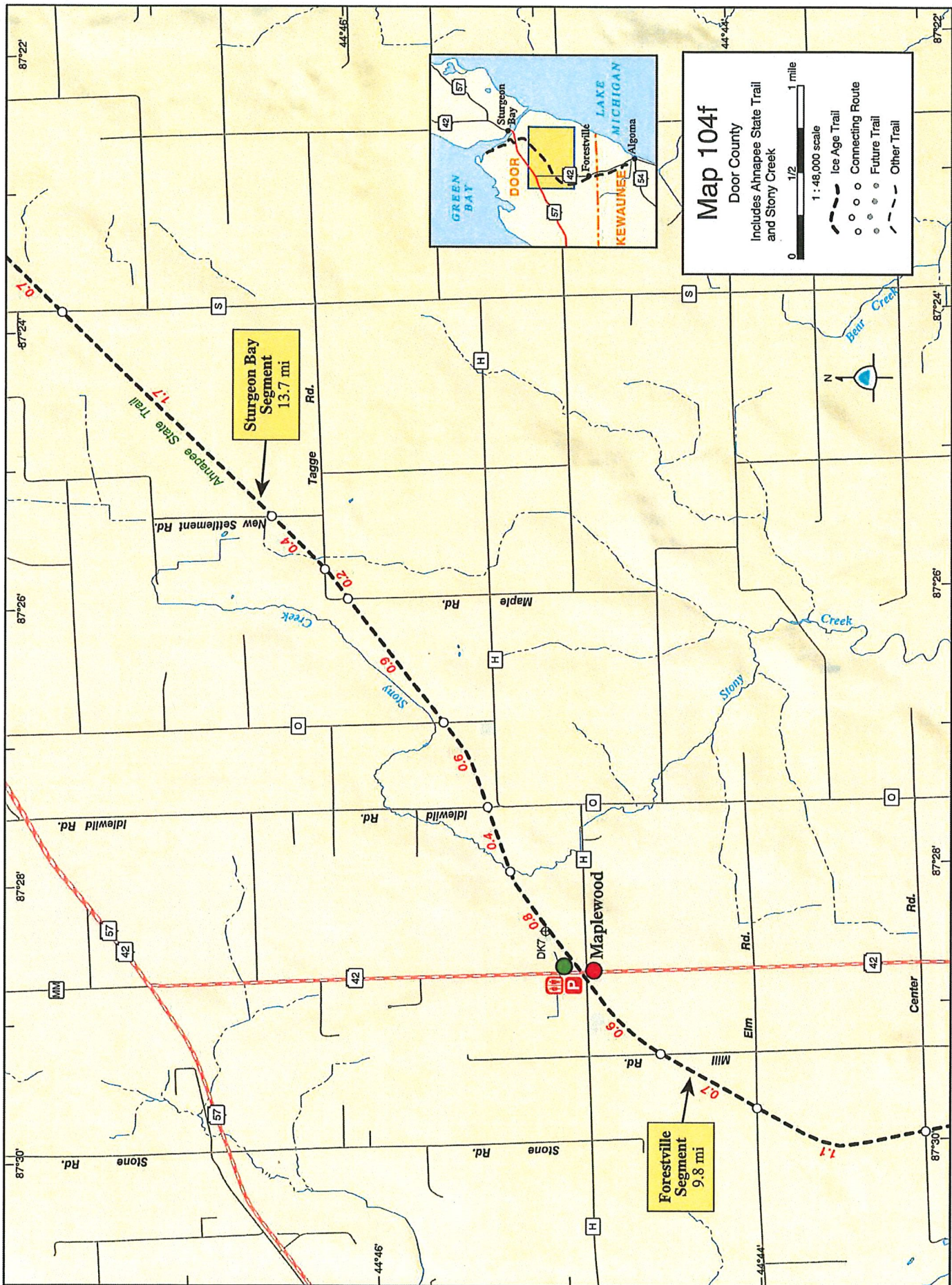
Contact the [Lakeshore Chapter of the Ice Age Trail Alliance](#), a dedicated group of volunteers build, maintain, and promote the beautiful segments of the Ice Age Trail throughout Door County.

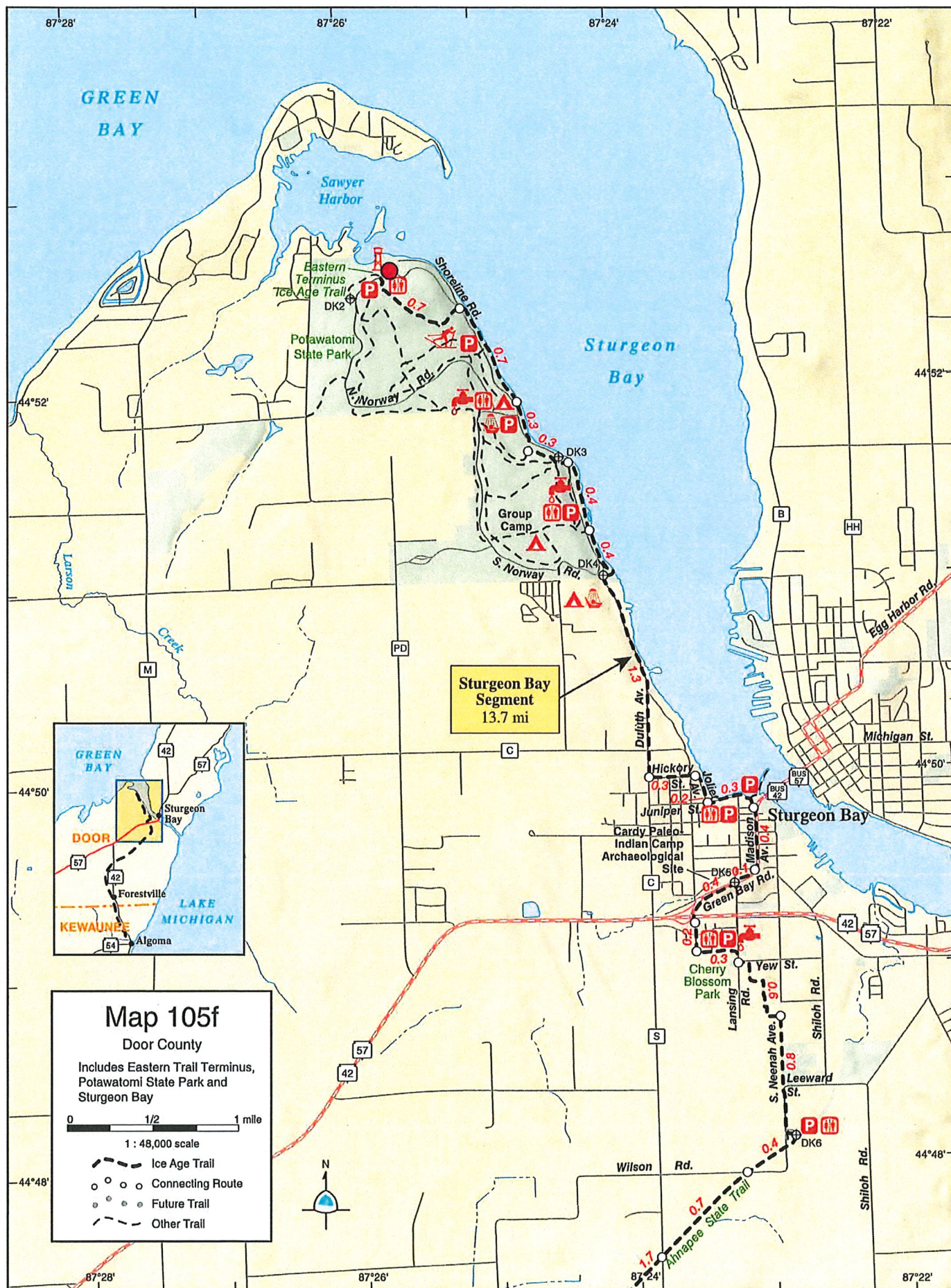
The chapter's "Hall of Kamers" hiking program recognizes hikers who have walked all 27 miles of Ice Age Trail segments in the Kettle Moraine State Forest – Northern Unit.



DESTINATION
STURGEON BAY
DOOR COUNTY







Hiking the Ice Age Trail

Property Types

The Ice Age National Scenic Trail is uniformly marked with yellow blazes. However, as a “partnership” project, the land ownership and management for the Ice Age Trail are anything but consistent. The Trail crosses a wide variety of property types, including private land and lands owned and managed by municipal, county, state and federal agencies. Generally speaking, lands open to public access are shown on the maps in this Atlas with green shading, while those not open to general public access are shown in beige.

From a hiker’s perspective, the experience of navigating the Trail doesn’t change substantially when passing over varying land types, with a few key exceptions related to private lands. Hikers should be mindful of these points to help ensure the continued good relations with private landowners that are so critical to the Ice Age Trail.

- While hiking a portion of the Trail crossing private lands, hikers must stay on the Trail. Sticking to the Trail tread is a general recommendation for the entire Trail but a **requirement** on private lands.
- Portions crossing private lands may be closed during some hunting seasons. See p. 14 for more information on hunting.

The patchwork of land management also yields different regulations for camping, hiking with pets, parking and so on. Because blanket statements for a particular aspect of hiking on a particular property type can be difficult to formulate, this Atlas attempts to identify both “rules of thumb” and instances where there are exceptions to the rule.


GPS Waypoints

Global Positioning System (GPS) waypoints listed in the Guidebook text and on the Atlas maps highlight glacial, natural or historical landmarks along the Ice Age Trail. In addition, some waypoints identify critical navigational points such as Trail junctions, stream crossings and Trail access points difficult to see or find from the road.

GPS waypoint references appear in the text in parentheses containing the county’s two-letter abbreviation followed by a number. For example: (DK1) indicates Door and Kewaunee counties Waypoint 1. Because new waypoints are added each year, waypoints may not be in numerical order.

The GPS coordinates for each waypoint are available for download to GPS devices from the Ice Age Trail Alliance’s website, iceagetrail.org. Also available for download from the IATA website is an Excel file with waypoint coordinates and descriptions.

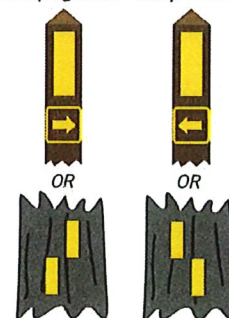
Trail Signage

 Yellow blazes are the official indicator used to mark the Trail route. They are painted or plastic 2-by-6-inch vertical rectangles placed on trees and posts along the Trail. Other shapes of yellow blazes may be found along the Trail, but these are being phased out and replaced by the standard 2-by-6-inch blaze.

- **Blue blazes** indicate a spur or access trail.
- **White blazes** indicate a loop trail—one that leaves the Ice Age NST and later returns to it.
- **Directional arrows or offset double blazes** indicate sharp Trail turns. The directional arrows are yellow on a brown 4-by 4-inch plastic sign and can be found on posts. The offset blazes are painted on trees and are arranged as shown at right.

The Trail route in some state and county parks shares existing park trails and may have no blazes. For an additional navigational aid in these cases, consult local park maps.

Directional Arrows
and Offset Double Blazes
sharp right turn sharp left turn



For offset double blazes, the top blaze indicates the turn direction.

Trail Conditions

Trail conditions change constantly. Nature and animals impact the Trail as much as humans do. Some parts of the Trail are better maintained than others. Volunteers do their best to maintain the Trail, but storm damage or vandalism can occur any time of the year. Some segments are well maintained and easy to follow, while others may become overgrown or more difficult to follow due to recent logging, storms or beaver activity.

Not all streams or creeks have bridges, especially in remote areas. Some waterways require fords or crossing on beaver dams. Use caution at all water crossings without a structure. The easiest and safest place to cross may not necessarily be where the Trail meets the waterway.

As trailway protection and volunteer trail-building progress, the Ice Age Trail evolves toward completion. The Trail route changes regularly. Some of these changes are small, such as a slight relocation to take a more sustainable route. Other changes are more dramatic, such as when a new segment is opened following the acquisition of a large property. For Trail updates and conditions, visit the Hiker Resources page at iceagetrail.org, where there is a link to a listing of reported Trail conditions. This is where hikers and volunteers alike can report conditions like a flooded path, downed trees, or other damage along the Trail.

On the website, you will also find a list of Ice Age Trail Alliance chapter coordinators. Mike Rotter, an Ice Age Trail "Thousand-Miler," provided this helpful advice on communicating with chapter coordinators about Trail conditions:

- Call the coordinator before hiking in a chapter's territory for information and advice. The coordinators can often provide the most up-to-date Trail conditions (including news about logging in the area and suggested alternate routes). They can also tell you if others are hiking at this time.
- Call the chapter coordinator after hiking with information about Trail conditions you encountered. Tell them the good things you saw and experienced along with your thoughts on where improvements could be made.

Seasonal Variation

Each moment of the year has its own beauty.

RALPH WALDO EMERSON

The Ice Age Trail can be enjoyed in all four seasons and provides a fresh perspective for the hiker with each passing month.

During spring, the land comes alive with a wide variety of wildflowers and migrating birds. Seasonal rains and winter snowmelt can result in wet areas along some sections of the Trail and can raise river water levels. Hikers should be extremely cautious when fording rivers and streams.

The warm temperatures of summer encourage hikers to reward themselves with a refreshing dip in one of the many lakes or rivers along the Ice Age Trail's route. Wildflowers continue to bloom, especially in the many finely restored prairies through which the Trail passes. May and June represent the onset of tick, mosquito and black fly seasons, though in many years these pests become less of a bother by August. Ripened blackberries, raspberries, blueberries and thimbleberries encourage the hiker to slow his or her pace and enjoy a trailside treat.

There is no better way to enjoy Wisconsin's fall colors than by trekking the Ice Age Trail. The state's many hardwood forests provide a visually stunning array of hues for the hiker to enjoy. During late fall, hunters take to the woods, and hikers should check for Trail closures or special considerations before heading out. Refer to p. 14 for more information on hunting and the Ice Age Trail.

The Ice Age Trail provides a cure for cabin fever during winter, with ample opportunities for snowshoeing and cross-country skiing along the Trail. The leafless landscape offers views of the Trail's famous glacial topography, enabling the user to better witness the legacy of the Ice Age.

Dogs on the Trail

The best practice, when hiking with dog(s) on the Ice Age Trail, is that the dog(s) be leashed (8-foot maximum length) and under control at all times. This is for the safety and comfort of all who use the Trail. A leashed dog will not unnecessarily startle other hikers or wildlife. This is also for the safety of the dog, especially in areas where hunting and trapping are allowed near the Trail corridor.

Dogs may be unleashed when they are being used

for hunting purposes in areas that are open to hunting during an established season. Check with the individual DNR property (e.g. state park, forest, wildlife area) for more information.

Safety

Personal safety is a concern when one ventures to unfamiliar places. Always use common sense and take precautions. It is best to not hike alone. Do not be lulled into a false sense of security, even with a partner or a group. Two or more can be just as vulnerable as one. The following are some suggestions:

- Leave an itinerary of your trip with family and friends.
- Stay in contact with home or friends on longer hikes. Call from towns to update them on your location.
- When parking at Trail access areas, secure your vehicle. Do not leave anything of value in plain sight.
- Carry a cell phone, but realize it may not work in remote sections of the Trail.
- Avoid camping within half a mile of road crossings.
- Do not tell strangers where you are headed or plan to camp.
- If you run into a suspicious person, consider moving on to another location.
- Always trust your instincts.

If you are a victim of crime or witness a crime, report the incident to the police or local sheriff's department and notify the IATA. Call **911** for emergencies.

Be prepared for natural dangers. Hiking anywhere for any length of time, including day hikes, can expose you to dehydration, hypothermia, heat exhaustion, contaminated water, lightning, dangerous water crossings, rabies, insect-borne diseases and poison ivy. To steer clear of these hazards, read and learn about backcountry travel and safety before you go. Knowledge, experience and common sense are your best tools. Be prepared with a map, compass, appropriate weather gear, water, light, matches, first aid kit, signal whistle and food, even for day hikes.

Special Concern: Tickborne Illnesses

Tickborne diseases typically first cause flu-like symptoms and usually can be treated with antibiotics if caught early. Untreated, they may cause serious health problems, including death in rare cases.

Lyme disease is caused by bacteria that are transmitted to humans by the bite of infected deer ticks. The deer tick, at its largest, is only about half the size of the common wood tick—about the size of a pinhead or speck of black pepper. Symptoms may include a characteristic “bull’s-eye” rash and flu-like symptoms such as fever, malaise, fatigue, headache, muscle aches and joint aches. Infrequently, Lyme disease may have long-term severe, chronic and disabling effects, but it is rarely, if ever, fatal.

Ehrlichiosis is also caused by bacteria transmitted by certain species of ticks. Symptoms generally include fever, headache, malaise and muscle aches. Other signs and symptoms may include nausea, vomiting, diarrhea, cough, joint pains, confusion and occasionally a rash, particularly in children. Ehrlichiosis can be a severe illness, especially if untreated, and as many as half of all patients require hospitalization. It can be fatal.

Ticks are typically most active in Wisconsin from May to September, but taking preventive measures year-round is wise. The following precautions can reduce the risk of acquiring these and other possible tick- and mosquito-related infections.

- Wear shoes, high socks, long pants with cuffs tucked into socks and a long-sleeved shirt with shirttails tucked in to keep ticks off your skin and on the outside of clothing.
- Light-colored clothing will make ticks easier to find.
- Insect repellents containing 0.5% permethrin (applied to clothing only, not skin, and allowed to dry) or 20–30% DEET have been shown to be effective in repelling deer ticks. If such products are used, follow the manufacturer's directions on the label. A useful search tool to help you choose the right product for you is at epa.gov/insect-repellents.
- Walk in the center of mowed trails to avoid brushing up against vegetation.
- Avoid hiking at dusk and dawn, when mosquitoes are most active.
- Conduct thorough “tick checks” on yourself and your children after spending time outdoors, inspecting all parts of your body carefully, and take a shower as soon as possible afterwards.
- Tumble dry your clothes on high heat for 10 minutes to kill any ticks that might come in on your clothes.

- Treat dogs for ticks. Dogs are very susceptible to tick bites and to some tickborne diseases. They may also bring ticks into your home. Talk to your veterinarian about the best tick prevention products for your dog and other pets.

Prompt removal of ticks can drastically reduce the chance of disease transmission. If a tick is found, remove it by grasping it as close to the skin as possible with a narrow-bladed tweezers. Pull straight out slowly and firmly until the tick lets go. After removing it, thoroughly wash the site with soap and water or rubbing alcohol. Apply an over-the-counter antibiotic cream like Neosporin or Bacitracin. Save the tick in a jar or plastic bag and make a note of the day you removed it. If you develop any flu-like symptoms, fever or rash over the next thirty days, visit your doctor for any necessary follow-up care and treatment. Tell your doctor when and where you may have come into contact with the tick.

For more information on tickborne diseases, visit:
[cdc.gov/ticks/diseases](https://www.cdc.gov/ticks/diseases)
dhs.wisconsin.gov/communicable
mcevbd.wisc.edu/ticks

Camping

Camping opportunities along the Ice Age Trail vary greatly and are not set at regular intervals. The locations of developed campgrounds, camping shelters, walk-in campsites and dispersed camping areas are identified in the *Ice Age Trail Guidebook*, Databook and Atlas maps. Most areas of the Trail allow camping in designated campgrounds only. A complete list of camping opportunities on or near the Trail or suggested connecting routes is available on the IATA website. Primitive camping is allowed in scattered areas along the northern tier of Ice Age Trail counties, where the Trail passes through national and county forest lands, from the Trail's Western Terminus east through Langlade County. Camp at least 200 feet from roads, trails, streams, rivers, lakes, ponds and wetlands, and follow Leave No Trace principles (see p. 13) to minimize vegetation loss, erosion and wildlife disturbance. The *Ice Age Trail Guidebook* and Atlas maps show primitive camping areas with a green speckled pattern.

Note the following special camping situations:

- Campsites in Wisconsin Department of Natural Resources (DNR) state park or state forest campgrounds (including those at group camps) must be reserved by calling 888-947-2757 or 800-274-7275 (TTY) or online at wisconsin.goingtocamp.com. For complete state park and state forest camping information, go to dnr.wi.gov/topic/parks/.
- All state campgrounds along or near the Trail or connecting routes have a limited number of non-reservable campsites that can be claimed only by showing up at the campground. They are generally available weekdays, but they fill up fast Friday through Sunday in summer and fall.
- Long-distance hikers should make a reasonable effort to secure campsite reservations. However, at DNR-managed campgrounds, there is a "safety net." According to the *Wisconsin DNR Recreation Area Operations Handbook (#25051): Non-motorized Camper Accommodations*, long-distance hikers in need of a campsite will not be turned away at a "full" campground. Long-distance campers are still encouraged to make camping reservations whenever possible. This policy is only for DNR-managed campgrounds; it does not apply at, for example, county-managed or U.S. Forest Service-managed campgrounds.
- The Northern and Southern Units of the Kettle Moraine State Forest (KMSF) have nine back-country camping shelters along the Ice Age Trail. Reservations are required and only one group per site per night is permitted. Reservations can be made by calling 888-947-2757 or online at wisconsin.goingtocamp.com and often need to be made weeks in advance. When searching, choose the "campsite" tab, the "backpack" radio button and the appropriate KMSF unit to help you locate the a shelter.
- A few areas of the Trail provide primitive walk-in campsites, which are listed in the Guidebook and Databook and shown on Ice Age Trail Atlas maps. Some areas may require hikers to check in at a visitor center or park office before using a campsite.
- The IATA has established Dispersed Camping Areas (DCAs) specifically for long-distance, multi-day Ice Age Trail hikers. DCAs are not "campgrounds" or even "campsites" in the traditional sense. Typically, they are not much more than a cleared area where hikers may legally camp for a night within sight of a DCA-marked post. DCAs are listed in the Guidebook and Databook and shown on Ice Age Trail Atlas maps.

Leave No Trace Ethics

You are encouraged to get out and enjoy the gifts the Ice Age has left us. To preserve and protect the natural beauty of Wisconsin, low impact camping and "leave no trace" ethics should be followed. The purpose of these guidelines is to help decrease the impact of humans on the Trail.

- Plan ahead and be prepared. Call for Trail conditions, carry maps, know the regulations of the area and plan or reserve your overnight camping.
- Remember to carry out what you carried in, including all garbage and leftover food. Repackage food to minimize waste. Leave the natural environment better than you found it. Inspect your campsite and rest areas for trash or spilled food before leaving.
- Leave only footsteps. Take only photos. Do not pick flowers or plants or remove bark from trees.
- Preserve the past. Observe and do not disturb or take historical artifacts such as arrowheads, historical or cultural structures, rock walls or sensitive natural resources. Do not build structures or furniture or dig trenches.
- Travel and camp on durable surfaces. Durable surfaces include established trails and campsites, rock, gravel, dry grasses or snow.
- Stay on the Trail at all times. Do not cut switchbacks. Walk single file in the middle of the Trail, even when it is wet or muddy.
- Be considerate of other hikers. Let nature prevail. Avoid loud voices and noises. Be courteous and yield to other users on the Trail.
- Limit groups to 20 on day hikes and 10 for overnight trips.
- Where primitive camping is permitted, camp off trail, at least 200 feet from lakes and waterways and out of sight of developed areas. Good campsites are found, not made. Altering a site is not necessary.
- Make low impact fires at existing fire rings only and use only downed wood. Drown out fires thor-

oughly before breaking camp. Never leave a fire unattended. Campfires can cause lasting impact to the backcountry. Use a portable stove for cooking instead of a campfire.

- Dispose of human waste properly. Dig a 6-inch-deep cat hole at least 200 feet from trails or water. Cover and disguise the cat hole when finished. Pack out toilet paper and feminine hygiene products.
- Avoid using soap within 200 feet of any waterway. Sand makes an excellent scrubber. Use biodegradable soap and scatter strained dirty dishwater at least 200 feet from any waterway.
- Respect wildlife. Observe wild animals from a distance. Do not follow or approach them. Do not damage their habitat. Never bait or feed wild animals. Feeding wildlife damages their health, alters natural behaviors and exposes them to predators and other dangers.
- Store food and trash securely to avoid rodents or bears. Do not eat in or around your sleeping area. Hang your food properly in bear country. This has generally been considered to be the northern region of the state; however, the black bear population is expanding. To gain an accurate understanding, go to dnr.wi.gov/topic/hunt/bearpop.html.
- Some Ice Age Trail segments intersect or use cross-country ski trails that are groomed in winter. Proper hiking etiquette asks for winter hikers and snowshoe users to walk well to the side of the groomed ski trails.
- Respect private property. The Trail relies heavily on support of private landowners. Respect their rights. Stay on the Trail at all times. The Trail often crosses private property to get to public or IATA land. Do not camp on or vandalize private land. It is a privilege to access the Trail through private landowners' property.

For more on Leave No Trace ethics, visit LNT.org or call the Leave No Trace Center for Outdoor Ethics at 800-332-4100.

Hunting

Many public and private lands along the Ice Age Trail are open to hunting during a variety of hunting seasons. Hikers should keep the following in mind during the state's major hunting seasons:

Hunting Season Dates and What to Wear

The Wisconsin Department of Natural Resources annually sets season dates for a wide range of game species. The most popular hunting seasons include deer (bow and gun), turkey, small game and waterfowl. Season dates vary from year to year and in different locations around the state. Get the most updated information on the Wisconsin Department of Natural Resources' Season Dates page (dnr.wi.gov/topic/hunt/dates.html).

The nine-day gun deer-hunting season is in late November. This is the most popular hunting season and the one during which Ice Age Trail hikers are most likely to see their hiking options limited.

For your safety, consider this time of year "Blaze Orange Season"—wear blaze orange (or other bright colors) from October through March when you are on the Trail. If you hike with a pet, you may want to make sure "Fido" is wearing blaze orange, too.

Hiking on Private Lands during Hunting Season

The private landowners who generously serve as Ice Age Trail hosts may close the portion of the Ice Age Trail that runs through their property during hunting season. This is most common during the nine-day gun deer season, but closures can be in place during other seasons as well.

"Private Land" signs are placed at any point where the Ice Age Trail enters private land, most often at a road crossing. Landowners and/or Ice Age Trail Alliance volunteers also often place "Segment Closed" signs (with dates of the closure) at Trail access points.

Respect signs that announce a closed portion of Trail and be cognizant when you pass "Private Land" signs. This will help ensure the continued good relations with private landowners that are so critical to the Ice Age Trail.

In advance of your hike, consider calling the chapter coordinator or the IATA office (800-227-0046) for details on sections of the Trail that are closed. Visit iceagetrail.org to find chapter coordinator contact information.

Hiking on Public Lands during Hunting Season

Just about all segments of the Ice Age Trail that cross public lands remain open for hiking during hunting season, including the Chequamegon-Nicolet National Forest, state and county forests and state parks.

Wisconsin Act 168 allows hunting in most state parks and State Ice Age Trail Areas (SIATAs) from Nov. 15 to Dec. 15 and from April 1 to the Tuesday nearest May 3.

In these locations, no hunting or trapping is allowed within 100 yards of the Ice Age Trail. Note that this rule does not apply to other trails in state parks.

Visit the Wisconsin DNR's Hunting and Trapping in State Parks page (dnr.wi.gov/topic/parks/hunt) for more information and for hunting and trapping maps for each state park and SIATA.

Invasive Species Impact

Each year IATA volunteers and partners exert great effort combating invasive or non-native plant species such as buckthorn, garlic mustard, honeysuckle and others along the Ice Age Trail corridor and throughout the state. Without these efforts, the non-native plants, animals and pathogens can displace native species, disrupt ecosystems and curtail recreational activities. Invasive species can spread rapidly and aggressively because they lack predators and competitors. Controlling invasive species is difficult and getting rid of them is often impossible.

Anyone who spends time in the outdoors is a potential vector of undesirable plant material. To minimize the introduction and spread of invasive species, hikers should:

- Minimize disturbance by staying on the Trail and if possible staying out of heavily infested areas entirely.
- Before and after a hike on the Trail, inspect and clean clothing, footwear and gear. Make sure that your gear, especially your footwear, is clear of plant materials. Remove and discard any plant material or soil in the garbage. Use boot brushes where available, or bring your own brush to scrape off dirt.
- Firewood can harbor many kinds of invasive pests and diseases that are harmful to Wisconsin's trees in both forest and urban settings. Follow the DNR

regulations on firewood, which prohibit bringing firewood onto any DNR properties from more than 10 miles away or from outside of Wisconsin.

- Be a proactive land steward. If a new patch of invasives is discovered, please let the IATA staff know. Do not attempt to remove it on your own, as much of the Trail is on private lands.

For more information visit dnr.wi.gov/topic/invasives.

Recommended Resources

The Ice Age Trail Alliance's website, iceagetrail.org, includes Trail navigation information as well as updates on current Trail conditions and route changes. As the Ice Age Trail route evolves continually from year to year as volunteers build new segments and upgrade existing ones, this is a great resource to consult to learn how the Trail has changed relative to the information presented in this Atlas.

The volunteers who head up the 19 Ice Age Trail Alliance chapters are passionate about helping people get out and enjoy the Trail. Contact information for chapter leaders is available on the IATA's website. Hikers are urged to get in touch with these folks (especially ahead of longer hikes and/or those in remote areas) to get a clear picture of the state of the Trail in a particular area. Chapter leaders are volunteers with busy lives outside of the Trail; therefore, hikers should be ready to wait a few days for a response to inquiries. Hikers who strike out with email are urged to try calling instead. Those who hit a dead end should call the IATA main office to see if another chapter leader in the area is available to answer questions.

The *Ice Age Trail Guidebook* contains more than a 100 detailed segment-by-segment descriptions and maps to help you connect with the Ice Age Trail. Easy-to-follow directions for Trail access and parking will help you get to where you need to go. Handy descriptions of what you will encounter, even before taking a step onto the Trail, will put first-time hikers at ease. To purchase a copy of this book visit iceagetrail.org or call the IATA at 800-227-0046.

DeLorme's *Wisconsin Atlas and Gazetteer* also offers a larger view of the surrounding area along the Ice Age Trail and access to it.

Long-distance hikers will want to check out the *Ice Age Trail Databook*. The book has highly detailed mileage breakdowns for hundreds of access points

along the entire thousand-mile Ice Age Trail route. It also includes in-depth resupply and town service info. For more info visit iceagetrail.org or call the IATA at 800-227-0046.

Plan your hike from your smartphone. Guthook Guides for iOS and Android feature GPS-enabled maps of the Ice Age Trail, hundreds of waypoints along or near the Trail, including all of our Cold-Caches, satellite imagery and more. Whether you're backpacking or in search of IATA's ColdCaches, this app will help you plan your trip and check your location on the Trail. No mobile or internet service is required to use it after the initial setup. The app, built through a collaboration between the IATA and the creators of Guthook Guides, is available via the iTunes Store and Google Play.

Those looking for highly detailed descriptions of the glacial processes that shaped the Wisconsin landscape and the Ice Age Trail landforms left behind will want to get a copy of *Geology of the Ice Age National Scenic Trail*, by David M. Mickelson et al. Copies of this book, published by UW Press, are for sale through the Ice Age Trail Alliance. Copies are also likely available through your local library or its interlibrary loan service.

Hikers are urged to contact tourism boards listed in this book for county road maps and local points of interest beyond the Ice Age Trail.

The ColdCache Award Program

New and experienced users of GPS technology may be interested in the IATA ColdCache award program. ColdCaching is a family-friendly activity that provides the opportunity to experience the thrill of a treasure hunt, learn important navigational skills and develop an appreciation for Wisconsin's fascinating Ice Age history. The concept of Ice Age Trail ColdCaching is based on the popular activities of geocaching and earthcaching. Participants seek out natural features along the Ice Age Trail, identify the landmark, record the GPS coordinates and leave only footprints on the landscape. The ColdCache program awards patches based on the number of identified ColdCaches logged in. For more information and to download the award program log, go to iceagetrail.org or email coldcache@iceagetrail.org.

Chapter and Thousand-Miler Certificates

Many Ice Age Trail Alliance volunteer chapters have programs that acknowledge hikers who have completed all Ice Age Trail miles and connecting routes in their territory. The hiking programs are listed by chapter, from west to east, followed by the name of their hiking award program. More information about these programs can be found at iceagetrail.org or by contacting the local chapter.

- Indianhead Chapter—Traprock Trekkers
- Superior Lobe Chapter—Superior Lobetrotters
- Baraboo Hills/Heritage Chapter and Lodi Valley Chapter—Glacial Drifters
- Dane County Chapter—Dane Drifters
- Rock County Chapter—Walk Across Rock County
- Walworth/Jefferson County Chapter—Kettle Trekkers

- Waukesha/Milwaukee County Chapter—Walk the Wauk
- Washington/Ozaukee County Chapter—Meander the Mid-Moraine
- Lakeshore Chapter—Hall of Kamers


The IATA recognizes anyone who reports having hiked the entire Trail and completes a recognition application as a “Thousand-Miler.” The IATA policy operates on the honor system, assuming anyone who applies for recognition has hiked all 1,000+ miles between Interstate State Park and Potawatomi State Park. To qualify, it is necessary to have hiked all current Ice Age Trail segments and connected all Trail segments by walking the connecting route of your choice. Not considered are issues of speed, length of time from start to finish, sequence, direction or whether or not one carries a pack. Visit iceagetrail.org to obtain a Thousand-Miler application.

Using This Atlas

The *Ice Age Trail Atlas* is to be enjoyed indoors or in the Great Outdoors.

The 112 maps in the Atlas are numbered 1f–105f and show all established segments and connecting routes. Each map number contains the suffix “f” to signify **Series F** map. This book includes maps for the eastern (maps 53f-E to 59f-E) and western (maps 53f-W to 60f-W) branches of the “big loop,” or bifurcation, in the south-central portion of the Trail.

All Series F maps are at 1:48,000-scale. That is, one inch on the map equals about $\frac{3}{4}$ mile on the ground.

New for this edition! Maps now show mileage between points indicated by small white circles along the Trail and connecting routes: 


In order to fit as much of the Trail on as few maps as possible, some of the maps are oriented on the page vertically and others horizontally. A north arrow is shown on each map, and when oriented properly, the text in the title box reads from left to right.

Areas shown in beige on the maps are privately owned lands. Over one hundred miles of Ice Age Trail cross private property thanks to the generosity of property owners. Use of such land is a privilege, not a right. Please respect the rights of private property owners by

staying on the Trail. **The future of the Ice Age Trail depends upon the respect we show to these lands and their owners.**

Most areas shown in green are federal, state, county or municipal lands open to public access. Some are owned by the Ice Age Trail Alliance. All public or Ice Age Trail Alliance lands are managed under rules that vary depending on the type of property. If you do not know the rules for a particular area shown in green, it is best to stay on the Trail as you hike through the area.

Latitude and longitude tick marks appear along map borders to aid users of Global Positioning Systems (GPS). The coordinates use the World Geodetic System (WGS84) datum.














 Some towns that the Ice Age Trail goes directly through and that have a partnership with the IATA are called Ice Age Trail Communities. They are indicated by the TC symbol. In the towns themselves, Ice Age Trail Community street signs are posted. Trail Communities are a vibrant aspect of the Ice Age Trail hiking experience. They range from small roadside stops to bustling metropolises. In some cases, the Trail winds right through the heart of downtown. These stops provide easy access to amenities not easily found in the woods: hot showers, restaurants, hotels and grocery stores. They are also a fine source of













enthusiastic Trail supporters. The communities (listed from west to east on the Trail) of St. Croix Falls, Lodi, Cross Plains, Verona (City and Town), Janesville, Milton, Whitewater, Delafield, Hartland, Slinger, West Bend, and Manitowoc–Two Rivers eagerly signed up for the special designation of Trail Community. It is a way for them to show their support for the Trail and to recognize Trail users as important players in their local economies. Make sure you mention that you are a user of the Trail when you shop or stay overnight to help confirm the connection between your hike along the Trail and dollars you spend in a Trail Community.

If you are trying to find a place along the Trail but don't know where it is located, the gazetteer that begins on page 124 functions as an index to some of the places on the maps. Numbers listed in brackets after the description of each place in the gazetteer correspond with the number shown on each map. The locator map on page 10 and the back cover will also help you find the hiking map you need.

Information in this Atlas will change. Efforts were made to make it as accurate, timely and useful as possible. For the most current information contact the Ice Age Trail Alliance.

Key to Map Symbols

-  **Ice Age Trail** Marked with yellow blazes. Red numbers on map indicate mileage between white dots (or between a white dot and a segment endpoint).
-  **Unofficial Connecting Route** Unmarked.
-  **Future Ice Age Trail** Approximate route.
-  **Select Other Trails**
-  **Segment Endpoint** The segment endpoint nearest the Ice Age Trail's western terminus.
-  **Segment Endpoint** The segment endpoint nearest the Ice Age Trail's eastern terminus.
-  **GPS Waypoint**
-  **Cross-Country Ski Trails**
-  **Parking Area** May not be plowed in winter.
-  **Car Camping** A traditional campground reachable by either car or foot.
-  **Backpack Campsite** A walk-in campsite (varying levels of development) established for backpackers.
-  **Backpack Shelter** A camping shelter. Those in the Kettle Moraine State Forest require reservations.
-  **Dispersed Camping Area (DCA)** A minimally developed area where long-distance hikers may legally camp. DCAs are established by the Ice Age Trail Alliance and its partners in areas where convenient camping options are limited.

-  **Primitive Camping** Areas where hikers may practice Leave No Trace primitive camping.
-  **Publicly Owned or IATA-Owned Areas** Open to public access. Those labeled SIATA are State Ice Age Trail Areas, properties owned by the Wisconsin Department of Natural Resources and managed for the Ice Age Trail.
-  **Shower** May be available only seasonally and/or for a fee.
-  **Toilet** Assume facility is unavailable/closed early fall through late spring.
-  **Drinking Water** Assume water source is unavailable early fall through late spring.
-  **Unreliable Water Source**
-  **Tower** Includes fire towers with no public access.
-  **Gate** A locked gate or berm that does not permit public motor vehicle access.
-  **Railroad Tracks**
-  **Highway** State, U.S. or Interstate.
-  **Other Road or Street**
-  **Trail Community** A town or city with a formalized agreement with the Ice Age Trail Alliance to support the Ice Age National Scenic Trail and its users.

Locator Map



ITEM 9

MAP LEGEND

This map was created by a user. [Learn how to create your own.](#)

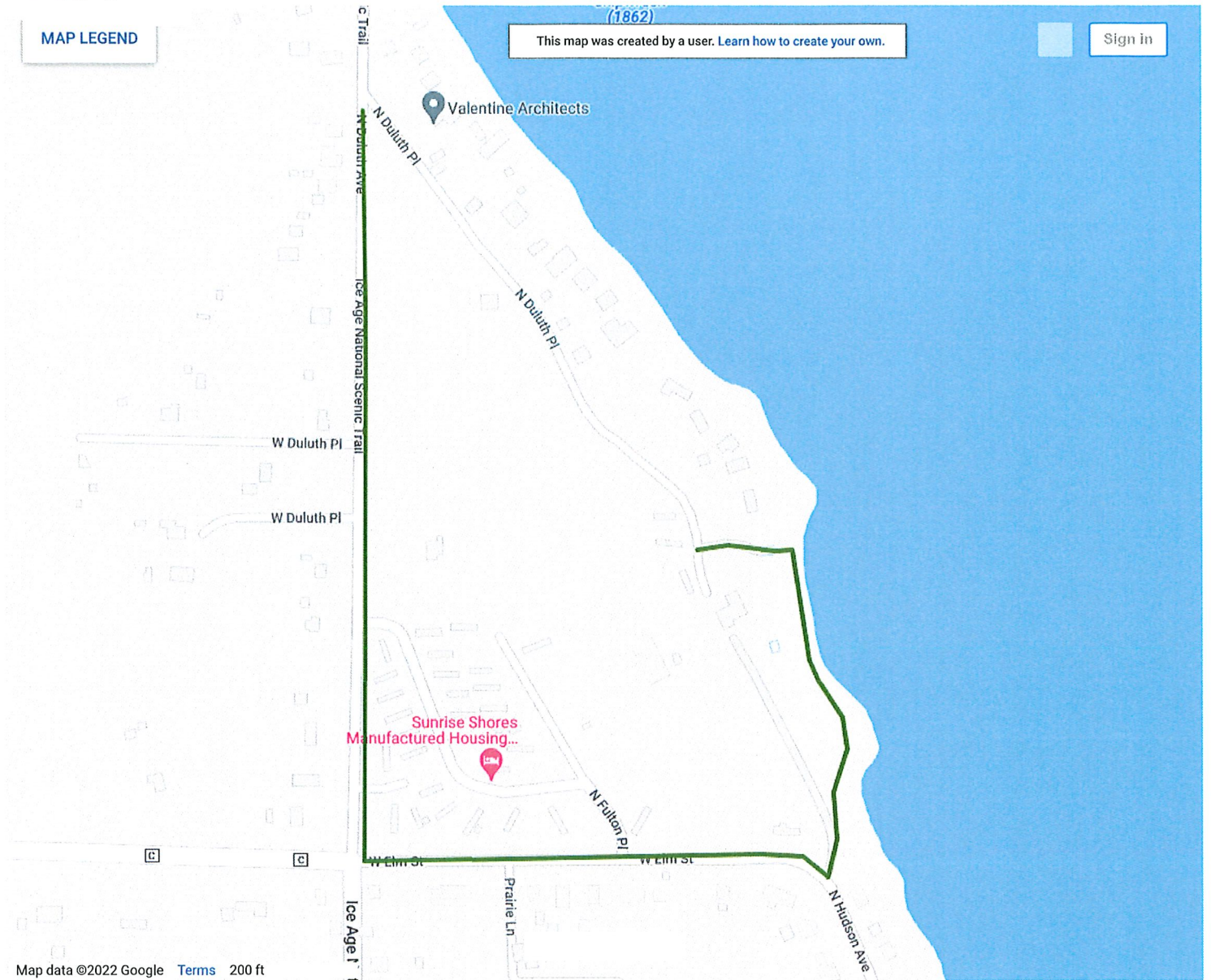
[Sign in](#)

(1862)

Valentine Architects

Sunrise Shores
Manufactured Housing...

Map data ©2022 Google [Terms](#) 200 ft



Jeanquart, Candy

From: Sullivan-Robinson, Christopher
Sent: Thursday, July 28, 2022 1:40 PM
To: Jeanquart, Candy
Subject: FW: Proposal for Bike & Pedestrian Route

FYI

From: Brian Weiss <bcweiss@gmail.com>
Sent: Wednesday, July 20, 2022 9:36 AM
To: SBDistrict7 <sbddistrict7@sturgeonbaywi.org>; Sullivan-Robinson, Christopher <csullivan-robinson@sturgeonbaywi.org>
Subject: Proposal for Bike & Pedestrian Route

Dear Kristen and Christopher,

To be considered, a plan for the extension of sidewalks down County C from S. Duluth Ave to N Hudson Ave, then a paved pathway for bike and pedestrian traffic between where N. Duluth Place dead ends and newly installed sidewalk extension along the north end of W. Elm St.

Please find the mapped route on this shared [Google Maps page](#).

Thank you,
Brian Weiss

