

DEPARTMENT OF NATURAL RESOURCES  
Madison, Wisconsin

LAKE MICHIGAN ACCESS  
A Comprehensive Survey of Public Access Facilities  
on Wisconsin's Lake Michigan Shoreline

Fish Management Bureau  
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## Introduction

As the salmon-trout fishery in Lake Michigan continues to improve and develop, existing public access and public use facilities along the lake are proving to be inadequate to support present and projected future needs. At the same time several areas of the Lake Michigan shoreline and adjacent Lake Michigan are virtually unavailable for public use simply because suitable public access is lacking. In an attempt to define and clarify the extent of this problem, a detailed inventory of existing access and public use facilities on both Green Bay and Lake Michigan was conducted during the spring of 1971.

This report consists of two major sections. The first is a summary of existing facilities. The second discusses various inadequacies and points out areas where further access of various types is needed. Priorities and recommendations made in this report are my own and may differ from those who are equally or more familiar with the problem.

Summary of Existing Facilities

A total of 192 sites providing access to Green Bay, Lake Michigan, and major tributaries were inventoried during the 1971 survey. This section contains a brief summary of facilities present in each county and a brief narrative of each individual site pointing out deficiencies and development potential. Detailed physical characteristics of each site are presented in Appendix I and each site is located on maps at the end of the report. Table 1 is a brief summary of all sites providing access to Lake Michigan, Green Bay, and major tributaries.

Sites not included in this inventory include city street endings, Coast Guard lands, and Corps of Engineers lands. City street endings are often located in residential areas and offer no or very little potential for development. Coast Guard and Corps lands are restricted, in most cases, from public use.

Table 1. Summary of public access on Lake Michigan, Green Bay, and major tributaries

Water	Area (Acres)	Frontage (feet)	Car Capacity	Car-trailer capacity	Number of Ramps
Lake Michigan	12,293.7	272,548	7,155	1,291	52
Green Bay	11,638.7	134,015	1,441	448	32
Sub-total	23,932.4	406,563	8,596	1,739	84
Major Tributaries	1,164.9	43,876	1,885	841	56
Grand Total:	25,097.3	450,439	10,481	2,580	140

Marinette County

Marinette County contains 12 sites that offer public access to Green Bay, 11 of which are located directly on Green Bay. The remaining site is on the Menominee River, a major tributary to Green Bay. Totally, these sites offer 3,170 acres of public land providing 28,532 feet of frontage on Green Bay itself. The 12 access sites contain seven boat launching ramps and provide parking for 367 cars or 134 car-trailer units.

Site M-1 Stephenson Island

This site is a city park located on the Menominee River in Marinette. The two launching ramps present are in good repair and quite useable. The car-trailer parking capacity could be increased to improve this facility.

Site M-2 No Name

This is a city street ending having no appreciable parking area present. The launching ramp present is in poor repair and is not useable because it is blocked by the partially burned hull of an abandoned boat.

Site M-3 Red Arrow Park

Red Arrow Park is a well maintained city park located in Marinette. Parking is ample and the one launching ramp is functional.

Site M-4 No Name

This is a road ending having no facilities and no potential for development.

Site M-5 UW--Green Bay--Marinette Campus

This site is a narrow strip of land providing some bank fishing opportunities along Green Bay. Parking space is quite limited. Picnic and playground facilities are present.

Site M-6 Public Boat Landing

A plat access, this site is in very poor condition. Shallow water and a sand ramp make boat launching very difficult. Parking is limited. This site could be improved.

Site M-7 No Name

This is a walk-in access having no developed facilities. Some bank fishing activity is done here. There is no designated parking area. This site could be developed into a good access, including boat launching, if offshore water levels are adequate.

Site M-8 Michaelis Park

Michaelis Park is a small walk-in access that appears to be used largely by local residents who live within walking distance. Toilets, picnic facilities, and a playground are present.

Site M-9 Access to Bay--Town of Peshtigo

A town road ending at the Bay, this site contains no facilities. It has no potential for development because of limited area available

and because the water immediately offshore is very shallow.

Site M-10 Peshtigo Harbor Public Hunting Grounds

This site is a turn around located at the end of a road within the PHG. It may have some potential for a ramp development provided water levels are adequate.

Site M-11 Peshtigo Harbor Public Hunting Grounds

This site is a developed boat landing located in the PHG. The gravel ramp may be difficult to use during wet weather. Parking is limited to ten car-trailer units. A great deal of improvement in both the parking area and the ramp could be made.

Site M-12 Peshtigo Harbor Public Hunting Grounds

This site consists of a blacktop boat launching ramp with very limited parking on the Peshtigo River. Shallow offshore water levels make use of the ramp difficult. The entire facility should be improved and enlarged.

Oconto County

Oconto County contains ten sites providing public access to Green Bay. Seven of the sites are located on the Bay itself while the remaining three are located on major tributary streams. Eight boat launching ramps and parking for 285 cars or 106 car-trailer units are provided by these access sites. The ten sites offer 2,981.5 acres of public land providing some 30,780 feet of frontage on Green Bay.

Site O-1 North Bay Shore Recreation Area (Oconto County Forest)

This is a large county park presently undergoing improvement and enlargement. It should provide excellent facilities when completed.

Site 0-2 D. E. Hall County Park

A small county park, this site needs major improvement. An existing boat ramp is unuseable because of very shallow water. There is no designated parking area. Toilets, picnic facilities, and a playground are present.

Site 0-3 Rush Point Wildlife Area

This site is a public hunting and fishing area that contains no developments at the present time. Because of its nature this area should not be developed.

Site 0-4 Harbor Road Public Boat Landing

This site is a small harbor development on the Oconto River immediately upstream from Green Bay. Facilities present include a small boat harbor, boat ramp, and breakwater. Parking is limited to ten car-trailer units. Parking facilities should be expanded.

Site 0-5 Public Boat Landing

This is a large boat launching facility on the Oconto River in Oconto. Three ramps, toilets, and picnic facilities are present. Designated parking areas could be improved and enlarged. The whole area is in need of general maintenance.

Site 0-6 Oconto City Park

Picnic, swimming, and playground facilities are provided in this very pleasant park. While only walk-in access is provided now the area has potential for the development of a boat launching ramp.

Site 0-7 No Name

This is a road ending at the water's edge. No developed ramp is present but small boats could be launched from the road. Shallow water limits potential for development.

Site O-8 No Name

This is a blacktop road ending in the Pensaukee River. One blacktop ramp is present but other developments are lacking. The area has little potential for further development.

Site O-9 Pensaukee Wildlife Area

This site is a state owned wildlife area containing one blacktop launching ramp. Offshore water is quite shallow. Much improvement, especially enlargement of the parking area, should be made.

Site O-10 Charles Pond--Green Bay Shores

A state owned wildlife area, this site contains no developments or use facilities other than a snowmobile trail. A ramp could be built here.

Brown County

~~Twelve sites providing access to Green Bay are located in Brown~~  
County. Eight are situated directly on the Bay while the remaining four are located on major tributary streams. The twelve sites encompass 595.5 acres and provide some 2,726 feet of public frontage on Green Bay itself. Parking for 668 cars or 160 car-trailer units is available.

Site B-1 Norfield Road

This site is a dirt road ending having no facilities and very little potential for development.

Site B-2 No Name

A town road ending, this site provides walk-in access to Green Bay. Parking area for 15 cars is present. The site offers some potential for development, limited to a certain extent by nearby buildings.

Site B-3 Sunset Beach Public Access

This site, located on the Suamico River, is part of the Sensiba Wildlife Area. The facility contains a recently improved and enlarged

boat landing and parking area. This is a highly functional site adequate in most respects.

Site B-4 Brown County Public Boat Ramp

This site, situated on Duck Creek, contains a boat launching ramp and parking for about 50 car-trailer units. Additional parking and toilet facilities are present in an adjacent park. This is a fairly good access.

Site B-5 Bylsby Street

This is a city street ending having no facilities or development. With the acquisition of additional lands it could be developed into a fair access.

Site B-6 Mason Street

The Mason Street access is a city owned boat launching facility on the Fox River. Parking is limited to 10 car-trailer units. Both the ramp and parking area are in poor shape and are in need of considerable maintenance and improvement.

Site B-7 Diener Drive Access

This site, located on the Fox River, contains four ramps and parking for 50 car-trailer units. It is a well maintained access and very useable.

Site B-8 Bay Beach Park

This is a city owned park and wildlife refuge containing toilets, picnic areas, and an amusement park. Walk-in access to Green Bay is present. Parking is ample but there is no ramp present.

Site B-9 Kentucky Lane

This is a road ending providing walk-in access to Green Bay. No other facilities are present and it has no potential for development into a more useable access.

Site B-10 Texas Lane

Similar to Site B-9.

Site B-11 Wayside--UW--Green Bay Campus

This site appears to be a park in conjunction with UW--GB. It is a new development that has some potential for ramp development depending on offshore water depths.

Site B-12 Point Comfort Road

This is a road ending used primarily for an occasional beer party. A limited parking area for ten cars is present. The site may have some ramp potential dependent on offshore depths.

Door County

A total of 74 public access sites are present in Door County. Of these 41 are located on Green Bay and 33 are located on Lake Michigan. ~~These sites on Green Bay contain 5,257.9 acres and provide 79,933 feet~~ of public frontage. They provide 22 launching ramps and parking for 641 cars or 248 car-trailer units. The sites on Lake Michigan provide 80,033 feet of public frontage and contain some 3,926.5 acres of land. Parking is available for 491 cars or 135 car-trailer units. Thirteen boat launching ramps are located on Lake Michigan.

(Note: Sites D-1 through D-39 are located on Green Bay)

Site D-2 No Name

This site is a fire lane providing walk-in access only. No other facilities are present. A launching ramp could be developed.

Site D-3 Chaudior's Dock

This site contains a small boat harbor, boat mooring facilities, a fishing pier and a fair boat launching ramp. Toilets and picnic

facilities are also present. A portion of this site may be private open to the public on a fee basis. The parking area is small and should be enlarged.

Site D-4 Sugar Creek County Park

Sugar Creek County Park contains a boat launching ramp, toilets, and picnic facilities. There are no designated parking areas other than roadside parking. It is a fairly scenic park.

Site D-5 CTH "N"

This site consists of a road ending having a concrete boat launching ramp. Parking is limited but ample room is available for expansion.

Site D-6 Claflin Memorial Park

This park is a very small historical site honoring Door County's first settler, Increase Claflin. No facilities other than a few picnic tables are present.

Site D-7 Riley Bay Road

This walk-in access is a road ending having no facilities and no potential for development.

Site D-8 Sandy Bay Lane

Similar to Site D-7.

Site D-9 Haines Town Park

This is a small undeveloped park. Very small boats could be launched over a sandy beach. Shallow water limits launching ramp potential.

Site D-10 No Name

A road ending with no facilities presently developed. This site may have some potential for boat launching development depending on off-shore water depths.

Site D-11 Sandy Point Road

This site contains a boat launching ramp at the end of Sandy Point Road. Shallow water limits the usefulness of this ramp.

Site D-12 No Name

This site is a road ending offering walk-in access only. It has limited potential for further development.

Site D-13 Potawatomi State Park

Potawatomi State Park contains two boat launching ramps in addition to toilets, swimming, picnicking, and camping facilities. The ramp on Sawyer Harbor at the north end of the park is an excellent facility. The ramp on Sturgeon Bay immediately below park headquarters could be improved by the addition of parking areas. Car-trailer parking throughout the park is limited.

Site D-14 Otumba City Park

This site is a City of Sturgeon Bay swimming beach. Toilets and picnic and swimming facilities are present. Parking is limited.

Site D-15 Sunset Park

~~This site contains a small boat harbor, boat launching ramp (2),~~  
and a breakwater or fishing pier. The ramps are in good repair and are well maintained. Enlargement of the car-trailer parking area adjacent to the ramps would improve the facility. Toilet, picnic, swimming, and playground facilities are also present.

Site D-16 Public Ramp

This is a very steep boat launching area and public access to Sturgeon Bay. Car-trailer parking is quite limited. Ice and wave action have so damaged the ramp that it is virtually unuseable. Repairs are badly needed.

Site D-17 Stone Quarry Point

This is a fairly good access site located in an old stone quarry. A boat launching ramp and bank fishing facilities are present. A large, adequate parking area is present. The launching ramp needs some repair work done.

Site D-18 Lady Slipper Road

This site is a road ending having no facilities and little potential for development.

Site D-19 Sunset Lane

Similar to Site D-18.

Site D-20 Frank E. Murphy County Park

This is an excellent, well maintained park containing a boat launching ramp and a fishing pier-breakwater. The area could be improved by expansion of the car-trailer parking area.

Site D-21 Sunset Lane

A total of four road endings are included under this site number. All provide walk-in access only and do not have any other facilities. None offer potential for further development.

Site D-22 Egg Harbor Beach

A walk-in access, fishing pier, and swimming area are present at this site. Excellent bank fishing is provided during spring rainbow trout runs. Parking is limited.

Site D-23 Village Dock Park

This site is an excellent small boat harbor-boat launching area in the process of undergoing improvement. At present the parking area is small and should be enlarged.

Sites D-24 through D-28 No Name

All of these sites are road endings presently offering walk-in access only. Sites D-24 and D-26 have little potential for future development. D-25, D-27, and D-28 have some potential for ramp development. Small boats could be launched from D-28. Parking is lacking at all sites.

Site D-29 Sunset Beach Public Park

This is a small park offering walk-in access and picnic facilities. Parking areas are quite limited. The site has some potential for ramp development.

Site D-30 Fish Creek Harbor and Beach

This is an excellent facility providing a small boat harbor, boat mooring, boat launching, and a fishing pier. Also present are toilet, picnic, and swimming facilities. The parking area is quite restricted and should be enlarged.

Site D-31 Peninsula State Park

Peninsula is a large state park that offers, in addition to normal state park facilities, a rough small boat harbor, a breakwater, and two boat launching ramps (Tennison Bay and Shanty Bay). Both ramps are in a good useable condition. Parking at Shanty Bay is adequate but is limited at Tennison Bay. Unless you know exactly where located the Tennison Bay ramp may be difficult to find. Posting of additional direction markers would help solve this problem.

Site D-32 Ephraim Munciple Beach

This site is a village owned beach providing walk-in access and parking for 29 cars.

Site D-33 Ephraim Munciple Boat Landing

This site contains a small boat launching ramp along with a good parking area. Ample room is available for needed ramp expansion.

Site D-34 Anderson Dock

This is a village owned historical site offering boat mooring, a small harbor, fishing pier, and launching ramp. Space is limited making car-trailer maneuverability difficult. Parking is not sufficient but space for additional parking is lacking.

Site D-35 Sister Bay Landing and Beach

This site consists of a small harbor, boat mooring area, breakwater, and two boat launching ramps. Parking capacity at the harbor-landing is limited. The beach (about two blocks from the landing) contains a large parking lot that could be used for overflow parking from the landing area.

Site D-36 Ellison Bay Bluff County Park

This is a very scenic undeveloped park situated on a limestone bluff overlooking Green Bay. Very steep, high cliffs prohibit development of any type access to the water's edge. This park should be left in its present condition.

Site D-37 Ellison Bay Municiple Ramp

This is a fairly well kept rustic appearing harbor offering boat launching, boat mooring, and a breakwater. Parking is limited to 15 car-trailer units.

Site D-38 Door Bluff Headlands County Park

Very similar to Site D-36.

Site D-39 Garret Bay

This site consists of a narrow blacktop ramp openly exposed to northerly winds. There is no parking and little room for expansion.

(Note: Sites D-40 through D-46 are located on Washington Island).

Site D-40 No Name

This site is a plat access offering walk-in access only. There are no developments and little potential for improvement.

Site D-41 No Name

This site is a road ending providing walk-in access only. Potential for development is limited.

Site D-42 Old School House Beach Park

This is a scenic little park providing walk-in access in addition to toilet, camping, picnic, and swimming facilities.

Site D-43 Rock Island State Park

Rock Island State Park is a very scenic area located north of Washington Island. Unique examples of Icelandic architecture are located on the island. Motorized vehicles are prohibited in the park. Access to the island is available by commercial ferry and from a boat launching ramp located on Washington Island. The boat launching area on Washington Island is being enlarged and improved.

Site D-44 No Name

This site is a road ending similar to Site D-41.

Site D-45 East Side County Park

This area is a scenic, well maintained county park. Toilet, swimming, and picnic facilities are present. This site has potential for a boat launching ramp.

Site D-46 No Name

This site is similar to Site D-41.

(Note: Sites D-47 through D-74 are located on Lake Michigan)

Site D-47 Death's Door Passtown Park

This is a very scenic town park providing walk-in access along with toilets and picnic facilities. The park has no potential for boat launching development.

Site D-48 Highway 42 (Northport)

This site is a road ending that has a new steel-blacktop pier used on occasion for car-ferry loading and unloading. Boats can be moored here for short time. This site has potential for development of a boat launching ramp.

Site D-49 Ferdinand Holz Memorial Park

This is a quiet town park located adjacent to Newport State Park. Facilities are limited to toilets and swimming and picnicking areas. Parking is limited. This area will probably lose its uniqueness as Newport State Park develops.

Site D-50 Newport State Park

This is a large state park in the process of being developed.

Site D-51 Sandy Bay Town Park

This site is a small park separated from a boat landing by a commercial fishing boat harbor. Parking at the launching ramp is limited and should be expanded. The ramp itself could be improved and maintained somewhat.

Site D-52 Appleport Road

This site is a road ending having no developed facilities. Some potential exists for ramp development provided offshore water depths are sufficient.

Site D-53 North Bay Public Landing

This site although in a good location is hardly useable because of its poor condition. The ramp is almost non-existent and parking is very restricted. Much improvement is needed.

Site D-54 Cana Island Road

This site is a road ending having no facilities and with potential for development.

Site D-55 Moonlight Bay Public Access

Like Site D-53, this access is in a good location but needs major improvement. This ramp needs repair, parking facilities should be expanded and improved and toilet facilities should be provided.

Site D-56 Mud Creek Wildlife Area

This site is a small portion of the Mud Creek Wildlife Area, that just touches Moonlight Bay. There is no real boat landing present but a small boat could be launched here. Improvements could and should be made.

Site D-57 Ridges Drive

This area is a road ending from which small boats could be launched. The site has potential for further development if water depths are sufficient.

Site D-58 Door County Public Beach

This site is a nice sandy beach providing walk-in access to Bailey's Harbor. Additional development could not be completed without

Site D-59 Anclam Public Park

This is a recently improved public boat landing located in Bailey's Harbor. The site could be improved by creating additional parking areas.

Site D-60 Lakeview Park

This site is a good park and boat launching facility located at Jacksonport. The steel ramp is fairly new. Car-trailer parking is limited.

Site D-61 Jorns Road

This site is a walk-in road ending having little potential for further development.

Site D-62 Cave Point Road

This is a very scenic newly developed boat launching facility. Expansion of the car-trailer parking area would improve the facility.

Site D-63 Cave Point County Park

This is a very scenic site offering no potential for boat launching construction. This park provides some excellent bank fishing.

Site D-64 Sevastopol Town Park

Because this area contains some interesting sand dune formations it should not be subject to further development. Presently it provides a swimming area and walk-in access. The proposed Whitefish Dunes State Park lies adjacent to this site.

Site D-65 Whitefish Bay Landing

This access contains two boat launching ramps, one steel grate in need of replacement, the other a blacktop ramp completely sand covered. Major maintenance is needed. The parking area could be expanded also.

Site D-66 Glidden Drive Flat

This site contains a total of seven platted accesses providing nice scenery along with walk-in access. Little potential exists for further development.

Site D-67 Lily Bay Landing

This site provides a boat landing and toilet facilities. Maintenance of the ramp and approaches and expansion of parking facilities would improve this site.

Site D-68 County Highway TT

A ROAD ending, this site offers some potential for ramp construction.

Site D-69 Lake Forest Flat

This site contains three plat access similar to those described under site D-66.

Site D-70 Portage Park

This site is an undeveloped town park connected to a main highway by a single lane town road. The site offers no parking but has a nice sandy

beach and has the potential for ramp development.

Site D-71 Sturgeon Bay Municipal Dock

This is a large well constructed access providing adequate parking and two good boat ramps. Boat mooring facilities are also provided.

Site D-72 Salonn Road

This is a road ending offering little potential for development.

Site D-73 Schuyler Creek

This area is a state owned parcel that will eventually be developed into a small boat harbor of refuge. No development presently exist except for a temporary, poor quality boat ramp.

Site D-74 LaSalle Park

This site is a scenic, county owned walk-in access. The potential for further development is restricted by shallow water and a fairly steep shoreline.

Kewaunee County

Nine sites in Kewaunee County provide access to Lake Michigan and one site provides access to Green Bay. Totally they contain 669.4 acres of land and provide 6,010 feet of public frontage on Lake Michigan and 540 feet of public frontage on Green Bay. They contain twelve boat launching ramps and provide parking for 1,091 cars or 305 car-trailer units.

Site K-1 Red River County Park

Located on Green Bay this site contains a boat launching ramp, break-water, toilets, and camping, swimming, and picnic facilities. The boat launching ramp is situated on the Red River and as such only shallow draft boats could be launched. Expansion of the parking area and re-location of the ramp would improve this facility.

Site K-2 Algoma Upriver Ramp

This is a new facility providing excellent ramps and completely adequate parking. Toilets and limited picnic facilities are also present.

Site K-3 Algoma Harbor

This site is one small part of the Algoma Harbor and contains two ramps and ample parking. One ramp is new and as yet unuseable because of offshore piling present.

Site K-4 Algoma Beach

This site is a City of Algoma park that joins site K-3 and provides walk-in access to Lake Michigan. The south end of the Algoma Breakwater abuts the park. This site is a popular bank fishing area.

Site K-5 Three Mile Creek Wayside

Walk-in access to Lake Michigan is offered by this site presently being developed. This site is a popular bank fishing area especially during spring and fall trout runs.

Site K-6 Kewaunee Wildlife Area

This is a state owned wildlife area offering considerable public frontage on the Kewaunee River. Fishing pressure is heavy during fall, winter, and spring runs of trout and salmon. No developed landing is present but boats could be carried into the river.

Site K-7 Bruemmer County Park

This site provides walk-in access to the Kewaunee River. Some heavy fishing pressure occurs during trout migrations.

Site K-8 Kewaunee Municipal Ramp (New)

This is a new facility still in the process of being developed. When complete it will provide parking for some 200 car-trailer units and contain four ramps. This will be a very adequate access facility.

Site K-9 Kewaunee Municipal Ramp (Old)

This is a small, single ramp boat launching facility having no nearby parking. A small boat mooring area is present. With the completion of Site K-8 this area could be abandoned.

Site K-10 Pioneer Park

This is a Kewaunee City Park providing walk-in access to Lake Michigan. Toilet, swimming, and picnic facilities are present.

Manitowoc County

Fourteen sites are located in Manitowoc County that provide public access to Lake Michigan. These sites provide 65,065 feet of frontage on the lake itself and encompass some 3,028.7 acres of land. Parking is available for 1,867 cars or 358 car-trailer units. Ten of the sites are located on Lake Michigan and four are located on major tributary

Site Ma-1 Two Creeks Park

This site is a small county park containing a boat launching ramp, toilets, and picnic tables. The ramp extends quite a distance out into the lake making it difficult to use, especially when waves are washing onto the beach. To be fully functional major changes in design and construction of the ramp should be made.

Site Ma-2 Point Beach State Forest

Point Beach State Forest is a large recreational forest providing walk-in access to Lake Michigan. There are no boating facilities present but some potential exists for the development of a boat launching ramp.

Site Ma-3 West Twin River Public Access and Park

This is a fairly nice access and boat launching ramp located on the West Twin River several miles upstream from Lake Michigan. Further development of the park or expansion of the parking area would destroy scenic qualities of the access.

Site Ma-4 Neshotah Park

Neshotah Park is a sprawling city beach providing walk-in access to Lake Michigan but contains no boating facilities. Development of a boat launching ramp is not necessarily needed at this time although some potential may exist.

Site Ma-5 Two River Municipal Ramp

This site is an excellent boat launching facility on the West Twin River in the City of Two Rivers. Parking is ample and the ramps are in good condition.

Site Ma-6 Highway 42 Right-of-Way and Wayside

This area is highway frontage between Manitowoc and Two Rivers. One wayside having picnic tables and toilets is present. Several other parking areas are located along the highway right-of-way.

Site Ma-7 Lakeview Park

This is a strip of land that extends from the north breakwater in Manitowoc north to Highway 42. There is no designated parking area however many cars can park along the road. A portion of the shoreline is used as a dumping grounds for rock and broken up buildings. Potential for ramp development exists along this shoreline.

Site Ma-8 Manitou Park

This is a fairly good access site located on the Manitowoc River. The blacktop ramps are in good shape and parking is adequate.

Site Ma-9 Manitowoc Municipal Boat Landing

This is a large boat landing facility on the Manitowoc River being developed at this time. Some 20 units could be launching boats at once now, however, as development continues this number will probably be reduced.

Site Ma-10 5th Street Ramp

This site consists of a fairly good boat launching ramp complex located at the mouth of the Manitowoc River in Manitowoc Harbor. Parking is adequate.

Site Ma-11 Highway 10 Right-of-way

This is a strip of land adjacent to Lake Michigan and Highway 10 in downtown Manitowoc. No facilities except park benches are present.

Site Ma-12 Green Street Ramp--Red Arrow Park

The boat launching ramp at this site extends quite a distance out into the lake. ~~It is not usable during rough weather.~~ The parking facilities at the ramp are not surfaced limiting use during very wet weather. Facilities present in conjunction with the ramp include a playground, beach, toilets, and picnic tables.

Site Ma-13 Silver Creek Park

This is a nice, well kept park in Manitowoc providing walk-in access to Lake Michigan. Some shoreline fishing for trout is done in the park. Silver Creek itself has a very popular smelt-sucker run. Toilet, picnic, and swimming facilities are present. Little potential exists for ramp development.

Site Ma-14 Cleveland-Hika

This is a small county park on Lake Michigan. Recently toilets and parking facilities have been improved. A boat launching ramp is

hardly usable because it consists of beach stones and is wide open to wave action from three directions. If the ramp were improved this would be a good site.

Sheboygan County

Twenty-four sites providing access to Lake Michigan are located in Sheboygan County. They provide parking for 1,653 cars or 280 car-trailer units. Some 1,045.5 acres of land offering some 25,486 feet of public frontage on Lake Michigan are contained in the 24 sites. Five sites are located on tributaries to Lake Michigan while 19 are on the lake itself.

Site S-1 No Name

This is a road ending having no facilities and no potential for development.

Site S-2 Wayside (No Name)

This site is a highway-wayside located on the Pigeon River. Bank fishing pressure is heavy during trout runs. Parking is limited and the site offers little potential for improvement.

Site S-3 Evergreen Park

This is a large multiple use park on the Pigeon River in Sheboygan. It offers opportunities for bank fishing. Potential for ramp development is limited.

Site S-4 Northeast Park

This is an undeveloped city park providing walk-in access to Lake Michigan. Parking is limited. Northeast Park offers little potential for boat launching ramp development.

Site S-5 Vollrath Park

Vollrath Park provides walk-in access to Lake Michigan. Concrete breakwater piers located along the shoreline are used as fishing piers. Toilets and picnic, zoo, and playground facilities are present. Potential for the development of a boat launching ramp is small.

Site S-6 Northpoint Park

This site offers a boat launching ramp and concrete breakwaters used as fishing piers (intended as erosion control devices). The ramp is hardly usable because of very shallow water. Parking is adequate.

Site S-7 Deland-Lakefront Park

This site contains no boat launching facilities but does have a small boat harbor and marina. Toilets and picnic and swimming facilities are present. The Sheboygan Harbor breakwater provides an excellent shoreline fishing area. Parking is adequate. Good potential for launching ramp development.

Site S-8 Municipal Boat Ramp

This is a boat launching ramp located on the Sheboygan River. While the ramp is in good condition the parking lot has several disadvantages. It consists of a vacant lot located across Sheboygan's busy main street from the ramp. Congestion created around the ramp and parking area could be relieved by establishing a ramp at Site S-7.

Site S-9 Kiwanis Park

This is a large city park offering a wide variety of recreational facilities including two boat launching ramps on the Sheboygan River. Car-trailer parking is limited to a small grassy area. When a boat is being launched a portion of the city street running through the park must be blocked to traffic.

Site S-10 No Name

This is a well kept, highly usable boat launching facility on the Sheboygan River. Adequate parking is present. There are no other facilities.

Site S-11 General King Park

This is a city beach and playground that offers walk-in access to Lake Michigan. Potential for ramp development is limited.

Site S-12 No Name

This site is an apparently abandoned public beach on Lake Michigan. Dense willow covers most of the area. Some potential exists for boat launching ramp development.

Site S-13 Shooting Park

This is a city park used almost entirely for land type recreation although it does provide walk-in access to Lake Michigan. Breakwater present to help curb bank erosion make excellent fishing piers. Potential for ramp development is limited.

Site S-14 No Name

This is a fire lane providing walk-in access to Lake Michigan. It has some potential for ramp development.

Site S-15 Terre Andre--Michael Kohler State Park

No boating facilities are associated with this state park although some potential for a launching facility does exist. Excellent beaches, picnic facilities, and camping facilities are present.

Site S-16 Wilson-Lima Road

Site S-17 Towline Road

Site S-18 Foster Road

Site S-19 Stoekdyk-Ingelse Road

Site S-20 No Name

Site S-21 DeWitt Road

Site S-22 Smiles Road

The above sites (S-15 through S-21) are road endings having no facilities other than walk-in access and no potential for development.

Site S-23 Amsterdam Road

This is a road ending that will, according to local residents, be developed into a boat landing by the Village of Cedar Grove.

Site S-24 Pebble Beach Road

Similar to Sites S-15 through S-21.

Ozaukee County

In Ozaukee County ten sites provide public access to Lake Michigan all of which are located on the lake. These sites encompass 764.1 acres and provide 10,979 feet of public frontage. Three boat launching ramps are present. Parking is provided for 162 cars or 104 car-trailer units.

Site Oz-1 Jay Road

Site Oz-2 Silver Beach Road

Both sites are road ending offering walk-in access only. Neither have any potential for additional facilities.

Site Oz-3 County Highway "D"

This is a road ending offering a boat launching ramp and is located on the north side of Harrington Beach State Park. Parking is limited at this site. The existing ramp is in very poor shape being broken up by ice and wave action. Potential may be limited by the wide open shoreline upon which this area is located.

Site Oz-4 Harrington Beach State Park

This is a new state park in the process of being developed. It is presently closed to the public.

Site Oz-5 Cedar Road

Site Oz-6 Sandy Beach Road

These sites are road endings providing walk-in access and having little potential for further development.

Site Oz-7 Lake Road

This site is a road ending offering a very beautiful view of the lake from the top of a bluff some 100 feet high. Vacant land on both sides of the roadway would make an excellent roadside type park.

There is no potential for ramp development.

Site Oz-8 Lake Park

This is a very scenic overlook on Lake Michigan in Port Washington. A high steep bank prohibits boat launching ramp development. Normal park-playground type facilities are available.

Site Oz-9 Port Washington Harbor

This is an adequate facility providing harbor facilities, breakwaters, and boat launching ramps. Parking is adequate. This site could be improved by the addition of more ramps.

Site Oz-10 Virmond County Park

This is a scenic park located in Mequon and situated on a high bluff overlooking Lake Michigan. Steep banks prohibit construction of a boat launching facility.

Milwaukee County

Fourteen sites are located in Milwaukee County that provide public access to Lake Michigan. These sites contain 1,515.2 acres and some 51,835 feet of public frontage. Seventeen boat launching ramps and parking for at least 1,980 cars or 600 car-trailer units are present in these public access sites.

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Site Mi-1 Doctors Park

This is a very scenic and well kept park on Lake Michigan. Breakwaters that can be used as fishing piers are present. Little potential for boat landing development exists because of very high bluffs.

Site Mi-2 Klode Park

This is a small neighborhood type park that provides walk-in access to the lake. It also supports fairly heavy bank fishing pressure. Steep bluffs prohibit a boat landing development.

Site Mi-3 Silver Spring Park

This is a small park with no facilities. A very steep bluff prohibits much further development.

Site Mi-4 Big Bay-Buckley Park

This is a nice park area with few developments that does provide a good view of Lake Michigan.

~~Site Mi-5~~ ~~Shirleywood Park~~

This park provides facilities for swimming and picnicking. It has no ramp and very little parking area.

Site Mi-6 Lake Park-Bradford Beach

This is a large lakeside park providing ample parking and many city park type facilities. Bank fishing is quite popular. A boat landing could be developed here.

Site Mi-7 McKinley Park and Marina

This is perhaps the best boating facility on the entire Lake Michigan shoreline. Many services including mooring, gas, and boat maintenance are available. Parking is almost unlimited. A breakwater provides an excellent and popular fishing area.

Site Mi-8 Juneau Park

This park is located in downtown Milwaukee and contains the War Memorial and Art Center. Parking is ample, but there is no boat access.

Site MI-9 South Shore Park

This is a nice park and access with adequate parking. Six ramps consisting of steel reinforced blacktop are present. The useability of these ramps would be improved if water depths were increased. Shallow water makes boat launching, especially of larger boats, quite difficult.

Site MI-10 Bayview Park

This is a lakeshore park that is a continuation of South Shore Park. It has no potential for ramp development.

Site MI-11 Sheridan Park

This site is a large park having no launching facilities nor the potential for this development. Breakwaters present make fair fishing piers.

Site MI-12 Warnimont Park

This is a large tract of county owned land containing a golf course, toilets, and picnic facilities. It has no potential for ramp development because of steep lakeshore bluffs.

Site MI-13 Grant Park

This is a large county owned park offering a wide variety of recreational facilities. It is a popular bank fishing area. Three boat launching ramps are present but none are functional. A concrete ramp is broken up and too steep for anything more than very small boats. The two blacktop ramps are covered by a sand bar.

Site MI-14 No Name

This is a tract of undeveloped land having no boat launching potential because of very steep, highly eroded bluffs 50 to 75 feet high. Walk-in access to the waters edge is even difficult if not impossible.

Racine County

Only five access sites to Lake Michigan are present in Racine County. They contain 171.5 acres of land and provide 12,510 feet of public frontage. Seven launching ramps are present. Parking is provided for 347 cars or 120 car-trailer units.

Site R-1 5½ Mile Road

This is a road ending having no facilities and no potential for development.

Site R-2 Shoop Park

This park, containing a golf course, toilets, and picnic facilities, has no developed launching ramps. Small boats could be launched from a sandy beach however. Erosion control breakwaters can be used as fishing piers. Ramps could easily be developed here.

Site R-3 Lake View Park

~~This is a large sandy beach-park complex that contains the Racine Zoo.~~ Toilets, picnic and swimming facilities are present. There is no boat launching ramp.

Site R-4 Pershing Park

Next to McKinley Park in Milwaukee this site is the best on Lake Michigan. Six ramps located inside the harbor are present. Parking is adequate. Boat mooring, breakwaters, and harbor facilities are also present. A fee is charged to launch boats.

Site R-5 Roosevelt Park

This is a city park type development having no designated parking areas. Toilets, picnic, and swimming facilities are present but the beaches are closed because of pollution.

Kenosha County

Seven access sites containing 1,975.4 acres of land and 20,630 feet of public frontage are located in Kenosha County. They contain two launching ramps and parking facilities for 624 cars or 30 car-trailer units.

Site Ke-1 Alford Park

This is a large city park providing walk-in access to Lake Michigan. Wide sandy beaches are present but are probably closed during peak pollution periods. Bank and "surf" fishing is popular.

Site Ke-2 Pennoyer Park

This site is a city type park offering no boating facilities. Beaches presently are probably closed during pollution periods. Toilets and picnic facilities are present.

Site Ke-3 John F. Kennedy Park

This is an open area used as a playground. It contains no developments. No designated parking areas are present.

Site Ke-4 Simmons Island Park (Kenosha Harbor)

Two boat launching ramps with limited nearby parking are contained in this park. A fee is charged for their use. Also present are harbor facilities, breakwaters, boat mooring areas, toilets, and picnic and swimming facilities. The beaches may be closed by pollution. Enlargement of the access may be desirable.

Site Ke-5 Eichelman-Lakefront Park

This is a large city park containing normal playground and athletic field type facilities. A beach is present but probably closed due to poor water quality.

Site Ke-6 Southport City Park

This city park contains a small boat harbor and breakwater and provides walk-in access to the lake. The boat harbor and breakwater are in very poor shape and probably do not do the job for which they were intended. This area is openly exposed to the full fury of the lake.

Site Ke-7 116th Street Road

This is a road ending having some potential for ramp development.

### Areas of Need and Inadequacies

Three major categories of access or public use facilities exist along the Lake Michigan--Green Bay shoreline. They are boat launching sites, harbors of refuge, and walk-in--bank fishing areas. In this section each major category will be discussed with respect to various inadequacies that exist. Recommendations to alleviate these inadequacies are made on a priority basis. Repetition of material from the previous section may be made.

#### Boat Launching Facilities

For the purpose of this report it was assumed that, ideally, no portion of the shoreline should be greater than five miles from a boat launching facility. Surprisingly, most of the shoreline met this criterion. A few noticeable and important exceptions are evident however.

The first priority when considering further development of boat launching sites along Lake Michigan would be providing access to those shoreline areas not presently served by any launching facility. Below, each area lacking a boat launching facility is listed along with sites that could serve these areas if properly developed. Suggested priorities for construction of facilities is also given.

Area A. A portion of the Green Bay shoreline beginning 1.5 miles north of the Brown-Oconto county line and extending north about three miles. This area could be served by an access built at site 0-10.

PRIORITY 3.

Area B. A portion of the Green Bay shoreline extending from five miles southwest of Red Banks (Brown County) to two miles northeast of Red Banks. This area could be served by further development of site B-12. However, offshore water depths may need improvement.

PRIORITY 2.

Area C. All of the shoreline of Little Sturgeon Bay. Sites D-9 (closest) D-10, and D-11 could be developed to serve this area. All three sites have fairly shallow offshore water depths that would require some dredging or other depth improvement work. PRIORITY 1.

Area D. The west and south portions of the Washington Island shoreline. If offshore depths are sufficient site D-41 could be developed to serve this area. PRIORITY 3.

Area E. A small, one mile portion of shoreline located about six miles south of Kewaunee. Due to steep shoreline contours there are no nearby sites that could be developed to serve this small area.

Area F. Three miles of shoreline along Point Beach State Forest. Quite obviously a site developed in Point Beach State Forest (Site Ha-2) would adequately serve this portion of the shoreline. PRIORITY 1.

Area G. About 1.5 miles of shoreline six miles south of Manitowoc. No sites could be developed in the immediate area because of steep high banks along the shoreline. Purchase of land and development of an access at Fisher Creek, 4 miles south, would serve at least a portion of this area. PRIORITY 2.

Area H. A one mile strip of land located just west of Haven in Sheboygan County. No publically owned sites would adequately serve this area however adjacent lands are owned by the Wisconsin Electric Power Company who may be persuaded to allow development of a boat launching facility at the mouth of Seven Mile Creek. PRIORITY 2.

Area I. An 8.5 mile strip of land beginning in Terre Andre State Park and extending in a southerly direction. An access being developed at site S-23 would serve the lower portion of this area. A boat launching facility developed at the State Park (Site S-15) would serve the north end. PRIORITY 1.

Area J. A 15 mile stretch of shoreline extending from six miles south of Port Washington to Whitefish Bay in Milwaukee County. The very high steep banks along the entire shoreline makes development of a boat launching facility very difficult. A ramp could possibly be developed in Doctors Park (Site Mi-1). PRIORITY 1.

Area K. A one mile strip located on the Milwaukee-Racine County line. No sites in the immediate vicinity offer potential for ramp development.

Area L. The lower two miles of shoreline in Wisconsin. Development of a ramp at either site Ke-6 or Ke-7 (best) would serve this area. PRIORITY 2.

Many of the existing boat launching sites are in need of improvement in order to make them functional or in order to satisfy use demands. Ideally, each ten miles of shoreline should have four unseable boat launching ramps and parking space for a minimum of 50 car-trailer units. Preferably these facilities should be located in no more than three separate sites. Below, each access site offering boat launching facilities is listed by number and type of improvements needed. A

priority for improvement of 1 to 4 is assigned each site based on degree of improvement needed and distance from a more functional site.

Marinette County

- Site M-1, increase in parking area, PRIORITY 3.
- Site M-2, improve ramp, remove debris, create parking, PRIORITY 4.
- Site M-3, no immediate improvements necessary.
- Site M-6,\* ramp improvement, deepen water, create parking, PRIORITY 2.
- Site M-11, improve ramp, enlarge parking, PRIORITY 1.
- Site M-12, improve water depths, ramp, and parking, PRIORITY 4.

\*If the Little River access is built as planned this site would need no improvement.

Oconto County

- Site O-1, undergoing improvements.
- Site O-2, expand parking, increase water depths, PRIORITY 3.
- Site O-4, expand parking, improve ramp, PRIORITY 1.
- Site O-5, expand parking, general maintenance, PRIORITY 3.
- Site O-8, improve ramp, little potential, PRIORITY 4.
- Site O-9, expand parking, improve offshore depths, PRIORITY 2.

Brown County

- Site B-3, no improvements necessary.
- Site B-4, no improvements necessary.
- Site B-6, expand parking, maintain ramps, PRIORITY 3.
- Site B-7, no improvements necessary.

Door County

- Site D-3, expand parking, PRIORITY 3.
  - Site D-4, expand parking, add breakwater, modify ramp, PRIORITY 3.
  - Site D-5, expand parking, PRIORITY 2.
  - Site D-11, expand parking, improve offshore depths, PRIORITY 1.
  - Site D-13, no major improvements necessary.
  - Site D-15, enlarge parking adjacent to ramps, PRIORITY 3.
  - Site D-16, repair ramp, improve parking, PRIORITY 4.
  - Site D-17, add breakwater and another ramp, maintain existing ramp, PRIORITY 1.
  - Site D-20, enlarge parking, PRIORITY 4.
  - Site D-23, being improved.
  - Site D-30, enlarge parking, PRIORITY 3.
  - Site D-31, add direction signs, expand parking at Tennison Bay, PRIORITY 2.
  - Site D-33, add another ramp, PRIORITY 2.
  - Site D-34, no room available for improvement.
  - Site D-35, no major improvements needed.
  - Site D-37, little room available for needed parking lot expansion.
  - Site D-39, add breakwater, expand parking (little space available), PRIORITY 1.
  - Site D-43, being improved.
  - Site D-51\*, improve ramp, expand parking, add breakwater, PRIORITY 2.
  - Site D-53, very poor shape, improve ramp, expand parking, PRIORITY 1.
- (Note: An alternative would be to develop a suitable address along the south or west side of North Bay).
- Site D-55, repair ramp, expand parking, add toilets, PRIORITY 3.
  - Site D-56, improve parking, develop better ramps, PRIORITY 2.

- Site D-59, add ramp, expand parking, PRIORITY 2.
- Site D-60, expand parking, add breakwater, PRIORITY 3.
- Site D-62, expand parking, PRIORITY 4.
- Site D-65, expand parking, add breakwater, maintain ramp, PRIORITY 2.
- Site D-67, maintain ramp, expand parking, add breakwater, PRIORITY 2.
- Site D-71, no improvements needed.
- Site D-73, under development.

\*If Newport State Park presently being developed contains a suitable breakwater-ramp facility the priority of this site (D-51) could be reduced to 4.

Kewaunee County

- Site K-1, relocate ramp, improve parking area, PRIORITY 2
- Site K-2, new area, no improvements needed.
- Site K-3, no improvements necessary.
- Site K-8, no improvements needed.
- Site K-9, abandon in favor of site K-8.

Manitowoc County

- Site Ma-1, major design change of ramp, add breakwater, expand parking, PRIORITY 1.
- Site Ma-3, expand parking, PRIORITY 4.
- Site Ma-5, no improvements needed.
- Site Ma-8, no improvements needed.
- Site Ma-9, under development.
- Site Ma-10, no improvements needed.

Site Ma-12, expand parking, change design of ramp, PRIORITY 4.

Site Ma-14, improve ramp considerably, add breakwater, PRIORITY 1.

(Note: Alternate would be construction of a facility  
at the better suited Fisher Creek 1.5 miles north).

Sheboygan County

Site S-6, cannot be improved because of solid bedrock (shallow water).

Site S-8, leave as is and build ramps at site S-7, PRIORITY 1.

Site S-9, expand parking, PRIORITY 3.

Site S-10, no improvements needed.

Ozaukee County

Site Oz-3, expand parking, add breakwater, improve ramp, PRIORITY 1.

(Note: An alternative would be construction of an adequate facility in the new Harrington Beach State Park (Site Oz-4) however, this may be impossible because of rumored commitments made to local residents by park people. At any rate, a good access is badly needed at one of these sites).

Site Oz-9, add more ramps, PRIORITY 4.

Milwaukee County

Site Mi-7, no improvements needed.

Site Mi-9, improve water depths, PRIORITY 3.

Site Mi-13, relocate unuseable ramps, add breakwater, PRIORITY 1

Racine County

Site R-2, construct decent ramps, PRIORITY 1.

Site R-4, no improvements necessary.

Kenosha County

Site Ke-4, add more ramps, expand immediate parking, PRIORITY 3.

Harbors of Refuge

For the purpose of this report harbors of refuge are defined as areas, either man-made or natural, where boaters can find safe, temporary refuge from storms or high seas. Threinen, 1968, pointed out the need for harbors of refuge along the Lake Michigan shoreline. His comments are still appropriate today since there has been no significant development of new facilities. He pointed out that harbors were needed between Milwaukee and Racine, Milwaukee and Port Washington, Port Washington and Sheboygan. Sheboygan and Manitowoc, Two Rivers and Kewaunee, and the Sturgeon Bay ship canal and Moonlight Bay. On the basis of this 1971 survey Threinen's original list could be expanded to include those shoreline segments between Algoma and the Sturgeon Bay ship canal, Sturgeon Bay and Green Bay, Green Bay and Oconto, and Oconto and Marinette. An investigation conducted in 1965 by the Department of Resources identified seven sites offering potential for harbor development that would alleviate most inadequacies from Kenosha to Kewaunee, from Sturgeon Bay to Green Bay, and from Oconto to Marinette. These sites are South Milwaukee, Doctor's Park (Milwaukee, Site Mi-1), Barr Creek (Cedar Grove), Hika (Site Ma-14), Two Creeks (Site Ma-1), Dyckesville, and Peshtigo. A study conducted by myself in the fall of 1970 revealed several alternate potential sites in Sheboygan, Manitowoc, and Kewaunee counties. DNR presently has plans

for a harbor of refuge development at Schuyler Creek (Site D-73) between Algoma and the Sturgeon Bay ship canal.

Before any additional harbors of refuge are developed or individual sites are considered for development I recommend that further detailed studies similar to the fall, 1970 study of Sheboygan, Manitowoc and Kewaunee counties be made for other portions of the shoreline. Experience has shown that alternate sites are present where harbor construction may be cheaper than those proposed by DRD in 1965.

#### Bank Fishing Areas and Walk-in Access

Major concern is presently being directed at providing adequate boating facilities along Lake Michigan and Green Bay with an apparent lack of concern given to the more abundant bank fisherman. Bank or "surf" fishing is growing in popularity as more and more people become familiar with the habits of Lake Michigan trout. At present the most popular bank fishing areas are harbor breakwaters located in major cities. Other popular areas include various state, county, and local park lands; highway rights-of-way, and other public parcels along the lake and major tributary streams.

Additional bank fishing areas are needed almost everywhere along the shoreline. Simple walk-in access sites or road endings, some having no potential for boating facilities, could easily be converted to bank fishing areas by adding a small parking area and a small pier (concrete piers similar to erosion control breakwaters around Sheboygan would be ideal--cheap and easy to install). Road endings or walk-in accesses where this type of facility could be developed are common in

Door, Sheboygan, and Ozaukee counties. Piers should also be developed along park lands and state wildlife areas in Marinette, Oconto, Brown, Manitowoc, Milwaukee, and Racine counties. Lands adjacent to mouths of streams that support runs of spawning trout and salmon also prove to be popular bank fishing areas. Most are presently in private ownership and could be closed to public fishing. An example of such a private, highly popular area would be Fisher Creek in southern Manitowoc County. For comparison, a popular area in public ownership is the Three Mile Creek Wayside in Kewaunee County (Site K-5).

While development of bank fishing areas should receive a top priority actual specific recommendations of areas to be considered should come from the fish managers responsible for various segments of the shoreline. Because of long term contact with the problem they are in a much better position to make recommendations than anyone could be on the basis of a one-time survey.

## Conclusions

While this survey and resultant report is somewhat limited in scope (primarily because of time factors involved in completing highly detailed investigations) the data collected does allow one to make some interesting observations.

Many more sites providing access to the lake are present than previously thought. From an economic point of view this may mean that cost of development of new access facilities may be less than previously estimated because additional land purchases may be kept to a minimum. Purchase of an acre or two adjacent to many sites may be all that is necessary to provide suitable area for development. Some sites can be developed without additional land purchase.

Five state parks and one state recreational forest are located on Lake Michigan-Green Bay. Of these, only two contain any boating facilities. The remainder offer beaches and considerable public frontage but contain no boating or fishing facilities. A major policy change in park development seems to be indicated. The two segments of shoreline lacking any boating facilities contain state park or forest lands. Two other shoreline segments which require improved access also contain state parks.

When considering further access development top priority should be given to those segments of shoreline presently containing no suitable boating facilities. Second priority should go to improving existing sites that for some reason or another are not adequate.

Harbors of refuge are needed along several portions of the shoreline. Because construction of suitable harbors can be a very expensive

undertaking some thought should be given to soliciting aid from the Corps of Engineers or some other appropriate federal agency. When considering harbor construction the question "What degree of protection should DNR provide Lake Michigan boaters?" comes to mind. Should we provide protection to the ill equipped, under powered boater who ventures out into the big lake or just to those who know the lake and the capabilities of their equipment. On a priority basis the development of harbors of refuge should be below the development of boat launching facilities and bank fishing areas unless these facilities are incorporated into harbor plans.

The development of bank fishing areas seems to be one type of access that has in the past, been largely ignored by the department. Thousands of people like to fish but don't own boats. Perhaps part of the need to provide additional bank fishing areas could be alleviated somewhat by implementing a cost-sharing program with local units of government similar to the state aid to access program now in operation. Development of bank fishing areas should receive a high priority.

\* \* \* \* \*

This report was not intended to answer all the questions nor solve all the problems concerning access to Lake Michigan. Hopefully it will lead the way to a more orderly and thoughtful approach to the problem.

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Appendix I. Public access facilities on Green Bay and Lake Michigan

Site Number	Name of Facility	T. R. S.	Location	Area (Acres)	Frontage (Feet)	Type of Access Facility	Car Capacity	Trailer Capacity	Car Capacity	Parking Lot Surface	Number of Ramps	Ramp Material	Water Depth at Ramp	Other Facilities	Owned By
<u>Manitowish County</u>															
M 1	Sturgeon Island	20	24 6-4	9.1	4,224	B,C	50	20	20	Blacktop	2	Concrete	> 3'	A, D	City
M 2	How	20	24 9-3	0.1	36	C	--	--	--	--	1	Wood Plank	1-3'	None	City
M 3	Pellarrow Park	20	24 9-9	7.5	2,000	C	200	100	100	Blacktop	1	Concrete	1-3'	A,B,C,D	City
M 4	How	20	24 8-15	0.1	36	E	--	--	--	--	--	--	--	None	City
M 5	Waggon Point	20	24 17-8	6.0	1,056	E	7	None	None	Gravel	--	--	--	D	State
M 6	Public Boat Landing	20	24 30-1	0.1	60	C	--	--	--	--	1	Sand	0-1'	None	State
M 7	Little River	20	24 30-4	4.8	700	E	75	--	--	--	--	--	--	None	State
M 8	Millerside Park	20	24 30-13	1.7	300	E	--	--	--	--	--	--	--	A, D	County
M 9	Acres to Bay	20	24 31-2	0.2	36	E	--	--	--	--	--	--	--	None	State
M 10	Wabigoon Harbor	20	24 10-15	3,096.5	24,288	E	--	--	--	--	--	--	--	None	State
M 11	Wabigoon Harbor	20	23 21-6	3,096.5	24,288	C	25	10	10	Gravel	1	Gravel	1-3'	None	State
M 12	Wabigoon Harbor	20	23 14-5	3,096.5	24,288	C	10	4	4	Grass	1	Blacktop	0-1'	None	State
<u>Ontario County</u>															
O 1	North Bay Shore Recreation Area	29	22 23-16	4,563.4	5,280	C	50	20	20	Gravel	1	Gravel	1-3'	A,B, D	County
O 2	D.E. Hall County Park	29	22 27-3	22.0	500	C	100	50	50	Grass	1	Gravel	0-1'	A, D	County
O 3	Point Point Wildlife Area	29	22 33-2	80.0	3,170	E	--	--	--	--	--	--	--	None	State

Appendix I. Public Access Facilities on Green Bay and Lake Michigan-continued

Site Number	Name of Facility	T. R. S.	Location	Area (Acres)	Frontage (feet)	Type of Access Facility <sup>1</sup>	Car Capacity	Trailer Capacity	Parking Lot Surface	Number of Ramps	Ramp Material	Water Depth at Ramp	Other Facilities <sup>2</sup>	County	
0 4	Harbor Road Public Boat Landing*	28	22	16-15	0.3	240	A, C, D	20	10	Grass	1	Gravel	1-3'	None	City
0 5	Public Boat Landing*	28	22	21-8	4.8	465	C	100	20	Grass	3	Conc and Blacktop	1-3'	A, D	City
0 6	Oconto City Park	28	22	32-3	20.0	660	E	--	--	--	--	--	C, D	City	
0 7	None	27	22	6-14	0.1	50	E	5	--	Gravel	--	Dirt	0-1'	None	Town
0 8	None	27	21	11-14	0.1	48	C	--	--	--	1	Blacktop	1-3'	None	Town
0 9	Fennemaker Wildlife Area	27	21	Sev.	270.4	9,500	C	10	6	Gravel	1	Blacktop	0-1'	None	State
0 10	Charles Pond Green Bay Shores	26	21	3	30.4	11,620	E	--	--	--	--	--	None	State	
Brown County															
B 1	Horsfield Road	25	21	7-6	0.1	60	E	--	--	--	--	--	None	None	Town
B 2	None	25	20	24-1	0.2	60	E	15	None	Sand	--	--	None	None	Town
B 3	Sunset Beach Public Access*	25	20	24-2	299.7	660	C	100	50	Gravel	1	Concrete	1-3'	None	State
B 4	Brown County Public Boat Ramp	24	20	15-5	1.5	330	C	100	50	Grass	1	Concrete	1-3'	None	County
B 5	Bylsby Street	24	20	24-1	0.1	60	E	--	--	--	--	--	None	None	City
B 6	Mason Street*	24	20	36-9	0.3	200	C	18	10	Gravel	1	Concrete	>3'	None	City
B 7	Diener Drive Access*	24	21	19-10	2.5	220	B, C	125	50	Gravel	4	Blacktop	1-3'	None	City
B 8	Bay Beach Park	24	19	--	285.0	1,590	E	>300	--	--	--	--	A, D	City	
B 9	Kentucky Lane	24	21	26-6	0.1	48	E	--	--	--	--	--	None	City	

Appendix I. Public Access Facilities on Green Bay and Lake Michigan-continued

Site Number	Name of Facility	T. N. S.	Location	Area (Acres)	Frontage (Feet)	Type of Access Facility	Car Capacity	Trailer Capacity	Parking Lot Surface	Number of Benches	Ramp Material	Water Depth at Ramp	Other Facilities	Created By
B 10	Texas Lane	24	21 28-5	0.1	48	E	--	--	--	--	--	--	None	City
B 11	Voyutide--W Green Bay Campus	24	21 23	5.7	800	E	--	--	--	--	--	--	None	County
B 12	Point Comfort Road	25	22 20	0.2	60	E	10	None	Gravel	--	--	--	None	County
<u>Door County</u>														
D 1	No Name	26	23 28-11	0.1	50	E	--	--	--	--	--	--	None	Town
D 2	No Name	26	23 16-11	0.1	50	E	--	--	--	--	--	--	None	Town
D 3	Chandler's Dock	26	23 10-6	10.0	1,000	A,B,D	20	8	Gravel	1	Concrete	1-3'	A, D	County
D 4	Super Creek County Park	27	23 25-7	40.8	800	C	--	--	--	1	Concrete Plank	1-3'	A, D	County
D 5	County Highway #	27	23 24-4	0.1	60	C	10	10	Gravel	1	Concrete	--	None	County
D 6	Challin Memorial Park	27	24 2-5	0.1	50	E	--	--	--	--	--	--	D	County
D 7	Riley Bay Road	28	25 31-11	0.1	50	E	--	--	--	--	--	--	None	Town
D 8	Sandy Bay Lane	28	25 31-12	0.1	50	E	2	--	Gravel	--	--	--	None	Town
D 9	Wagner Tower Park	28	25 31-4	1.6	350	E	10	--	Gravel	--	--	--	C	Town
D 10	No Name	28	25 31-2	0.2	50	E	--	--	--	--	--	--	None	Town
D 11	Sandy Point Road	28	25 32-7	0.2	50	C	10	5	Blacktop	1	Blacktop	0-1'	None	Town
D 12	No Name	28	25 32-13	0.1	50	E	--	--	--	--	--	--	None	Town
D 13	Johnstoni State Park	28	25 Bev.	1,126.0	15,300	C	20	10	Blacktop	2	Concrete	1-3'	A,B,C,D	State
D 14	Otumba Gilly Park	27	25 7-2	3.1	440	E	--	--	--	--	--	--	A, C,D	County
D 15	Sunset Park	27	25 6-3	56.0	2,000	A, C,D	40	25	Gravel	2	Concrete	23'	A, C,D	County

Appendix I. Public Access Facilities on Green Bay and Lake Michigan-continued

Site Number	Name of Facility	T. R. S.	Location	Area (Acres)	Frontage (Feet)	Type of Access Facility <sup>1</sup>	Car Capacity	Trailer Capacity	Parking Lot Surface	Number of Ramps	Ramp Material	Water Depth at Ramp	Other Facilities <sup>2</sup>	County
D 16	Public Boat Ramp	28 26	18-7	0.2	60	C	8	4	Blacktop	1	Blacktop	1-3'	None	County
D 17	Stone Quarry Point	28 25	12-13	38.4	1,000	C,D	100	50	Gravel	1	Blacktop	1-3'	A, D	County
D 18	Lady Slipper Pond	29 26	29-5	0.2	60	E	2	--	Gravel	--	--	--	None	Town
D 19	Sunset Lane	29 26	17-14	0.1	36	E	--	--	--	--	--	--	None	Town
D 20	Frank E. Murphy County Park	29 26	3-9	25.6	1,500	C,D	33	15	Blacktop	1	Blacktop	1-3'	A, C,D	County
D 21	Sunset Lane	30 26	26-12	0.4	200	E	--	--	--	--	--	--	None	Town
D 22	Egg Harbor Beach	30 26	25-9	2.5	540	D,E	10	--	Gravel	--	--	--	C	Village
D 23	Village Dock Park	30 26	25-3	2.1	300	A,B,C,D	20	10	Gravel	2	Concrete-Steel	3'	A, D	Village
D 24	No Name	30 26	24-3	0.1	50	E	--	--	--	--	--	--	None	Town
D 25	No Name	30 27	18-9	0.2	75	E	5	--	Gravel	--	--	--	None	Town
D 26	No Name	30 27	18-2	0.1	50	E	--	--	--	--	--	--	None	Town
D 27	No Name	30 27	7-15	0.1	60	E	--	--	--	--	--	--	None	Town
D 28	No Name	30 27	7-2	0.1	50	E	--	--	--	--	--	--	None	Town
D 29	Sunset Beach Public Park	31 27	29-9	2.5	135	E	--	--	--	--	--	--	D	Town
D 30	Fish Creek Harbor and Beach	31 27	29-15	5.0	1,250	A,B,C,D	15	5	Blacktop	1	Blacktop	3'	A, C,D	Town
D 31	Peninsula State Park	31 27	Sev.	3,767.0	43,300	A, C,D	88	44	Blacktop	2	Concrete	1-3'	A,B,C,D	State
D 32	Ephraim Municipality Beach	31 27	23-4	0.8	350	E	29	--	Blacktop	--	--	--	C	Village
D 33	Ephraim Municipality Boat Landing	31 27	23-4	0.4	160	C	60	30	Blacktop	1	Blacktop	1-3'	None	Village
D 34	Anderson Dock	31 27	24-7	1.4	200	A,B,C,D	14	7	Blacktop	1	Blacktop	1-3'	A	Village

Appendix 3. Public Access Facilities on Green Bay and Lake Michigan-continued

Site Number	Name of Facility	Locat Ion T. R. S.	Area (Acres)	Frontage (Feet)	Type of Access Facility <sup>1</sup>	Car Capacity	Trailer Capacity	Car Parking Lot Surface	Number of Boats	Ramp Material	Water Depth at Ramp	Other Facilities <sup>2</sup>	County
D 35	Sister Bay Landing and Beach	31 28 5-8	1.4	315	A, B, C, D	115	10	Blacktop	?	Blacktop-Concrete	1-3'	None	Illige County
D 36	Ellison Bay Bluff Corn by Park	32 28 16	87.1	2,750	E(?)	--	--	--	--	--	--	None	Green County
D 37	Ellison Bay Municipal Ramp	32 28 15-3	0.4	150	A, B, C, D	30	15	Gravel	1	Blacktop	1-3'	A, D	Green County
D 38	Door Bluff Headlands County Park	33 28 35	122.7	6,900	E(?)	--	--	--	--	--	--	None	Green County
D 39	Gurruet Bay	32 28 1-6	0.1	50	C	--	--	--	1	Blacktop	1-3'	None	Green County
D 40	No Name	33 29 15-5	0.1	50	E	--	--	--	--	--	--	None	Green County
D 41	No Name	33 29 13-10	0.3	36	E	--	--	--	--	--	--	None	Green County
D 42	Old School House Beach Park	34 29 25-10	33.9	600	E	--	--	--	None	--	--	A, B, C, D	Green County
D 43	Rock Island State	34 30 5-7	783.0	29,000	A, C	80	35	Gravel	1	Gravel, wood	>3	A, B, D	State
D 44	No Name	34 30 27-9	0.1	50	E	--	--	--	None	--	--	None	Green County
D 45	Estates County Park	33 30 4-11	2.9	520	E	--	--	--	None	--	--	A, C, D	Green County
D 46	No Name	33 29 11-16	0.1	50	E	--	--	--	None	--	--	None	Green County
D 47	Death's Door Parsonage Park	33 29 33-9	6.9	1,000	E(?)	--	--	--	None	--	--	A, D	Green County
D 48	Highway 42 (Northport)	32 29 4-5	0.3	200	B, D	10	--	Gravel	None	--	--	None	State
D 49	Ferdinand Hills Mem. Park	32 29 16-6	66.0	500	E	--	--	--	None	--	--	A, C, D	Green County
D 50	Newport State Park	32 29 8-7	1,191.0	34,310	Under development	--	--	--	--	--	--	Will have camping, swimming, etc.	State
D 51	Sandy Bay Town Park	32 28 36	4.8	650	C, D	10	5	Blacktop	1	Blacktop	1-3'	A, C, D	Green County

Appendix I. Public Access Facilities on Green Bay and Lake Michigan-continued

Site Number	Name of Facility	T. R. S.	Location	Area (Acres)	Frontage (Feet)	Type of Access Facility	Car Capacity	Trailer Capacity	Parking Lot Surface	Number of Ramps	Ramp Material	Water Depth at Ramp	Other Facilities?	County
D 52	Appleport Road	31	28 12-5	0.2	100	E	5	--	Blacktop	None	--	--	None	Town
D 53	North Bay Public Landing	31	28 23-8	0.2	50	C	--	2	Gravel	1	Gravel	0-1'	None	Town
D 54	Cana Island Road	30	28 12-8	0.1	150	E	--	--	--	None	--	--	None	Town
D 55	Moonlight Bay	30	28 14-6	0.3	100	C	10	5	Dirt and Grass	1	Blacktop	0-1'	None	Town
D 56	Mud Creek Wildlife Area	30	28 10	1,660.0	660	C	15	10	Gravel	1	Gravel	1-3'	Fee	State
D 57	Bridges Drive	30	28 27-1	2.0	660	E	5	--	Gravel	None	--	--	None	Town
D 58	Deer County Public Beach	30	28 17-15	50.0	1,500	E	75	--	Blacktop	None	--	--	A, S, D	County
D 59	Anclan Public Park	30	28 20-12	2.0	250	C, D	30	10	Gravel	1	Concrete	1-2'	--	County
D 60	Lake View Park	29	27 25-7	4.3	350	C	20	8	Blacktop	1	Steel	1-3'	A, D	Town
D 61	Jorns Road	29	27 26-8	0.1	60	E	5	--	Dirt	None	--	--	None	Town
D 62	Cave Point Road	29	27 35-8	1.2	225	C	20	10	Gravel	1	Concrete	1-3'	A	Town
D 63	Cave Point Co. Park	28	27 2-13	6.4	650	E	20	--	Gravel	None	--	--	A, S	County
D 64	Sawastopol Park	28	27 3	108.8	3,168	E	5	--	Gravel	None	--	--	C	Town
D 65	Whitefish Bay	28	27 16-2	0.9	100	C	40	15	Gravel	2	Blacktop Steel	1-3'	None	Town
D 66	Glidden Drive Flot	28	27 Sev	1.6	410	E	--	--	--	None	--	--	None	Town
D 67	Lilly Bay	28	27 31	0.5	100	C	16	8	Gravel	1	Steel	1-3'	A	Town
D 68	County TI	27	26 12-1	0.1	60	E	5	--	Gravel	None	--	--	None	County

Appendix I. Public Access Facilities on Green Bay and Lake Michigan-continued

Site Number	Name of Facility	T. R. S.	Location	Area (Acres)	Frontage (Feet)	Type of Access Facility <sup>1</sup>	Car Capacity	Car Trailer Capacity	Parking Lot Surface	Number of Ramps	Ramp Material	Water Depth at Ramp	Other Facilities <sup>2</sup>	Owned By
D 69	Lake Forest Flat	27 26	12-13	0.3	200	E	--	--	--	None	--	--	None	Town
D 70	Fortage Park	27 26	23-8	32.8	1,320	E	--	--	--	None	--	--	C, D	Town
D 71	Sturgeon Bay Municipality Dock	27 26	7-3	4.2	770	A, B, C, D	100	27	Blacktop	2	Concrete	1-3'	A	City
D 72	Salmon Road	26 26	9-1	0.1	60	E	10	--	Blacktop	None	--	--	None	Town
D 73	Schuyler Creek	26 26	21	16.0	1,700	Under development	--	--	--	--	--	--	None	Town
D 74	LaSalle Park	26 26	29-15	5.8	500	E	10	--	Gravel	None	--	--	A, D	County
<b>Keweenaw County</b>														
X 1	Red River County Park	25 23	5-6	6.4	540	C, D	20	10	Grass	1	Gravel	0-1'	A, B, C, D	County
X 2	Algona Upriver Ramp	25 25	23-15	7.0	1,300	C	360	180	Gravel	4	Concrete	1-3'	A, D	City
X 3	Algona Harbor	25 25	26-9	1.5	150	A, C	~200	75	Gravel	2	Concrete	>3'	None	City
X 4	Algona Beach	25 25	26	8.5	3,700	B, E	36	None	Blacktop	None	--	--	A, C, D	City
X 5	Three Mile Creek Wayside	24 25	10-9	6.9	1,500	E	30	None	Gravel	None	--	--	A, D	State
X 6	Keweenaw Wildlife Area	23 24	24 Sev 25	500.0	17,400	E	--	--	--	None	--	--	None	State
X 7	Keweenaw County Park (Bruenner)	23 24	14	105.8	4,000	E	~300	None	Dirt	None	--	--	A, B, D	County
X 8	Keweenaw Municipality Ramp (New)	23 25	17	30.9	3,500	B, C	100	40	Gravel	4	Concrete	>3'	None	City
X 9	Keweenaw Municipality Ramp (Old)	23 25	17-11	0.1	60	B, C	--	--	--	1	Concrete	>3'	None	City
X 10	Pioneer Park	23 25	20-7	2.8	600	E	45	None	Blacktop	None	--	--	A, C, D	City

Appendix I. Public Access Facilities on Green Bay and Lake Michigan-continued

Site Number	Name of Facility	T. R. S.	Location	Area (Acres)	Frontage (feet)	Type of Access Facility	Car Capacity	Car Trailer Capacity	Parking Lot Surface	Number of Ramps	Ramp Material	Water Depth at Ramp	Other Facilities?	County
<u>Manitowoc County</u>														
Ma 1	Two Creeks Park	21	24 11-13	4.2	425	C	30	12	Blacktop	1	Concrete	0-1'	A, D	County
Ma 2	Point Beach State Park	20	24 Sev	2,770.0	30,140	E	+300	--	Blacktop	None	--	--	A,B,C,D	State
Ma 3	West Twin River Public Access and Park	20	24 28-13	1.9	240	C	12	6	Gravel	1	Blacktop	1-3'	D	County
Ma 4	Neshatoh Park	19	25 6	38.4	3,000	E	+300	--	Blacktop	None	--	--	A, C, D	City
Ma 5	Two Rivers Municipality Ramp	19	24 1-7	1.0	450	B,C	150	100	Gravel	4	Blacktop Conc. Plank (3)	1-3'	None	City
Ma 6	Highway 42 R-C-#; Wayside	19	24 Sev. (Est)	32.0	16,900	E	+300	--	Blacktop	None	--	--	A, D	County- State
Ma 7	Lakeview Park	19	24 20	35.0	6,000	D,E	100	--	Dirt	None	--	--	None	City
Ma 8	Manitou Park	19	23 24	7.0	1,200	C	70	50	Gravel	4	Blacktop	1-3'	A, D	City
Ma 9	Manitowoc Municipality Boat Landing	19	24 19	12.0	1,320	C	100	75	Gravel	20	Blacktop	1-3'	None	City
Ma 10	5th Street Ramp	19	24 29-6	0.7	400	C	75	60	Blacktop Gravel	3	Concrete Blacktop	1-3'	None	City
Ma 11	Highway 10 R-O-W	19	24 29	3.8	2,600	D,E	50	--	Gravel	None	--	--	None	City
Ma 12	Green Street Ramp Red Arrow Park	19	24 32-5	25.6	3,200	C	45	30	Dirt	1	Blacktop	1-3'	A, D	City
Ma 13	Silver Creek Park	18	24 5	96.0	2,100	E	+300	--	Gravel	None	--	--	A, C, D	City
Ma 14	Cleveland-Hika County Park	17	23 27-13	1.1	300	C	35	25	Gravel	1	Gravel	0-1'	A, C, D	County

Appendix I. Public Access Facilities on Green Bay and Lake Michigan-continued

Site Number	Name of Facility	Locat. T. R. S.	Area (Acres)	Frontage (Feet)	Type of Access Facility	Car Capacity	Car Trailer Capacity	Parking Lot Surface	Number of Ramps	Res. Material	Water at Pier	Other Facilities	Controlled By
S 1	No. 16 East	16 23 22-1	0.3	48	E	3	None	Gravel	--	--	--	None	Town
S 2	Waukegan (no name)	15 23 10-2	1.5	204	E	10	None	Gravel	None	--	--	None	County
S 3	Evergreen Park	15 23 14-1	145.0	3,500	E	120	None	Gravel	None	--	--	A, C, D	City
S 4	Northwest Park	15 23 14-2	17.0	3,400	E	--	--	--	None	--	--	None	City
S 5	Yonkers Park	15 23 14-3	16.5	300	D, E	54	None	Blacktop	None	--	--	A, D	City
S 6	Northpoint Park	15 23 14	27.0	4,300	C, D	210	100	Gravel	1	Cont. Black	0-1	None	City
S 7	Deer Lake Front	15 23 23-1	22.5	3,100	A, D, E	750	None	Gravel	None	--	--	A, C, D	City
S 8	Municipal Boat Ramp	15 23 23-12	1.9	150	C	--	50	Grass	2	Concrete	> 3	None (E)	City
S 9	Kilwinis Park	15 23 22-2	32.0	4,000	C	--	15	Grass	2	Concrete	1-3	A	City
S 10	North	15 23 22-4	1.1	225	C	150	75	Gravel	2	Concrete	1-3	None	City
S 11	Green King Park	15 23 26-3	6.5	800	E	--	--	--	None	--	--	A, C	City
S 12	North	15 23 26	9.5	1,700	E	--	--	--	None	--	--	None	City
S 13	Sitting Park	15 23 33-3	12.3	600	D, E	40	None	Blacktop	None	--	--	A, D	City
S 14	North	14 23 2-16	0.2	36	E	6	None	Blacktop	None	--	--	None	Town
S 15	Tele Andrew-Keller State Park	14 23 5-1	750.0	10,560	E	+300	None	Blacktop	None	--	--	A, B, C, D	State
S 16	Waukegan Road	14 23 3-3	0.1	48	E	4	None	Blacktop	None	--	--	None	Town
S 17	Waukegan Road	14 23 3-16	0.1	48	E	2	None	Blacktop	None	--	--	None	Town
S 18	Water Road	13 23 4-8	0.1	36	E	--	--	--	None	--	--	None	Town
S 19	St. Ignace--Ingelsoe Road	13 23 9-5	0.1	36	E	--	--	--	None	--	--	None	Town

Shelby County

Appendix 1, Public Access Facilities on Green Bay and Lake Michigan-continued

Site Number	Name of Facility	T. R. S.	Location	Area (Acres)	Frontage (Feet)	Type of Access Facility <sup>1</sup>	Car Capacity	Car Trailer Capacity	Parking Lot Surface	Number of Ramps	Materials	Water	Other Facilities <sup>2</sup>	County	
S 20	None	13 23	8-14	0.1	36	E	--	--	--	None	--	--	None	Iron	
S 21	DeWitt Road	13 23	17-2	0.1	36	E	--	--	--	None	--	--	None	Iron	
S 22	Sales Road	13 23	17-12	0.1	36	E	--	--	--	None	--	--	None	Iron	
S 23	Asterdorn Road	13 23	30-12	1.4	330	E	4	--	Blacktop	None	--	--	None	Iron	
S 24	Pebble Beach Road	13 23	31-12	0.1	36	E	--	--	--	None	--	--	None	Iron	
<u>Osaukee County</u>															
Oz 1	Jay Road	12 23	7-5	0.1	33	E	--	--	--	None	--	--	None	Iron	
Oz 2	Silver Beach Road	12 23	18-5	0.1	33	E	--	--	--	None	--	--	None	Iron	
Oz 3	CHH "O"	12 23	19-5	0.2	65	E	4	--	Blacktop	1	blacktop	0-1'	None	County	
Oz 4	Harrington Beach State Park	12 23	19	634.0	5,280	In process of being developed.								State	
Oz 5	Cedar Beach Road	12 23	30-5	0.1	60	E	3	--	Blacktop	None	--	--	None	Iron	
Oz 6	Sandy Beach Road	12 22	25-16	0.1	48	E	--	--	--	None	--	--	None	Iron	
Oz 7	Lake Road	11 22	2-16	0.2	60	E	6	--	Blacktop	None	--	--	None	Iron	
Oz 8	Lake Park	11 22	27-6	50.0	2,900	E	75	--	Blacktop	None	--	--	A, D	City	
Oz 9	Port Washington Harbor	11 22	28-13	4.3	1,100	A,B,C,D	+300	100	Blacktop	2	Concrete	73'	A	City	
Oz 10	Virmond Park	9 22	28	75.0	1,400	E	75	--	Gravel	None	--	--	A, D	County	

Appendix I. Public Access Facilities on Green Bay and Lake Michigan-continued

Site Number	Name of Facility	T. R. S.	Location	Area (Acres)	Frontage (Feet)	Type of Access Facility	Car Capacity	Car Trailer Capacity	Parking Lot Surface	Number of Ramps	Roof Material	Water Depth at Ramp	Other Facilities?	County
Milwaukee County														
M1 1	Doctors Park	8 22	10-7	51.2	1,480	D,E	150	--	Blacktop	None	--	--	A, C,D	County
M1 2	Klode Park	8 22	28-10	14.4	475	E	30	--	Blacktop	None	--	--	A, C	Village
M1 3	Silver Spring Park	8 22	28-15	3.2	320	E	--	--	--	None	--	--	None	Village
M1 4	Big Boy--Buckley Park	8 22	33-13	16.0	1,850	E	--	--	--	None	--	--	None	Village
M1 5	Shorewood Park	7 22	3-15	9.6	740	D,E	--	--	--	None	--	--	A, C,D	County
M1 6	Lake Park--Bradford Beach	7 22	10,15	163.2	5,280	E	+300	--	Blacktop	None	--	--	A, C,D	County
M1 7	McKinley Park and Marina	7 22	22	102.4	5,280	A,B,C,D	+300	+200	Blacktop	2	Concrete	1-3'	A, C,D	County
M1 8	Janeau Park	7 22	28,21	150.4	3,750	D,E	+300	--	Blacktop	None	--	--	A	County
M1 9	South Shore Park	6 22	10	54.4	5,970	A,B,C,D	+300	+200	Blacktop	6	Blacktop-Sterc	0-1'	A, C,D	County
M1 10	Bayview Park	6 22	14	38.4	2,640	E	--	--	--	None	--	--	A, C,D	County
M1 11	Sheridan Park	6 22	24	99.2	5,650	D,E	+300	--	--	None	--	--	A, C,D	County
M1 12	Waincoat Park	6 22	36	297.6	7,500	E	--	--	--	None	--	--	A, C,D	County
M1 13	Grant Park	5 22	1	336.0	9,400	C,D	+300	+200	Blacktop	3	Concrete (1) Plank (2)	0-1'	A, C,D,E	County
M1 14	None	5 22	25	179.2	7,500	E	--	--	--	None	--	--	None	County

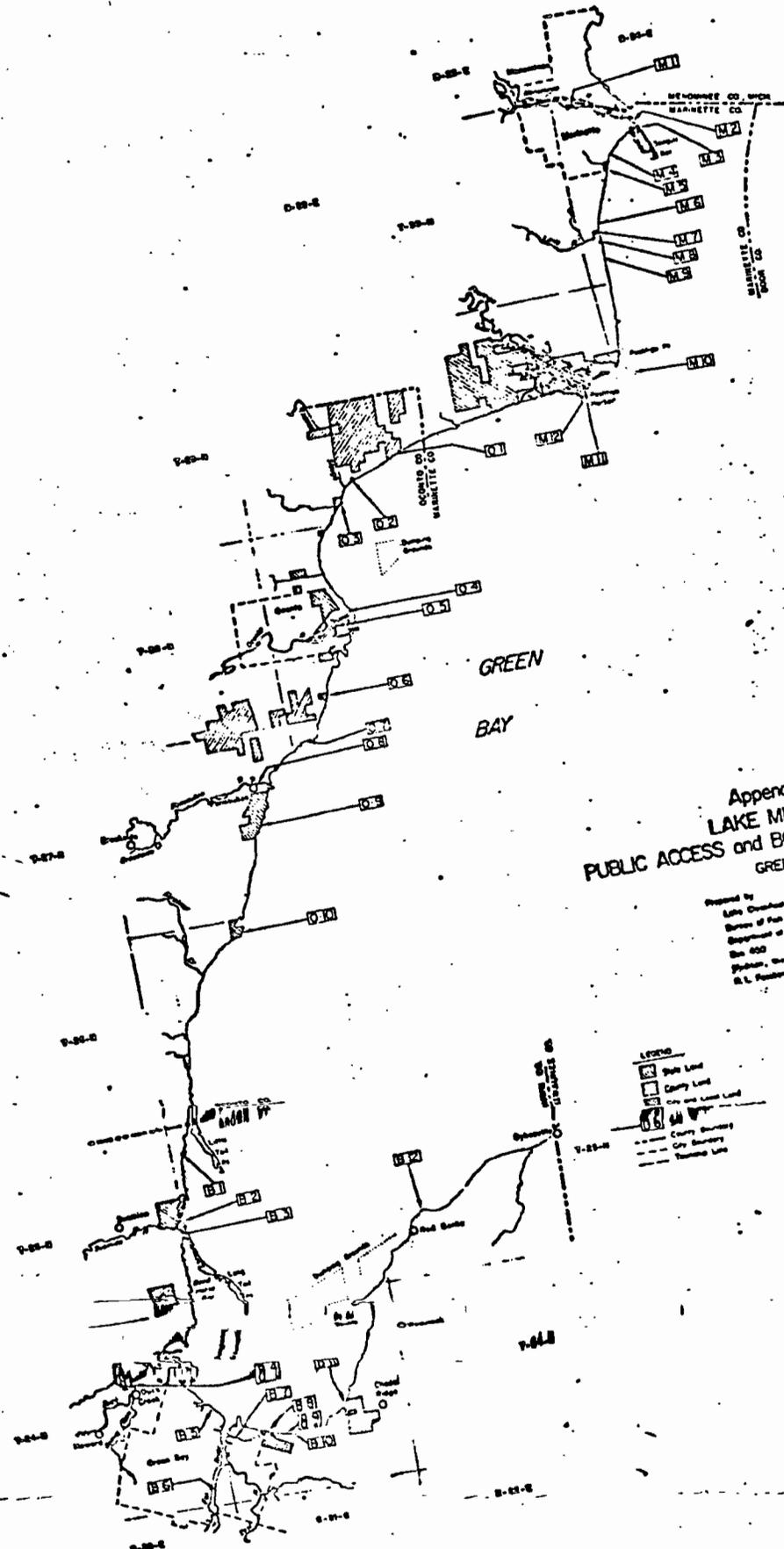
Appendix I. Public Access Facilities on Green Bay and Lake Michigan-continued

Site Number	Name of Facility	T. I. S.	Location	Area (Acres)	Frontage (Feet)	Type of Access Facility	Car Capacity	Trailer Capacity	Parking Lot Surface	Number of Ramps	Ramp Material	Water Depth at Ramp	Other Facilities?	Owned By
Pacine County														
R 1	5 1/2 Mile Road	4	16-7	0.1	60	E	2	--	Dirt	None	--	--	None	Town
R 2	Sheep Park	4	27-3	53.0	3,000	C,D	20	20	Sand	1	Sand	0-1'	A, D, E	County
R 3	Lakeview Park	3	2	40.0	5,200	E	125	--	Gravel	None	--	--	A, C, D	City
R 4	Parkview Park	3	9-16	40.0	2,400	A,B,C,D	200	100	Gravel Blacktop	6	Concrete	1-3'	A	City
R 5	Roseville Park	3	21-14	38.4	1,850	E	--	--	--	None	--	--	A, C, D	City
Kenosha County														
Ke 1	Alford Park	2	19	867.8	6,710	E	100	--	Blacktop	None	--	--	A, C, D	City
Ke 2	Kenney Park	2	30-6	124.4	1,540	E	50	--	Blacktop	None	--	--	A, C, D	City
Ke 3	J. P. Kennedy Park	2	30-13	207.4	2,310	E	--	--	--	None	--	--	None	City
Ke 4	Simmons Island Park	2	31-1	345.6	2,970	A,B,C,D	None	30	Gravel Blacktop	2	Blacktop-Steel	3-5'	A, D, E	City
Ke 5	Nichols-lake Front Park	1	6-1	235.5	3,300	E	300	--	Gravel	None	--	--	A	City
Ke 6	Southport Park	1	8-5	194.5	3,740	A, D, E	170	--	Blacktop	None	--	--	A, D	City
Ke 7	116th Street	1	32-5	0.1	60	E	4	--	Blacktop	None	--	--	None	Town

\*Access sites located on tributaries to Lake Michigan or Green Bay

<sup>1</sup>A Small boat harbor  
 B Boat Mooring  
 C Boat Launching  
 D Fishing Pier or Breakwater  
 E Walk-in Access

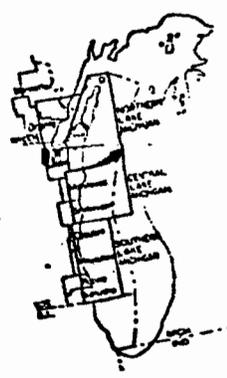
<sup>2</sup>A Toilets  
 B Camping  
 C Swimming  
 D Picnicking  
 E Other

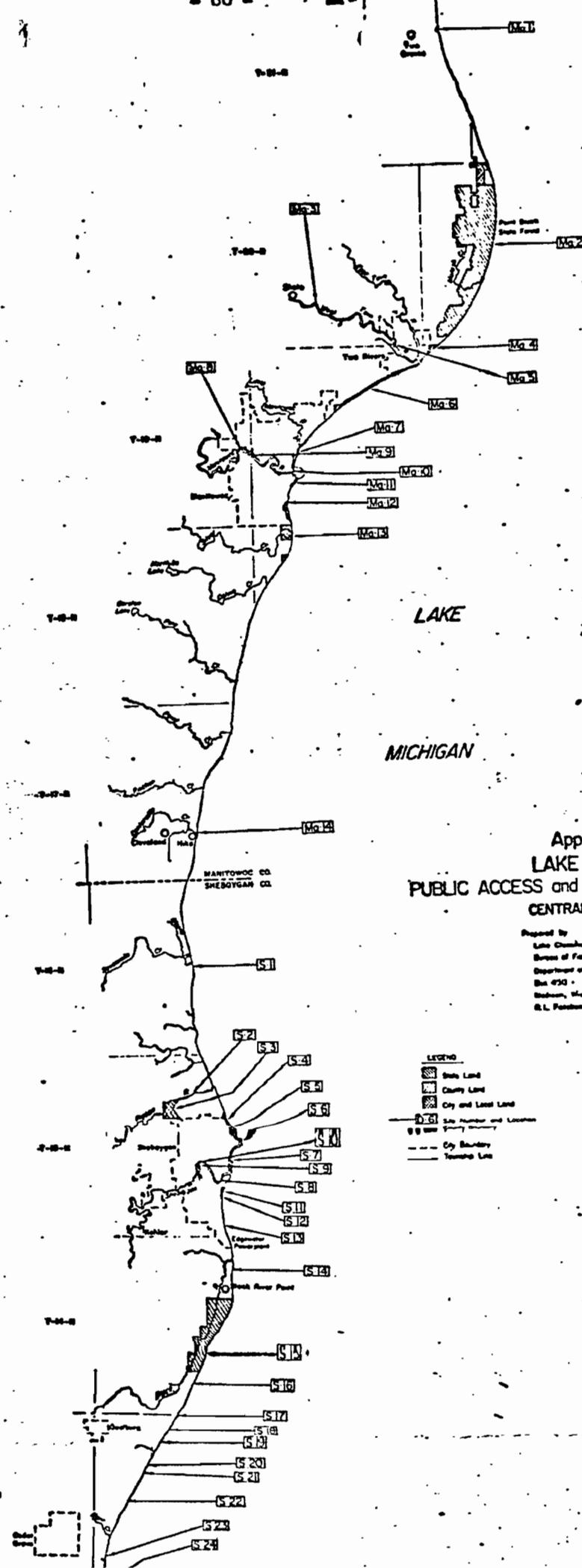


Appendix II  
 LAKE MICHIGAN  
 PUBLIC ACCESS and BOAT LAUNCHING SITES  
 GREEN BAY

Prepared by  
 Lake Classification Service  
 Bureau of Fish Management  
 Department of Natural Resources  
 Box 400  
 Lansing, Michigan  
 U. S. Department, June, 1971

- LEGEND
- Boat Launch
  - Public Access
  - City Land
  - City and Lake Land
  - City Boundary
  - Township Line

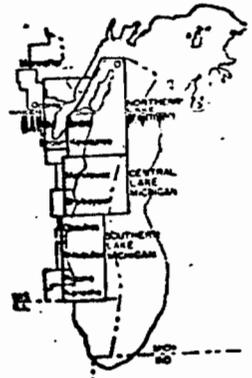


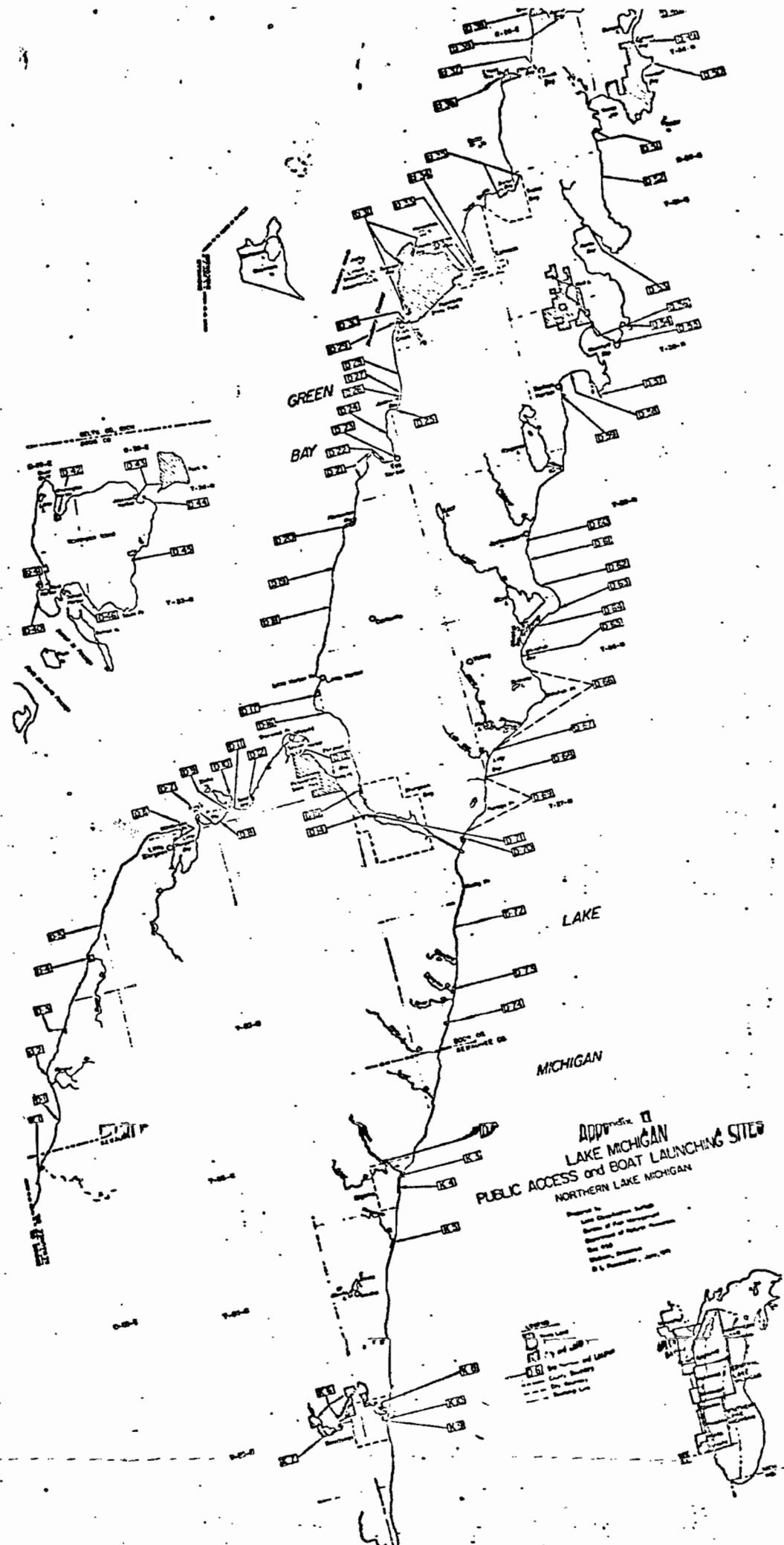


Appendix II  
**LAKE MICHIGAN**  
**PUBLIC ACCESS and BOAT LAUNCHING SITES**  
**CENTRAL LAKE MICHIGAN**

Prepared by  
 Lake Classification Section  
 Bureau of Fish Management  
 Department of Natural Resources  
 Box 490  
 Jackson, Michigan  
 G.L. Forchander, June, 1971

- LEGEND**
- State Land
  - County Land
  - City and Local Land
  - Site Number and Location
  - County Boundary
  - City Boundary
  - Township Line





APPENDIX II  
 LAKE MICHIGAN  
 PUBLIC ACCESS and BOAT LAUNCHING SITES  
 NORTHERN LAKE MICHIGAN

Prepared by  
 Lake Administration Board  
 Office of Public Information  
 Department of Natural Resources  
 Lansing, Michigan  
 U.S. Department of the Interior

- Boat Launching Site
- Public Access Site
- County Boundary
- State Boundary
- Township Boundary

