

Important Update: Meeting Packets

For the safety of both residents and the Town's cyber systems, **full meeting packets will no longer be posted online.**

What's available online: A summary of meeting topics and recommendations.

Physical packets: Complete meeting packets are available for review at the Town Clerk's office. Copies can be made at **25¢ per page.**

This change helps protect sensitive information while keeping residents informed and engaged.

This meeting can be attended remotely.
To join via phone: Call 1-312-626-6799
To join via Zoom meeting: www.zoom.us.

Meeting ID: 837 3024 9910
Passcode: 564448

TOWN OF GIBRALTAR
REGULAR MONTHLY MEETING
WEDNESDAY, OCTOBER 7, 2026
GIBRALTAR TOWN CENTER
4097 HIGHWAY 42, FISH CREEK WI 54212
6:00 P.M.

AGENDA*

1. Call to Order

2. Pledge of Allegiance

3. Roll call/quorum

4. Approve the agenda

5. Approve minutes of previous meeting(s)

6. Correspondence

7. Committee reports (Reports are for informational purposes only)

8. Public Comment

9. Door County Trails presentation--Door County Strategic Trails Plan and discussion regarding request D for Resolution of Support

10. Presentation by Door County Economic Development Corporation regarding current initiatives, housing study, and broadband progress

11. Consideration of 2027 cleaning contract

12. Consideration of Plan Commission recommendation to appoint Natalie Dorrlor-Hyde as Volunteer Leader/Coordinator of the Fish Creek Watershed Monitoring Program

13. Update from Cedar Corp on Spruce Street area /storm water/infrastructure design

14. Consideration of pursuing amendment to Blossomberg Cemetery easement

15. Consideration of request to County to review speed limit on CTH F from CTH A to campground and other safety alternatives

16. Consideration of revised Hangar F-1 lease changing lessee to Amplatz Left Properties, LLC

17. Consideration of Quarles & Brady LLP Scope of Engagement for bond counsel services

18. Consideration of Resolution 2026-10 Authorizing the Issuance and Sale of a \$2,900,000 General Obligation Promissory Note

19. Consideration of Plan Commission recommendation -Variance Application #Z-26-0987; PIN 014-02-29312714 (9392 Cottage Row Rd)-David J Sterner Trust request for a variance

20. Consideration of acceptance of Fire Department FFP grant

21. Consideration of acceptance of Fire Department AFG grant

22. Consideration of Change Order #1 – Peters Concrete Company – West Downtown Reconstruction Phase I

23. Consideration to use Fire Department dedicated/restricted funds for purchase of fire apparatus

24. Discussions regarding Town Purchasing Policy

25. Consideration of payment of Death’s Door Design & Development invoice for tree clearing on Chambers Island

26. Payment of accounts

27. Adjourn

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- /s/ Steve Sohns, Chair
- *DEVIATION IN ORDER MAY OCCUR**
- | | | |
|-------------------------------|----------|--------------------------|
| Posted: October 2, 2026 | <u>X</u> | Fish Creek Post Office |
| | <u>X</u> | Fish Creek BP |
| | <u>X</u> | Town Center Display Case |
| | <u>X</u> | Town Website |
| <div>Laura Reetz, Clerk</div> | | |
- In compliance with the Americans with Disabilities Act, any person needing assistance to participate in this meeting, should contact the Office of the Town Clerk at (920) 868-1714. Notification 24 hours prior to a meeting will enable the Town to make reasonable arrangements to ensure accessibility to that meeting.*
- It is possible that members of and possibly a quorum of members of other governmental bodies of the municipality may be in attendance at the above-stated meeting; no action will be taken by any governmental body at the above-stated meeting other than the governmental body specifically referred to above in this notice.*
- *Any item may have action taken unless otherwise specified*

Approved:

**TOWN OF GIBRALTAR
REGULAR MONTHLY MEETING
WEDNESDAY, SEPTEMBER 2, 2026
GIBRALTAR TOWN CENTER
4097 HIGHWAY 42, FISH CREEK, WI 54212
6:00 p.m.**

Call to order: Chair Sohns called the regular meeting to order at 6:00 p.m.

Pledge of Allegiance:

Roll call/quorum: Board members present: Chair Sohns, Supervisor Birmingham, Supervisor Selenica, and Supervisor Merkel. Board member(s) absent: Supervisor Hancock.

Adopt agenda: *Motion (Selenica/Merkel) to approve agenda as presented. Carried.*

Approve minutes of previous meeting(s): Reetz advised of a clerical error in hangar site designations for John Wilson and Laura Seidensticker. Leases incorrectly identified Seidensticker as lessee for Hangar Site F-2 and Wilson as lessee for Hangar Site F-3. John Wilson is leasing Hangar site F-2 and Laura Seidensticker is leasing Hangar site F-3. Recommendation to amend July 1 minutes so historical record accurately reflects correct hangar sites and corrected leases could be brought back to the Board for approval in October. *Motion (Selenica/Birmingham) to amend and reapprove the July 1, 2026 meeting minutes with the corrected hangar site designations as presented. Carried. Motion (Merkel/Sohns) to approve minutes from August 5, 2026 Regular Meeting as amended to note that Gary Bogenschutz is the president of Door Central Sno-Goers on page 3 at line 130. Carried. Motion (Selenica/Merkel) to approve minutes from August 17, 2026 Special Meeting as presented. Carried.*

Correspondence: Chair Sohns acknowledged correspondence received, noting it was included in the meeting packet and also provided to the Board by email.

Reports:

Parks and Lands: Buske reported Committee met at Harbor Walk Park and reviewed waterfront plan, including dry hydrant, additional green space, waterfront walkways, parking lot, replacement of brick sidewalks and area in front of Old Town Hall. Committee gathered recommendations for Board, approved additional restoration work on lighthouse tower cap and finalized proposed 2027 budget recommendation to Board.

Fire Department/EMR: Chief Bertges provided written report. 39 calls in August, same as in 2025. **Significant events:** 3 mutual aid fire calls to Landmark; missing kayakers on Washington Island and 2 other mutual aid assists; straw bale fire on Juddville Road; 3-vehicle accident on County A; Car v. horse accident on County A; 2 missing person calls (calls were cancelled).

Projects: Chambers Island CERT completed weekend training. Working on trucks to get to Island toward end of month. Getting old 509 ready for shipping to Missouri. **Events:** Homecoming parade and associated Main Street closure in October. Open House October 31 at 10:00 a.m.

Police Department: Chief Roesch reported drone was deployed for several calls, including recovery efforts for missing kayakers and aerial photography of a chemical spill. A donation was used to purchase a monitor and hard case for the drone. Roesch also reported a number of traffic crashes and reminded motorists to be patient, avoid passing turning vehicles and slow down.

VFC: Lancaster reported last Fish Fri concert was on Friday and thanked Town for its assistance throughout the season. Visitor Center will remain open daily through October and transition to Friday and Saturday hours beginning November 1. Fall social is scheduled for November 2 at Helioterra Wine

Noble House: Buske reported on the summer concert series, including well-attended Ukulele Society concert and more than 200 attendees for Cherry Tones. Noble House will remain fully

49 staffed through fall. Heritage Cultural Center has applied for two additional foundation grants and
50 continues collecting pledges toward its fundraising goal.

51 **Airport:** Drajesk reported on Airport Master Plan review process, noting comments were received
52 from public and Village of Ephraim safter the open house and plan was unanimously approved by
53 airport representatives from both municipalities. Airport will prepare its annual report for
54 submission by November 1, incorporating Master Plan traffic projections and five-year outlook.
55 Hangar construction in expansion area is proceeding, zoning permit for Hangar C-7 has been
56 granted, and engineering is beginning for next expansion area with capacity for eight additional
57 hangars. Village has not yet responded to updated airport ordinance and operating and maintenance
58 agreement previously submitted for review. Board discussed need for Town and Village to meet
59 regarding outstanding agreement and ordinance.

60 **Watershed:** Thyssen reported Plan Commission reviewed watershed budget and included
61 purchase of thermistor and nets for fifth-grade macroinvertebrate studies in its proposed budget.
62 A report on water testing is expected next month

63 **Plan Commission:** Thyssen reported Commission reviewed Architectural Design Standards
64 application and hearing process and recommended establishing a \$100 application fee for a
65 Certificate of Compliance. Commission completed its proposed 2027 budget. Selenica presented
66 his proposed public transportation pilot program. Proposal was well received by Commission.
67 Chair Sohns requested PowerPoint presentation and audio of meeting be shared with him.

68 **Harbor Commission:** Harris reported Commission reviewed its proposed 2027 budget and
69 approved painting dock house this fall. Estimates are being obtained to remove and inspect floating
70 piers near the bathhouse to determine what repairs may be needed. Harris is arranging a fall barge
71 to transport Town and Fire Department equipment. After Labor Day fall hours will apply at dock
72 house.

73 **Door County Tourism Zone/Room Tax:** Thyssen advised room tax collections are holding
74 steady compared to the previous year, with some communities trending slightly ahead. Cain-Bieri
75 advised amended bylaws are on the agenda.

76 **Building Committee:** Stubenvoll reported Committee met last month and reviewed maintenance
77 accomplishments in 2026 and as well as Town Center and beach property. Town staff has done a
78 great job 2026 repairs with few new additions to the list. Building and facility walkthroughs have
79 been scheduled.

80 **Broadband:** Steigenberger will report under agenda item 12.

81 **County Board Representative:** Hancock not present. Cain-Bieri advised County is working on
82 the budget and will move forward with borrowing for tower project.

83 **Clerk:** Reetz reported Town was awarded \$2,000 election security subgrant. Attended WMCA
84 annual conference at which Governor presented Colleen with her Certified Municipal Clerk
85 Certificate.

86 **Treasurer:** Cain-Bieri reported budget process is ahead of schedule, with Airport being remaining
87 group to meet with. Numerous calls have been received following mailing of assessment
88 revaluation notices and property owners with questions are encouraged to contact assessor prior to
89 Board of Review. She reminded property owners not to contact Board members regarding
90 assessments because Board members also serve on Board of Review.

91 **Administrator:** Thyssen reported maintenance is transitioning from summer mowing and garbage
92 collection schedules to fall leaf collection and preparation of equipment for winter. Work continues
93 with Cedar Corp on Spruce and Maple Street plans. Project will follow same public engagement
94 process used for Cedar and Main Streets, with preliminary plans presented for public review and

feedback before returning to Board. Attended the quarterly Green Tier meeting as part of maintaining Town certification.

Chair: Chair Sohns reported he attended a TAC meeting in Stevens Point to review more than 200 requests from town officials related to legislative matters and presented a recap of the previous year's items to the Council the following day. TAC subsequently met by Zoom to review the remaining items and narrow the requests for the upcoming legislative session. Sohns reported the Finance Committee met and the budget process is nearing completion and recognized Cain-Bieri for her work. Town received a \$4.7 million CMAQ grant toward trail installation along Highway 42; Sohns noted Town was one of 13 recipients. He recognized Cain-Bieri's upcoming five-year anniversary with the Town and Huberty's Certified Municipal Clerk designation.

Public Comment: Lori Allen, Executive Director of Door County Habitat for Humanity, spoke regarding Habitat's partnership with Door County Housing Partnership and need for land to continue building homes for low- to moderate-income families. Allen requested a future agenda item to discuss opportunities to work with Town regarding land acquisition. Mark Lee, Principal with Third Coast Community Development, introduced himself and discussed his work with Habitat, Door County Housing Partnership and other housing organizations. Lee offered to serve as a resource to Town regarding evaluation of potential sites and housing-related research.

Consideration of National MS Society application for Temporary Class "B" Beer License: Brooke from MS Society shared information about event including funds raised in previous year and advised beer and seltzer will be donated by One Barrel. Staff recommend approval upon receipt of some outstanding paperwork. *Motion (Birmingham/Selenica) to approve Temporary Class "B" Beer License for MS Walk on September 25, 2026. Carried.*

Update from Cedar Corp. on Spruce Street area /storm water/infrastructure design: Thyssen and Mike Kaster of Cedar Corp. reviewed current draft with Thyssen noting current concept is result of approximately 26 public meetings held over previous three years. Thyssen reviewed recommendations from Parks and Lands Committee following its onsite review. Board discussion included support for a sidewalk along south side of Maple Street, with north side graded to allow installation of a sidewalk in the future. Cedar will review street alignment to avoid centerline issues identified by Merkel and proposed widening of Spruce Street within existing right-of-way to address bottleneck. WPS will be consulted regarding placement of utility boxes. Reduction of walkway in Clark Park from ten feet to eight feet to maintain additional green space was reviewed. East launch was shown reduced to approximately 20 feet to retain secondary access for smaller boats and emergency use. Placement of dinghy/kayak launch and east dock will be further reviewed by Harbor Commission. Kaster indicated natural shoreline walkway may be exempt from railing requirements but will confirm. Significant discussion was held regarding willow tree and challenges of retaining tree while accommodating vehicle access, pedestrian walkway and improvements within Town property lines. Working with neighboring property owner to modify entrance and walkway configuration sufficiently to preserve tree was discussed. Kaster advised Cedar has sufficient direction to continue work and incorporate discussed revisions into updated draft. Town will seek public feedback and return plan to Board for further review. Cedar may proceed with more detailed work on Spruce Street corridor while launch area and parking lot entrance/willow tree area discussing continue. Andrea Kinsey-Jauquet, Laurie Buske, Barb McKesson, Nancy Sargent, Karl Stubenvoll, Dave Harris, Dennis Steigenberger and Chief Roesch addressed the Board.

Consideration of options from proposals for pedestrian railing along Highway 42 from Hide Side: Cedar reviewed proposals for aluminum, 304 stainless steel and 316 stainless steel railing. Kaster advised the Noble House railing is 304 stainless steel and explained differences in durability

and corrosion resistance among the materials. Kaster also noted a railing is not required at this location, but supervisors discussed pedestrian safety concerns associated with the drop-off and proximity to traffic. Barb McKesson addressed the Board. Due to manufacturing timelines, the Board discussed including the railing in next year's project with installation early in the spring, allowing additional manufacturers to bid. *Motion (Sohns/Selenica) to reject the bids, include the railing in next year's project for installation first thing in the spring, and obtain bids for both 304 and 316 stainless steel. Carried.*

Consideration of recommendation from Broadband Committee with options for proceeding with broadband service(s): Steigenberger reviewed Committee's August 12 discussion and recommendation to continue pursuing high-speed internet options, beginning with identifying and interviewing firms interested in providing service. Supervisors discussed recent expansion by existing providers and expressed concern about committing Town funds toward private broadband infrastructure. Cain-Bieri noted Verizon has active right-of-way permits within the Town. Following discussion, Board directed Committee to contact broadband providers to determine their plans to invest in and provide service within Town and report its findings back to the Board. *Motion (Birmingham/Merkel) to direct the Broadband Committee to determine what plans broadband providers have to invest in the Town of Gibraltar and report back to the Board. Birmingham aye, Sohns aye, Merkel aye, Selenica nay. Carried.*

Consideration of Ordinance 2026-02, Regarding Appointment of Alternate Members to the Board of Review (Repealing and Replacing Ordinances 2003-01 and 2021-02): Reetz explained the proposed ordinance would repeal and replace the prior ordinances and establish a process for appointing Board of Review alternates without naming individual alternates in the ordinance. *Motion (Selenica/Birmingham) to adopt Ordinance 2026-02 as proposed. Carried.*

Consideration of appointment of alternate members to the Board of Review: Chair Sohns nominated Sara Lancaster as Alternate No. 1 and James Logerquist as Alternate No. 2. *Motion (Birmingham/Selenica) to approve the appointments of Sara Lancaster as Alternate No. 1 and James Logerquist as Alternate No. 2. Carried.*

Consideration of Resolution 2026-09 Appointing Alternate Members to the Board of Review pursuant to Ordinance 2026-02: *Motion (Selenica/Sohns) to adopt Resolution 2026-09 appointing Sara Lancaster as Alternate No. 1 and James Logerquist as Alternate No. 2 to the Board of Review. Carried.*

Consideration of amendments to Ordinance 2025-02, Architectural Design Standards and updated fee schedule: Thyssen explained Plan Commission recommended establishing a \$100 application fee for a Certificate of Compliance. Amendment also provides for special meeting fee if special meeting requested. *Motion (Birmingham/Merkel) to amend Ordinance 2025-02 as presented and update the fee schedule accordingly. Carried.*

Consideration of amendments to Ordinance 2026-01, Regarding Issuance of Alcohol Beverage Licenses and updated fee schedule: Reetz explained amendment establishes a procedure for issuing provisional retail alcohol beverage licenses as required by State Law and adds applicable provisional license fee to fee schedule. *Motion (Birmingham/Merkel) to amend Ordinance 2026-01 as presented and update the fee schedule accordingly. Carried.*

Review of 2027 health insurance employer benefits contribution: Cain-Bieri reviewed 2027 health insurance rates, noting Town has contributed 82% of premiums for past three years. Increasing Town's contribution toward health insurance could be less costly than a comparable wage increase. Supervisors discussed value of health insurance benefit to employees. *Motion (Selenica/Birmingham) to increase Town's contribution toward health insurance premiums to 84%. Carried.*

2026 Firework event recap and future plans: Cain-Bieri reviewed fundraising/expenses for 2026 event, reporting total funding of \$46,399, expenses of approximately \$34,000 and remaining balance of more than \$12,000. Supervisors discussed success of event, continuation of event and how future events should be funded. *Motion (Birmingham/Selenica) to retain the event, continue fundraising efforts, require funding to come from donations, and include the related donation revenue and expenditures in the 2027 budget. Carried.*

Approve financing for 2027 projects and grant funds: Cain-Bieri reviewed financing for Phase 2 of the West Downtown project and the Town's potential share of the CMAQ grant. She advised that she and the Finance Committee recommended borrowing \$2.9 million from Johnson Bank, consisting of \$2.3 million for the West Downtown project and \$600,000 for the CMAQ grant if needed, at 4.25% for five years. *Motion (Selenica/Merkel) to approve borrowing \$2.9 million from Johnson Bank for a five-year term at 4.25%. Carried.*

Disposition of replaced lamp posts: Thyssen advised old streetlamps removed as part of Cedar Court/Main Street project are being stored at Town shop and requested direction regarding their disposition. *Motion (Birmingham/Merkel) to not retain the lamps, to attempt to sell them and, if they do not sell, recycle them. Carried.*

Approve Door County Tourism Zone Bylaws amendments: Key changes to bylaws were reviewed, including provisions addressing attendance and removal of Commission members and term limits for officers. Approval by participating municipalities is required for amendments to take effect *Motion (Sohns/Merkel) to approve the amendments to the Commission Bylaws as recommended by the Commission and authorize their adoption in accordance with the bylaws' amendment process. Carried.*

Consideration of additional trackless repairs: Cain-Bieri advised additional repairs of approximately \$11,000 are needed after problems with differential and metal debris were discovered. Merkel requested that staff determine whether axle assembly has a core and, if not, whether it could be rebuilt and retained as a spare. *Motion (Merkel/Selenica) to approve the additional Trackless repairs with Merkel's suggestion regarding the core. Carried.*

Set date for budget workshop: October 14, 2026 at 6:00 p.m.

Payment of Accounts: *Motion (Birmingham/Selenica) to approve payment of bills. Carried.*

Adjourn: *Motion (Birmingham Merkel) to adjourn at 9:52 p.m. Carried.*

Respectfully submitted,

Laura Reetz, Clerk

From:

Subject:

Date:

Attachments:

Request for Board Meeting Presentation – Door County Strategic Trails Plan

Monday, September 21, 2026 11:30:19 AM

[image001.png](#)

[image002.png](#)

[image003.png](#)

[image004.png](#)

[DCT_TrailsPlan_2026_Reduced.pdf](#)

[DCT Strategic Plan_Res of support_Template.docx](#)

[DCTrails_Municipal_Presentation_Fall 2026.pdf](#)

Dear Town Leadership,

On behalf of Door County Trails, Inc. (DCT), we would like to **request an opportunity to provide a follow-up presentation** on the Door County Strategic Trails Plan initiative **at your regularly-scheduled governance meeting** on October 7th at 6:00pm.

As you may recall, we introduced the project to your group this spring, and we're pleased to share the Plan with you now (albeit later than originally hoped). During the presentation, DCT will provide an overview of the planning effort, discuss the benefits of a connected trail network, and explain how the Plan can support your local priorities and future funding pursuits. We anticipate needing no more than 10-15 minutes for the presentation plus whatever amount of time you'd like to hold for questions/discussion.

Following the presentation, we respectfully request that each municipality consider two actions:

1. **Approve a Resolution of Support** (*template attached*) acknowledging your commitment to the Door County Strategic Trails Plan and the overarching vision of a connected county-wide trail network.
2. **Designate two (2) representatives** from your community to serve on a Community Partners Working Group to be facilitated by DCT and planned to meet quarterly moving forward. This group will provide local input, facilitate communication among municipalities, and strategize implementation opportunities as the project progresses. *Please consider representatives who will not result in a quorum when attending a meeting together.*

Important considerations:

- The Strategic Trails Plan is a countywide effort to develop a coordinated vision for a connected multi-use bicycle and pedestrian trail network throughout Door County and provide resources/tools for individual municipalities to advance their vision for trails in each respective community. The intention is that this coordinated countywide strategy will strengthen the competitiveness of local projects for funding opportunities while helping communities move projects from concept through construction.
- The project is focused on collaboration and coordination rather than directing local decisions or identifying specific on-the-ground trail routes.
- We recognize that local representation and municipal support are essential to ensuring the plan reflects the unique priorities of each community while creating a more connected future for Door County. We look forward to collaborating in a way that meets the unique needs of your community.

Please review your community's section in the plan (found on pages 21-22 and 36) to ensure the goals/objectives align with those of your municipality:

"Gibraltar: Enhance trail connections between downtown Fish Creek, Peninsula State Park, and surrounding communities including Ephraim and the Town and Village of Egg Harbor."

Also attached is the presentation slide deck for inclusion in your board packet.

Thank you for your consideration and partnership in this important county-wide effort.

In appreciation,

Natalie Dorrlor-Hyde
Door County Trails Community Partner Liaison

Stantec Consulting, Sturgeon Bay



With every community, we redefine what's possible.

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Door County Trails

Strategic Plan Rollout

Community Presentation



OUR MISSION

*To Develop a Safe
Bicycle and Pedestrian
Trail Network Connecting
Door County Communities.*





Sponsors

We'd like to thank and recognize the generous businesses who support our important work to connect Door County one trail at a time.

Business Partners (\$60,000+)



Trail Advocates (\$5,000+)



Friends of the Trails (\$1,000+)

KL Engineering

Main Street Market

Supporting Partners



Milestone Fundraising Partnership



HOW THE PARTNERSHIP WORKS



OVERNIGHT STAY

Guests enjoy an overnight stay at Landmark Resort.



ROOM-NIGHT CONTRIBUTION

A donation is made to Door County Trails from each overnight stay.



TRAIL INVESTMENT

Contributions support trail projects that connect communities, improve safety, and expand recreation opportunities throughout Door County.

WHERE THE FUNDS GO

A 50/50 INVESTMENT IN DOOR COUNTY



Professional Planning Assistance



Sophie Parr



Sam Herheim



Natalie Dorrlor-Hyde





Strategic Planning Process

Where it came from

- 1. Build from What Already Exists**
- 2. Focus on Countywide Connectivity**
- 3. Engage Communities and Stakeholders**
- 4. Create a Strategic, Flexible Roadmap**

A primary purpose of the Strategic Trails Plan is to serve as an implementation tool that helps municipalities advance trail and non-motorized transportation projects through grant funding opportunities.



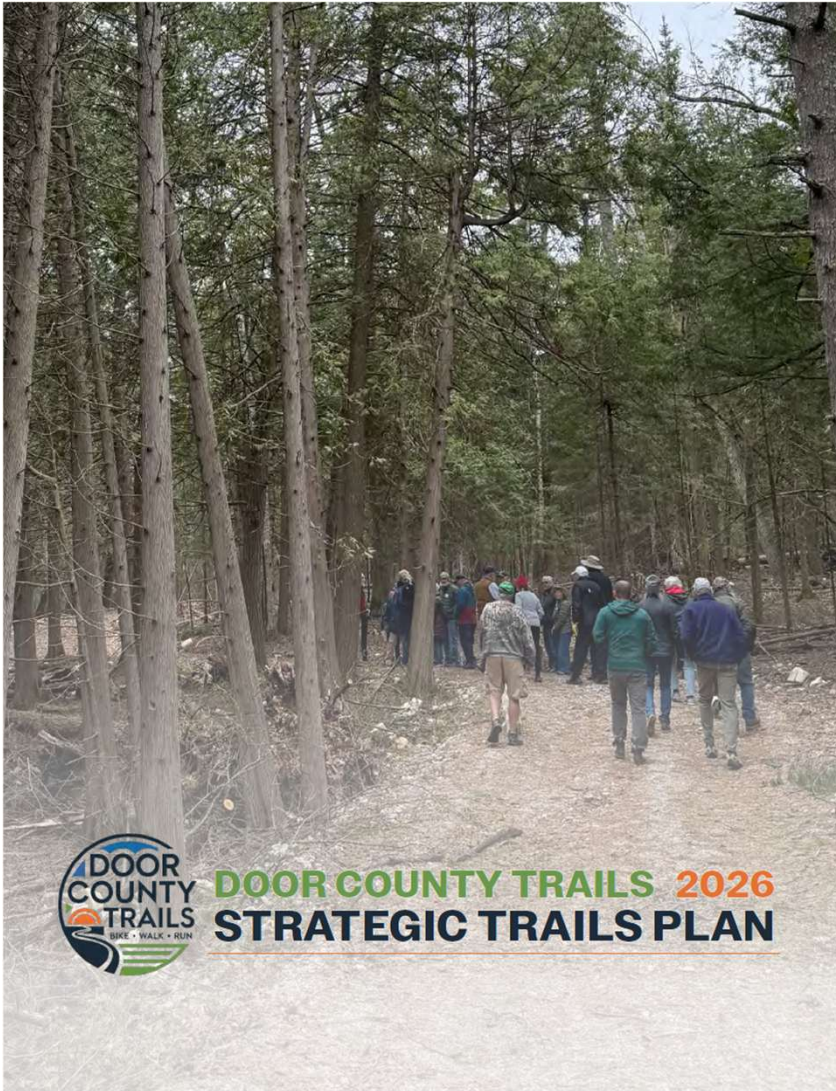
Strategic Trails Plan

- **Developed through community input**
- **Creates a shared vision for connectivity**
- **Guides future trail development**
- **Seeks municipal consensus**
- **Promotes countywide partnership**

The Strategic Trails Plan establishes a countywide vision for safer, connected bicycle and pedestrian transportation routes while leaving future trail decisions under local municipal control.



**DOOR COUNTY TRAILS 2026
STRATEGIC TRAILS PLAN**



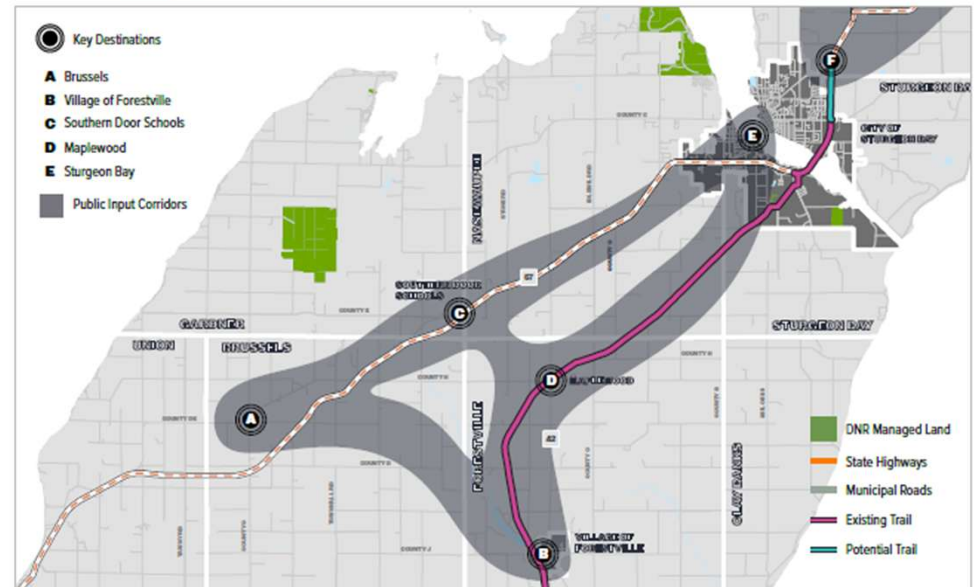
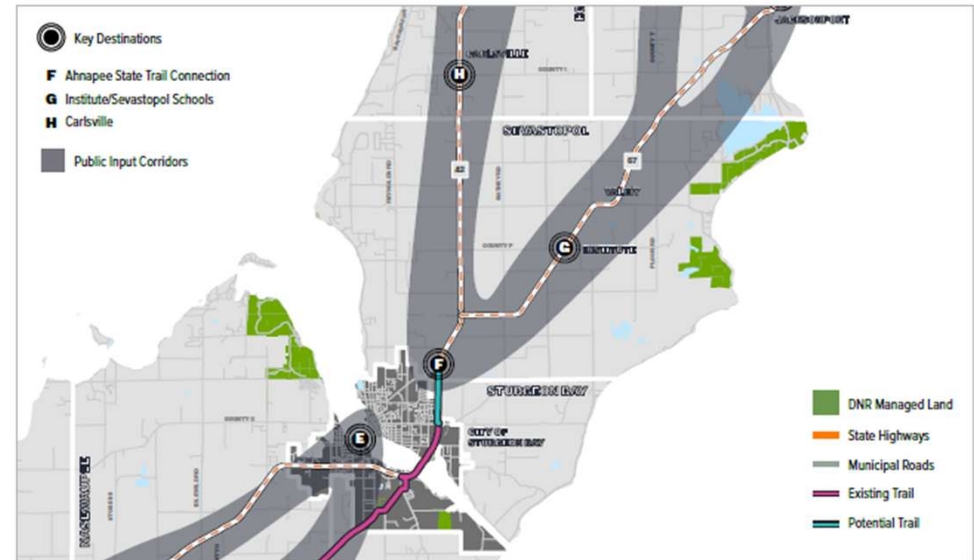
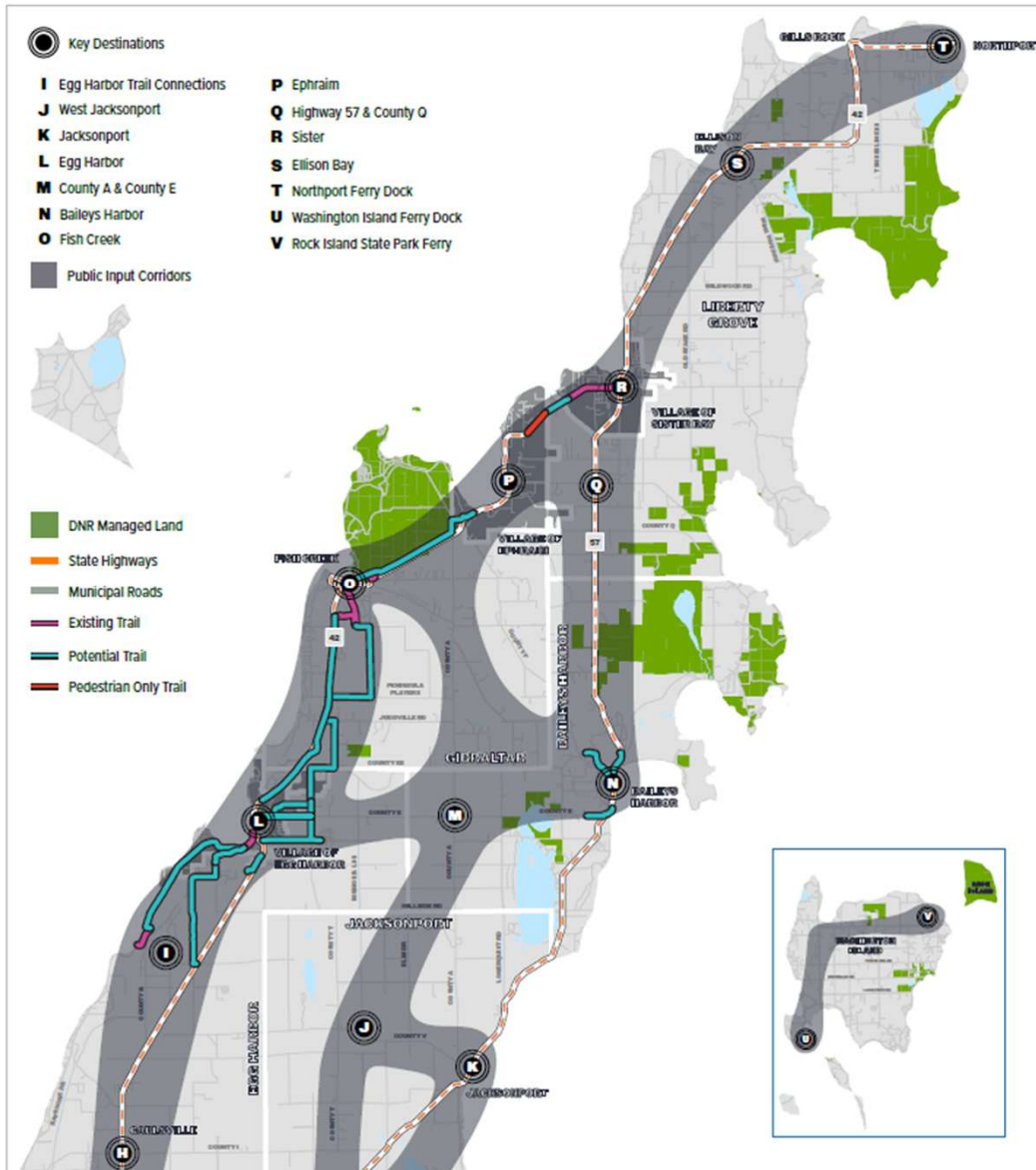
Community Results

Total Responses: 1,211



Predominant themes:

- **Overwhelming support for a connected countywide trail system**
- **Strong behavior change potential; reduced vehicular dependence**
- **Trails seen as a community investment, not a niche amenity**
- **Connectivity is the dominant priority**
 - Connecting communities to each other
 - Linking trails to village centers, parks, schools, and waterfronts
 - Creating logical, continuous routes rather than isolated segments
- **Safety is a top concern**
- **Funding support exists when paired with grants and partnerships**
- **Trails viewed as supporting local economies**





Next Steps

- **Approve Resolution of Support**
 - Acknowledge your commitment to the vision of a connected county-wide trail network
- **Identify Municipal Representatives**
 - Appoint 2 (non-quorum) liaisons to serve on a Community Trail Partners Working Group
- **Schedule Community Trail Partners Working Group**
 - Planned to meet quarterly (3x regionally & 1x countywide)
- **Let us know what projects you are working on**
 - Trail plans; Capital improvements / road projects; Grant pursuits
- **We're here to help!**
 - DCT can assist with grant pursuits & project coordination
- **Spread the word!** doorcountytrails.org

A VISION *FOR THE FUTURE*

We envision a Door County where safe, accessible trails connect our communities and are an integral part of everyday recreation and transportation, inspiring people to embrace cycling and walking for freedom, health, and happiness.



Your Local Liaison



Natalie Dorrlar-Hyde

Door County Trails Community Partner Liaison

Fish Creek / Sturgeon Bay

Natalie.Dorrlar@stantec.com

Direct: 920-298-1766 / Mobile: 920-952-9446



DCT can provide grant assistance and coordinate with municipalities through the design & implementation phases to ensure connectivity and continuity are considered.



DOOR COUNTY TRAILS 2026 STRATEGIC TRAILS PLAN

ACKNOWLEDGMENTS

This plan was shaped through the collaboration, guidance, and participation of community members, elected officials, staff, stakeholders, and partner organizations who contributed their time, ideas, and perspectives throughout the planning process. Their input helped define the vision, priorities, and strategies reflected in this document.

DOOR COUNTY TRAILS BOARD

Susan Stauber, President
Dick Untch, Vice President
Jane Jerzak, Treasurer
Rick Nelson, Secretary
Craig Charles, Board Member
Matt Ernst, Board Member
Samantha Herheim, Board Member
William Pennoyer, Board Member

DOOR COUNTY TRAILS PLANNING & STRATEGY COMMITTEE

Dick Untch, Chairperson
William Pennoyer
Samantha Herheim
Mark Glasser
Matt Ernst
Bryce LeBrun
Heena Bhatt
Natalie Dorrlor-Hyde
Julie Schmelzer
Tim Pflieger

DOOR COUNTY TRAILS STRATEGIC PLAN COMMITTEE

Dick Untch
Matt Ernst
Samantha Herheim
Amanda Accardi, Destination Door County

PROJECT CONSULTANT

CHASTAIN
COMMUNITY PLANNING & FUNDING

Sophie Parr, Chastain & Associates

COVER PHOTO

Fish Creek Park Trail
Photo Credit: Lissa Parr

MUNICIPALITIES

City of Sturgeon Bay
Town of Baileys Harbor
Town of Brussels
Town of Clay Banks
Town of Egg Harbor
Town of Forestville
Town of Gardner
Town of Gibraltar
Town of Jacksonport
Town of Liberty Grove
Town of Nasewaupee
Town of Sevastopol
Town of Sturgeon Bay
Town of Union
Town of Washington
Village of Egg Harbor
Village of Ephraim
Village of Forestville
Village of Sister Bay

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APPENDIX B48

INTRODUCTION

The **Door County Trails Strategic Trails Plan** focuses on the development of a countywide network of multi-use bicycle and pedestrian transportation trails that connect Door County communities. The intent of the plan is to guide the long-term development of trails that function as accessible corridors for people traveling between municipalities, residential areas, community amenities, and key destinations throughout the county. The plan was funded by Door County Trails, Inc and developed in partnership with planning consultant Sophie Parr of Chastain and Associates.

The network is envisioned as a system of multi-use trails designed to safely accommodate both bicyclists and pedestrians, creating reliable routes for people traveling between communities. By prioritizing connectivity and safety, the trail network is designed to function as a transportation network that supports everyday travel, providing residents and the greater Door County community with a safer alternative to traveling by car.

HOW COMMUNITIES CAN USE THIS PLAN

This Strategic Trails Plan is intended to serve as a tool for municipalities across Door County as they consider future trail development within their communities. While the plan identifies desired trail connections across the county, it does not prescribe specific trail alignments or exact routes. While decisions regarding the location, design, and implementation of trail segments ultimately rest with individual municipalities, Door County Trails plays an active role in guiding, supporting, and coordinating efforts across communities.

The plan highlights areas where trail connections are desired across the county, providing communities with a starting point for more detailed local planning. Municipalities can use this framework to evaluate potential trail corridors, incorporate trail planning into comprehensive plans and transportation routes and guide local discussions about future trail investments.

The plan also supports coordination between neighboring communities. Because many trail segments will ultimately cross jurisdictional boundaries, collaboration between municipalities will be essential to creating a connected network. By referencing this plan, communities can work together to align local planning efforts and identify opportunities to connect trails between towns, villages, the City of Sturgeon Bay and key destinations.

Finally, the plan can serve as an important tool for pursuing funding opportunities. Many state and federal trail grants prioritize projects that demonstrate regional coordination and long-term planning. The countywide vision outlined in this plan, along with resolutions of support from local governments, demonstrates that trail development in Door County is part of a broader, coordinated effort.

ABOUT DOOR COUNTY TRAILS, INC



Door County Trails, Inc (Door County Trails) is a volunteer-led nonprofit organization working to develop a countywide network of multi-use bicycle and pedestrian trails connecting communities across Door County. The organization's mission is to create a network of accessible trails that link municipalities, natural areas, and key destinations, providing safer options for walking and biking while enhancing connectivity and quality of life for the Door County community.

Door County Trails brings together community leaders, municipal officials, partners, and residents to advance a shared vision for alternative transportation and outdoor access. Through planning, partnerships, and community engagement, the organization works to identify priority trail connections, coordinate efforts across municipalities, and build support for a long-term, connected trail network that will serve Door County for generations to come.

WHY TRAILS MATTER IN DOOR COUNTY

Door County is known for its natural beauty, vibrant communities, and strong tourism economy. Yet moving between these communities safely without a vehicle can be difficult. Many county roads and areas of the state highways carry high volumes of traffic. Limited shoulders or safe walking areas make travel by bicycle or on foot challenging in many locations. As Door County continues to grow, providing safer alternatives for walking and bicycling is becoming increasingly important.

STRENGTHENING CONNECTIONS BETWEEN COMMUNITIES

Door County's villages and towns each have unique identities and are popular destinations, but many are separated by busy highways or rural roads that are not designed for active transportation. A coordinated trail network can create safer links between these communities, allowing travel between towns, parks, schools, and commercial areas without relying solely on a car. Connecting communities also strengthens the sense of regional identity across the peninsula, allowing people to experience Door County as a connected place rather than a series of isolated destinations.

IMPROVING SAFETY

Safety emerged as a consistent theme throughout public engagement. Residents expressed concerns about increasing traffic volumes and limited safe space for people walking or bicycling along roadways. A dedicated trail network provides an opportunity to create separation for pedestrians and cyclists from motor vehicle traffic as much as possible. By creating safer corridors between communities and key destinations, the trail network can reduce conflicts on roadways and encourage more people to choose walking or bicycling for local trips.

ENHANCING QUALITY OF LIFE

Beyond transportation benefits, trails contribute significantly to community health and quality of life. Accessible places to walk and bike encourage physical activity, provide opportunities for outdoor recreation, and allow people of all ages to enjoy the county's natural landscapes. For many residents, trails also offer an alternative way to experience Door County, one that is slower, quieter, and better connected to the surrounding environment.

SUPPORTING THE LOCAL ECONOMY

Trails support local economic development by improving access to businesses, community spaces, and key destinations across Door County. They can increase property values and strengthen the tax base, while attracting visitor spending that is more evenly distributed across communities and seasons. By extending the tourism season and increasing foot and bike traffic, trails help support local businesses, services, and overall economic vitality.

MAINTAINING A SUSTAINABLE TRANSPORTATION NETWORK

As Door County grows, increasing dependence on automobiles places additional pressure on roads, parking, and infrastructure. Expanding opportunities for walking and bicycling can help reduce congestion in busy areas and provide alternative ways for people to move through the county. A countywide trail network supports a more balanced transportation system by providing safer options beyond driving.

PLANNING HORIZON

This Strategic Trails Plan establishes a long-term vision for developing a countywide bicycle and pedestrian trail network in Door County. The recommendations in this plan are intended to guide trail planning, coordination, and investment over the next 10 to 20 years, providing a framework for building safer, connected trails between communities.

Developing a connected trail system across the county will take time, coordination, and sustained investment. Land access, engineering and design, funding, and partnerships with local communities will all play important roles. While some trail segments may be implemented in the near term, others will require additional planning and collaboration, allowing the network to grow through a phased and strategic approach over time.

PLANNING PROCESS

The Door County Trails Strategic Plan was developed through a collaborative process led by Door County Trails, Inc and guided by a local planning committee. The organization retained a planning consultant to assist with public engagement, analysis, and preparation of the plan. Early in the process, an online survey was conducted to gather input from residents, seasonal homeowners, and the greater Door County community about trail priorities, safety concerns, and opportunities for improving connections between communities.

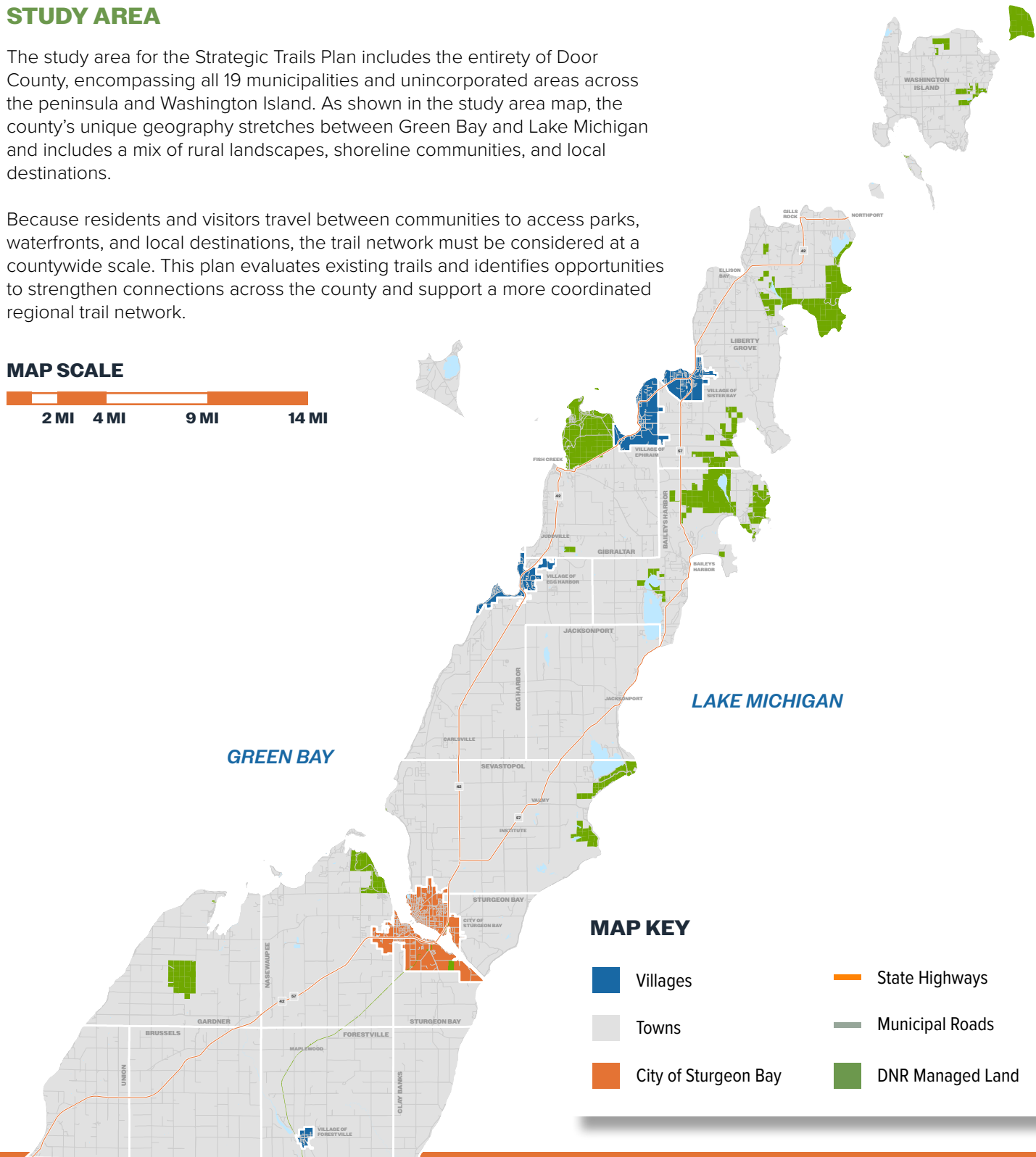
To build awareness and gather feedback across the county, representatives from Door County Trails and the planning team attended meetings at all 19 municipalities throughout January to March of 2026 to introduce the initiative and discuss the planning effort with local officials. Two public open houses were also held in Sturgeon Bay and Fish Creek to share information and collect additional community input. Following the engagement process, a draft plan was prepared, reviewed, and refined before seeking resolutions of support from municipalities across Door County to demonstrate countywide collaboration and support for the trail network vision.

STUDY AREA

The study area for the Strategic Trails Plan includes the entirety of Door County, encompassing all 19 municipalities and unincorporated areas across the peninsula and Washington Island. As shown in the study area map, the county's unique geography stretches between Green Bay and Lake Michigan and includes a mix of rural landscapes, shoreline communities, and local destinations.

Because residents and visitors travel between communities to access parks, waterfronts, and local destinations, the trail network must be considered at a countywide scale. This plan evaluates existing trails and identifies opportunities to strengthen connections across the county and support a more coordinated regional trail network.

MAP SCALE



REGIONAL CONTEXT

Door County is located in northeastern Wisconsin and forms the peninsula that extends between Green Bay and Lake Michigan. The county is connected to the rest of the state through Kewaunee County to the south, where regional transportation routes and recreational corridors begin to link the peninsula with broader statewide networks. One of the most significant existing trail connections is the Ahnapee State Trail, which provides an important regional multi-use trail corridor that connects Door County to communities beyond the peninsula.

EXISTING PLANS & STUDIES

The following plans and studies demonstrate a strong and growing interest in expanding trail connectivity across Door County, while also highlighting the need for continued coordination between municipalities, agencies, and organizations to advance a cohesive, countywide network.

NATIONAL PARK SERVICE EGG HARBOR CONCEPTUAL TRAIL REPORT (2025)

The report outlines a community-driven effort to identify and advance a network of multi-use trails in and around Egg Harbor, with a focus on improving safety, connectivity, and access for both residents and visitors. Through stakeholder engagement and on-the-ground analysis, the study identified key corridors and provided conceptual recommendations to guide future planning, funding, and implementation. It also helped lay the foundation for a coordinated, countywide trails initiative.

BAY-LAKE CONNECTIVITY TRAIL FEASIBILITY STUDY (2025)

This study explores the development of a trail corridor connecting communities along the Bayshore area. It emphasizes connectivity to schools, parks, and commercial areas, along with accessibility, safety, and environmental stewardship. The study also incorporates Safe Routes to School principles and promotes trails as part of a broader active transportation network.

FISH CREEK TRAIL FINAL REPORT (2024)

The report provides a detailed feasibility and preliminary design for a trail segment connecting key areas within Fish Creek and the broader Door County trail system. The study evaluates site conditions, environmental constraints, and engineering considerations, ultimately recommending an elevated boardwalk and limestone trail to safely navigate wetlands and improve accessibility. The report includes cost estimates, design guidance, and next steps to support implementation.

DOOR COUNTY MULTI-MODAL TRAILS TASK FORCE REPORT (2024)

This report documents a countywide effort led by the Door County Green Fund to improve coordination among municipalities, agencies, and organizations involved in trail development. Rather than creating a new plan, the effort focused on compiling existing and planned trail projects into a comprehensive map to better understand opportunities for connectivity. The report emphasizes collaboration across jurisdictions and highlights the need for coordination among the county's many municipalities and landowners to achieve a more seamless, interconnected trail network. It also identifies key initiatives already underway and provides a foundation for future planning, communication, and funding efforts.

SAFE ROUTES TO SCHOOL SURVEY & AUDIT (GIBRALTAR SCHOOL DISTRICT) (2024)

This study evaluates walking and biking conditions around the Gibraltar School District through field audits and observations. It identifies safety concerns such as traffic conflicts, limited pedestrian infrastructure, and challenges along State Highway 42, while highlighting opportunities to improve student access through safer crossings, traffic management, and infrastructure improvements.

AHNAPEE TRAIL EXTENSION PRELIMINARY PLAN & PROFILE

This engineering-level document provides preliminary design details for a proposed extension of the Ahnapee State Trail. It includes grading, alignment, and infrastructure considerations such as culverts and bridge modifications, reflecting ongoing efforts to expand and enhance the regional trail network.

DOOR COUNTY PARKS AND OPEN SPACE PLAN (2020–2025)

This plan guides the preservation, management, and expansion of parks and open spaces across the county. It highlights the role of parks in environmental protection, recreation, and quality of life, while also recognizing their contribution to economic vitality. The plan includes an inventory of facilities and establishes goals related to conservation, accessibility, and long-term stewardship.

EGG HARBOR TRAIL PROJECT / BEACH TO BEACH TRAIL CONCEPT (2020-PRESENT)

This project outlines a series of proposed multi-use trails in the Egg Harbor area, including the Beach to Beach, Landmark, Rainbow Ridge, and Fish Creek trails. The concept aims to address transportation gaps, reduce congestion, and improve safety while enhancing access to key destinations and supporting a more connected community.

REGIONAL BICYCLE AND PEDESTRIAN PLAN FOR NORTHEAST WISCONSIN (2018)

Prepared by the Bay-Lake Regional Planning Commission, this plan focuses on improving regional connectivity, accessibility, and safety for non-motorized transportation. It establishes broader regional priorities, including linking communities across jurisdictions and integrating trail networks into the larger transportation system.

DOOR COUNTY BICYCLE, PED, AND RECREATIONAL FACILITIES MASTER PLAN (2014)

This countywide plan provides a framework for developing bicycle and pedestrian infrastructure across Door County. It includes an inventory of existing conditions, identifies gaps in connectivity, and outlines policies, design guidance, and recommended improvements to support both transportation and recreational use.

TOWN OF GIBRALTAR BICYCLE AND PEDESTRIAN PLAN (2010)

This local plan outlines goals, policies, and recommended improvements for bicycle and pedestrian infrastructure within the Town of Gibraltar. It focuses on improving safety, expanding transportation options, and developing a coordinated network of on-street and off-street facilities.

AHNAPEE STATE TRAIL MASTER PLAN (1994)

This plan establishes the long-term vision and management framework for the Ahnapee State Trail, a key regional trail connecting Door and Kewaunee Counties. It outlines policies for land acquisition, development, maintenance, and expansion, and emphasizes coordination between the Wisconsin DNR and local governments.

CENTRAL LAKE MICHIGAN COASTAL REGIONAL MASTER PLANNING EFFORT (WDNR)

The Wisconsin Department of Natural Resources is developing a regional master plan for the Central Lake Michigan Coastal Ecological Landscape, a 2,700+ square mile area that includes portions of Door County and extends along the Lake Michigan shoreline and inland river systems. The plan establishes a coordinated framework for managing DNR-owned properties—including state parks, wildlife areas, trails, and natural areas—by defining allowable uses, resource management strategies, and long-term stewardship priorities.

MUNICIPAL PLANS

The following table provides a summary of municipal or local, regional and state led plans relating to outdoor recreation and trail development.

Government Entity	Related Planning Documents
Town of Gibraltar	Gibraltar Comprehensive Outdoor Recreation Plan (2026)
State of Wisconsin	State of Wisconsin Comprehensive Outdoor Recreation Plan (2025)
Village of Sister Bay	Sister Bay Comprehensive Outdoor Recreation Plan (2025)
Town of Baileys Harbor	Baileys Harbor Comprehensive Outdoor Recreation Plan (2021)
Village of Egg Harbor	Egg Harbor Comprehensive Outdoor Recreation Plan (2020)
Town of Liberty Grove	Liberty Grove Comprehensive Outdoor Recreation Plan (2008)
Town of Jacksonport	Comprehensive Outdoor Recreation Plan - In Progress

USING THIS PLAN WITH EXISTING LOCAL PLANS

This plan is intended to serve as a high-level strategy that establishes a shared vision and identifies priority connections across Door County. It does not replace more detailed local or corridor-level plans, which continue to provide important guidance for specific alignments, design, and implementation. Where more detailed plans exist, they should be referenced and utilized as part of this broader strategy, ensuring that local planning efforts remain central to decision-making while contributing to a more coordinated, countywide network.

EXISTING TRAILS INVENTORY

Door County is home to a variety of trails that allow the community to experience the peninsula's natural landscapes, parks, and waterfront areas. These trails are primarily located within state parks, nature preserves, and local park systems, where they provide important recreational opportunities such as hiking, walking, and nature observation. Communities and partner organizations have made meaningful investments in these recreational trails over time, contributing to the county's reputation as an outdoor destination.

Despite this strong recreational foundation, Door County currently has very limited trail infrastructure designed for transportation or for traveling between communities. The most significant regional trail corridor is the Ahnapee State Trail in southern Door County, which provides a long-distance multi-use route connecting communities and extending beyond the county to the south. In Northern Door County, however, the existing network is much more limited. Aside from trails located within state parks and natural areas, there are few developed shared-use paths intended for community travel. These segments exist in the Village of Egg Harbor, Fish Creek and the Village of Sister Bay.

As a result, most communities across the peninsula remain disconnected from one another because bike and pedestrian travel isn't separated from roadways. Residents and visitors who wish to walk or bike between destinations must typically rely on roadways that were not designed for safe bicycle or pedestrian access. Understanding the location, type, and ownership of existing trails is an important first step in identifying opportunities to strengthen the overall network. The inventory presented in this section documents the trails that currently exist throughout Door County and establishes the baseline from which the County and its communities can begin to identify connections, address gaps, and plan for a more coordinated countywide trail network.

Municipality	Trail	Owner	Connection
Forestville, Nasewaupée and Sturgeon Bay	Ahnapee State Trail	WisDNR	Connects the Village of Forestville to the City of Sturgeon Bay. Provides access through the Towns of Forestville, Nasewaupée and Sturgeon Bay. Extends south into Kewaunee County.
City of Sturgeon Bay	Ahnapee State Trail	WisDNR	Provides access over the Sturgeon Bay Canal to Michigan Street.
Town of Egg Harbor	Frank Murphy Trail	Door County	A trail segment connecting the entrance of Frank Murphy County park to Horseshoe Bay Farms with access to the bat caves.
Village of Egg Harbor	Bird Trail	Village of Egg Harbor	Connects downtown Egg Harbor to the entrance of the Egg Harbor Beach.
Town of Gibraltar	Fish Creek Trail	Town of Gibraltar	Provides access between Fish Creek park and the Settlement shops.
Town of Gibraltar	Gibraltar School Trail	Town of Gibraltar	Provides access from the Gibraltar School parking lot to the YMCA.
Village of Sister Bay	Bayshore Drive Trail	Village of Sister Bay	Connects the intersection of Bayshore Drive and Country Lane to the intersection of Bayshore Drive and Gateway Drive. Links into existing sidewalk that extends into downtown Sister Bay.

PLAN UPDATES

Because trail development often occurs incrementally over time, this section of the plan should be periodically updated as new trail segments are constructed or existing routes are improved. While the full Trails Plan does not need to be updated each time a project is completed, maintaining an up-to-date inventory will help communities track progress, document new connections, and ensure the plan continues to reflect the evolving trail network across Door County.

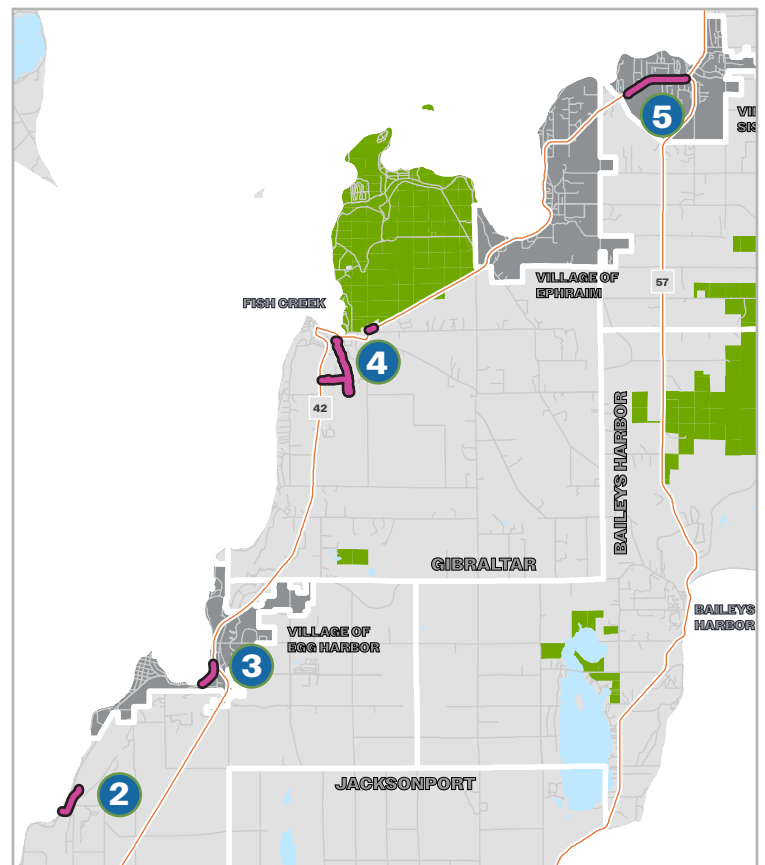
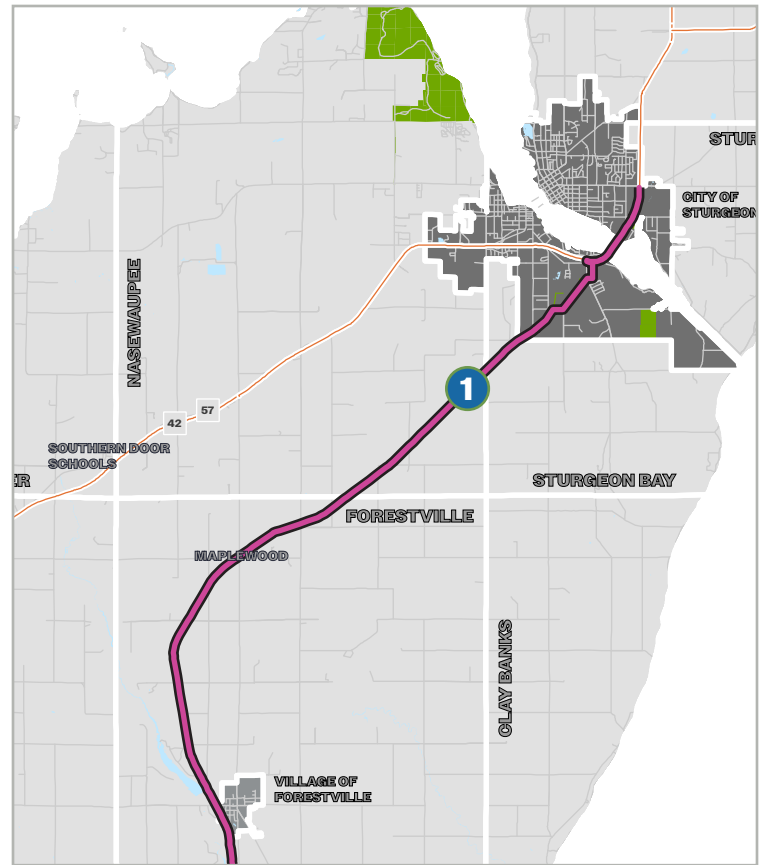
MULTI-USE BICYCLE AND PEDESTRIAN TRAILS

EXISTING MULTI-USE TRAIL

- 1 The Ahnapee State Trail is a state trail managed by the Wisconsin Department of Natural Resources. It provides access to bicycles, pedestrians, horses, and snowmobiles in the winter months. The trail currently runs from the Kewaunee/Door border just south of the Village of Forestville to the intersection of Highway 42/57 and Michigan Street. **(13 miles)**
- 2 In Northern Door County, there are very limited, fragmented trail sections that do not create any connection between communities. Frank Murphy County park provides a small trail segment at the intersection of County Road G and Bayshore Drive along the escarpment to the border of Horseshoe Bay Farms. **(0.3 miles)**
- 3 The Village of Egg Harbor manages a short trail segment running from the intersection of Bayshore Drive and Alpine and Hillside Roads to just south of Highway 42 where it connects into sidewalk that extends into the actual Village center. **(0.25 miles)**
- 4 The Town of Gibraltar maintains a trail segment that runs from the Settlement Shops into downtown Fish Creek with a current terminus at Fish Creek Park. This provides access up and down the bluff. The Town also maintains a short trail segment at the school that provides access from the school's parking lot to the YMCA highway crossing. This is used extensively by kids traveling from the school to after school programs at the YMCA. **(0.8 miles)**
- 5 The longest bicycle and pedestrian trail segment in Northern Door County is located in Sister Bay. This segment runs from the intersection of Bayshore Drive and Country Lane to the intersection of Bayshore Drive and Gateway Drive. The trail then turns into a sidewalk that extends into the Village Center. **(1.0 miles)**

RECREATIONAL TRAILS

Recreational trails are located in Peninsula State Park, Potawatomi State Park, Newport State Park, Door County Land Trust properties, and county parks.



ENGAGEMENT SUMMARY

A key goal of the community engagement process was to understand where residents would most like to travel if safer walking and biking trails were available. Door County Trails launched a countywide survey in November of 2025 where participants were asked to identify destinations they would want to reach by trail from the communities where they live. Additional questions were asked to garner insight into various funding options that would be supported by the community, behavioral changes people would make if trails existed, as well as priorities for using trails such as safety or amenities. Responses from each municipality were summarized and analyzed to identify common patterns across the county. Over 1,100 responses were collected spanning communities from Southern, Central, and Northern Door.

Two public open houses were held to share an overview of what the planning process entails and what the anticipated outcomes of the plan will be. Residents, property owners, and members of the greater Door County community were able to ask questions, provide comments and mark up maps to visually show the planning team where they would like to see trails developed. Both meetings were well attended with residents and stakeholders providing meaningful input.

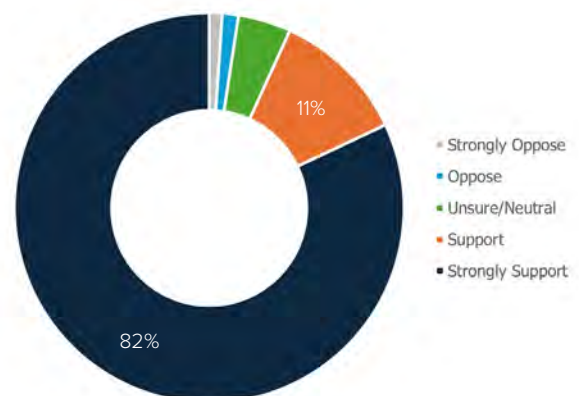


Community members participating in the open house in Fish Creek on February 14th, 2026

SUPPORT FOR A COORDINATED & COMPREHENSIVE TRAIL NETWORK

The chart to the right shows a very clear signal from residents: there is overwhelming support for developing a comprehensive trail network in Door County.

The vast majority of respondents strongly support expanding and connecting the county's trail network, represented by the large dark blue portion of the chart. An additional group of respondents indicated that they support trail development, further reinforcing the strong community interest in improved trail opportunities. Only a very small share of respondents expressed neutral or unsure opinions, and even fewer indicated opposition or strong opposition.



IMPORTANT AREAS TO CONSIDER

The results show a strong desire for trails that connect communities rather than serve only recreational purposes. Across many municipalities, residents expressed interest in traveling to nearby villages, accessing local amenities, and reaching larger community hubs such as Sturgeon Bay. Village centers including Egg Harbor, Fish Creek, Ephraim, and Sister Bay frequently emerged as desired destinations, reflecting their roles as important destinations for employment, shopping, recreation, and tourism.

STURGEON BAY

Sturgeon Bay is consistently one of the most desired destinations countywide, especially for residents in southern and central Door County. It functions as the primary employment, services, and population center.

VILLAGE CENTERS

People strongly want to travel between village downtowns. Especially in the Northern Door communities people want to be able to connect to Egg Harbor, Ephraim, Sister Bay, and Fish Creek.

STATE PARKS AND MAJOR DESTINATIONS

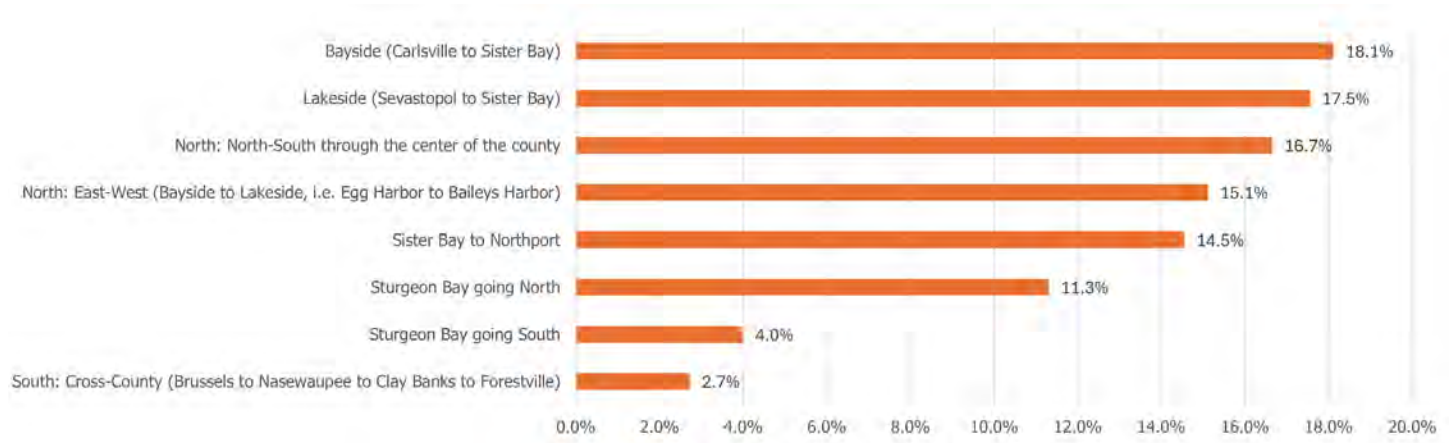
Several comments and charts highlight demand for trails connecting to places like Peninsula State Park, waterfront areas and beaches, community parks and schools.

ADJACENT MUNICIPALITIES

Many residents want direct links between adjacent municipalities, indicating a strong interest in short regional trips rather than long-distance recreational rides.

DESIRED TRAIL CORRIDORS

The survey asked participants to evaluate a series of potential trail corridors across Door County and rank them in order of priority. Respondents were required to rank all corridors from highest to lowest priority. To better understand which corridors generated the most overall interest, the results shown here reflect the percentage of respondents who placed each corridor within their top five priorities.



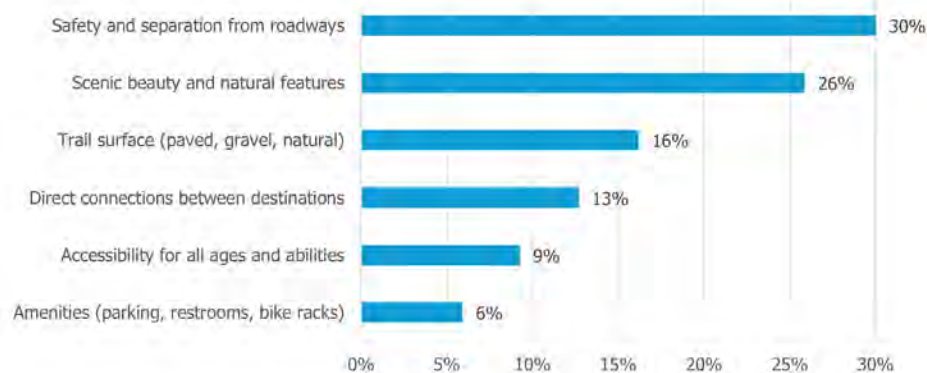
DESIRED COMMUNITY CONNECTIONS

Survey responses show strong demand for trails that connect Door County's primary population centers and village destinations. The following table highlights the top destinations from each community. *A full page summary of community specific survey results is provided in Appendix A.*

Where People Live or Visit	Where They Want to Go By Trail
City of Sturgeon Bay	Egg Harbor, Brussels & Sevastopol
Town of Baileys Harbor	Sturgeon Bay, Egg Harbor & Sister Bay
Town of Brussels	Forestville & Sturgeon Bay
Town of Clay Banks	Sturgeon Bay & Egg Harbor
Town of Egg Harbor	Village of Egg Harbor, Fish Creek & Sturgeon Bay
Town of Forestville	Sturgeon Bay
Town of Gardner	Brussels & Sturgeon Bay
Town of Gibraltar	Ephraim & Sister Bay
Town of Jacksonport	Baileys Harbor & Egg Harbor
Town of Liberty Grove	Sister Bay, Baileys Harbor & Ephraim
Town of Nasewaupee	Sturgeon Bay
Town of Sevastopol	Sturgeon Bay & Egg Harbor
Town of Sturgeon Bay	City of Sturgeon Bay & Sevastopol
Town of Union	Sturgeon Bay
Town of Washington Island	Sister Bay
Village of Egg Harbor	Sturgeon Bay & Fish Creek
Village of Ephraim	Sister Bay & Egg Harbor
Village of Forestville	Sturgeon Bay
Village of Sister Bay	Ephraim & Fish Creek

FACTORS MOST IMPORTANT TO TRAIL USAGE

This chart summarizes the factors respondents identified as most important when deciding whether they would use a trail. Survey participants were asked to rank their top three considerations, and the results shown reflect the percentage of respondents who placed each factor among those top priorities.



Safety and separation from roadways emerged as the most important factor, with 30% of respondents identifying it as a top consideration. Scenic beauty and access to natural features followed closely at 26%, reflecting the strong value residents place on experiencing Door County's landscape while using the trail system.

NEEDS & OPPORTUNITIES ANALYSIS

Developing a countywide trail network begins with understanding where connections are most desired and feasible. This section summarizes input from surveys, public meetings, and municipal conversations to identify areas where improved trail connectivity is most needed.

The maps highlight corridors where trails could strengthen connections between communities, neighborhoods, and key destinations. They reflect patterns in public input but do not define specific alignments. Final routing will be determined by municipalities through future planning, engineering, and environmental review.

OPPORTUNITIES

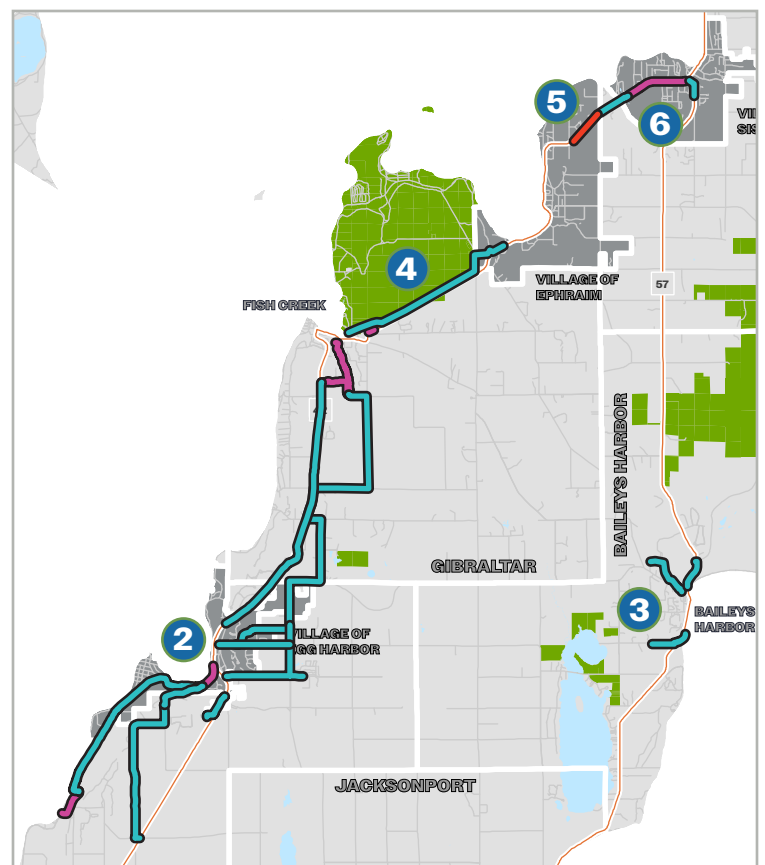
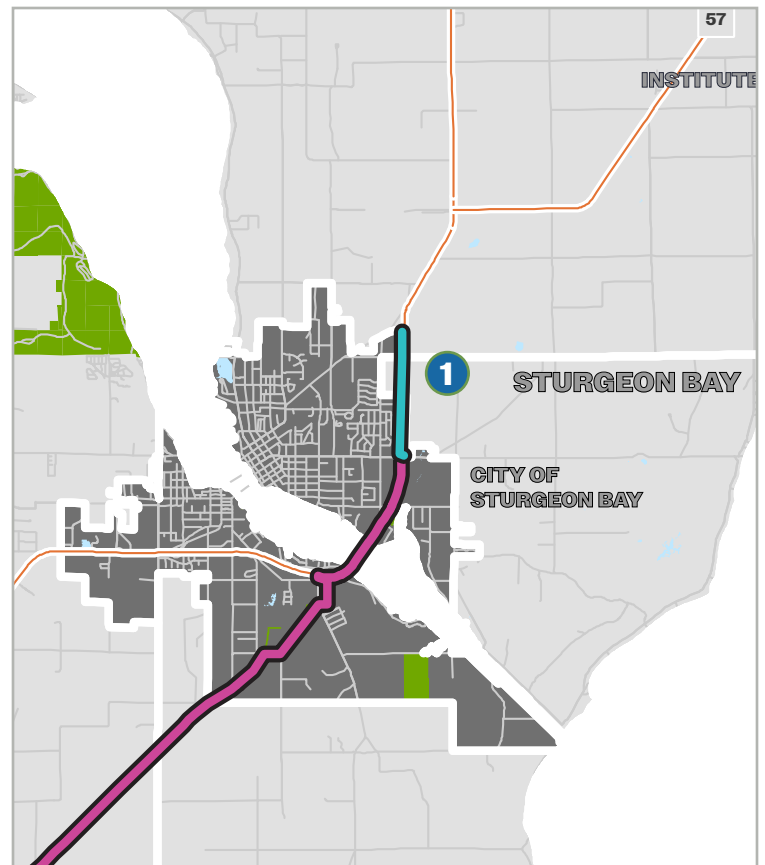
Several communities throughout Door County are currently exploring or actively planning new trail segments that could expand and strengthen the county's overall trail network. While these projects are not yet part of the existing trail system, they represent important opportunities to improve connections between communities, parks, and destinations across the peninsula. The following table highlights trail concepts and corridors that are currently being discussed, studied, or planned at the local level. As these projects move forward, they have the potential to fill key gaps in the network and support the long-term vision for a better connected Door County trail system.

Municipality/Owner	Trail Planning
WisDNR & the City of Sturgeon Bay	The Wisconsin Department of Natural Resources is planning for an extension of the Ahnapee State Trail from the intersection of Highway 42/57 and Michigan Street to the intersection of Highway 42/57 and Egg Harbor Road.
Village of Egg Harbor	The Village of Egg Harbor is actively advancing a network of trails to improve connectivity between key destinations, neighborhoods, and community assets. Key initiatives include the Beach to Beach Trail, Hillside Road–Bird View Trail Extension, Fish Creek Trail, and Rainbow Ridge Trail, with the Hillside Road–Bird View Trail Extension included in the Village's 2026 Capital Improvement Plan. Together, these projects reflect the Village's ongoing commitment to developing a more connected, accessible, and well-integrated local trail system. Additional opportunities are being explored to develop a trail system east towards the Heritage Lake residential development and onward to Baileys Harbor.
Town of Baileys Harbor	The Town of Baileys Harbor has planned for small trail segments to be developed at the north end of the Town along Ridges Road and County F. An additional segment has been planned to connect downtown Baileys Harbor to County Road E towards Kangaroo Lake. Both of these trail development areas would support further access north and west to Sister Bay and Egg Harbor or Gibraltar respectively.
WisDNR/Town of Gibraltar	The Wisconsin Department of Natural Resources, in coordination with the Town of Gibraltar, is working towards the development of a trail segment within Peninsula State Park running along Highway 42. The segment would connect into the Town at the intersection of Shore Road and Highway 42 and cross over into Fish Creek Park which would connect into the newly developed trail at the park that traverses the bluff and terminates at the Settlement Shops along Highway 42. Additional plans for this trail that currently terminates at the Settlement Shops is to further continue into Juddville and the Town and Village of Egg Harbor.
Village of Ephraim	The Village of Ephraim has planned out a short trail segment along Bayshore Drive that would provide pedestrian access to the businesses in the North Ephraim corridor. The trail is only being developed for pedestrian access due to land constraints.
Village of Sister Bay	The Village of Sister Bay is actively pursuing the development of a trail extension along Bayshore Drive from the intersection of Bayshore and Country Lane to the Village of Ephraim municipal limits. The extension will cross municipal boundaries into the Town of Liberty Grove. Additionally, the Village has been moving forward to develop a trail segment along Highway 57 that would connect the downtown area of the Village to Northwoods Drive.

POTENTIAL MULTI-USE BICYCLE AND PEDESTRIAN TRAILS

-  **BICYCLE & PEDESTRIAN**
-  **PEDESTRIAN ONLY**
-  **EXISTING MULTI-USE TRAIL**

- 1** Wisconsin Department of Natural Resources and the City of Sturgeon Bay
- 2** Village of Egg Harbor
- 3** Town of Baileys Harbor
- 4** Wisconsin Department of Natural Resources and the Town of Gibraltar
- 5** The Village of Ephraim
- 6** The Village of Sister Bay



OVERVIEW OF COMMUNITY NEEDS

The following maps introduce corridors identified through the public input process that will help shape the foundation of the countywide trail network. These corridors reflect where residents and stakeholders consistently expressed a desire for stronger connections between communities, neighborhoods, and key destinations.

Public Input Corridor

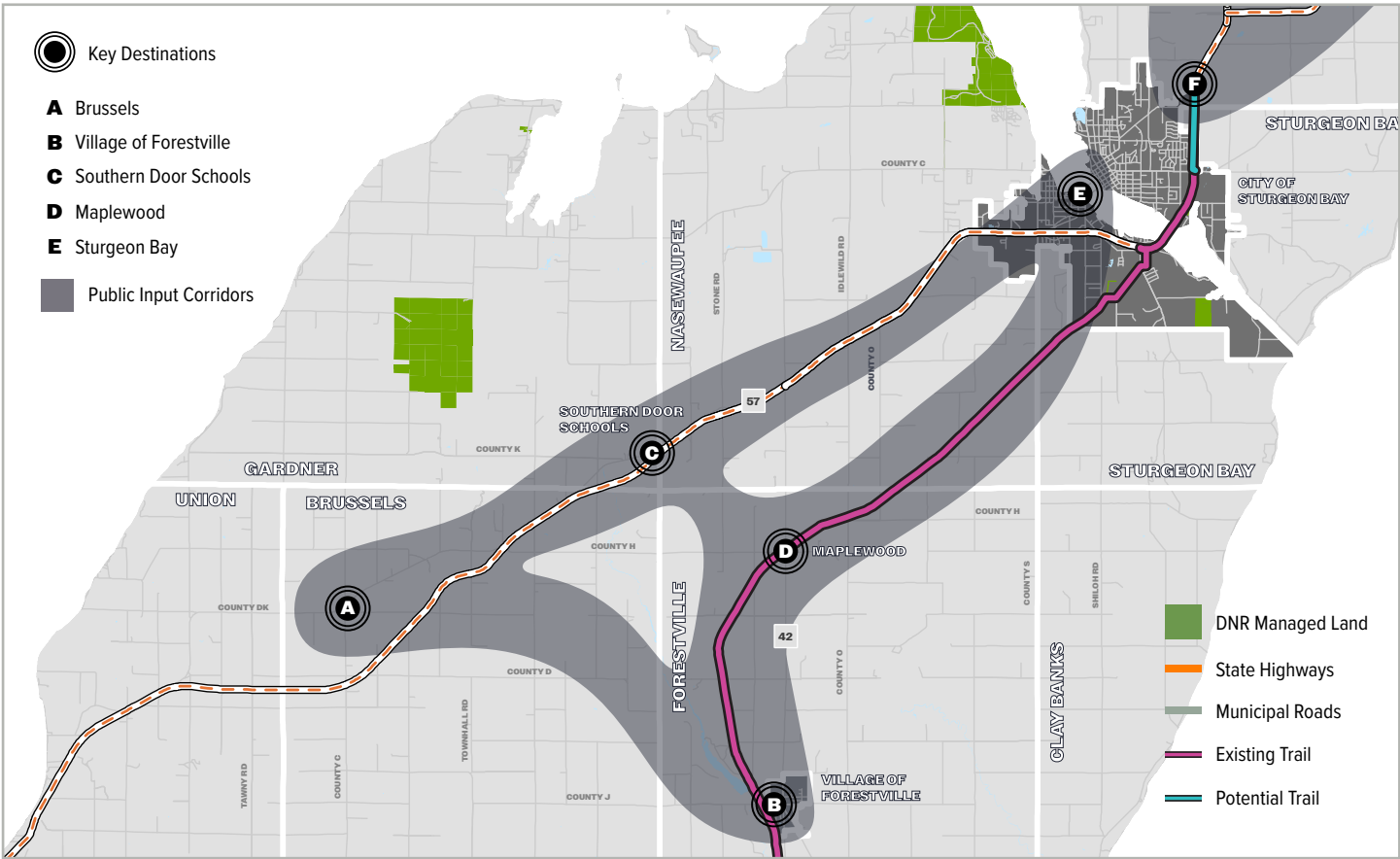
A generalized, shaded area representing where people want trail connections. These corridors reflect patterns in public feedback and are not intended to define exact routes. They do not designate specific alignments or limit future opportunities. Final trail locations will be determined through continued community engagement, municipal planning, engineering, land availability, and environmental considerations.

SOUTHERN DOOR NEEDS

In this plan, Southern Door is defined as the area from the southern county border to the Sturgeon Bay Canal, including Brussels, Gardner, Forestville (Town and Village), Clay Banks, Nasewaupée, and the southern part of the Town of Sturgeon Bay.

Municipality	Desired Connections	Municipality	Desired Connections
Town of Brussels	Forestville & Sturgeon Bay	Town of Nasewaupée	Sturgeon Bay
Town of Clay Banks	Sturgeon Bay & Egg Harbor	Town of Sturgeon Bay	City of Sturgeon Bay & Sevastopol
Town of Forestville	Sturgeon Bay	Town of Union	Sturgeon Bay
Town of Gardner	Brussels & Sturgeon Bay	Village of Forestville	Sturgeon Bay

The Ahnapee State Trail runs from the southern county border through Forestville and north into Nasewaupée and Sturgeon Bay, serving as a key existing corridor for regional connectivity. Connections near Maplewood could link Gardner and Clay Banks to Forestville and Sturgeon Bay, while additional trail development north of the state highway would help improve access from Nasewaupée.



NORTHERN DOOR NEEDS

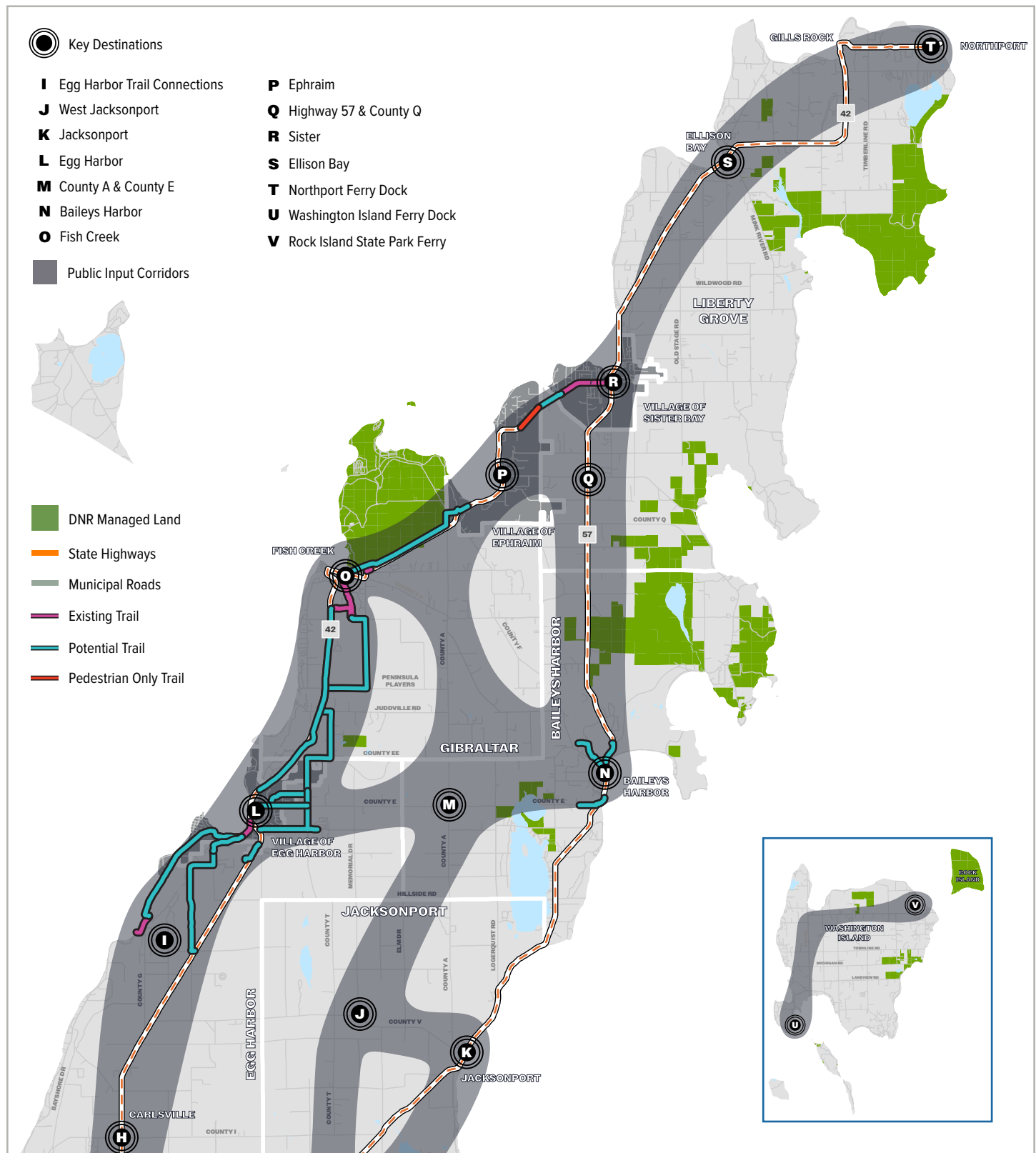
This plan defines Northern Door as north of the canal to Washington Island. This encompasses the Towns of Baileys Harbor, Egg Harbor, Gibraltar, Jacksonport, Liberty Grove, Sevastopol, Sturgeon Bay, Washington Island, and the Villages of Egg Harbor, Ephraim, and Sister Bay. Fish Creek is a popular unincorporated destination in the Town of Gibraltar.

Municipality	Desired Connections
City of Sturgeon Bay	Egg Harbor, Brussels & Sevastopol
Town of Baileys Harbor	Sturgeon Bay, Egg Harbor & Sister Bay
Town of Egg Harbor	Village of Egg Harbor, Fish Creek & Sturgeon Bay
Town of Gibraltar	Ephraim & Sister Bay
Town of Jacksonport	Baileys Harbor & Egg Harbor
Town of Liberty Grove	Sister Bay, Baileys Harbor & Ephraim
Town of Sevastopol	Sturgeon Bay & Egg Harbor
Town of Sturgeon Bay	City of Sturgeon Bay & Sevastopol
Town of Washington Island	Sister Bay
Village of Egg Harbor	Sturgeon Bay & Fish Creek
Village of Ephraim	Sister Bay & Egg Harbor
Village of Sister Bay	Ephraim & Fish Creek

There are currently no existing trails that extend to the north of Sturgeon Bay. Respondents to the survey noted the need for trails going north from Sturgeon Bay and many communities commented that they want access to Sturgeon Bay. The primary focus for the area north of Sturgeon Bay should be to connect into the adjacent communities of Sevastopol and the Town of Egg Harbor (Carlsville). This will help create a network that will eventually provide access from northern communities into the City of Sturgeon Bay.



Trail planning along the western edge of the peninsula is aiming to close gaps between Egg Harbor, Fish Creek, Ephraim and Sister Bay. This area is a high priority for the community. A second priority is development along the eastern edge of the peninsula, From Sister Bay to Sevastopol. The center of the peninsula is also a secondary priority both east to west and north to south. Corridors such as Egg Harbor or Gibraltar to Baileys Harbor and West Jacksonport to Ephraim are areas to consider for trail development. The final area of consideration is Sister Bay to Northport. On Washington Island, access to the ferry dock is the highest priority with connection to the Rock Island State Park Ferry.



VISION, GOALS & OBJECTIVES

VISION

We envision a Door County where safer, accessible trails connect our communities and are an integral part of everyday recreation and transportation, inspiring people to embrace cycling and walking for freedom, health, and happiness.

GOALS

1. BUILD A CONNECTED COUNTYWIDE TRAIL NETWORK

Each community in Door County plays a crucial role in developing a countywide connected transportation trail network. The following objectives reflect the needs and desires of individual communities that will support the long-term development of a connected network.

OBJECTIVES

Baileys Harbor

Strengthen trail connections between downtown Baileys Harbor, the Village of Egg Harbor and the Village of Sister Bay. Utilize current trail development efforts to expand access to the Village of Egg Harbor and the Village of Sister Bay.

Brussels

Explore opportunities to develop trails that connect Brussels to surrounding communities with emphasis on the Town of Gardner and the Town and Village of Forestville. Prioritize trail development that can lead to future connections to Southern Door Schools and Maplewood.

Clay Banks

Support the development of a trail that connects to the Ahnapee Trail and provides access from Clay Banks into the surrounding communities.

Egg Harbor (Village)

Enhance trail connections between downtown Egg Harbor, the waterfront, and surrounding local and county parks. Pursue development of a trail that connects into the Town of Egg Harbor, Town of Gibraltar, and the Town of Baileys Harbor with access to local destinations and residential areas.

Egg Harbor (Town)

Pursue opportunities to connect residential areas, parks, and rural landscapes to trail corridors in the Village of Egg Harbor, Town of Sevastopol (Carlsville) and the Town of Baileys Harbor.

Ephraim

Pursue development of a trail that connects Ephraim to the Village of Sister Bay, Fish Creek and the Town of Gibraltar.

Forestville (Village and Town)

Support trail development that extends access of the Ahnapee State Trail into new areas of the Village, Town and the surrounding area. Support development of a trail that can connect to Southern Door Schools.

Gardner

Explore opportunities for trails that connect in the Town of Brussels and the Town of Nasewaupee. Support trail development that provides access to Southern Door Schools from the Ahnapee State Trail.

Gibraltar (Fish Creek)

Enhance trail connections between downtown Fish Creek, Peninsula State Park, and surrounding communities including Ephraim and the Town and Village of Egg Harbor.

Jacksonport

Improve trail access between the village center, parks, and shoreline destinations while supporting connections to surrounding communities, state parks, and trail corridors along the eastern and central areas of the peninsula.

Liberty Grove

Support trail corridors that connect Liberty Grove to the Village of Sister Bay and the Town of Baileys Harbor. Pursue trail development that provides connections throughout the top of the thumb and access to the Northport ferry dock.

Nasewaupee

Identify opportunities to connect residential areas and parks to regional trail corridors, such as the Ahnapee State Trail, serving southern Door County and nearby communities including the City of Sturgeon Bay.

Sevastopol

Support trail connections between residential neighborhoods, rural areas, parks, and adjacent communities, including Sturgeon Bay and Jacksonport, while contributing to regional trail routes across central Door County.

Sister Bay

Enhance trail connections between the Village of Sister Bay, Town of Liberty Grove, Town of Baileys Harbor, and the Village of Ephraim.

Sturgeon Bay (City)

Expand trail connections between neighborhoods, downtown Sturgeon Bay, waterfront destinations, and local corridors serving both Southern and Northern Door County. Prioritize extension of the Ahnapee State Trail north.

Sturgeon Bay (Town)

Support trail connections from the Town of Sturgeon Bay into the Ahnapee State Trail or directly into the City of Sturgeon Bay as well as into the Town of Clay Banks (south of canal) and Town of Sevastopol (north of canal).

Union

Explore opportunities to connect the Town of Union to the Town of Brussels and other surrounding communities by trail.

Washington Island

Support the development of trails that connect areas of the Island to the Washington Island Ferry and the Rock Island State Park Ferry.

The following goals support the future connected network and help communities navigate development to ensure a coordinated and cohesive network that provides for safer accessible trails.

2. IMPROVE SAFETY AND ACCESSIBILITY

OBJECTIVES

- Ensure trails are comfortable, and accessible for users of all ages and abilities.
- Prioritize trails separated from the roadway and support protected bicycle and pedestrian facilities* as necessary.
- Ensure safer crossings at highways and major intersections.
- Incorporate universal design principles to support accessibility.
- Provide wayfinding signage and amenities that help users navigate the system.

3. SUPPORT HEALTH, WELL-BEING, AND QUALITY OF LIFE

OBJECTIVES

- Expand opportunities for residents and the greater community to enjoy outdoor recreation and active lifestyles.
- Provide trails suitable for walking, biking, and other non-motorized recreation.
- Improve access to scenic natural areas, shorelines, and parks.
- Encourage year-round use of trails where appropriate.

4. STRENGTHEN THE LOCAL ECONOMY

OBJECTIVES

- Leverage the trail network to support local businesses and enhance community identity.
- Connect trails to downtowns, waterfronts, and commercial areas.
- Highlight local destinations such as parks, cultural sites, and natural areas.
- Encourage trail-supportive amenities such as trailhead parking, bike parking, rest areas, and local services.
- Support local businesses and services by extending the tourist season.

5. COORDINATE IMPLEMENTATION AND FUNDING

OBJECTIVES

- Identify priority projects and phasing for trail development.
- Encourage partnerships between municipalities, the county, regional organizations, and property owners.
- Pursue state, federal, and private funding opportunities for trail projects.
- Establish consistent design standards and best practices for trail development.
- Review and update the strategic plan every five years to ensure goals and objectives remain relevant and support continued implementation and funding opportunities.

** Protected bicycle and pedestrian facilities refers to on-road bike lane markings, buffered on-road bike lanes, and any other bicycle or pedestrian specific infrastructure or marking that supports safer access along a roadway if full separation is not possible.*

BEST PRACTICES

Developing a successful trail network requires coordination, thoughtful design, and a long-term commitment to building connections between communities. Because trails in Door County will likely continue to develop incrementally, communities can benefit from a shared set of best practices that help guide decision-making as new opportunities arise. The following practices reflect common approaches used by successful regional trail systems and are intended to help communities develop safer, connected, and well-maintained trails over time.

PLAN FOR CONNECTIVITY

One of the most important principles of trail development is connectivity. Trails provide the greatest value when they link people to destinations such as downtowns, parks, schools, waterfront areas, and neighboring communities. When planning new segments, communities should consider how a trail fits into the broader countywide network rather than focusing only on local recreation needs. Even short trail segments can play an important role if they close a gap or extend an existing corridor. Communities should also prioritize connections to existing regional routes, including the Ahnapee State Trail, as well as future corridors identified in this plan.

SUPPORT INCREMENTAL DEVELOPMENT WHEN ABLE

In many communities, trail networks are built one segment at a time as funding, partnerships, and opportunities emerge. Municipalities should look for opportunities to incorporate trails into roadway improvements, park development projects, and new land development proposals. Over time, these incremental investments can create a larger connected network. Communities may also consider interim solutions such as signed bicycle routes or improved shoulders until dedicated off roadway facilities can be constructed.

PRIORITIZE SAFETY

Safety is a critical component of any successful trail network. Trails should be designed to minimize conflicts between users and motor vehicles and to provide a comfortable experience for people of all ages and abilities. Best practices include providing adequate separation from roadways where possible, designing safer street crossings, maintaining good visibility, and incorporating clear signage and pavement markings. Where trails intersect with roads, communities should consider treatments such as high-visibility crosswalks, pedestrian refuge islands, warning signage, and traffic calming measures to improve safety for trail users.

DESIGN FOR MULTIPLE USERS

Shared-use trails are typically designed to accommodate a variety of users including walkers, runners, bicyclists, and families with strollers. When planning new trails, communities should consider appropriate trail widths, surface materials, and accessibility standards to ensure the facility can safely accommodate different types of users. Trails should also be designed to meet accessibility guidelines so that people of all abilities can use and enjoy the network.

COORDINATE ACROSS MUNICIPAL BOUNDARIES

Because Door County is made up of multiple municipalities and jurisdictions, coordination is essential for creating a seamless trail network. Communities should communicate regularly with neighboring municipalities, the County, and partner organizations when planning new trail segments to ensure that routes align across jurisdictional boundaries. Shared planning efforts, joint funding applications, and coordinated signage can help create a more cohesive regional network and prevent situations where trails stop abruptly at municipal boundaries.

DOOR COUNTY TRAILS SUPPORT

Door County Trails serves as an important partner in advancing trail development across the peninsula. As a countywide organization focused on expanding and improving the trail network, Door County Trails can support municipalities by sharing information, identifying funding opportunities, assisting with grant applications, and helping communities coordinate trail planning efforts.

To support collaboration across jurisdictions, a municipal trails coordination committee has been established with liaisons representing communities throughout Door County. The committee meets quarterly to share updates on local trail projects, discuss funding opportunities, and coordinate potential connections between municipalities.

Communities are encouraged to use this forum to communicate upcoming projects, identify opportunities for partnership, and work collaboratively toward a better connected Door County trail network. Door County Trails helps facilitate these conversations and serves as a central resource for municipalities working to expand and strengthen the regional trail system.

PARTNER WITH LOCAL AND REGIONAL ORGANIZATIONS

Successful trail networks often rely on strong partnerships. Door County communities can benefit from collaborating with organizations such as the Wisconsin Department of Natural Resources, Door County Land Trust, Destination Door County, and community groups that support outdoor recreation. These partners can help identify funding opportunities, provide technical expertise, and assist with trail maintenance or promotion.

MAINTAIN AND STEWARD THE TRAIL NETWORK

Long-term maintenance is an important consideration in trail planning. Communities should plan for ongoing upkeep such as surface repairs, vegetation management, signage replacement, and winter maintenance where appropriate. Establishing clear maintenance responsibilities and budgeting for upkeep helps ensure that trails remain safe and enjoyable for years to come.

PROMOTE AND EDUCATE

Trails become more valuable when people know how to use them and where they connect. Wayfinding signage, maps, and digital resources can help people navigate the trail network and discover destinations along the route. Communities may also consider educational signage that highlights local history, natural features, and environmental stewardship.

ENCOURAGE COMMUNITIES TO INCORPORATE TRAILS PLANNING INTO COMPREHENSIVE PLANS

As communities update or refine their comprehensive plans, they are encouraged to consider how trail planning can be thoughtfully integrated to support local goals and enhance connections to surrounding areas. Incorporating trails into these plans can help ensure that future development decisions reflect community priorities while contributing to a better connected and cohesive network across Door County. Door County Trails encourages communities to adopt this strategic plan into their next comprehensive plan update.

FUNDING OPPORTUNITIES

Identifying funding sources is an important step in moving trail projects from concept to construction. While the vision for a connected trail network may develop through planning efforts such as this one, implementation often depends on securing funding through a combination of state, federal, and local resources. Fortunately, a number of grant programs exist that support trail planning, land acquisition, safety improvements, and construction of bicycle and pedestrian facilities.

Many of the most commonly used programs for trail development in Wisconsin are administered by the Wisconsin Department of Natural Resources and the Wisconsin Department of Transportation using federal funding sources. These programs typically require a local match and operate on a competitive application process, making coordination and early project planning important for communities seeking funding. In addition, several federal programs administered by the U.S. Department of Transportation can support larger or regionally significant projects, particularly those that improve safety, expand active transportation networks, or strengthen connections between communities.

The following table summarizes several state and federal funding opportunities that municipalities and partners in Door County may consider when pursuing trail planning, acquisition, and development projects. Because grant programs and eligibility requirements can change over time, communities should verify current program guidelines and application timelines before applying.

Program	Administrator	Eligible Uses	Requirements	Funding Amounts
Recreational Trails Program (RTP)	Federal Highway Administration administered by Wisconsin DNR	Trail construction, rehabilitation, maintenance, and trail-related facilities for motorized and non-motorized trails	Municipalities and eligible organizations can apply; typically requires 20% local match; projects must be trail-related and open to the public	Up to 80% reimbursement; Wisconsin awards typically up to about \$100,000
Transportation Alternatives Program (TAP)	Federal Highway Administration administered by WisDOT	Shared-use paths, bicycle and pedestrian infrastructure, Safe Routes to School improvements, and trail planning	Local sponsor required; 20% minimum match; projects must relate to active transportation infrastructure	Up to 80% federal funding; project sizes vary widely
Congestion Mitigation and Air Quality (CMAQ)	Federal Highway Administration administered by WisDOT	Bicycle and pedestrian projects that reduce vehicle emissions and support alternative transportation	Minimum project cost typically \$200,000 for construction; must demonstrate emissions reduction benefits	Up to 80% federal funding
Aids for the Acquisition and Development of Local Parks (ADLP)	Wisconsin Department of Natural Resources	Land acquisition and development of local parks and recreational facilities including trails	Project must be included in an approved Comprehensive Outdoor Recreation Plan (CORP); local governments are eligible applicants	Typically 50% cost share
Land and Water Conservation Fund (LWCF)	National Park Service administered by Wisconsin DNR	Acquisition and development of outdoor recreation facilities including trails, trailheads, and park amenities	Local governments must have a current Comprehensive Outdoor Recreation Plan; property must remain permanently dedicated to public recreation	Up to 50% cost share

Knowles-Nelson Stewardship Program	Wisconsin Department of Natural Resources	Land acquisition for trail corridors, conservation land, and outdoor recreation areas	Local governments and nonprofit conservation organizations may apply depending on project type	Typically up to 50% of project costs
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation	Trail crossings, pedestrian and bicycle safety improvements, and corridor safety projects	Local governments eligible; implementation grants require an adopted safety action plan	Planning grants typically \$100,000–\$5 million; implementation grants often \$2.5–\$25 million
Active Transportation Infrastructure Investment Program (ATIIP)	U.S. Department of Transportation	Funding for connected bicycle and pedestrian networks including regional trail systems	Supports planning, design, and construction of active transportation networks; local match typically required	Funding varies depending on project scale
BUILD Grants (Better Utilizing Investments to Leverage Development)	U.S. Department of Transportation	Large transportation infrastructure projects including multi-use trails and regional trail corridors	Highly competitive national grant; projects must demonstrate economic, mobility, or safety benefits	Awards typically \$1 million–\$25 million
Reconnecting Communities Pilot Program	U.S. Department of Transportation	Projects that reconnect communities divided by major transportation infrastructure including trails and linear parks	Projects must address barriers created by highways or major roads and improve access between neighborhoods	Planning grants up to about \$2 million; capital grants often \$5 million or more
Urban Green Space Program	Wisconsin Department of Natural Resources	Acquisition of natural land in urbanizing areas that may support passive recreation and trails	Local governments and nonprofit conservation organizations eligible for acquisition projects	Typically 50% cost share

APPENDIX A

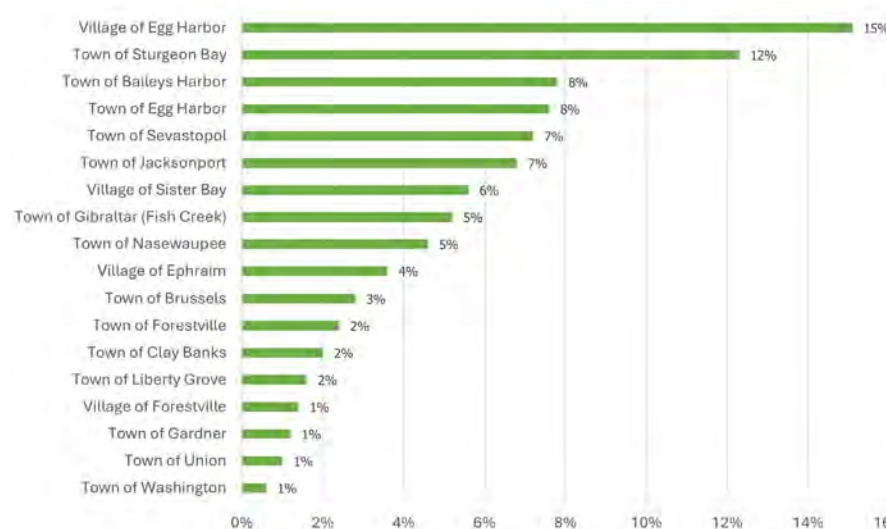
COMMUNITY SURVEY SUMMARIES

SUMMARY

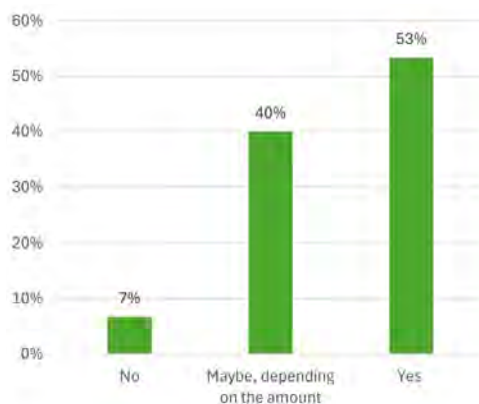
The City of Sturgeon Bay is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Sturgeon Bay community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE CITY OF STURGEON BAY WANT TO GO BY TRAIL:

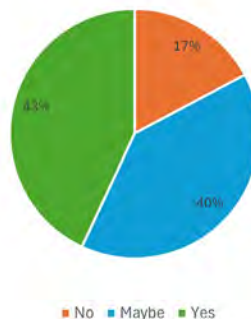


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

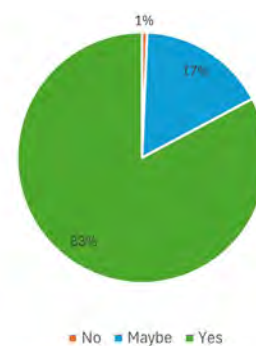


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"Door County has been missing out on a great opportunity for family friendly tourism in not having well developed bike trails."

"Sturgeon Bay to Brussels is the toughest place to find a route that feels safe, and there are almost no places to safely cross the highway south of Sturgeon Bay."

"The entire area is lacking a safe trail system, lack of maintenance and it leads to streets with very limited signage. Biking in Sturgeon Bay is NOT safe."

"Trail Etiquette signage will be needed so that all trail users are guided by the same rules. There needs to be an education portion."

"Start with Sturgeon Bay and work outward. They are your tourist and human density hubs. Potential serving the most people."

"Hopefully local businesses will see this as an opportunity to get more foot traffic. They may be interested in easement opportunities."

"Bad timing to consider tax funding options. Please try to tap investments that do not impact property or sales tax."

"I cannot stress enough the importance of NOT allowing ATV's, UTV's and Snowmobiles on these trails. These trails should only support silent sports."

"Connecting Southern Door to Sturgeon Bay and Northern Door will increase the amounts of homeless and drifters. I do not see this helping the community."

TOWN OF BAILEYS HARBOR



Total # of Respondents

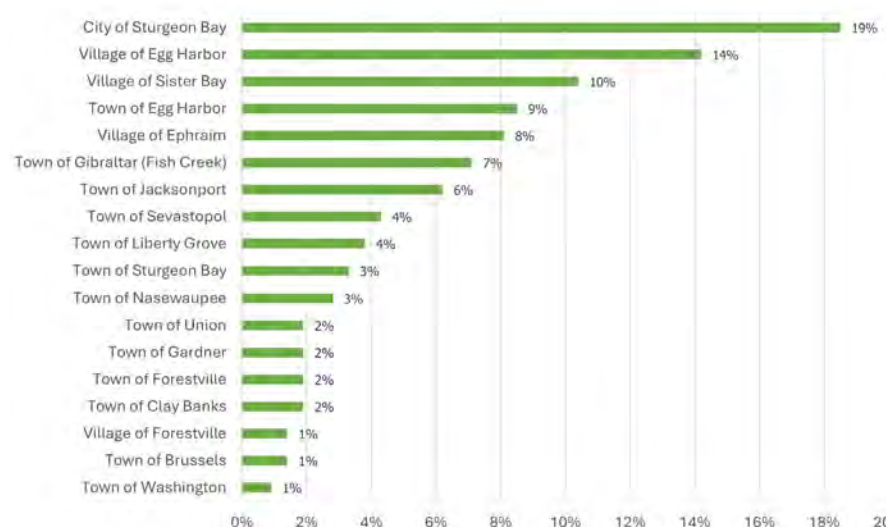
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SUMMARY

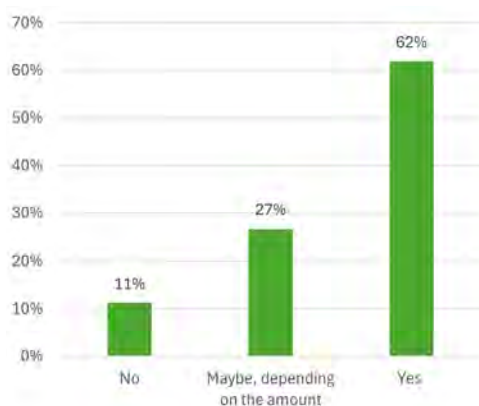
The Town of Baileys Harbor is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Baileys Harbor community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN BAILEYS HARBOR WANT TO GO BY TRAIL:

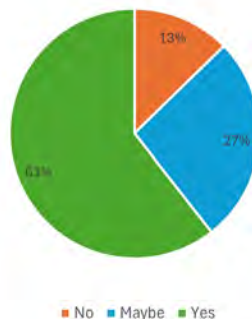


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

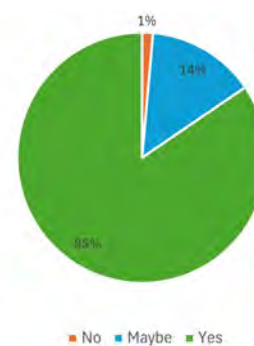


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"Any access that is expanded will be good for the community's health, wellness, and tourism!"

"Establishing a bike/ped path is so important for safety of everyone in the county, whether they use it or not. As is shown in Vilas County, bike paths are a plus for the entire community. Be sure they will be wide enough to safely have two bikes with trailers to pass each other!"

"I am so happy that this is finally moving forward. It is a project that has been discussed for many years. Kudos to you!"

"If we connected a bike and walking trail between our town parks, the advantage would be, there are already bathrooms and facilities there."

"Other communities like ours with natural beauty and tourism are way ahead of us. We need this! A good trail system will be a definite asset to Door County. Thank you for your work on this!"

"A million dollars a mile? This absolutely needs to be privately funded as the snowmobile and equine trails are. NO PUBLIC FUNDS!"

"It would really be nice if it could be prioritized to make alternative mood transportation, especially going east and west on County Road EE"

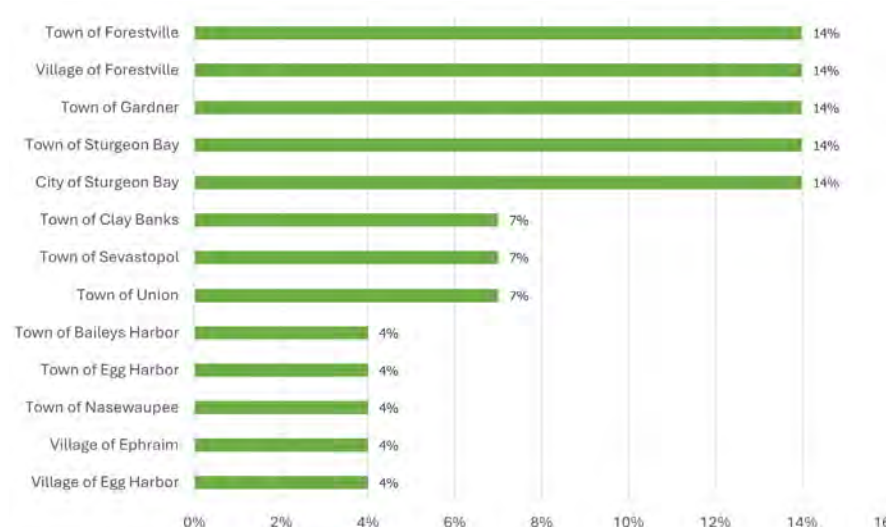
"More trails the better. I would prefer to have more trails connecting communities and care less about the surface of the trail. If gravel trails can get more connections over paving I would prefer that."

SUMMARY

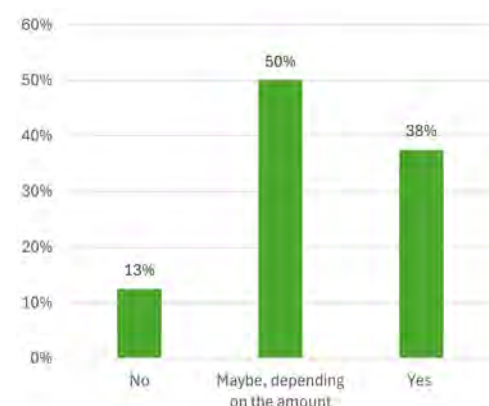
The Town of Brussels is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Brussels community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF BRUSSELS WANT TO GO BY TRAIL:

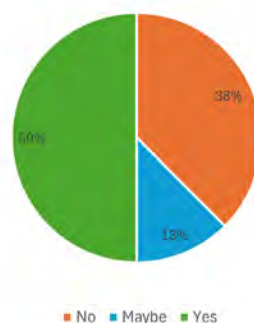


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

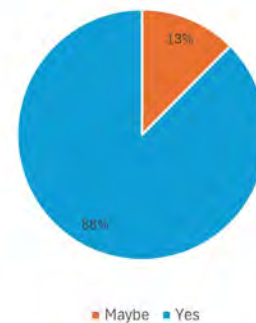


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"Need safe horse trails"

"No, I think it's a good idea to use for recreation and a place to enjoy during the summer or fall"

"Please make them Equine friendly"

"Thank you for seeing how important it is to provide opportunities for people who live and visit here to be active and well. The model what they have with the Heart of Vilas county system and its marketing is very successful. I am excited for these developments!"

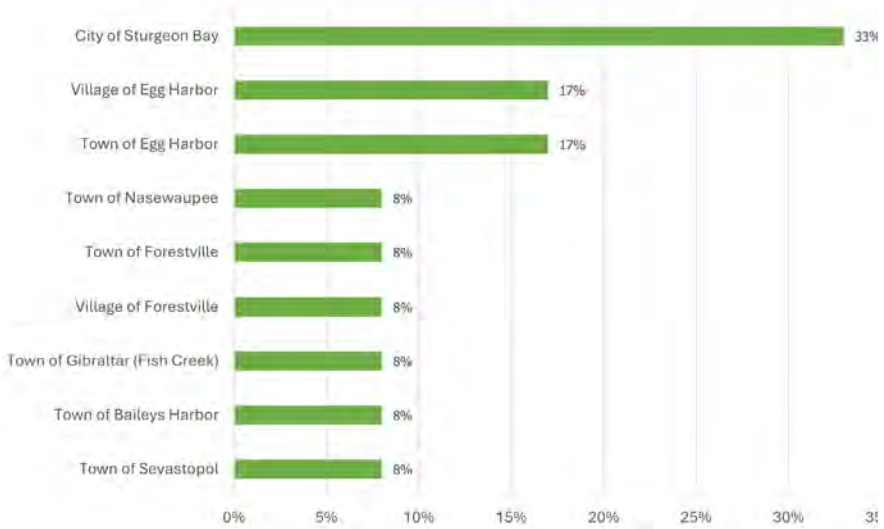
"We need horse trails"

SUMMARY

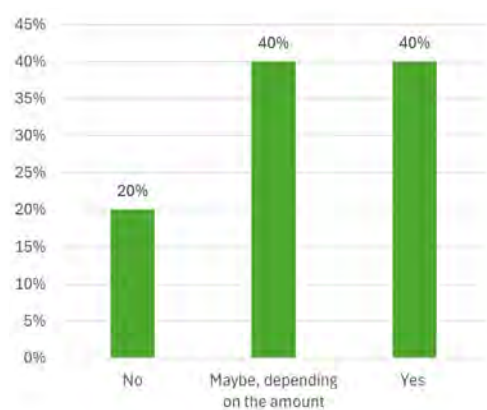
The Town of Clay Banks is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Clay Banks community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF CLAY BANKS WANT TO GO BY TRAIL:

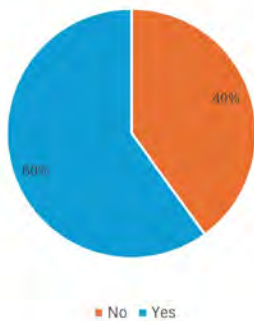


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

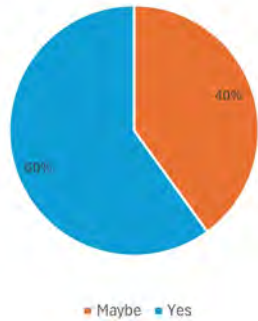


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

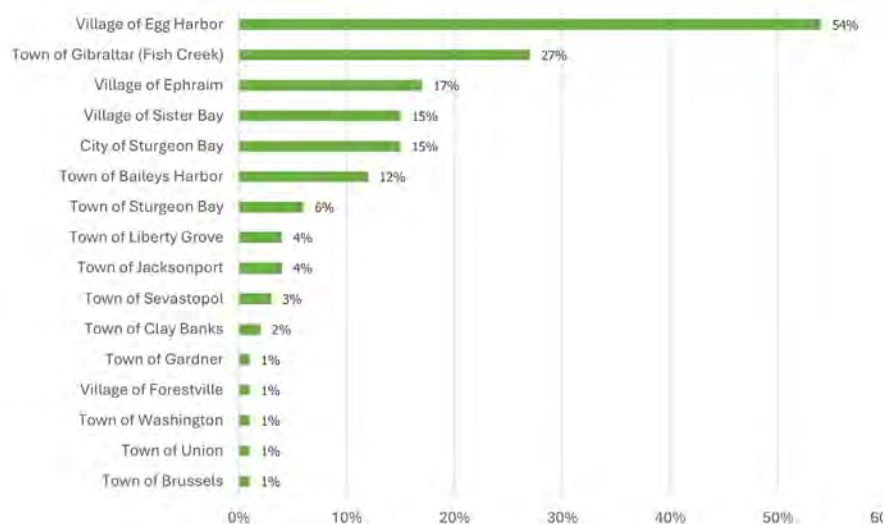
"Consider using lightly traveled town roads as a part of an integrated system of bike/hike paths"

SUMMARY

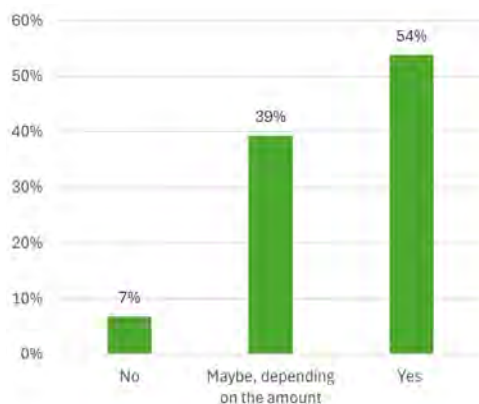
The Town of Egg Harbor is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Egg Harbor community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF EGG HARBOR WANT TO GO BY TRAIL:

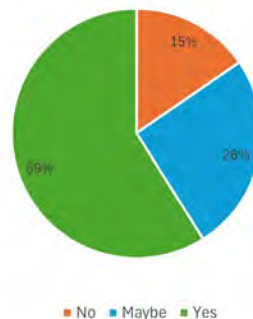


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

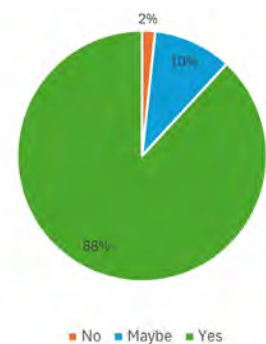


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"Having safe, well constructed bike trails will take a considerable amount of traffic off county road. This will make the roads safer as well as the cyclists"

"I do not believe electric bikes or any type of motorized vehicles should be allowed. A paved trail will only have bikes go faster thus creating a safety hazard"

"I have experienced using a bicycle to commute to work, to grocery shop, and for recreation in other communities. The off-road experience is life changing"

"I think this is a great idea and fully support it. My only concern is that this does not become an electric bike speedway"

"I'd like to see them in areas that would have cell service in case of emergencies"

"Love the direction that this movement is going towards. More pedestrians less vehicles"

"Please ensure that walking and biking are segregated from driving. Please do not institute user fees—too much administrative overhead and hassle"

"The trails have to be separate from roadways. The Egg Harbor bike lanes aren't safe and thus are not used very much"

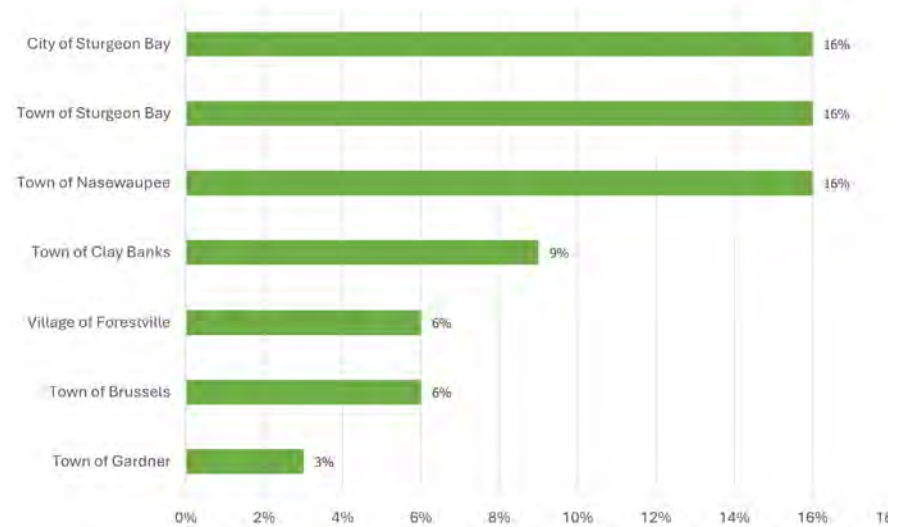
"Would be great to have a walking/bike path connecting the towns, especially the segment on Bay Shore Drive between Sturgeon Bay and Village of Egg Harbor"

SUMMARY

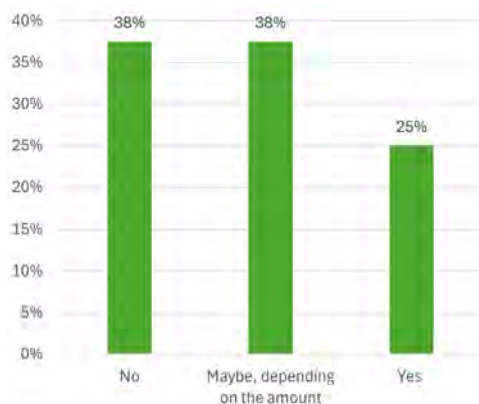
The Town of Forestville is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Forestville community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF FORESTVILLE WANT TO GO BY TRAIL:

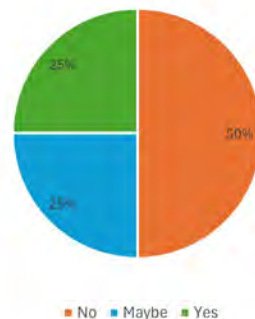


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

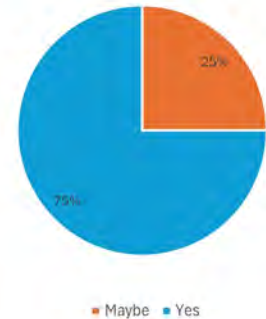


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"Do this for everyone! For the kids that are yet to come. For someone that is never going to use the trail for they will still benefit from it in some way"

"Taxes in my township are high enough without using tax dollars to support a bike/walking trail. We have the Ahnapee Trail and utilize that trail. Additional trails in this specific township is not necessarily required and I do not support my taxes going up for this purpose in my township or in any other community in Door County"

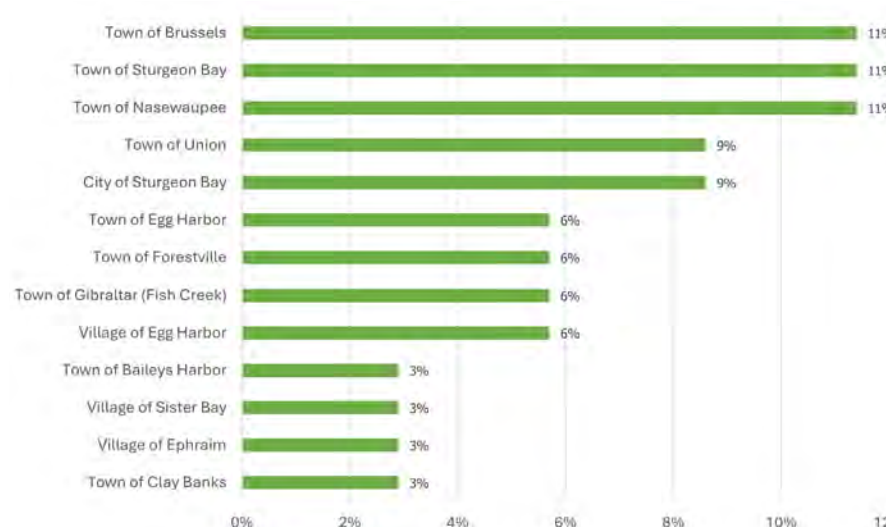
"Want snowmobile routes developed to certain businesses on the southern outskirts of Sturgeon Bay. Existing trail goes so close but would require coordination with multiple owners"

SUMMARY

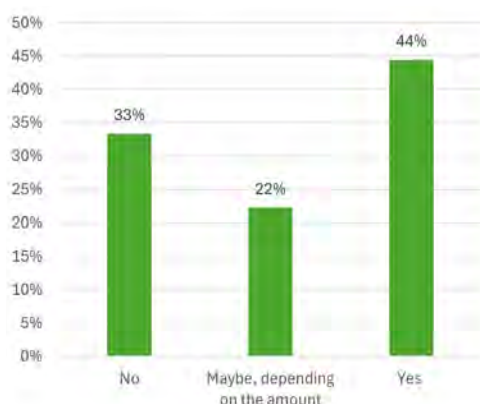
The Town of Gardner is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Gardner community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF GARDNER WANT TO GO BY TRAIL:



SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

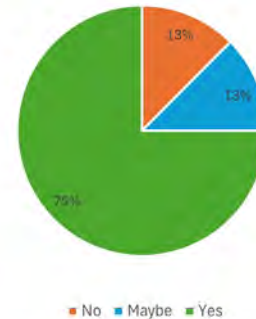


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"A phenomenal and necessary step for the growth and success of Door County!"

"Again. More horse back riding trails"

"Mountain bike trails are proven to bring visitors who stay overnight and pay for hotels and restaurants much better economic return than road bikes"

"The trails should be paved. I think gravel trails will deter some from using them"

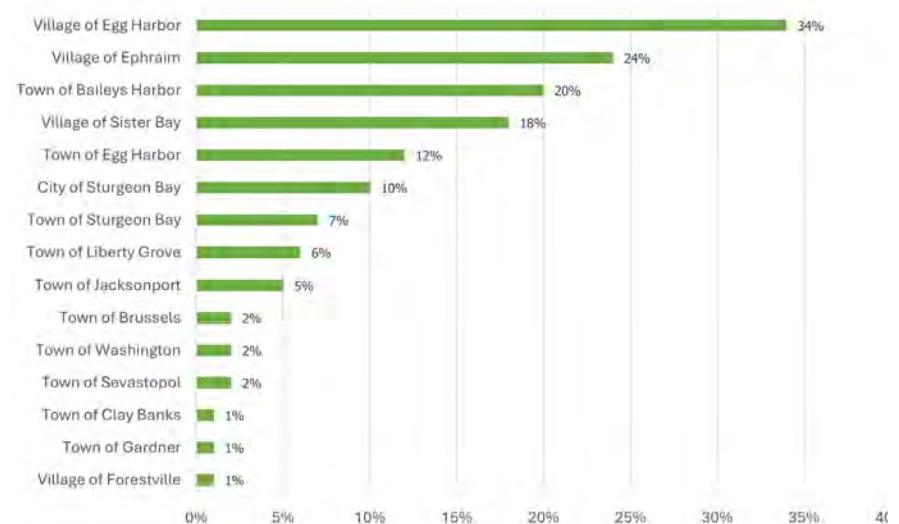
"We have enough trespassing problems without trails and so many infrastructure items that need funding (county and local roads, schools, food banks) before trying to disrupt landowners and the continually decreasing untouched pieces of land in this county. Not to mention the allowed use of UTVs on roads that is disruptive in certain areas"

SUMMARY

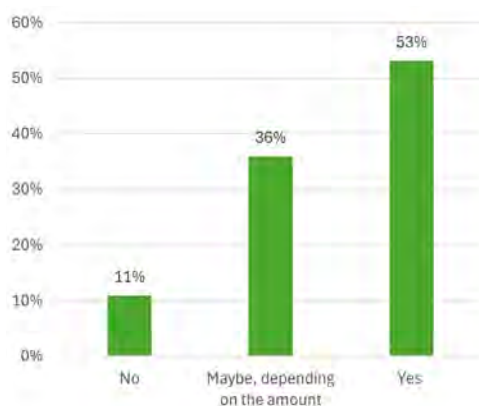
The Town of Gibraltar is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Gibraltar community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF GIBRALTAR WANT TO GO BY TRAIL:

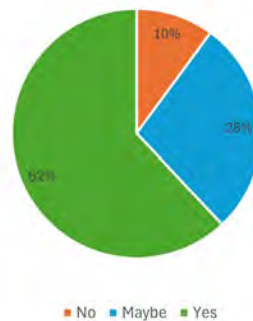


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

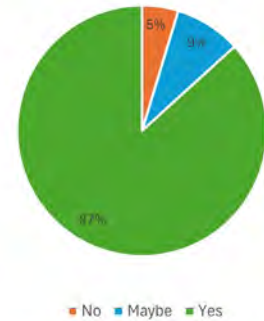


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"Another option may be to refresh bike route signage throughout the peninsula to promote safer routes"

"Consider a more direct route to keep users off the highway; do not extend into areas to add scenic views. Focus on direct routes; others can be the focus of each municipality or park"

"Each municipality should be responsible for maintenance of the trail within their municipal limits"

"Ensure integration into the natural landscape as much as possible, avoiding destruction to natural environments"

"I believe that the trails could be a huge thing for Door County. In the summers the roads get crowded and dangerous. Having paths that are able to divert some of that traffic is essential to making Door County more accessible and reducing emissions"

"I hope safety is top-of-mind, too. Not just separation from vehicle traffic, but also ensuring safety for women using the trails alone, especially in the evenings"

"I would like to see punch blinking lights for crossing highway safety when needed"

"Please focus on routes that will get walkers and bikers off of the shoulder of the roads with a 55 mph speed limit"

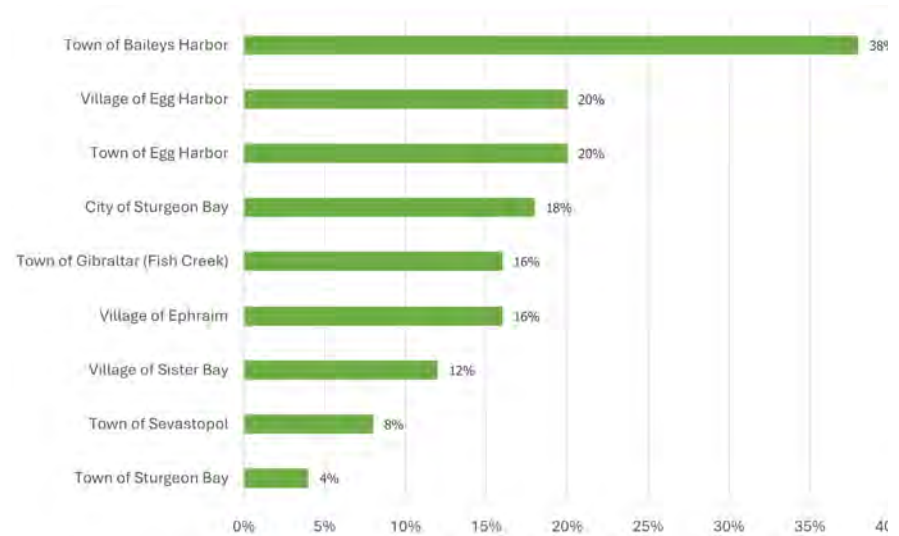
"There are many senior citizens in Door that utilize electric pedal assist bikes to enhance their biking experience. I would be upset if those types of bikes would be prohibited on the trails"

SUMMARY

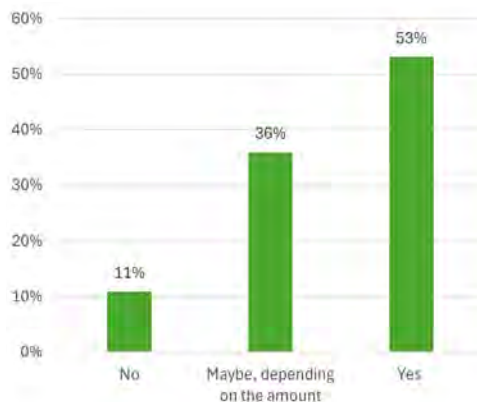
The Town of Jacksonport is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Jacksonport community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF JACKSONPORT WANT TO GO BY TRAIL:

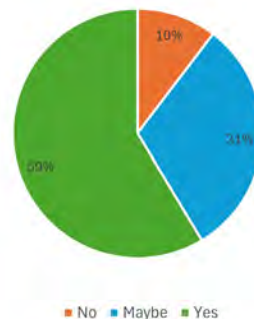


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

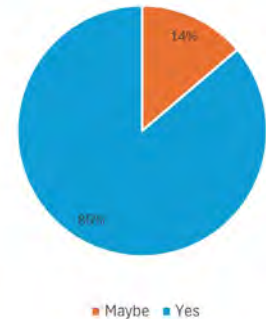


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"As the county gets more crowded, we need to create ways to allow pedestrians and bikers to get safely from place to place. By encouraging walking and biking, we lower the traffic and parking congestion that is becoming a serious issue. Many residents would love to "walk into town" instead of driving (or staying home), but it needs to be safe"

"I have limited my bike riding during summer because of high volume of traffic in summer and safety reasons"

"I look forward to these trails. Although I ride my bike often, I don't always feel safe riding on the roadways which are often narrow (e.g. Cave Point Road)"

"Love having: a simple place to sit and take in a view, or break. Dog waste supply stations. Appropriate but simple port a potties adequate at locations. Use volunteers to maximum potentials. Keep community involved with decisions and supports. Simple trails better than no trail...if cost becomes obstacle. Rustic accommodations are cool. Everything does not need to be top dollar nor modern. Keep the quaint when ever possible. Humble. Love of land and natural beauty.

"Safety is #1 for us! We love riding our bikes into Baileys Harbor or Egg Harbor from Jacksonport. However, we pick our days and times very carefully to avoid the speeding and/or distracted drivers. We would be thrilled to have biking paths or lanes!!!"

"The county needs more horse trails. I am being very specific with this as cyclists can be obnoxious about sharing trails with anyone"

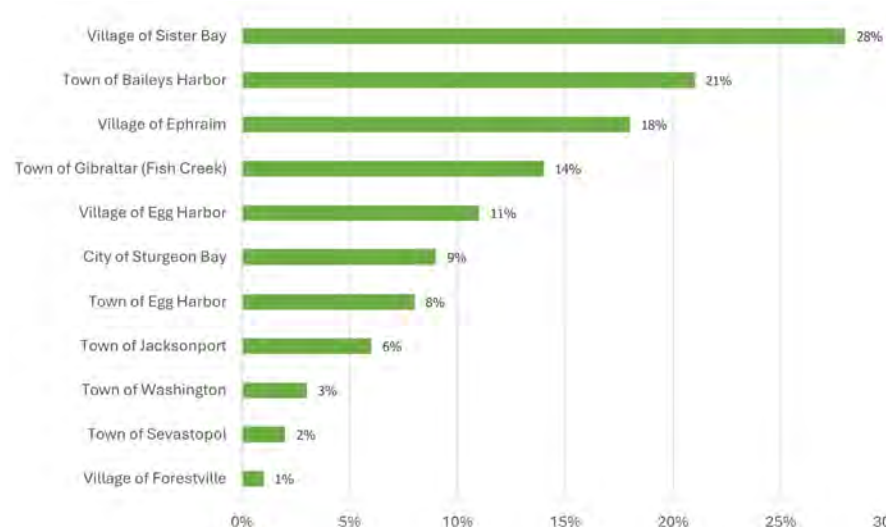
"The trails should be wide and constructed using gravel, not asphalt. The access must include E-bikes for us senior citizens"

SUMMARY

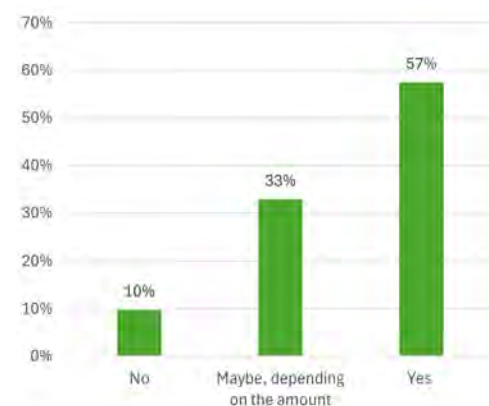
The Town of Liberty Grove is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Liberty Grove community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF LIBERTY GROVE WANT TO GO BY TRAIL:

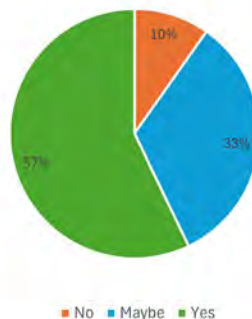


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

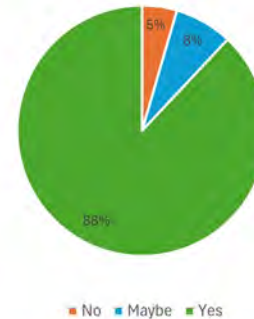


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"As the popularity and population of Door County grows the need for these trails multiplies. I like the idea of tapping into that growth, or connecting specific trail initiatives to new developments in some way, without making it prohibitive to grow businesses."

"By connecting the trails together and making car-free trails would be a huge boost for the local tourism. It also gets bikes off our overcrowded roads and protects people using bikes as a way to commute. It creates revenue and protects people—this is a win-win. Let's also keep some trails just for hiking."

"Consider more options to develop bike/pedestrian trails that are separate but parallel to existing roadways instead of simply providing a shoulder on the road for pedestrian use, which is unsafe and won't be used."

"Fragmentation of Door County's many important wetlands and land trust properties is already somewhat severe... it would be nice for this to provide alternative transportation so gaps between important forests and creeks can be closed."

"Get feedback from other successful rails-to-trails endeavors, such as the Fox River Trail model in Brown County regarding trail width, pavement, and friends groups that support the trail development and evolution of the system."

"I have biked the road in Door County for years, including riding in several Century rides. Door County is a beautiful area to ride and I am in full support of plans to increase access between communities."

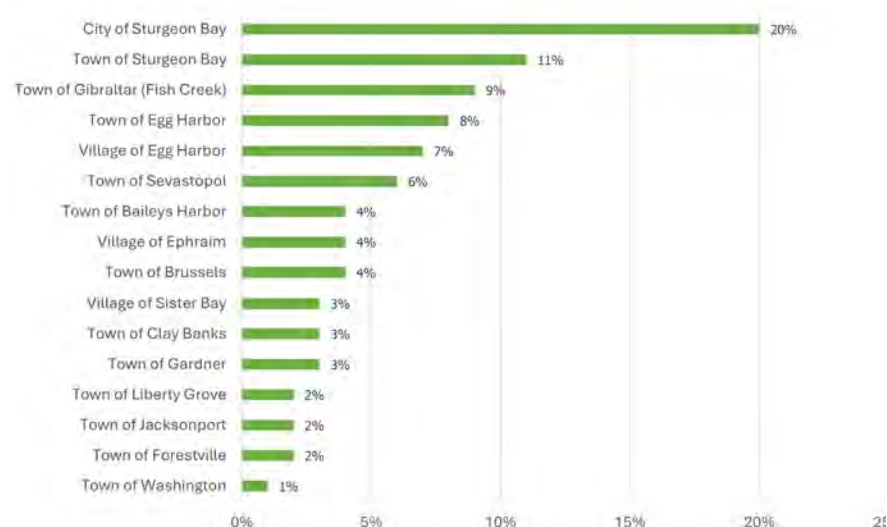
"I've enjoyed trails such as these in other places I've lived. Since I live remotely, I always have to drive my car. I'd like to ride my bike and walk more."

SUMMARY

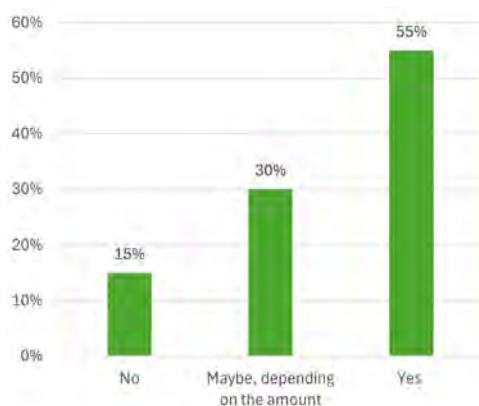
The Town of Nasewaupee is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Nasewaupee community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF NASEWAUPEE WANT TO GO BY TRAIL:

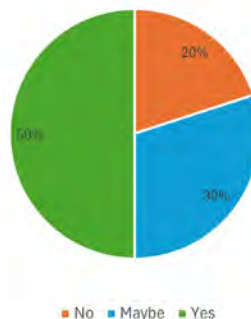


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

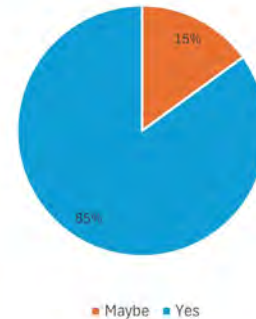


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"Would love to see ice skating through the woods like Boulder Junction, WI built"

"Also would like to see snow made like Lapham Park in Lake Country (SE WI) for cross country skiing and snowshoeing"

"Future-planning to prevent over-use that tramples the original terrain and natural features i.e. don't end up like Cave Point with every trail surface beat down and bushwhacked and hordes of people standing on every surface like an amusement park"

So excited for this opportunity. Thank you!

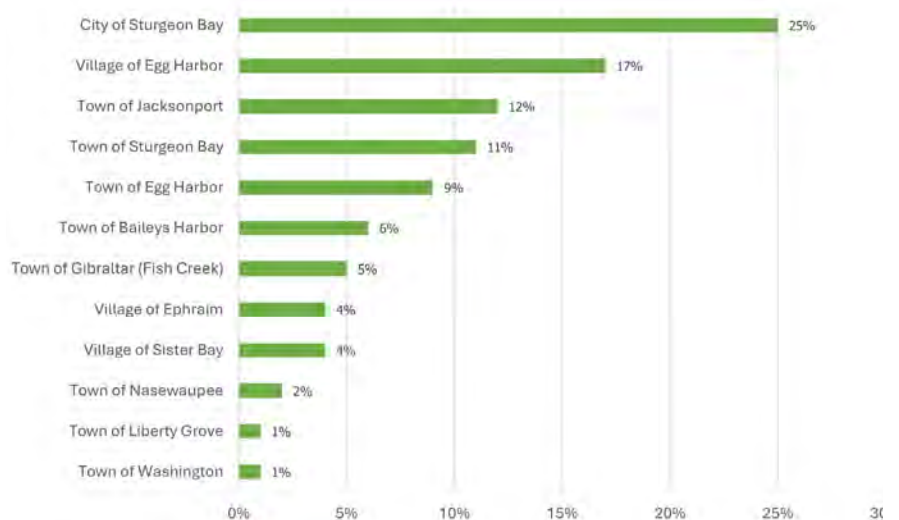
"The Northern Door trails are primarily for tourists"

SUMMARY

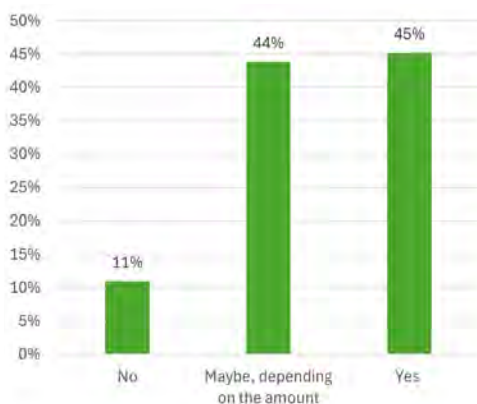
The Town of Sevastopol is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Sevastopol community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF SEVASTOPOL WANT TO GO BY TRAIL:

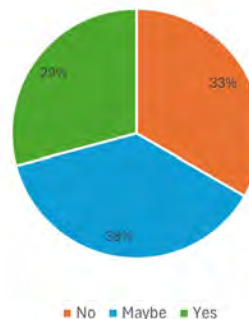


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

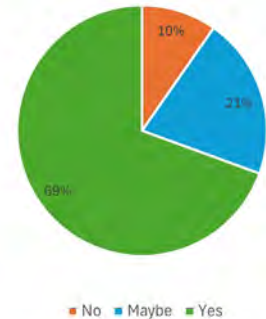


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"Creating options for kids and working adults without vehicles is important. We have an efficient highway, but this makes it all but impossible for children living beyond downtown Sturgeon Bay to navigate their community. I would love to see safe options to connect to the schools."

"Access for horse trails! We need more trail riding locations."

"I have biked in Door County since the 1960's and it has gotten increasingly more dangerous to do so due to heavy traffic, inattentive driving habits, and the lack of a safe shoulder. I have significantly curtailed my biking because of the danger."

"Please make safety the main focus. I am deeply concerned about accidents and harm or death of pedestrians and bikers."

"Some current options for walking/biking just are not safe. Example – Bay Shore Drive North from Sturgeon Bay. What can be done to enhance the recreational experience on this route and others like it?"

"The natural beauty we have here is breathtaking. A connected trail system the whole length of the county would bring tourists here to use the system while also benefiting locals."

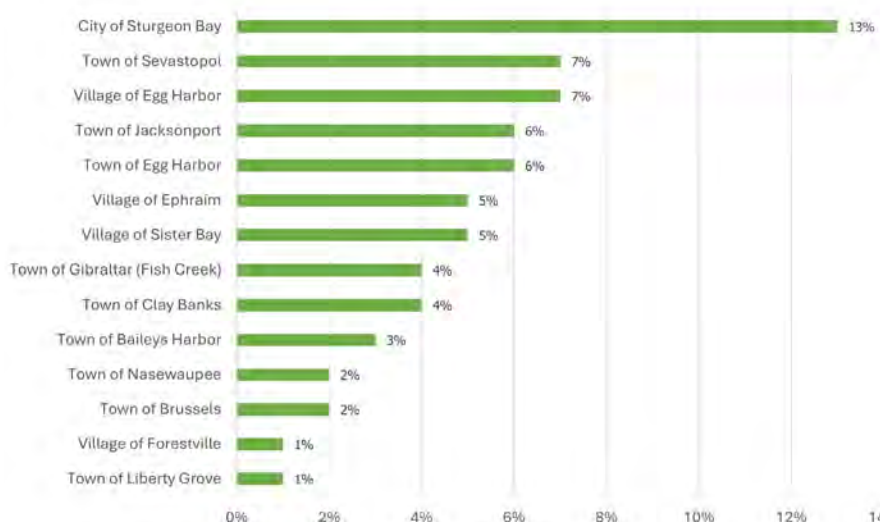
"We are a tourism destination and we lack multi-use silent sport trails compared to many other tourism destinations. This is a healthy way to get more people enjoying the outdoors and taking in Door County's scenic views."

SUMMARY

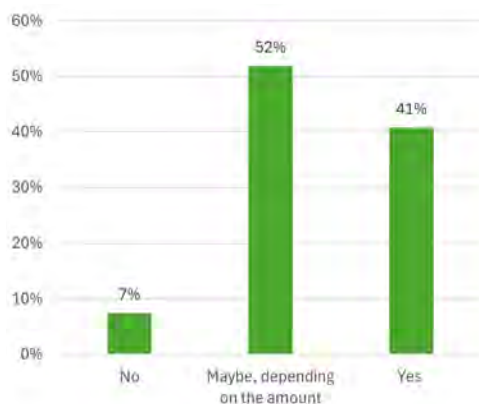
The Town of Sturgeon Bay is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Sturgeon Bay community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF STURGEON BAY WANT TO GO BY TRAIL:

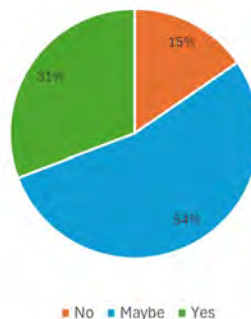


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:



IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"Bikers and hikers/walkers don't necessarily share the same goals for trails"

"I believe good trails can create tourism and a sought after destination. A great example is the Heart of Vilas County Trail System"

"I love love love this initiative! A bike share would be a neat feature.... Bikes in a rack that you can rent and return to the same or other rack at your destination. Again, doing quite a bit of bike travel, this has been a great way to see a city/area when we have not been able to pack bikes"

"Inter-city bus loop funded by tourism. Decrease traffic congestion and drunk driving. It would set each downtown for tourism access via biking or walking. Consider advocating for a county funded bike share with stations located within each downtown. Tourism kiosks or private company could run rentals of bike/lock/helmets for a small fee or free of charge if funded as part of a safety mitigation plan to decrease crashes"

"This should have been initiated long long long ago before development increases"

"We could also tie in the ATV trail system to expand both trail systems. Opening the ATV trail system up to off-highway dirt bikes and other powersports could help promote tourism and support local businesses"

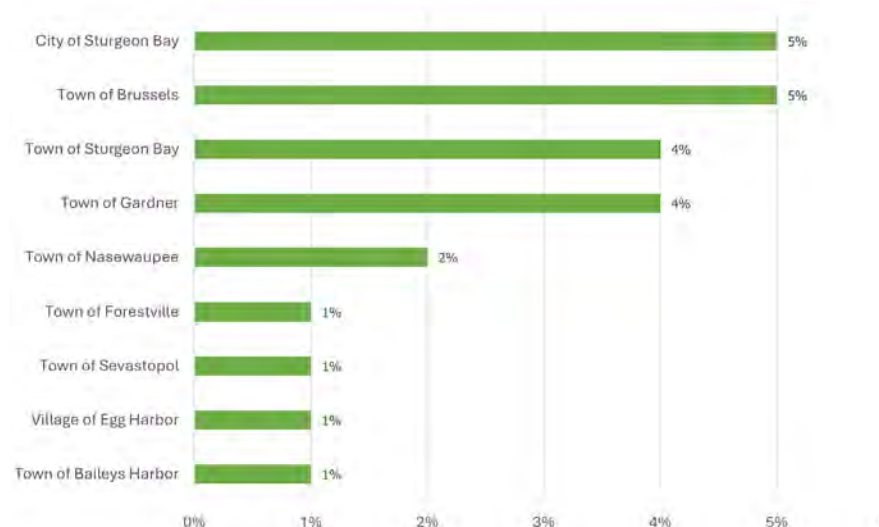
"When thinking about multi-use trails, please consider the equine centered community. There are no trails available for us. We are prohibited from use of any of the existing trails, whether it is in the parks, recreation areas, land trust areas, etc."

SUMMARY

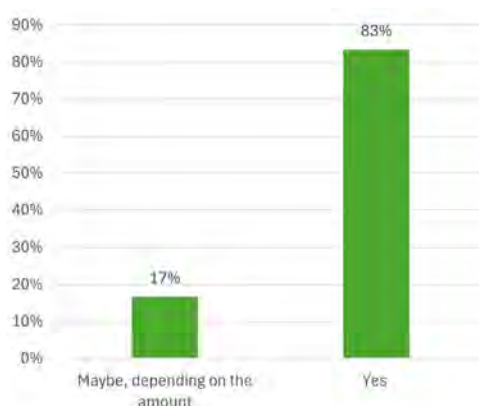
The Town of Union is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Union community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF UNION WANT TO GO BY TRAIL:

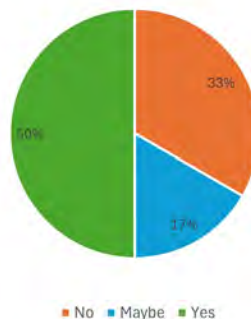


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

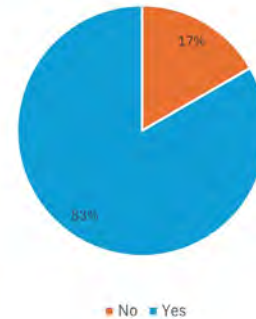


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"In the absence of strong public transportation I think this is a great pursuit. Also contributes to livability, a key factor for recruiting and retaining a younger workforce"

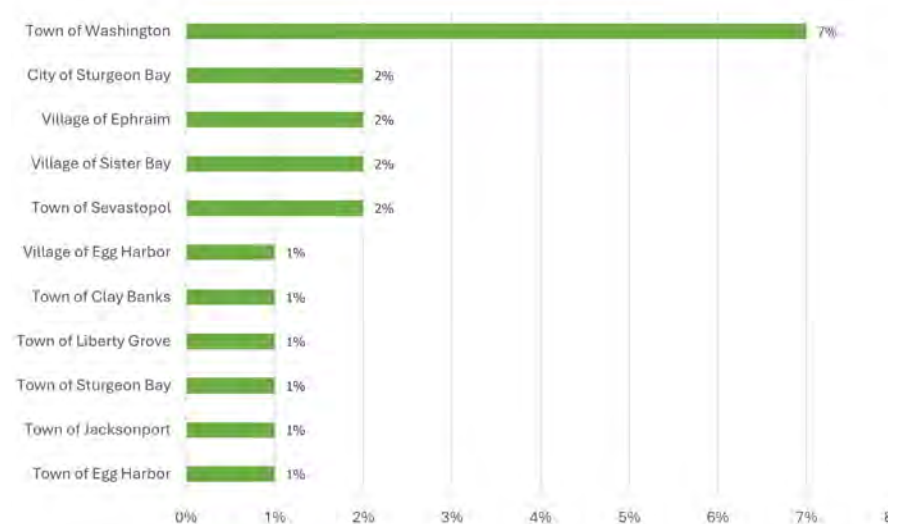
"Southern Door County is highly under-served by safe biking paths. We don't hold as much of the tourism might, but our community would benefit greatly from this amenity, and put it to good use! I would love to start a "bike bus" to school, but safe pathways aren't currently available"

SUMMARY

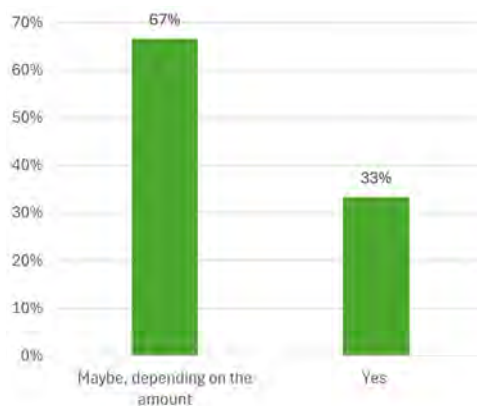
The Town of Washington is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Washington community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE TOWN OF WASHINGTON WANT TO GO BY TRAIL:

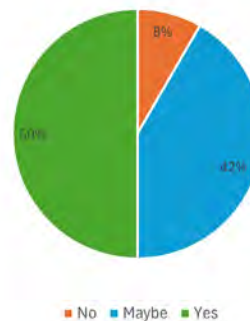


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

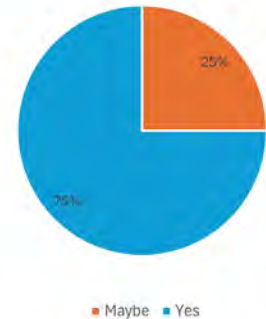


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"No more bikers on door county roads, it's not safe and they don't spend money when riding thru communities"

"Start/end points need to be as carefully planned as the routes themselves, as dumping additional pedestrians/bikes at dead ends (lakefront, residential, existing businesses with parking issues) is just moving a problem elsewhere (congestion)"

"The town of Fort Collins, Colorado, has a very nice bike and walking path system throughout the city. Their trail system could be an inspiration for a functional door country-specific trail system"

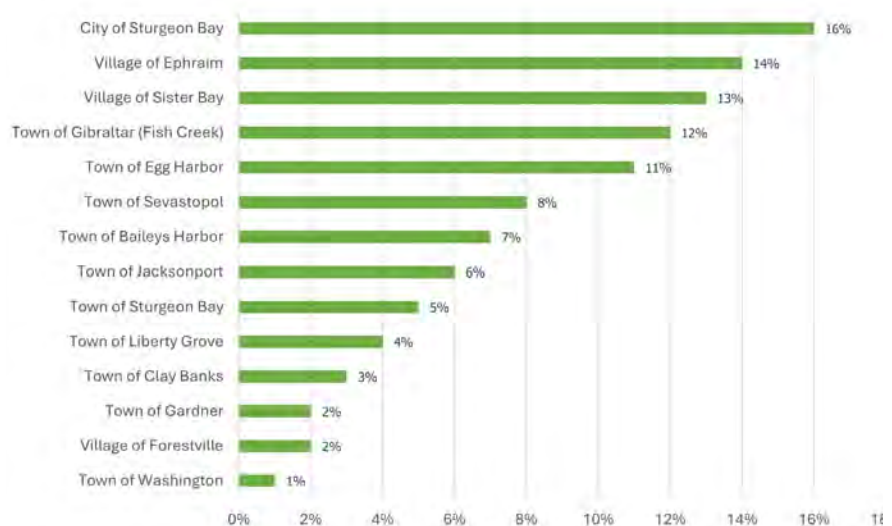
"As one of the PE teachers for the Island School, we would utilize a trail system to teach students more about hiking and cross-country skiing to help promote the great outdoors"

SUMMARY

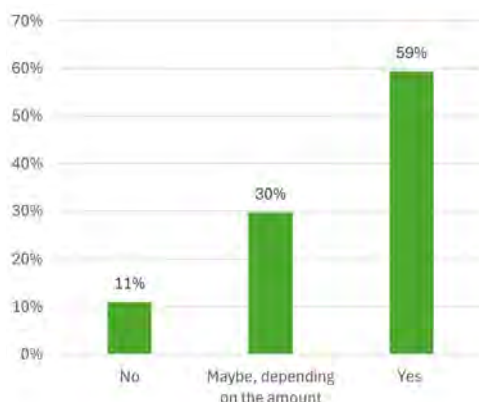
The Village of Egg Harbor is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Egg Harbor community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE VILLAGE OF EGG HARBOR WANT TO GO BY TRAIL:

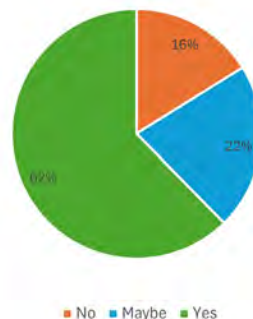


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

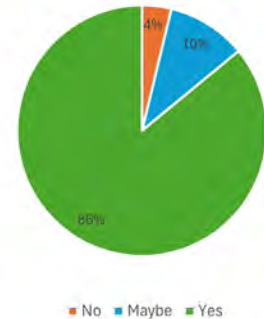


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"Greatly needed to allow individuals to move safely through the Door for both recreational and personal use, reducing traffic and increasing safety."

"I have been biking around Door County for many years but feel increasingly unsafe. Bike trails would be so wonderful."

"Improve safety on all roads, especially internal roads. Off road trails along major roads. Widen for bike lanes."

"Please segregate any and all bike and pedestrian trails from roads and streets."

"Just remember not to destroy the nature that you should be protecting. The trail should be designed to avoid cutting down trees where possible."

"Strongly want trails paved for bikes. Only support paved trails."

"Support your efforts. It will help promote tourism and the local economy to have good bike infrastructure."

"We're so happy to see this happening. We'd rather bike places than always having to use our car."

"Let's work on visible quick wins between populated areas first, so that we can gain broader traction for this initiative."

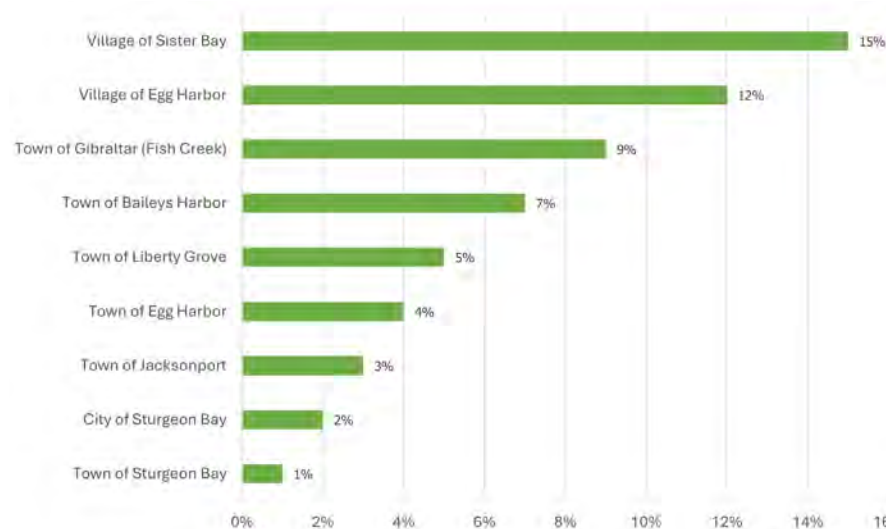
"Talk openly about what trails do for the disabled."

SUMMARY

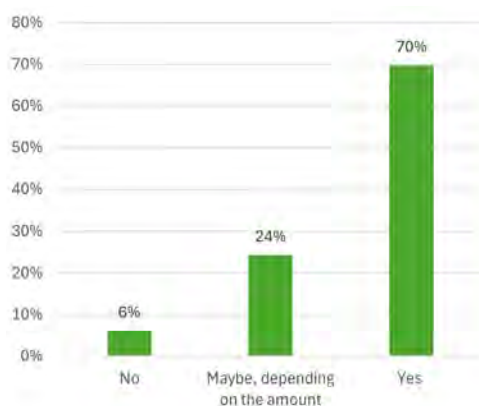
The Village of Ephraim is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Ephraim community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE VILLAGE OF EPHRAIM WANT TO GO BY TRAIL:

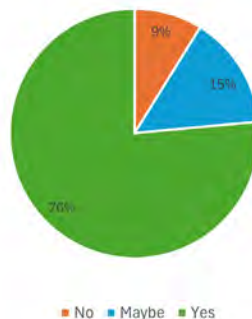


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

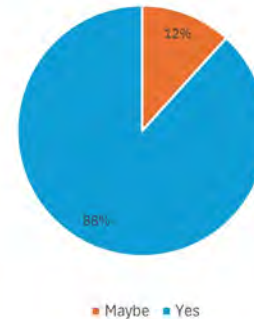


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"Connection to state parks as well as villages would be nice as I bike and hike to get outdoors and be active while seeing features"

"Don't use asphalt. It deteriorates too fast and needs costly repairs. A hard surface. I am told asphalt needs car and truck traffic to help the surface. Use crushed limestone. Wider, softer path. Just needs replenishment every few years"

"Please include distinct, painted lane markings on the path to separate people who are walking/jogging from those who are biking. Especially with e-bikes, I see a multi use path with walkers and bikers (of different ages/mobility) without separation as unsafe and a mess"

"Thank you for making this topic a priority. Safety on the congested narrow roads is essential. While accomplishing this objective, is there an option to provide a series of trolleys so tourist will park their cars and visit by riding the trolley from town to town, to the parks and beaches?"

"We reside full-time in the Village of Ephraim specifically off County Q. We want to see this trail go through Q because the two greatest benefits is convenience, access and physical fitness. Please know that there are many people I see walking off Highway Q. So, building trail networks would make it easier to walk and bike where they need to go instead of getting in the car all the time" In addition, it brings zero-emission transportation, improving air quality. Building a multi-use trail through Highway Q corridor will promote for green space and active transport."

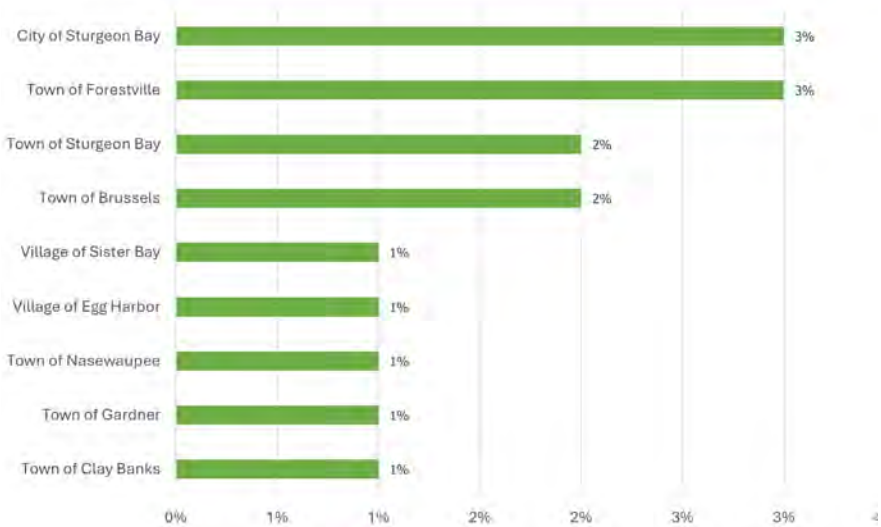
"Yes, please consider a horse trail. You would be amazed at how many riders there are"

SUMMARY

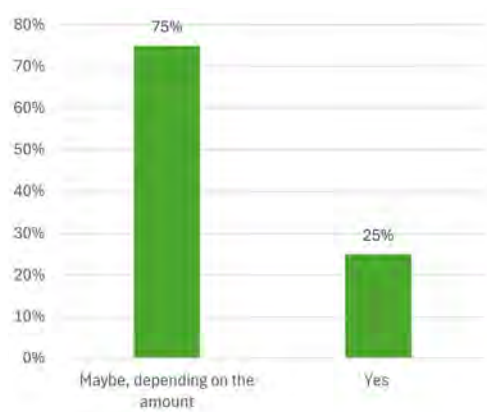
The Village of Forestville is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Forestville community. Responses collected from each community are used as the basis for the plan’s development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE VILLAGE OF FORESTVILLE WANT TO GO BY TRAIL:

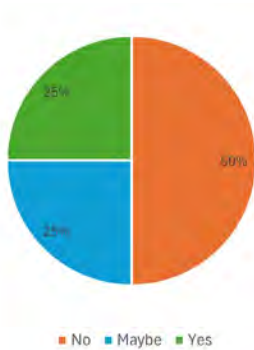


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

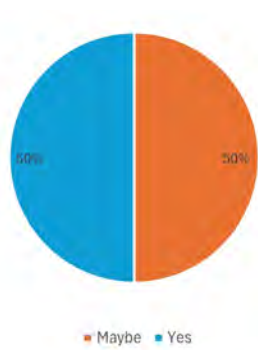


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

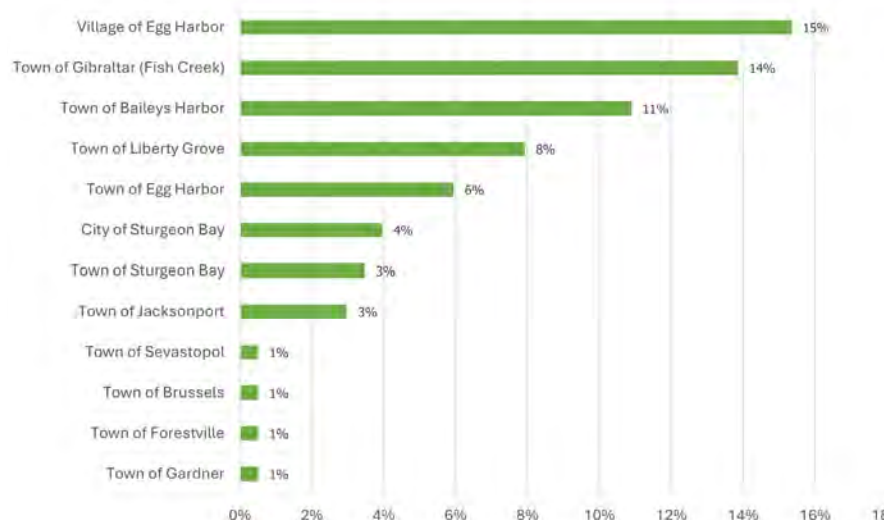
“Trails for horses to go on”

SUMMARY

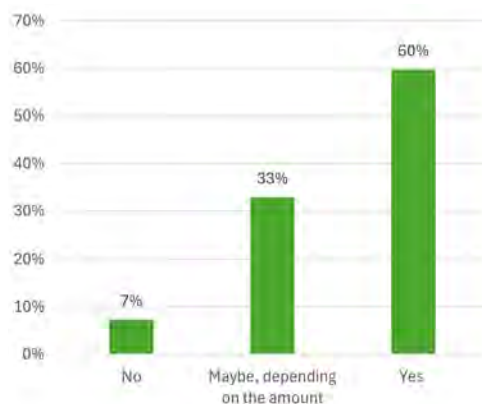
The Village of Sister Bay is part of a countywide strategic planning process for development of a comprehensive transportation trail network that supports pedestrian and bicycle access throughout the county. The plan, led by Door County Trails, aims to understand where connections are needed and support communities in developing trails that help bring those connections to life.

These survey results summarize the responses of the Sister Bay community. Responses collected from each community are used as the basis for the plan's development and inform the future of trail planning in the county.

WHERE PEOPLE IN THE VILLAGE OF SISTER BAY WANT TO GO BY TRAIL:

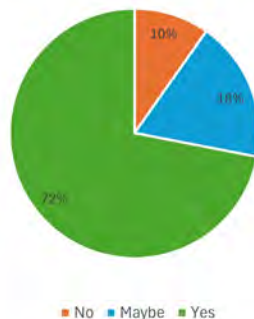


SUPPORT FOR TRAIL DEVELOPMENT WITH TAX \$:

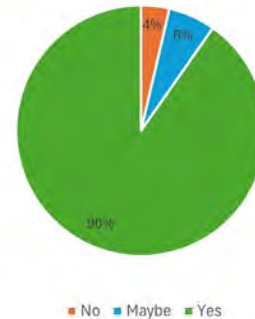


IF TRAILS WERE DEVELOPED WOULD YOU:

DRIVE LESS



WALK OR BIKE MORE



WHAT COMMUNITY MEMBERS ARE SAYING:

"Because Peninsula State Park is a popular biking hub, priority should be given to trail connections to and from there."

"Besides connecting communities by trail, we also need ways to safely get around and through downtown areas safely on foot or bike."

"Connecting villages seems most important in northern Door, off the highway and crowded roads."

"Designated trails separated from motor traffic are wonderful. Any future separated trail should have minimal driveway crossings to improve safety."

"Many lower income families that are year-round residents may have trouble with user fees. Perhaps a pass system similar to the State Park System would support maintenance while keeping trails accessible."

"Safety! If we can walk or bike safely we are more likely to do that and leave the car at home."

"I want to see equestrian trails included in your thinking."

"Enough money for future preventive maintenance. Trails in the Fox Valley seem to get forgotten about after implementation and degrade until it's time to completely replace them."

"You need to allow E-bikes access. It's the fastest growing transportation category in the U.S., and so many places are frowning on it."

APPENDIX B

RESOLUTIONS OF SUPPORT

TO BE INCLUDED

[UNIT OF GOVERNMENT]

RESOLUTION NO. _____

A RESOLUTION OF SUPPORT FOR THE DOOR COUNTY TRAILS STRATEGIC
TRAILS PLAN

WHEREAS, the (UNIT OF GOVERNMENT) supports plans and programs that promote health, wellness, and provide safe and accessible bicycle and pedestrian travel within and between Door County communities; and

WHEREAS, Door County Trails (DCT) is a volunteer-led nonprofit organization working to develop a unified countywide network of safe and accessible multi-use bicycle and pedestrian trails connecting people, communities, and places throughout the Door Peninsula; and

WHEREAS, DCT envisions a countywide trail network as an integral part of everyday recreation and transportation, inspiring people to embrace cycling and walking for freedom, health, and happiness; and

WHEREAS, DCT brings together community leaders, municipal officials, partners, and residents to advance a shared vision for development of a countywide bicycle and pedestrian trail network by serving as an information resource, identifying funding opportunities, assisting with grant applications and; helping communities coordinate and develop trail planning efforts; and

WHEREAS, DCT has prepared a Strategic Trails Plan, developed through a collaborative planning process including public open house information sessions, review of existing trail plans and studies, an online trail survey, and an analysis of trail needs and opportunities; and

WHEREAS, the Strategic Trails Plan includes plan maps showing the results of the planning process including, commonly requested (general locations) of bicycle and pedestrian travel corridors, desired trail destinations, and locations where improved trail safety or connectivity could support everyday travel; and

WHEREAS, the Strategic Trails Plan is intended to serve as a planning tool for use by Door County municipalities as they consider future trail development; and

WHEREAS, the Strategic Trails Plan supports coordination and collaboration between neighboring municipalities where future trail routes cross jurisdictional boundaries; and

WHEREAS, DCT is establishing a Community Trail Partners Working Group, which is anticipated to meet quarterly each year, and be comprised of two (2) representatives from each Community Partner, to include Door County municipalities for the purpose of sharing information, identifying opportunities for collaboration, and discussing funding opportunities for trail projects; and

WHEREAS, the (UNIT OF GOVERNMENT) supports the DCT Strategic Trails Plan and will use it as a guide when planning bicycle and pedestrian trail projects.

NOW THEREFORE BE IT RESOLVED BY THE (UNIT OF GOVERNMENTAL) AS FOLLOWS:

1. THE (UNIT OF GOVERNMENTAL) supports the DCT Strategic Trails Plan.
2. The (UNIT OF GOVERNMENTAL) will appoint two municipal representatives to serve on the DCT Community Trail Partners Working Group.
3. That this Resolution shall become effective upon its adoption.

Adopted this ____ day of _____, 2026.

Chief Elected Official

ATTEST:



October 1, 2026

Town of Gibraltar
4097 Highway 42
P O Box 850
Fish Creek, Wisconsin 54212

Dear Town Board of Supervisors,

Thank you for the opportunity to provide a brief update on the work of the Door County Economic Development Corporation (DCEDC).

DCEDC is currently in the first year of implementing our [2026-2028 Strategic Plan](#), which was developed through extensive engagement with businesses, local governments, community organizations, and residents across Door County.

Among our key areas of focus are housing and broadband, two issues that are critical to the long-term economic vitality of the Town of Gibraltar and communities throughout Door County. DCEDC continues to work with local, regional, and state partners to advance housing solutions that support our workforce, businesses, and year-round residents. We are also actively involved in broadband initiatives aimed at improving connectivity and expanding access to reliable high-speed internet for residents, employers, and visitors.

In addition to these efforts, DCEDC remains committed to supporting entrepreneurship, business growth, workforce development, and community economic development initiatives that strengthen Door County's economy and quality of life.

I look forward to providing a brief presentation and discussing our work in greater detail. Please do not hesitate to contact me if you have any questions or would like additional information.
Thank you for your continued partnership.

Sincerely,

A handwritten signature in blue ink that reads "Michelle Lawrie".

Michelle Lawrie
Executive Director

To: Town Board

From: Staff

Request:

Approve the 2027 Custodial Services Agreement with ProTouch Commercial Cleaning, subject to revision of the Ephraim–Gibraltar Airport winter restroom cleaning schedule from weekly to biweekly.

Background:

The Town contracted with ProTouch Commercial Cleaning for custodial services in 2026. ProTouch submitted its proposal for 2027 with no price increase and no changes to the current scope of services unless otherwise mutually agreed upon.

The Airport Commission requested reducing winter public restroom cleaning from weekly to biweekly. The summer cleaning schedule and twice-annual deep cleaning would remain unchanged. The Airport proposal included in the packet reflects weekly winter cleaning and will need to be revised accordingly.

Analysis:

Staff has been extremely pleased with the services provided by ProTouch during 2026. The quality and consistency of the cleaning services have been excellent, the cleaning schedule has been reliable, and ProTouch has been responsive when adjustments or additional services have been needed. Staff has received compliments regarding the cleanliness of Town facilities. Based on ProTouch's performance and the proposal to continue services in 2027 with no price increase, staff supports continuing the Town's custodial services with ProTouch.

Fiscal Impact:

The proposed 2027 custodial services agreement is \$60,112, consisting of \$52,831 for Town facilities and \$7,281 for Harbor facilities. The separate Airport proposal is \$2,740 based on weekly winter restroom cleaning. With winter cleaning reduced to biweekly, the estimated Airport cost is \$2,140, subject to confirmation by ProTouch. The estimated total 2027 cost for custodial services is \$62,252.

Recommendation:

Staff recommends approval of the 2027 Custodial Services Agreement with ProTouch Commercial Cleaning, subject to revision of the Airport winter restroom cleaning schedule from weekly to biweekly.

To: Town Board
From: Plan Commission

Request:

Appoint Natalie Dorrlor-Hyde as Volunteer Leader/Coordinator of the Fish Creek Watershed Monitoring Program.

Background:

Long-time Fish Creek Watershed Monitoring Program Lead Coordinator Linda Merline is stepping down from the position. Natalie Dorrlor-Hyde has expressed interest in assuming leadership of the program and has participated with Linda Merline, Bob, Dave and Judith in the Town's 2026 water quality sampling efforts. Dorrlor-Hyde and her husband were active water quality monitors before moving to Fish Creek six years ago, and both work professionally in the conservation field. She is familiar with the Water Action Volunteers (WAV) program and protocols, as well as other water sampling and monitoring programs similar to those used by the Town. Her background in environmental education also provides experience applicable to the program's hands-on work with the local school.

Analysis:

Dorrlor-Hyde has relevant education and experience in water quality monitoring, conservation and environmental education and has already participated in the Town's watershed monitoring activities. Her appointment would provide for continued volunteer leadership and coordination of the Town's Fish Creek Watershed Monitoring Program following Merline's departure from the role.

Fiscal Impact:

None. The position is volunteer.

Recommendation:

The Plan Commission recommends appointment of Natalie Dorrlor-Hyde as Volunteer Leader/Coordinator of the Fish Creek Watershed Monitoring Program.

To: Town Board

From: Staff

Request:

Review and direction on the downtown Spruce St. and Maple St. reconstruction plan

Background:

This project has been under design for several months, the project is proposed to assist in repairs of the storm management system as well as recently found faulty sanitary waste lines including potential improvements to lift station #2 the project is currently designed to 40% and includes ideas from past community focused groups and studies such as the Waterfront master plan and the Ayers community engagement plan.

Analysis:

Since the last meeting with the board, staff have been directed to talk with the local downtown group of residents and business owners. Staff completed three meetings and met one on one with several business owners and residents to answer questions. The discussions addressed concerns and questions as well as addressed the willow tree removal and launch widening. The widening is offset with a reduction of the walk path size and space to add greenspace, the tree was reviewed with the (attached) outside advice of a certified arborist who inspected the tree advising methods to save the tree but concerns the tree already is past its expected life and will more than likely not live and will not live through the construction.

The group although still has attachment to the tree agreed the best course may be to include new trees in the project scope placed during the project to enhance the project at large, additionally believe the parks will also add trees to enhance Harbor walk park. Conversations were held with Bayside enterprises who indicated they would like the project not to encroach on their property.

Recommendation:

Staff is ready to proceed to the next design level and direct Cedar to begin the engineering plans for the reconstruct and permit applications.

Fiscal Impact:

The Town Board has directed the Town treasurer to borrow for this project, and the borrowing has been included in the proposed 2027 budget.

To: Town Board

From: Staff

Request:

Pursuing amendments to Blossenburg Cemetery

Staff comments

Maintenance responses:

1. Concern about additional maintenance with elevated headstones, the new section was authorized to have ground inserted headstones, placement of random upright stones will create additional mowings and trimming.
2. When stones are purchased and placed in a cemetery, they become part of the cemetery forgotten or uncared for stones are the responsibility of the owner (Town) the ground level stones do not carry as much liability as an upright.
3. The new section sites were designed smaller; placement of larger upright stones may create tighter work areas for burials.

Legal concerns:

1. The new section was approved and opened in 2007 and since then all burials (several dozen per year) have adhered to the ground level requirement. Allowing exceptions or changing the ordinance would open the opportunity for others to ask for the same exceptions.
2. Town of Gibraltar would need to petition the State for a change of agreement, any petition and staff time would be the cost of the Town, unless reimbursed by a petitioner.
3. Currently clustered cremation sites would need a clear definition of how the stones could be placed as room is limited if exceptions are granted.
4. Legal has expressed to staff consistency in opinion is the best course. "It is easy to tell people it is the policy and the rules". Inconsistency opens up all kinds of contestations.

Staff will adhere to the direction of the board on all decisions, we just wanted the board to be aware of potential concerns that may arise granting or seeking an exception.

To: Town Board

From: Fire Department

Fire Department Recommendation Regarding County Highway F Speed Limit

Request:

The Fire Department was asked to provide written comments regarding the proposed reduction of the speed limit on County Highway F in the Gibraltar area.

Background:

The Fire Department understands that a pedestrian was recently injured while walking along County Highway F and required advanced medical care. The incident has raised concerns regarding the safety of pedestrians and bicyclists using the highway, particularly given the posted speed, roadway configuration, and lack of paved shoulders.

The Fire Department recognizes the importance of providing safe transportation options for pedestrians and bicyclists. However, based on our operational experience and observations of this portion of County Highway F, we believe the safety issue should be considered as a roadway-design and pedestrian-infrastructure issue rather than a standalone speed limit issue.

Fire Department Observations:

1. Limited sight distance at the fire station

The east entrance to the fire station has limited visibility of eastbound traffic because of the change in elevation of County Highway F. From the station entrance, approximately 400–500 feet of roadway may be visible before the roadway rises and eastbound traffic is concealed.

We are aware of the head-on collision in the area earlier this summer at our driveway. We do not have sufficient information to determine whether roadway speed or sight distance was a contributing factor to that crash.

2. Lack of paved shoulder

Unlike many other roads in the area, this portion of County Highway F does not have a paved shoulder that provides a defined space for pedestrians and bicyclists.

This is particularly important if the intent is for County Highway F to function as a route for both motor vehicles and non-motorized users.

The Federal Highway Administration has identified a four-foot-or-greater shoulder for pedestrian safety and reports significant reductions in certain types of pedestrian crashes associated with wider shoulders by as much as 89%.

3. Speed reduction alone will not address the underlying safety concern

A lower posted speed limit may provide a safety benefit under appropriate roadway conditions. However, changing the posted speed limit does not create additional physical space for a pedestrian attempting to walk along the roadway at any speed.

I would note that the two pedestrian fatalities were in an area where the speed limit was 35mph or less.

Also Wisconsin requires significant engineering and traffic investigation when modifying a speed limit. We have seen reluctance in these requests already

Recommendation:

The Fire Department recognizes the concern regarding pedestrian and bicycle safety on County Highway F and appreciates the opportunity to provide its perspective.

Based on our observations and operational experience, the Fire Department does **not recommend reducing the posted speed limit on County Highway F solely as a response to the recent pedestrian incident.**

The primary concern identified by the Fire Department is not simply the posted speed limit, but the combination of vehicle traffic, roadway configuration, limited sight distance in certain locations, and the lack of a dedicated paved shoulder for pedestrians and bicyclists.

A reduction in the posted speed limit would not create additional space between pedestrians and motor vehicles. It also would not eliminate the potential for a driver to travel faster than the posted limit. For that reason, the Department believes that a speed-limit reduction by itself may have limited effectiveness in addressing the underlying pedestrian-safety concern.

There are existing designated pedestrian trails in the area that provide alternatives to walking or bicycling along County Highway F. The Department believes these existing facilities should be considered when evaluating how pedestrian and bicycle traffic can safely move through the area.

If the Town determines that additional pedestrian or bicycle access is needed along County Highway F, the Fire Department would support evaluating physical improvements such as a paved shoulder, separated path, improved crossings, or connections to existing trail systems.

From the Fire Department's perspective, the Town's resources should be directed toward measures that provide a measurable improvement in safety. A change to the posted speed limit, without addressing the roadway's physical characteristics and pedestrian facilities, will not accomplish that objective.

Fiscal Impact:

The Fire Department does not have sufficient information to estimate the cost of a speed-limit study or roadway improvements.

Conclusion:

The Fire Department therefore **does not recommend pursuing a reduction in the posted speed limit at this time**. Instead, the Department recommends continuing to utilize and promote existing pedestrian and bicycle facilities and, if additional improvements are desired, evaluating physical improvements to the County Highway F corridor.

The Fire Department recommends that the Town consider the safety needs of pedestrians and bicyclists on County Highway F as part of a broader transportation-safety evaluation on all roads.

If the board decides that County Highway F will now serve as a significant pedestrian and bicycle route, the Fire Department recommends that the County investigate the feasibility and cost of providing a **minimum four-foot paved shoulder, or a separated pedestrian/bicycle path** where practical as well as reducing the speed limit.

October 1, 2025

Town Board of Gibraltar
Town of Gibraltar
Fish Creek, WI 54212

Re: Opposition to Proposed Speed Limit Change on County Highway F Near the Fire Station

Dear Town Board Members:

I am writing as Police Chief of the Town of Gibraltar to my point of view for a speed limit change on County Road F as requested by Chairman Sohns. The requested change in the speed limit is on County Highway F in the vicinity of the fire station.

While I fully support measures that enhance public safety, I do not believe that altering the existing speed limit on this section of County Highway F is the most effective or necessary approach at this time. The current speed limit has long served the area adequately, balancing the needs of local traffic, emergency response vehicles from the nearby fire station, and the rural character of the roadway. Changing the limit risks creating inconsistent expectations for drivers, potential confusion with signage, and unintended impacts on traffic flow without a clear demonstration that the existing limit is a primary contributor to safety concerns.

Instead of modifying the speed limit, I respectfully urge the Town and Door County to prioritize infrastructure improvements that would more meaningfully improve safety for all users. Specifically, when County Highway F is next scheduled for reconstruction or major resurfacing, I strongly recommend that the project include the widening of the shoulders along this corridor. Wider shoulders would provide a safer space for pedestrians, joggers, cyclists, and others who currently must share limited roadside space with vehicle traffic. This improvement would be especially beneficial near the fire station, where emergency vehicles enter and exit and where foot traffic may increase during community events or emergencies.

Widening the shoulders represents a lasting, engineering-based solution that addresses pedestrian and non-motorized safety without the enforcement challenges or potential drawbacks associated with a speed-limit change. It would also enhance the overall functionality and resilience of the roadway for decades to come.

I appreciate the Board's careful consideration of traffic and safety matters affecting our community. I ask that you decline the proposed speed-limit change on County Highway F near the fire station and instead incorporate shoulder-widening improvements into future reconstruction plans for this important local route.

Thank you for your service and for the opportunity to provide input. I would be happy to discuss this matter further or attend a public meeting if helpful.

Sincerely,
Chief R. Roesch

To: Town Board
From: Staff/Airport Commission

Request:

Approve the revised Hangar F-1 lease changing the lessee from Thomas F. Wilson to Amplatz Left Properties, LLC.

Background:

The Hangar F-1 lease was previously approved with Thomas F. Wilson as the lessee. Wilson subsequently requested that the lease be held by Amplatz Left Properties, LLC. The Airport Commission approved the revised lease at its October 1, 2026 meeting.

Analysis:

The revision is administrative in nature and changes the lessee from Thomas F. Wilson individually to Amplatz Left Properties, LLC. Wilson remains the personal guarantor under the lease. The remaining lease terms are unchanged.

Fiscal Impact:

No fiscal impact.

Recommendation:

The Airport Commission requests approval of the revised Hangar F-1 lease with Amplatz Left Properties, LLC as the lessee.

To: Town Board

From: Staff

Request:

Authorize payment of bond counsel services to Quarles & Bradley L.L.P.

Background:

The Town of Gibraltar Board authorized the treasurer to borrow funds for Town projects; the borrowing is \$2,900,000. Treasurer Cain-Bieri found a very competitive rate through Johnson bank over 2% lower than any other institution. As part of the banks' policy, they have a bond review (essentially an insurance policy) to ensure the Town loan meets the tax-exempt requirements.

Analysis:

The cost for the Scope of Engagement Bond Review is \$7,000 this was not included in the borrowing process.

The review is necessary to process the loan and doesn't change the borrowing agreements.

Recommendation:

Staff recommends approval

Fiscal Impact:

The \$7,000 will be used out of the Town general fund (legal fees line item).

To: Town Board
From: Plan Commission

Request:

Recommendation to the Door County Board of Adjustment on Variance Application #Z-26-0987 submitted by Mark Lebotte on behalf of the David J. Sterner Trust.

Background:

Mark Lebotte, on behalf of the David J. Sterner Trust, is requesting a variance from Section 3.02(3)(a) of the Door County Comprehensive Zoning Ordinance, which requires principal structures in the Small Estate Residential (SE) zoning district to be located 20 feet from side lot lines. The proposed house and attached garage would be located as close as 6 feet 6 inches from the side lot line. The Plan Commission reviewed the application at its September 28, 2026 meeting and unanimously voted to recommend support of the variance.

Analysis:

The Plan Commission reviewed the three required variance criteria and determined all were met. The Commission found that the physical characteristics of the property restrict relocating the garage outside the setback because it would no longer align with the existing driveway; compliance with the setback would be unnecessarily burdensome; and granting the minimum variance requested would result in no harm to the public interest. The Commission also considered Comprehensive Plan Goal 8.1 regarding planned and coordinated growth and determined the requested variance is consistent with the Comprehensive Plan.

Recommendation:

The Plan Commission recommends support of Variance Application #Z-26-0987.

Fiscal Impact:

No fiscal impact to the Town.

**Door County Land Use Services Department
Request for Town Recommendation**

Mark Lebotte, on behalf of the David J Sterner Trust, is requesting a variance from Section 3.02(3)(a) of the Door County Comprehensive Zoning Ordinance which requires principal structures on lots located in the Small Estate Residential (SE) zoning district to be located 20 feet from side lot lines. The applicant proposes a new 2-story house with an attached garage to be located as close as 6'-6" from a side lot line.

The (circle one) ~~Town Board~~ / Planning Committee of the Town of Gibraltar held a legally noticed and posted meeting on September 28, 2026, at which, by a vote of 5 (Yea) to 0 (Nay), the town recommended (check one) ☒ SUPPORT ☐ DENIAL for a variance.

Reason(s) for the town's decision: The Plan Commission reviewed the 3 required variance criteria and determined all were met. The property's physical characteristics restrict relocating the garage due to the existing driveway alignment. Compliance with the setback would be unnecessarily burdensome and the minimum variance requested would result in no harm to the public interest.

Is the proposal consistent with the Town Comprehensive Plan? Yes. The Plan Commission considered Comprehensive Plan Goal 8.1 regarding planned and coordinated growth and determined that an occasional request for a minimal variance would be allowed and still be consistent with the Comprehensive Plan.

Concerns or objections the town may wish to see potentially addressed through conditions:
None.



Town Clerk Signature

9-28-2026

Date

*To aid you in your review, please see the attached general criteria for variance petitions.

Approved:

**TOWN OF GIBRALTAR
REGULAR PLAN COMMISSION MEETING
GIBRALTAR TOWN CENTER
4097 MAIN STREET, FISH CREEK WI 54212
SEPTEMBER 28, 2026
6:00 P.M.
(Partial Minutes)**

Call to Order: Vice Chair Lancaster called the meeting to order at 6:05 p.m.

Roll Call/Quorum: Linda Merline (arrived at 6:07 pm), Sara Lancaster, Cathy Hoke, Barb McKesson and John Selenica. Members absent: Paul Pillat, excused.

Proper Notice of Agenda: *Motion (Hoke/McKesson) to adopt agenda. Carried.*

Public Comment: None.

Consideration of Variance Application #Z-26-0987; PIN 014-02-29312714 (9392 Cottage Row Rd.) - David J. Sterner Trust:

Explanation of case by Clerk: Clerk explained the variance request and procedure. Mark Lebotte, on behalf of the David J. Sterner Trust, is requesting a variance from Section 3.02(3)(a) of the Door County Comprehensive Zoning Ordinance, which requires a 20-foot side-yard setback. The proposed house and attached garage would be located as close as 6 feet 6 inches from the side lot line. Reetz explained the order of public comment and that the Plan Commission would make a recommendation to the Town Board, with the Door County Board of Adjustment ultimately deciding the variance application.

Petitioner addressed the Commission: Mark Lebotte appeared on behalf of the applicant and reviewed the updated site plan. LeBotte explained the existing garage will be removed and rebuilt, with a seven-foot extension to the south. The proposed addition would be approximately 8 feet 2 inches to 8 feet 9 inches from the property line. Lebotte stated the variance would not create public health, safety or welfare concerns; water quality or wildlife habitat concerns; affect scenic beauty; or impact neighboring properties.

Questions from the public: There were none.

Statements in support of application:

Jim Nelson, 9109 Cottage Row: Nelson stated he is in charge of buildings and grounds for the Church of the Atonement and the Clergy Cottage, located immediately west of the garage. He stated Church supports variance and noted existing garage is too small for current vehicles. Nelson also discussed Sterner's involvement with Clergy Cottage, which is used by visiting clergy.

Jim Keuck, 4207 Cottage Row Court: Keuck stated he is a neighboring property owner and Sterner's plan to become full-time residents. He stated proposed seven-foot garage addition would not impact his property.

Robert Trainer, 9163 Cottage Row: Trainer stated he is a past president of Cottage Row Homeowners Association, spoke positively about Sterners, and expressed his full support for application.

Statements in opposition to application: Clerk noted written correspondence was received from Michael J. (Mike) Buoscio, a property owner off Wandering Road, in opposition to application.

Plan Commissioners addressed the Petitioner: Hoke asked for clarification regarding dimensions and location of proposed garage addition and dimensions of existing garage.

Homeowner addressed the Commission: David Sterner addressed commission and stated they are requesting a functional one-car garage with adequate space for a vehicle when they reside at the property full time.

Public Comment was closed.

Plan Commission reviewed considerations in evaluating the variance application: Commission reviewed the three variance criteria and noted all three standards must be met for an area variance unless granting variance would serve an overriding public interest. Merline clarified the west wall of existing garage is within side-yard setback and proposed extension would continue that nonconformity. Commission reviewed site plan and discussed existing garage, proposed extension, topography, driveway and alternatives to requested variance.

• Unique Physical Property Limitations – Are there unique physical property limitations such as steep slopes, wetlands, or parcel shape that prevent compliance with the ordinance?

Commission discussed slope toward rear of property and narrowness of lot as physical limitations. Commission discussed whether garage could be shifted east to comply with side-yard setback and how that would affect access from existing driveway. Commission reviewed County criteria that a variance is not warranted if physical character of property allows development in compliance with zoning ordinance and that limitations common to other properties should be addressed by changing ordinance rather than granting a variance. Commission expressed difficulty determining that this criterion was met based on narrowness of lot alone. After deliberation, Commission agreed physical character of property restricts moving garage out of side-yard setback because it would no longer align with existing driveway.

• Unnecessary Hardship – Does compliance with ordinance standards unreasonably prevent the owner from using the property for a permitted purpose, or is compliance with ordinance standards unnecessarily burdensome?

Commission reviewed County criteria regarding unnecessary hardship and discussed whether garage could be relocated and whether property could otherwise be used without variance. Commission noted remainder of proposed project could proceed without triggering a variance and requested variance relates to garage extension. Commission noted existing garage could remain and questioned whether a larger garage for year-round use constituted a necessity under criteria. Commission ultimately agreed that compliance with the setback would be unnecessarily burdensome.

• Public Interest / Spirit and Intent of the Ordinance – Does granting the variance result in no harm to public interests and support/facilitate the spirit and intent of the ordinance?

Commission discussed support expressed by neighboring property owners but noted that character of applicants, their community involvement and neighbor support are not a basis upon which a

variance is decided. Commission reviewed County criterion that only minimum variance needed may be granted and agreed that granting minimum variance requested would result in no harm to public.

Commission reviewed County staff report, including identified buildable area and alternatives that would not require a variance, and noted report did not address existing driveway alignment. LeBotte confirmed driveway is gravel/two-track and is intended to remain unpaved. Commission also discussed consistency with Town Comprehensive Plan. Commission expressed concern that granting variances without sufficient justification could defeat the purpose of zoning regulations and Comprehensive Plan and again questioned whether garage could be brought into compliance. Merline reviewed Comprehensive Plan Goal 8.1 regarding future growth and development occurring in a planned and coordinated manner. Commission noted variance pertains only to garage extension, garage would remain largely within existing footprint, and circumstances were specific to this property. Commission determined the requested variance is consistent with the Comprehensive Plan. Following lengthy discussion, Commission reached unanimous agreement that variance criteria were satisfied for the following reasons: physical character of property restricts moving garage out of side-yard setback because it would no longer align with existing driveway; compliance with setback would be unnecessarily burdensome; and granting minimum variance requested would result in no harm to public interest. *Motion (Hoke/Lancaster) to recommend support of Variance Application #Z-26-0987 based on the criteria discussed and reasons set forth on the record. Carried.*

Adjourn: *Motion (Hoke/Lancaster) to adjourn at 8:33 p.m. Carried.*

Respectfully submitted,

Laura Reetz, Clerk

To: Town Board

From: Fire Department

Fire Department Recommendation Accepting the DNR Forest Fire Protection (FFP) Grant

Request:

The Fire Department requests that the Town Board accept the Forest Fire Protection Grant.

Background:

Each year, the Fire Department applies for Forest Fire Protection grant. This grant supplies protective equipment, supplies tools and training from the Wisconsin DNR. This year we were awarded \$10,609.90 for wildland fire shirts, pants, boots, safety glasses, helmets and a AED. The grant has a 50% match. Our portion is estimated at \$5304.95.

Because we typically receive this grant the anticipated match is already included in our budget for 2027.

Recommendation:

The Fire Department recommends accepting the grant.

Fiscal Impact:

The Fire Department anticipated in receiving the grant. Funds are currently budgeted in the 2027 budget.

Not accepting the grant will still require the town to purchase the gear at roughly the price. We would have to add addition funds next year to compensate.

To: Town Board

From: Fire Department

Fire Department Recommendation Regarding Assistance to Firefighter Grant (AFG)

Request:

The Fire Department requests that the Town Board accept the Assistance to Firefighter Grant in the amount of \$26,765 including our match of \$1,274.53.

Background:

The Fire Department applied and was awarded a grant for personnel protective equipment(PPE). This equipment consists of fire protective equipment to include: Helmet, Hood, Jacket, Pants, Gloves and Boots for 5 firefighters. This gear is custom fit to individual firefighters so our existing gear did not fit or was outdated or damaged.

Recommendation:

The Fire Department recommends accepting the grant.

Fiscal Impact:

The Fire Department intended on purchasing some new structure gear, so the match is already in the budget and will not impact the town.

Not accepting the grant will still require the town to purchase the gear at roughly the grant amount and will impact 2028 budget in purchasing the remaining required PPE purchase.

Date	10/01/2026
To	Travis Thyssen, Town Administrator
From	Mike Kaster, P.E., Cedar Corporation
Subject	West Downtown Reconstruction Construction Change Order No. 1

BACKGROUND:

The West Downton Reconstruction project was bid on November 20th, 2025 and awarded to Peters Concrete on December 3rd with Construction scheduled to be completed by May 29th.

During the bidding process, the base bid project, and Main Street alternate identified power poles along Main Street between Cedar Court and Cottage Row that were to be relocated by the Utility companies. Utilities on the poles were coordinated with and prepared to relocate the poles as necessary for the project in conjunction with the work in the contract.

At the December 3rd Town Board meeting, the Town directed staff to move forward with obtaining pricing for burial of the overhead utility lines on Main Street from the pole near 4172 Main Street to Cottage Row. The pricing was received in February and the Town approved the work in March with final contracts in place with WPS and Charter/Spectrum in April. The burial project significantly changed the nature of the work for the Utility companies and ultimately had an impact on the project.

As part of the burial work, WPS sought easements from land owners for the buried lines and for ground mounted equipment for relocation outside of the right of way. While this was not required by the Town's work, the utilities policies directed that the relocated work be in easement. Also prior to the burial work, four property owners needed to install underground meter pedestals for conversion to underground service allowing the poles to be removed.

Through assistance efforts from Town staff and Cedar Corp, easements were obtained and burial work was able to begin in late April. During the burial installation process, rock was encountered in the excavations and conduit routes needed to be adjusted. The underground conduit installation and ground mounted equipment was completed by May 20th. However during the burial work concrete work and paving work and restoration work was completed on the remainder of the project to get the roadways open and the project area useable for the Town on Memorial Day weekend.

The Contractor could not work in the area that the utilities were working and the poles could not be removed until Charter/Spectrum and Frontier completed their burial work and removed their facilities from the poles. This did not occur until June 22nd. The impacted work that was remaining included, curb and gutter, asphalt paving of driveways, sidewalk, retaining walls, and landscape restoration.

With the roughly four-week time out for completion of the work, which was communicated by the utilities, the Contractor demobilized from the site in lieu of seeking a change order for down time of equipment and personnel. The remobilization was the most economical method of accommodating the delay.

Once the utility burial work was completed Peters Concrete, and Subcontractors for concrete work, asphalt work, and landscape restoration work remobilized to the site in turn and completed the remaining work prior to the 4th of July holiday. The utility burial work, which was added after the bidding process, constituted a change in required coordination, staging, and sequencing of the work not anticipated during the bidding process.

Change Order No. 1 includes a partial remobilization charge at \$16,580 to cover the Contractors costs for leaving the project and returning to the project while the utility burial work was completed. This is roughly 1/3 of the bid value for mobilization.

Change Order No. 1 also includes removal and replacement of aggregate base course as well as refinishing of topsoil and restoration work damaged/disturbed by the utility work which needed to be redone to complete the remaining work. The labor, equipment, and materials required for the replaced work totals \$7,719.64.

Lastly Change Order No. 1 includes adjustment of estimated bid quantities to the actual quantities installed for the unit price contracts. Resulting change to contract price is a reduction of \$13,766.74.

Total for Change Order No. 1 is an addition to the contract of \$10,532.90.

SUMMARY:

Change Order No. 1 provides compensation for impacts resulting from the Town's post-award decision to underground existing overhead utility facilities along Main Street. The utility burial work was not included in the original Contract Documents and substantially altered the sequencing, coordination, and staging of the Contractor's work.

Utility installation activities prevented completion of several contract items, including curb and gutter, sidewalk, driveway paving, retaining wall construction, and landscape restoration. As a result, the Contractor demobilized from the project and later remobilized after utility work was completed. The requested remobilization cost of \$16,580 represents approximately one-third of the original mobilization value and is considered a reasonable and economical alternative to extended standby costs for labor and equipment.

Additional costs of \$7,719.64 were incurred to restore aggregate base course and landscape restoration areas that were disturbed during utility installation activities and required replacement to meet contract requirements.

Change Order No. 1 also reconciles estimated unit-price quantities to actual quantities installed.

Quantity adjustments result in a contract reduction of \$13,766.74.

The net effect of Change Order No. 1 is an increase in the Contract Price of \$10,532.90.

To: Town Board

From: Staff

Request:

Consideration to use Fire Department dedicated restricted funds for purchase of fire apparatus

Background:

With the sale of the 1999 Pierce Saber from the Gibraltar Fire Department fleet the money is given to the Town treasurer and is placed in the general fund.

The Fire Department is asking for the monies received to be dedicated back to the Fire Department for use in outfitting and purchasing fire vehicles.

Analysis:

This is not an uncommon practice, in the past fire equipment sold monies has been dedicated back to the Fire Department. In many cases the funds to purchase the fire equipment and apparatus were originally raised by the Fire Department 501c3.

It is required that the Town Board authorize where the monies are used. This assists the treasurer with budget finances as well as year end audits.

Recommendation:

Direct Town treasurer to dedicate the funds received from the sale of the 1999 Pierce Saber into the Fire Department budget.

Fiscal Impact:

The Town will receive the monies and dedicate them to Fire Department expenditures.

The Town Purchasing Policy provides guidance and procedures for the procurement of goods and services and establishes controls over Town expenditures and financial commitments. The policy applies to Town procurement of supplies, materials, equipment, services, and construction.

The policy establishes procedures for budgeted and non-budgeted purchases, sole-source purchases, contracts, public construction, and emergency purchases. The Town Board has general authority for the management and control of Town finances and reviews and approves Town expenditures.

The policy recognizes that circumstances may require emergency purchases to prevent delays in essential services or address an immediate threat to public or employee health or safety. The policy provides an expedited approval process for such purchases, followed by Town Board review and approval at its next scheduled meeting.