

3 MASTER PLAN



CIRCULATION, PARKING, WAYFINDING

STREET NETWORK

This Plan identified several alternatives for one-way conversions as shown in the previous chapter of the report.

The options included:

Option #1: 1-way from Main & Spruce to Cottage & Main

Option #2: 1-way from Main & Spruce to Cottage & Maple

Option #3: 1-way from Spruce & Maple to Cottage & Maple

Option #4: 1-way from Main & Spruce to Cottage & Main with increase in width to accommodate angled parking

This Plan recommends additional analysis be completed before making a decision regarding 1-way street conversion.

TROLLEY SYSTEM

Downtown parking issues and congestion can be improved through traffic flow modifications, angled parking, and restriping; but this is only part of the solution.

A complete solution should address off site parking, alternative modes of transportation (ie, trolley, low speed electric vehicle, etc.), and improved pedestrian connections/trails.

Trolley stops are proposed at intervals that provide comfortable walking distances for pedestrians.

Development of a trolley system would require a well thought out and financed plan. Prior to making the investment the Town should take steps to address traffic congestion through other cost effective means discussed elsewhere in this plan. In the meantime, the Town could initiate conversations with surrounding communities to gauge interest in exploring such a system.

The diagram below illustrates a high level concept for a trolley system serving downtown. It is intended to graphically illustrate the concept but the actual stops and parking areas for such a system would need to be defined through a more in depth feasibility study looking at likely ridership, origins and destinations, hours of operation, parking areas, stops, capital, operational, and maintenance costs.



Figure 36. Mackinaw Trolley



Figure 37. Hilton Head Trolley

Fish Creek Trolley Map



LEGEND

- ① Sunset Beach Park
- ② U.S. Post Office
Founder's Square
- ③ Municipal Dock
- ④ Alibi Dock Marina
- ⑤ Fish Creek Information
- ⑥ Library
Town Center
- ⑦ Gibraltar High School
- ⑧ Clark Park
- ⑨ Public Beach
- ⑩ Boat Trailer Parking
- ⑪ Champagne Rock Park
- ⑫ Fish Creek Park
- ⑬ Noble House Square
- ⑭ Proposed Overlook

Figure 38. Fish Creek Trolley Preliminary Trolley Concept. Yellow dots represent transit stops and blue shaded areas are for parking.

BIKE AND PEDESTRIAN IMPROVEMENTS

The Town of Gibraltar’s 2010 Bicycle and Pedestrian Plan identified several specific opportunities for improving conditions in downtown Fish Creek. This plan incorporates many of those concepts (see diagram opposite page). Recommendations address the addition of new network segments to create better connectivity, the need to provide additional support facilities, and other supportive policies which encourage biking and walking in downtown Fish Creek. Key plan elements include:

New network segments

- Extend sidewalk on west side of STH 42 from Bluff Lane intersection one block north
- A multi-modal path connecting Fish Creek park through the existing Boat Trailer parking lot with direct connections to Bluff Lane road and Main Street just east of the Town Center
- A sub-grade shared multi-modal connection parallel to fish creek beneath STH 42 connecting Peninsula State Park to Fish Creek Park
- These paths would support winter tourism including but not limited to fat biking, XC-skiing, and snowmobiling



Support facilities

- Trailhead at the entrance to Fish Creek Park
- A system of targeted wayfinding specific to pedestrians and bicyclists (photo)
- A shared bike or rental program to work in conjunction with one or more park and ride locations, providing easy, convenient access between landing zones where people park and their frequent destinations in and around the downtown.

Other programs and policies

- The Town of Bailey’s Harbor recently conducted a planning design workshop and one of the concepts identified was a bike trail connection to Fish Creek. The Town may want to consider formalizing discussions or engaging in a joint planning effort to explore this idea further.



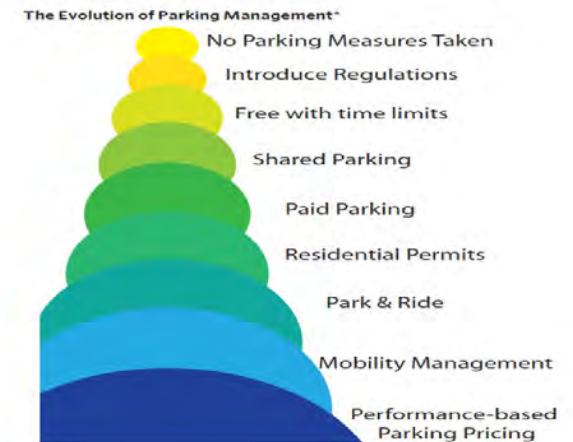
PARKING

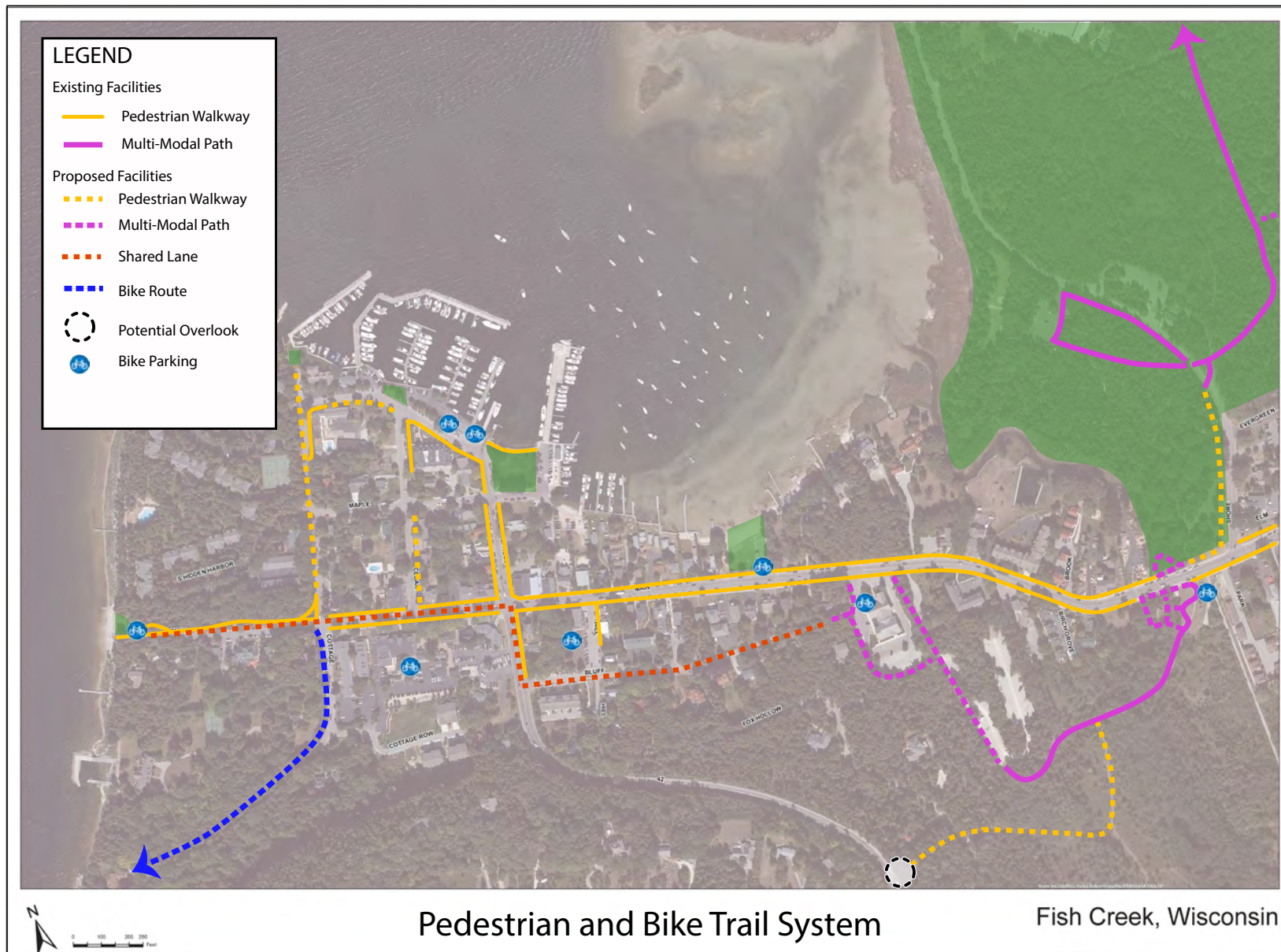
The main proposal to address parking in the Plan is to better leverage the existing Town Center boat trailer parking lot. As shown in the Analysis chapter, two concepts were developed both showing storm water management, new multi modal connections, trail head development, bike parking, energy efficient lighting, and signage.

Option 1 would increase the size of the current lot by approximately 40 spaces but retain the existing feel of the current lot by minimizing tree clearing and keeping current access configuration.

Option 2 would increase the size of the current lot by approximately 90 spaces by widening the lot area, adding a connector at the north end of the lot, and increasing lot visibility from the Town Center.

Partnership opportunities for providing additional Town Parking should also be explored. A comprehensive parking strategy would incorporate a variety of demand and supply side strategies.





WAYFINDING

The preliminary wayfinding map shown in the analysis section of this plan should be used as a starting point for developing a comprehensive wayfinding strategy for downtown Fish Creek. Key aspects of a wayfinding strategy should include:

Elevation of defining features

- The “bay” and “escarpment” are significant environmental and geologic features which help define Fish Creek. They are assets which can be leveraged to support wayfinding objectives.

Water connections and sustainability

- There are several subwatersheds which flow into the bay and the creek. Streets can be retro-fitted to protect and enhance those assets. Residents expressed strong interest in protecting environmental resources. Waterways can contribute to a healthy bay, provide habitat for wildlife and support bike and pedestrian uses as well.

Key arrival gateways and wayfinding locations

- There are several important locations and areas that can serve to orient visitors while reinforcing community identity. These are often landmarks that people readily associate with the community.

Defining “places” within Fish Creek

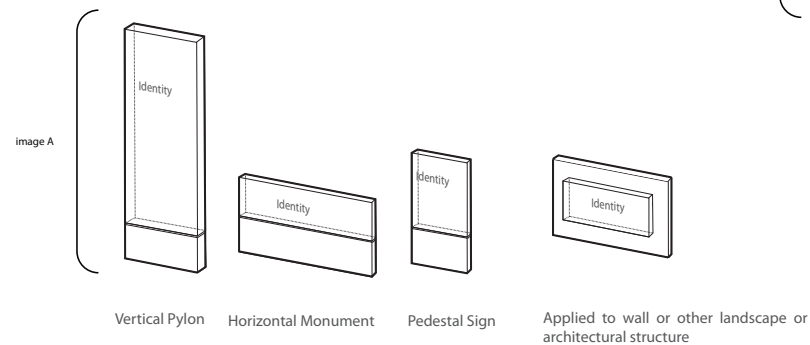
- Lighting, street furnishings, wayfinding signage, street design, and other tactics can be used together to define distinct and memorable places within the community, which in turn helps visitors more effectively navigate.

SIGNAGE TYPES

Gateway ID or Signature Signs

These are designed to provide at trail and roadway entry points to the community (primary and secondary points of arrival) The primary function of this sign type is to reinforce the name recognition and identity in a form and to a scale that is easily readable throughout the day and night. The sign may be applied to or combined with streetscape and landscape features. The design may also be a literal gateway or applied as public art.

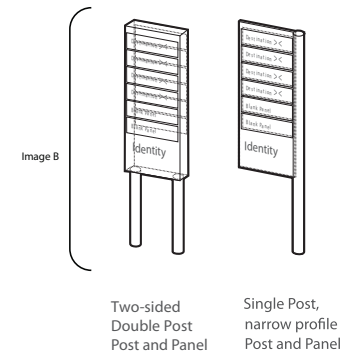
Village Gateway ID or Signature Signs



Static Vehicular Directional Signs

These signs are designed to provide vehicular directions at decision points or intersections along public roadways. These applications will range from a single message panel applied to a light pole to free-standing structures with several destination listings. Directional signs will follow a consistent style designed to reflect the character of Fish Creek.

Static Vehicular Directional Sign



Primary Pedestrian Information Kiosks

These sign types provide orientation mapping, services, locations and directional information for the general district. The configuration of these Kiosks may range from large to small and are typically located within Public Plazas and Civic Open Spaces.

Secondary Pedestrian Information Kiosks

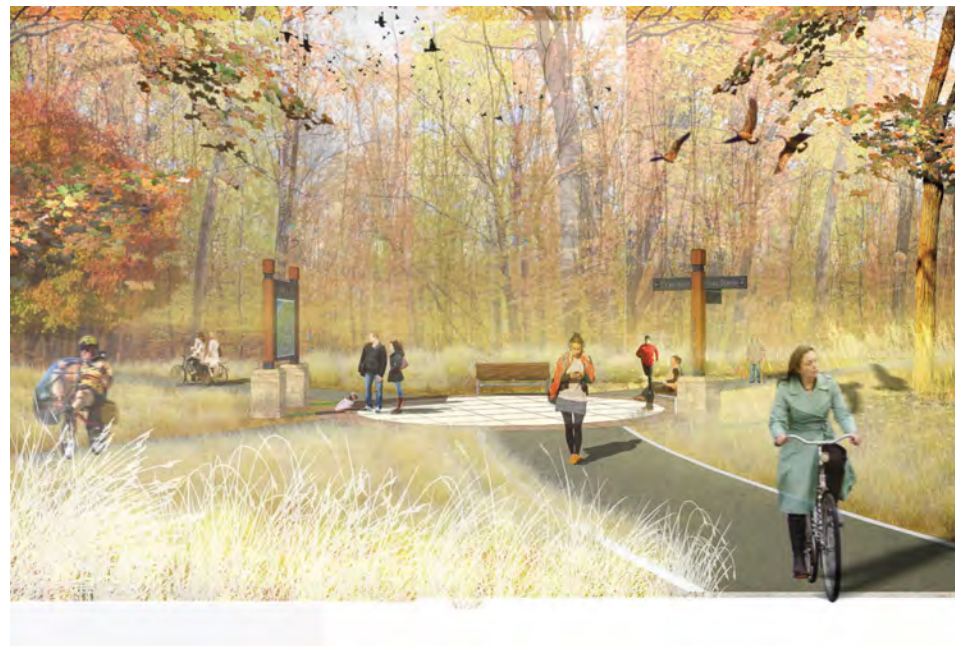
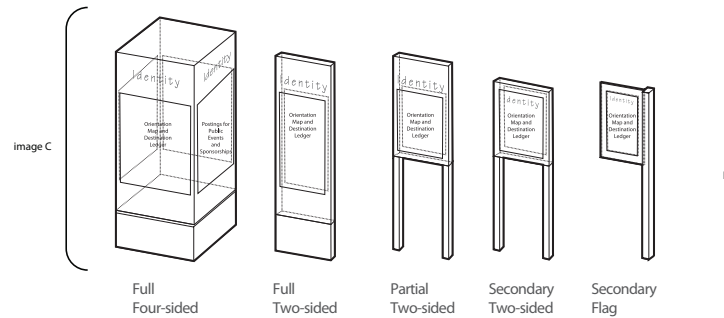
These sign types provide orientation, services, locations and directional information for the immediate area. They are typically located along street frontages at street intersections or where Courtyards/ Galleries intersect with the street.

Pedestrian Directional

These sign types provide directional information at key decision points.

Alternative or Optional Configurations

Primary and Secondary Information Kiosk



FISH CREEK

Several potential enhancements to Fish Creek were identified. These items each require additional planning but the overall concepts are presented in the master plan as a reflection of the long-term vision.

- Add meanders and pools
- Pre-treat stormwater before it reaches the creek
- Lower the floodplain to promote wetlands
- Appropriately size channel
- Add structure for habitat
- Restore fish passage
- Add educational signage

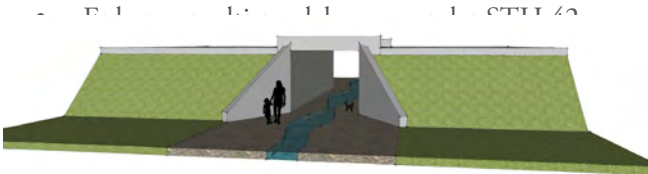
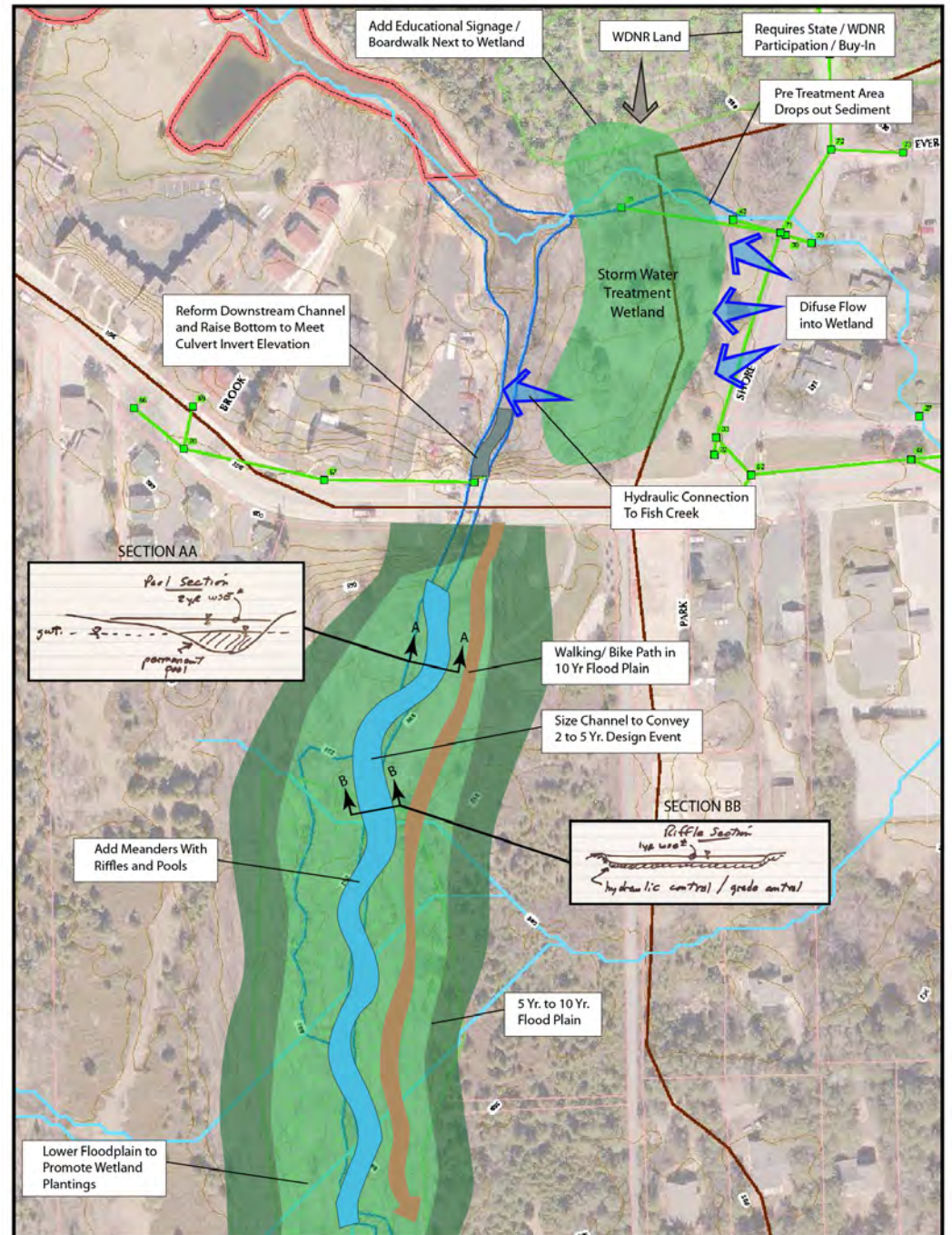


Figure 39. Catch basin inserts trap trash, sand, silt in runoff before entering pipe system



Figure 40. Paving bricks or a mix of asphalt or concrete with pores for water to soak through and reduce storm water runoff

FISH CREEK RESTORATION



STORMWATER MANAGEMENT

Techniques using green infrastructure are emerging as a viable alternative to traditional gray water infrastructure approaches for managing stormwater. Rather than attempting to manage stormwater by conveying it elsewhere, green infrastructure techniques more closely mimic how water is managed in the natural world, capturing and infiltrating as much water as possible on site through rain gardens, bioswales, native landscaping, porous pavement, constructed wetlands, and other techniques.

Several green infrastructure strategies were identified within the Fish Creek watershed in addition to improvements to the immediate vicinity of the creek:

- Sidewalks with pervious pavement
- Rain gardens around the High School
- Native vegetated areas within reconfigured Boat Trailer parking lot to store and infiltrate storm water
- Filtration devices at outflows



Figure 41. Small grass stormwater basin infiltrates runoff

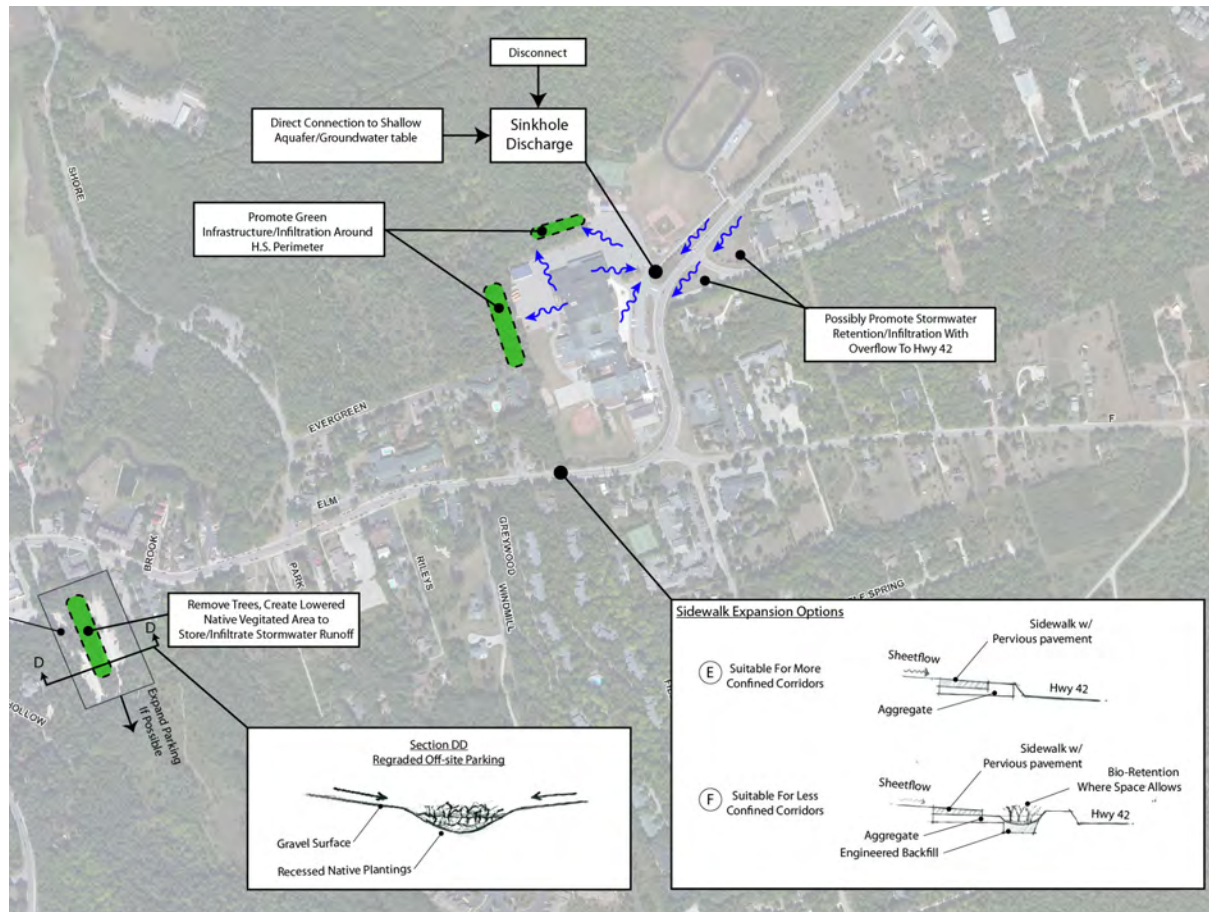


Figure 42. Diagram showing potential stormwater management opportunities between the Town Center and Gibraltar Area Schools.

TOWN BEACH

A high level concept for the Town Beach includes several potential programming elements, but will require additional planning to reach a preferred vision and develop a final site plan. Based on an evaluation of the site and significant public input, this plan identifies several potential enhancements to the existing park including:

- Enhance non-motorized boat access such as kayaks and stand up paddling.
- A viewing platform or extension into bay for non-boaters and beach visitors to engage with water.
- Relocate storm water discharge to east side of beach away from swimming area.
- Enhance pedestrian experience through stronger physical connections to and from the Town Center and Boat Trailer parking lot.
- Seasonally reduced parking in the town beach lot, provide accessible parking and a drop off area.
- Indoor restroom facilities.
- Enhanced playground equipment or related activities.
- Better storm water treatment.

ROAD PERSPECTIVE - STH 42 (Town Beach Looking East) TRAFFIC CALMING WITH PEDESTRIAN PROMENADE

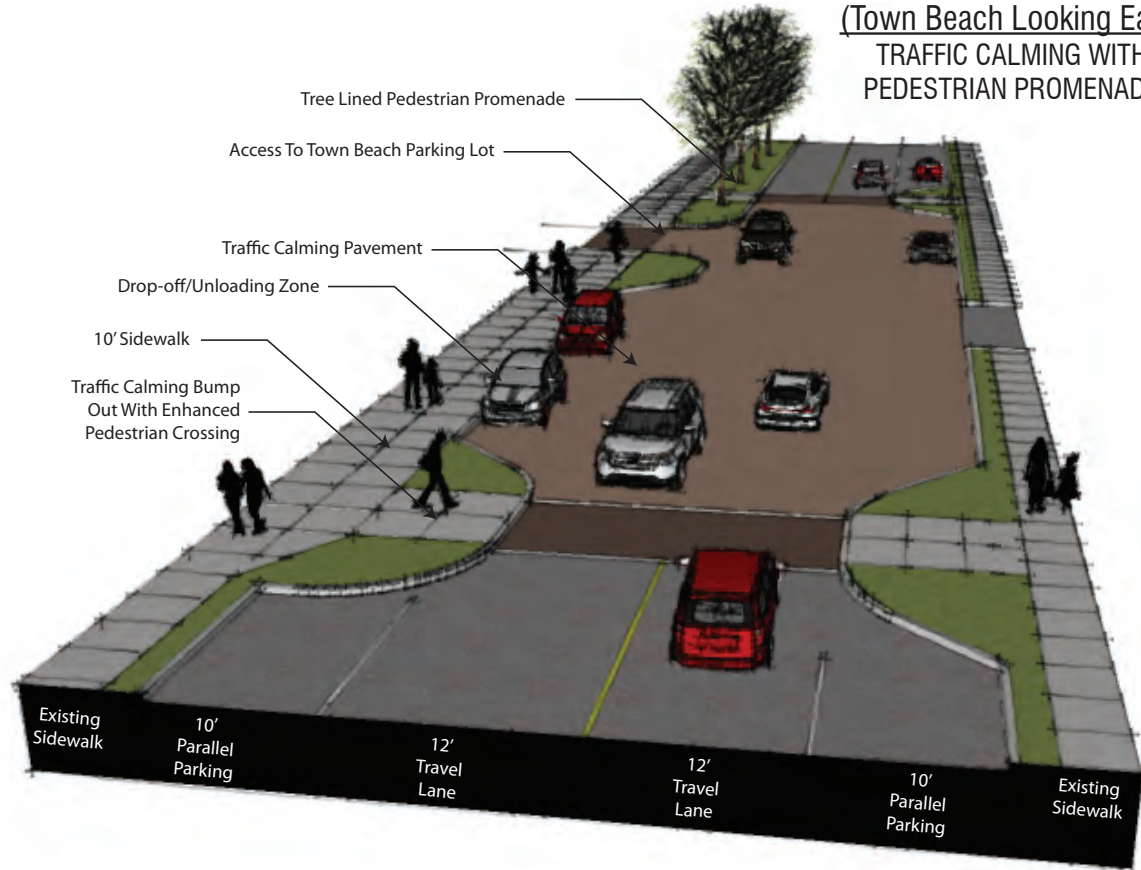


Figure 43. High level conceptual perspective looking east down STH 42. Town Beach is on the left. Enhanced pedestrian crossings are shown to illustrate the concept only. Location, number, and design of pedestrian bump outs is contingent upon WisDOT approval.



Figure 44. Visitors enjoy a quiet day at the beach (left)

Figure 45. A cold dip into the bay in early spring (bottom left)

Figure 46. Summertime swimming in the bay (bottom right)



HARBOR AREA

During the planning process several areas of agreement were reached with regard to the Harbor Area. Long-term success will likely be contingent upon strengthening and maintaining clear lines of communication between the Town and private property owners, especially those with waterfront interests. Recommendations are keyed to the diagram on the opposite page and include:

1. Evaluate height of and feasibility of removing and replacing the West Town Dock to better meet current and anticipated needs. Identify costs and evaluate possible alternatives with the WDNR.
2. Evaluate feasibility of adding an L-shaped floating dock on the east side of the launch. Identify costs, riparian rights, and evaluate possible alternatives with the WDNR.
3. Consider closing the east boat launch and add additional slips, subject to west ramp modifications.
4. Relocate the West Town Dock ticket booth to old Town Hall. Seek out public/private funding sources to help fund construction.
5. Construct upgrades to Old Town Hall bathroom facilities.
6. Maintain current use of Parking Lot East of the East Boat Ramp until a preferred alternative land use is identified.
7. Re-design east side of Town Dock to increase and better utilize existing slip space.
8. Implement related circulation & accessibility recommendations to improve functionality and safety of existing launches.
9. Conduct a technical assessment of the wave climate and expansion potentials of the existing marina basin including boardwalks, head piers, slips, bulkhead, boat launches, water depths, water quality, wave climate, navigational access, and other existing structures.
10. Consider adding boat staging areas along Spruce Street and Maple Street to alleviate congestion and improve bike, pedestrian, and vehicular safety. This could be done as a stand-alone project.

PROPERTY ACQUISITION

Survey results indicate a desire for increased public access to the waterfront. Purchasing or securing access to private lands can increase public access, however doing so can be contentious as well as expensive. A “playbook” was developed to help inform the Town’s decision-making process when considering property acquisition.

The playbook consists of the following set of principles:

1. **Embrace the waterfront.** The Town should look for opportunities to increase public access to the waterfront while respecting private business interests.
2. **Willing owner/willing seller.** The Town should focus its efforts on working with property owners that are willing to sell or grant access to their property.
3. **A long-term vision.** The Town should look at opportunities as they arise over the long term, versus trying to acquire a larger number of parcels all at once.
4. **Embrace the street.** The Town should seek to retain historic buildings in order to preserve the fabric of downtown, versus removing buildings

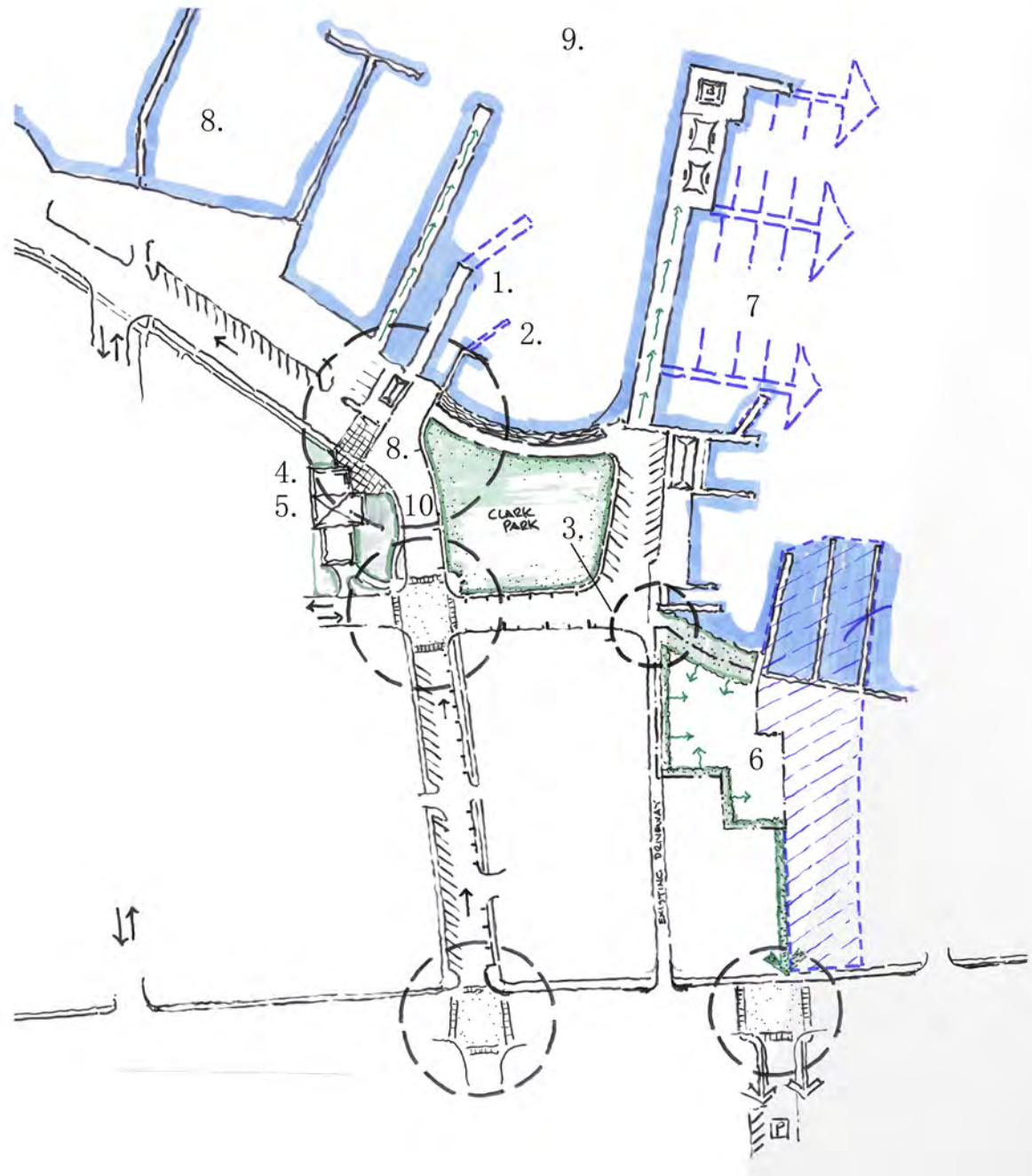


Figure 47. Plan concept sketch from October 2015 Design Workshop. Sketch is intended to document planning process and provide keyed locations for recommendations. Actual site design will require additional planning to identify preferred marina configurations and future land uses.

4 IMPLEMENTATION



FUNDING OPPORTUNITIES

A summary of major funding programs to assist with implementation is provided below.

FUND FOR LAKE MICHIGAN

Administered by the Wisconsin Department of Administration, the CDBG Program aims to assist provide funding assistance for projects that will benefit low to moderate income families. There are several population segments that are considered LMI automatically, including handicapped, seniors, etc.

The Fund for Lake Michigan's grant making is focused on projects in southeastern Wisconsin that will:

- Enhance the ecological health of near shore and coastal areas and the rivers of southeastern Wisconsin through habitat preservation and restoration.
- Improve the quality of the water flowing into Lake Michigan through pollutant reductions including toxins and nutrients such as phosphorus.

The Fund is seeking projects that improve the water quality of Lake Michigan through habitat restoration, pollutant reduction, stream restoration, or improvements to coastal areas in Wisconsin.

Deadline: Pre-Proposals accepted during in fall of 2016.

Funding Available: Up to 50% of project costs (\$500,000 maximum).

WISCONSIN COASTAL MANAGEMENT PROGRAM

The Wisconsin Coastal Management Program (WCMP) supports the management, protection and restoration of Wisconsin's coastal resources, and increases public access to the Great Lakes. WCMP Grants are available in five categories. Details are provided on the following pages.

1. Coastal Wetland Protection and Habitat Restoration
2. Nonpoint Source Pollution Control
3. Coastal Resources and Community Planning
4. Great Lakes Education
5. Public Access and Historic Preservation

Deadline: Typically November

Funding Available: Generally up to \$100,000 – 40-50% funding.

COMMUNITY DEVELOPMENT INVESTMENT GRANTS (CDIG)

Offered by the Wisconsin Economic Development Corporation (WEDC), the CDIG Program offers financial assistance with projects that will have a direct economic benefit to downtowns.

Deadline: Fall, 2016

Funding Available: Up to 25% of project costs (\$250,000 maximum).

Requirements: Must be "shovel-ready."

WDNR RECREATIONAL TRAILS (RTA) PROGRAM

Administered by the WDNR fund provides development and maintenance of recreational trails and trail-related facilities for both motorized and non-motorized recreational trail uses. Eligible sponsors may be reimbursed for up to 50 percent of eligible project costs

Deadline: May 1st, annually

Funding Available: Up to 50% of project costs.

RECREATIONAL BOATING FACILITIES GRANTS

Offered by the Wisconsin Department of Natural Resources (WDNR), this program can be used for dredging, ramps/boarding docks, harbors of refuge, support facilities, and trash skimming and weed harvesting equipment.

Deadline: Year-Round; Applications are reviewed quarterly.

Funding Available: Up to 50% of project costs.

SPORTS FISH RESTORATION (SFR)

This program, offered by the Wisconsin Department of Natural Resources (WDNR), provides funding to construct fishing piers and motorboat access projects, including boat ramps and related amenities, such as parking lots, accessible paths, lighting and restroom facilities.

Deadline: Year-Round; however, February 1 for consideration in federal fiscal year that begins each October.

Funding Available: Up to 75% of project costs; likely 40-50%.

KNOWLES – NELSON STEWARDSHIP PROGRAM

Offered by the Wisconsin Department of Natural Resources (WDNR), this program provides funding for outdoor, nature based recreation improvements. These include snowmobile, bridge, and trail grants.

*Applying for this also allows your project to be scored and ranked for the following state and federal programs:

- Acquisition and Development of Local Parks (ADLP)
- Urban Green Space grants (UGS)
- Urban Rivers grants (UR)
- Land and Water Conservation Fund (LAW-CON)

- Recreational Trails Act (RTA)

Deadline: May 1st, annually

Funding Available: Up to 50% of project costs

Requirements: Must have an up-to-date adopted Outdoor Park and Recreation Plan with the specific projects identified in the plan.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The TAP Program is offered by the Wisconsin Department of Transportation (WisDOT) and replaces three former programs. This will fund the planning, design and construction of on and off-road trail facilities and safe routes to school activities.

Deadline: Anticipated funding cycle in the calendar year 2017.

Funding Available: Up to 80% of project costs.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The purpose of the CMAQ program is to provide up to 80 percent matching grants for projects and programs that reduce motor vehicle travel and/or emissions in areas that have failed to meet air quality standards for ozone, carbon monoxide (CO), or small particulate matter. Bicycle and pedestrian projects are eligible for CMAQ if they reduce the

number of vehicle trips and vehicle miles traveled. Almost all bicycle projects eligible for Transportation Enhancement and the Surface Discretionary grant programs are likely to be eligible, but a higher burden of proof that the project will reduce air pollution is required. Non-construction activities such as maps and brochures are also eligible for funding. [\$12.5 million distributed annually to non-attainment areas].

Deadline: Anticipated funding cycle in the calendar year 2017.

Funding Available: Up to 80% of project costs.

SURFACE TRANSPORTATION FUNDS (URBAN)

These funds provide up to 80 percent matching grants and can be used on a variety of improvement projects, including bicycle and pedestrian projects. These funds have generally been used to provide bicycle and pedestrian improvements when streets or highways are constructed or reconstructed.

Deadline: Anticipated funding cycle in the calendar year 2017.

Funding Available: Up to 80% of project costs.

URBAN NONPOINT SOURCE AND STORM WATER MANAGEMENT GRANT PROGRAM (UNPS & SW)

Offered by the Wisconsin Department of Natural

Resources (WDNR), the UNPS and SW Program will provide funding assistance for the construction of urban best management practices (BMPs) including detention and infiltration measures, storm sewer improvements, streambank and shoreline stabilization and land acquisition.

Deadline: April 15, 2017.

Funding Available: Up to 50% of project costs (\$200,000 maximum).

SNOWMOBILE TRAIL AIDS

These funds are available to counties and tribes and can fund bridge and trail rehabilitation.

Deadline: April 15 - Maintenance and development projects; August 1 - Supplemental maintenance

Funding Available: Variable.

SUMMARY OF RECOMMENDATIONS

The master plan recommendations are organized into two categories. The first category, Circulation and Parking includes community-wide recommendations that address a mix of pedestrian, bicycle, transit, and vehicular improvements. The second category of recommendations are organized by location and address the following areas:

1. Creek
2. Town Beach
3. Harbor Area

The following recommendations are not in any particular numerical order. Short term recommendations are those anticipated within 0 to 2 years (S). Medium term recommendations apply to a 2 to 5 year time period (M). Long term recommendations are anticipated to occur beyond 5 years (L).

It should be noted that circumstances will change during plan implementation and these time periods are intended to serve as an estimate only. The Town should remain nimble enough to take advantage of opportunities as they arise while making sure its decision making process reflects the overall vision and guiding principles identified in this Plan.

PARKING AND CIRCULATION

1. Consider 'compact car only' restrictions at select areas throughout downtown to add additional stalls.
2. Consider adding on-street sharrow markings throughout downtown. Estimated cost \$182/block based on four (4) sharrow markings per block.
3. Re-stripe existing designated parking areas to increase parking count by three (3) on STH 42 and three (3) on Town streets. (S)
4. Refine planning level cost estimates based on preferred option for sidewalk and multi-modal trail and parking options for Cottage Row from Main St. to Sunset Beach Park and Main St. to Ula St. including design, construction, and construction oversight costs. Conduct cost/benefit analysis to determine preferred option for improvements either connected with potential roadway improvements or as a stand-alone option. (S)
5. Refine planning level cost estimate for Bluff Street Trail connection to and around Town Parking Lot and Boat Trailer Parking Area (\$104,000), as well as proposed pedestrian trail to bluff site overlook based on preferred alternative. (S)
6. Consider slightly widening (3 to 5 feet) Bluff Street to provide 90 degree parking on both sides between Spruce Street and Hill Street. This could add approximately fifteen (15) stalls. Estimated cost \$15,500. (S)
7. Conduct a traffic flow and intersection capacity

analysis to further analyze conversion of Spruce Street (north of Main Street) and Cottage Row (south of Spruce Street) to one-way in order to improve traffic flow and intersection safety. Estimated cost \$5,000-\$10,000. (S)

- Option #1: 1-way from Main & Spruce to Cottage & Main
- Option #2: 1-way from Main & Spruce to Cottage & Maple
- Option #3: 1-way from Spruce & Maple to Cottage & Maple
- Option #4: 1-way from Main & Spruce to Cottage & Main with increase in width to accommodate angled parking and additional sidewalks.

Option #1 - Consider creating one way loop from Main Street along Spruce Street and Cottage Row with traffic flowing counter clockwise to the intersection of Main Street and Cottage Row. Re-stripe parallel parking along Cottage Road and add parallel parking along south side of Spruce Street by the Alibi. This option would add approximately thirty-one (31) parking stalls. Convert portion of existing stalls near west launch to a staging and maneuvering area for boats. (M)

Option #2 - Consider creating one way loop from Main Street along Spruce Street and Cottage Row with traffic flowing counter clockwise to the intersection of Cottage Row and Maple Street. Re-stripe parallel parking along Cottage Road and add parallel parking along south side of Spruce Street by the

Alibi. This option would add approximately twenty-five (25) parking stalls. Convert portion of existing stalls near west launch to a staging and maneuvering area for boats. (M)

Option #3 - Consider creating one way loop from intersection of Spruce Street and Maple Street with traffic flowing counter clockwise to the intersection of Cottage Row and Maple Street. Re-stripe parallel parking along Cottage Road and add parallel parking along south side of Spruce Street by the Alibi. This option would add approximately twenty-five (25) parking stalls. Convert portion of existing stalls near west launch to a staging and maneuvering area for boats. (M)

Option #4 - Consider creating one way loop from Main Street along Spruce Street and Cottage Row with traffic flowing counter clockwise to the intersection of Main Street and Cottage Row. Re-stripe parallel parking along Cottage Road and add parallel parking along south side of Spruce Street by the Alibi. This option would add approximately sixty-three (63) parking stalls. Convert portion of existing stalls near west launch to a staging and maneuvering area for boats. Increase in width to accommodate angled parking on west side of Cottage Road. Review and improve existing drainage including wash-out at Cottage Row at Main. (M)

8. Conduct a parking demand study to determine existing and future parking needs and identify recommendations to address area wide and localized parking supply issues. (S)

9. Based on need, develop a plan for Boat Trailer Parking Lot expansion or modification, include storm water management, new multi modal connections, trail head, bike parking, energy efficient lighting, and signage. Work with Harbor Commission to estimate current and future demand for boat trailer and vehicle parking spaces. (S)
10. Evaluate partnership opportunities and land acquisition options for providing additional Town Parking Lot areas to encourage off-site parking outside of the core downtown including long term boat trailer. (S, M)
11. Conduct a survey of Right of Way for core area roadways in order to establish public ownership. (S)
12. Install bicycle parking racks at arrival points and key destinations throughout downtown. Use galvanized bike rack for ease of maintenance and storage. (S)
13. Install sharrow markings on side streets downtown and encourage WisDOT to install sharrow markings along STH 42 through downtown in conjunction with upcoming resurfacing project. (M)
14. Evaluate the location of existing crosswalks (across STH 42) and make adjustments as needed in conjunction with upcoming STH 42 re-surfacing project. (S,M)
15. Utilize additional signage to clearly identify public and private access at the end of Cottage Road adjacent Alibi marina with an additional signage. (S)
16. Conduct a transit feasibility study to explore

- potential for a seasonal trolley system/public transit to serve downtown Fish Creek. (M, L)
17. Develop and implement a short term wayfinding program to direct boaters to dedicated parking areas. (S)
 18. Design and implement a long term comprehensive vehicular and pedestrian wayfinding strategy which embraces Fish Creek's unique character and history to welcome visitors into the community and clearly guides them to their destinations including preferred and long-term parking areas, shopping areas, boat ramp, long term parking, Visitor Center, State Park, Sunset Park, and Town Beach. Incorporate art-themed wayfinding and parking lot signage where appropriate. Finalize wayfinding strategy in short-term and then position for grant funding and develop partnerships to fund construction in medium term (S, M). See Wayfinding Map for preliminary recommendations. Partner with Fish Creek Civic Association and Gibraltar Historical Association to develop plan.
 19. Advocate for multi modal connection beneath STH 42 in conjunction with Fish Creek Watershed Management Plan, upcoming STH 42 re-surfacing project, WDNR Door County Master Planning. (S)
 20. Develop a shared Bike program at key locations throughout downtown. This recommendation is also contained in the Town's Bike and Pedestrian Plan. (M)
 21. Enhance intersection of Spruce and Maple streets to improve pedestrian safety. Consider additional pedestrian crossings including improved pavement markings and boat staging/

Clark Park access delineation. (S)

HARBOR AREA

1. SEH recommends the Harbor Commission not pursue physical expansion until following issues are resolved: parking, congestion, safety, and cost/benefit analysis of proposed improvements. Utilize guiding principles from this study to inform decision-making process.
2. Evaluate feasibility of removing and replacing West Town Dock to better meet current and anticipated needs. Identify costs and evaluate possible alternatives with the WDNR. (S,M)
3. Evaluate feasibility of adding an L-shaped floating dock on the east side of the launch. Identify costs, riparian rights, and evaluate possible alternatives with the WDNR. (S,M)
4. Consider closing the east boat launch and adding additional slips, subject to west ramp modifications. (S)
5. Relocate West Town Dock ticket booth to old Town Hall (M). Seek out public/private funding sources to help fund construction
6. Construct upgrades to Old Town Hall bathroom facilities. (S, M)
7. Maintain current use of Parking Lot East of the East Boat Ramp until a preferred alternative land use is identified. (S, M)
8. Clean up waterfront appearance. (S)
9. Re-design east side of Town Dock to increase and better utilize slip space. (S, M)

10. Acquire neighboring opportunity properties as opportunities present themselves. (S, M, L)
11. Implement related circulation & accessibility recommendations to improve functionality and safety of existing launches.
12. Conduct a technical assessment of the wave climate and expansion potentials of the existing marina basin including the following (S): Boardwalks, head piers, slips, bulkhead, boat launches, water depths, water quality, wave climate, navigational access, and other existing structures. Evaluate height of West Town Dock; potential for L-shaped floating pier.
13. Continue to assess the type and availability of land based facilities which could be used to support future expansion of the marina, contingent upon quantified market demand and Town's preferred long term vision for the waterfront. (S, M)
14. Consider adding boat staging areas along Spruce Street and Maple Street to alleviate congestion and improve bike, pedestrian, and vehicular safety. This could be done as a stand-alone project. (S)
15. Finalize future vision and develop a site plan for the Parking Lot East of the East Boat Ramp (S, M). Preserve a buffer to allow public access along the water's edge on this property.

16. Finalize and adopt a set of policies to guide the Town's role in future Fish Creek waterfront development based upon the following principles:
 - Willing owner, willing seller
 - A long-term vision to provide access while maintaining community charm
 - Embrace the street
 - Embrace the waterfront
17. Identify opportunities to add park facilities near waterfront to encourage outdoor dining (S)
18. Evaluate bulkhead line

TOWN BEACH

1. Conduct site planning and final design to refine preferred Town Beach design including cost estimates and feasibility for proposed improvements including items including year-round bathroom facilities and reconfigured parking lane to include temporary/seasonal bump outs for pedestrian crossing and drop off area on STH 42. Consider incorporating public art or vegetation into design. Plan A - Remove storm water discharge. Plan B - Relocation of storm water discharge from the west side of beach to the east in order to place the discharge away from the swimming area. Possible daylighting of the storm water for aesthetics and improved water quality, seasonally reducing parking in the town beach lot, reserving space for accessible parking and a drop off area.
2. Apply for construction funding from the Fund for L. Michigan in Fall 2018 to construct proposed recreational and ecological enhancements to Fish Creek Town Beach in spring 2019. Tie to Highway 42 project. (M) Seek out other sources of matching funds including private donations.
3. Complete a Comprehensive Outdoor Recreation Plan (CORP) which will make the Town eligible to apply for WDNR Stewardship grants. (S)
4. In anticipation of STH 42 re-surfacing project conduct preliminary engineering to create a more comfortable and inviting pedestrian experience linking the Town Beach with the Town Center Parking and Boat Trailer Parking Lot including: increased sidewalk width and green buffer, enhanced wayfinding signage, enhanced STH 42 pedestrian crossings at the Town Beach and from the Town Center north across STH 42. Address storm water runoff issue at Town Center. (S)
5. Use wayfinding signage to direct Beach visitors to Town Center parking facilities to reduce the parking demand and enhance multi modal experience along STH 42 by reducing turning movements into and out of the Town Beach parking lot. Consider sidewalk connection by the kiosk to parking lot adjacent Town Center. Maintain adequate buffers. (M)

FISH CREEK

1. Develop a Fish Creek Watershed Management Plan including a concept design for the Town Beach (S)
2. Apply for planning/design funding from Fund for Lake Michigan to plan proposed recreational and ecological enhancements to Fish Creek bulleted below. (S)
3. Plan and design channel restoration to provide improved water quality and increased habitat for fish and wildlife.
4. Plan and design Storm Water Management area to intercept and treat runoff from the east (High School area) before discharging into Fish Creek. Improve multi-modal access along fish creek and improved connection between Peninsula State Park and the Downtown. Install a trail head and environmental restoration interpretation exhibits.
5. Apply for construction funding from the Fund for L. Michigan to build proposed recreational and ecological enhancements to Fish Creek Town Beach. Seek out other funding sources. (S-M)
6. Explore partnerships with the School District, WDNR, local businesses, the YMCA, the Fish Creek Watershed Study group, and County Conservation Dept. to pro-actively and comprehensively address storm water management issues impacting creek with a focus on the STH 42 corridor. (S, M)
7. Construct multi-modal underpass linking Peninsula State Park to Fish Creek Park (L)

APPENDIX

SUMMARY OF PUBLIC PARTICIPATION RESULTS

