

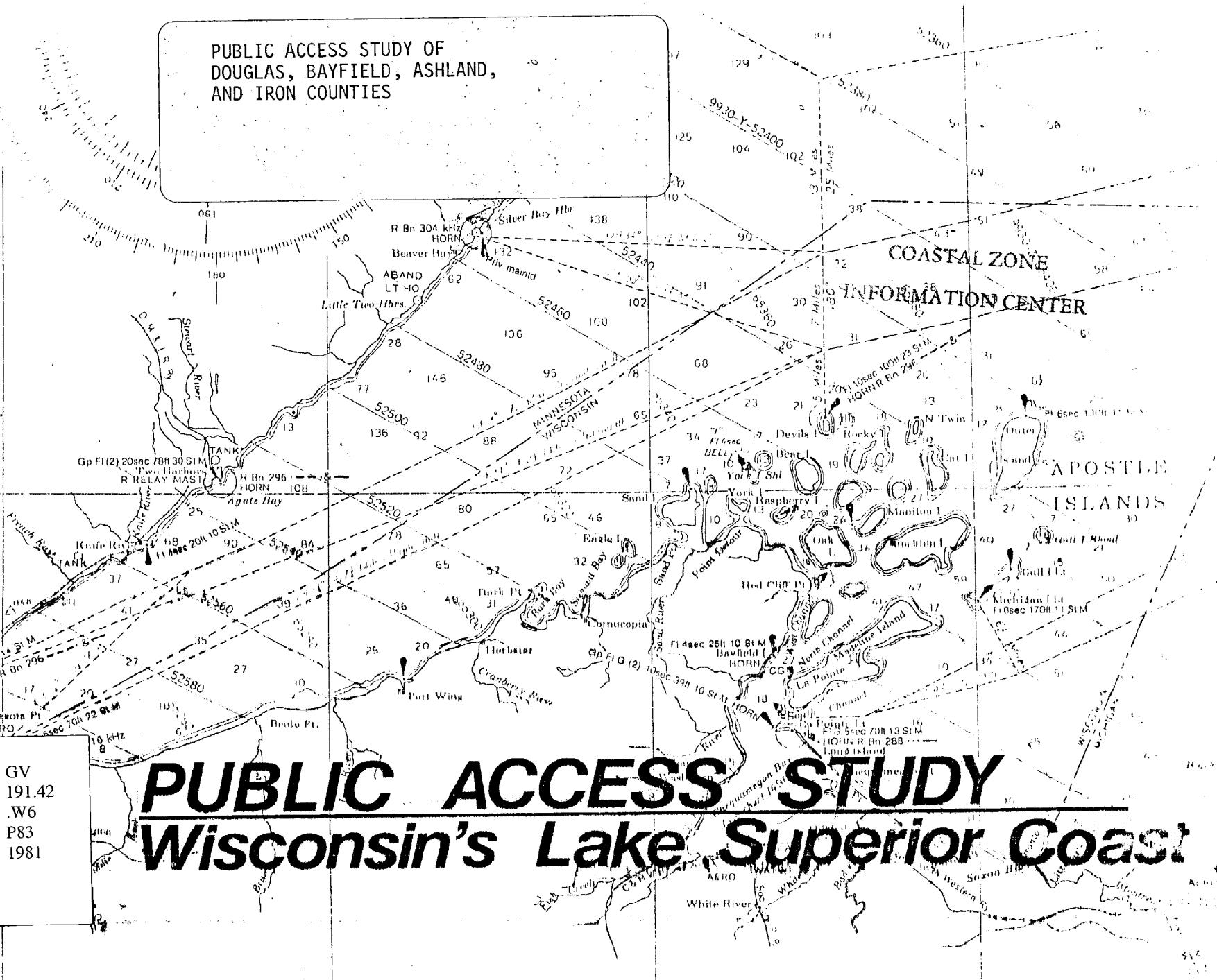
Wisconsin Coastal Zone Management Program
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PUBLIC ACCESS STUDY OF
DOUGLAS, BAYFIELD, ASHLAND,
AND IRON COUNTIES

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PUBLIC ACCESS STUDY

Wisconsin's Lake Superior Coast



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Douglas, Bayfield, Ashland and Iron Counties.

Financial assistance provided by the State of Wisconsin, Coastal Management Program, Department of Administration, and the Coastal Zone Management Act of 1972, as amended, administered by the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration.



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October 30, 1981

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and Citizens

Wisconsin's Lake Superior Coastal Counties

We are pleased to present the Public Access Study for the Lake Superior Coast. This study will help provide an awareness of public access to Lake Superior and assist local units of government in making decisions about possible improvements to the access points.

Sincerely,

Fred Goold
Landscape Architect

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I. INTRODUCTION

Lake Superior, the largest fresh water lake in the world, provides a unique diversity of resources to Wisconsin's four northern most counties: Douglas, Bayfield, Ashland and Iron. This tremendous scenic and natural resource offers unlimited recreational opportunities to both residents and visitors to Wisconsin's south shore of Lake Superior. A key element to utilizing and appreciating this dynamic environment is access.

Access can be obtained from publicly owned lands such as village, town, city, county, state or Federal property. Access can also be obtained from private holdings whether it be a marina, campground or from an owner that has given permission for access. Access can also be obtained on Tribal lands of either the Red Cliff Band or Bad River Band of Lake Superior Chippewa with permission or at designated public use sites.

There are different types of classification of access that will be identified in this report and will include boat access, scenic overlooks, visual access (usually from a vehicle), beach access, dock access and walking access which implies a walkin from a parking location.

The major objectives of this study are:

1. Identify location of existing public access points to Lake Superior and analyze their condition.
2. Identify types of access in relation to their present and possible recreational use.
3. Provide general recommendations for improvements to existing public lands and access points in order to help meet future recreational demands.

II. PHYSICAL DESCRIPTION - LAKE SUPERIOR SHORELINE

The south shore mainland portion of Wisconsin's Lake Superior coast stretches about 156 miles from the Minnesota border at the port of Duluth-Superior to Michigan's Upper Peninsula where the Montreal River divides Wisconsin and Michigan.

The most striking characteristic of the shoreline along Wisconsin's four Lake Superior counties is its evenness and simplicity, interrupted by three prominent physical features: the Bayfield Peninsula, Apostle Islands and Chequamegon Bay.

The 22 Apostle Islands are set in the waters around the peninsula.

Soils

Because of the relatively young geologic age of the area, the soils are generally of poor quality.

The upland soil adjacent to the shoreline is predominantly heavy red clay. This is an unstable soil and very susceptible to water erosion.

Some heavy, sandy loam soils are also found on the peninsula in Bayfield County. The location of this soil type coincides with the sandstone outcroppings and sandstone bluffs found along the shoreline.

Peat and muck soils are found in scattered locations in all four counties. The largest deposits are in the Kakagon Sloughs and the most southwestern end of Chequamegon Bay.

Topography

Three major landscape units make up the Lake Superior shore.

1. Douglas County and western Bayfield County are characterized by an essentially flat plain lying some 30 to 100 feet above the lake level. This plain is deeply cut by ravines and water courses that carry the upland runoff to the lake. This same topographic configuration is found to a lesser extent in Iron County and eastern Ashland County and is typical of the areas having a heavy red clay soil.

2. The Bayfield Peninsula is of a more rugged character with high hills and sandstone outcroppings. The upland drainage pattern is not as sharply defined as that associated with the areas of exclusively clay soils.
3. The Kakagon Sloughs and the southwestern end of Chequamegon Bay are typical of the third landscape pattern. These are large areas of peat and muck soils that are basically low and at lake elevation.

Approximately 1/2 of Wisconsin's Lake Superior shoreline is comprised of high clay bluffs, sometimes rising to 100 feet above the level of the lake. These highly erodable bluffs stretch along the linear shores of Douglas, western Bayfield, eastern Ashland and Iron Counties.

Access to the lake within this landscape unit varies but is basically limited to roads ending at the lake. In many cases heavily eroded paths make it difficult to navigate down to the shore line. On the average the beaches are narrow, except at river mouths and major sand spits such as Wisconsin Point in Superior or the mouth of the Flag River at Port Wing.

The rugged character of the Bayfield Peninsula offers excellent scenic overlook opportunities especially with the significant elevation above the lake. Frequent sand beaches are found where rivers enter the lake and Chequamegon Bay and provide excellent beach opportunities, many of which are in public ownership.

By contrast the Kakagon Sloughs and Fish Creek area in Chequamegon Bay provide a unique environment with tremendous fish and wild life habitat. Access by land is basically difficult except for visual and by small boat.

Probably the most prominent landscape feature as seen from the Bayfield peninsula are the Apostle Islands. They range in size from 3 1/3-acre Gull Island to historic 14,904-acre Madeline Island. Together they form an archipelago some 30 miles long and 80 miles wide, and cover some 48,000 acres of land. The lake sides of the islands have had their red brown sandstone shaped by the power of water into fascinating sculpture while the protected shores provide sand beaches. The shorelines of the islands, as of the mainland are buffered by dense forests of spruce, fir, pine and northern hardwoods.

Vegetation

The vegetation of the south shore on the bluffs and uplands is typical of secondary stands of the original boreal forest cover. Boreal forests were primarily found along the Lake Superior shore in pre-settlement times in Wisconsin.

The dominant tree cover is balsam fir, white spruce, red and white pine, white cedar, white birch, trembling aspen, balsam poplar, red maple, white ash and mountain maple. This forest cover remains constant, with minor variations, over the entire 156 miles of shoreline. Black oak and basswood are found on the western shore of Chequamegon Bay in significant amounts in addition to the trees listed above. Mountain ash also becomes significant to the west of the Raspberry Bay area.

Beach vegetation is extremely variable due to changes in the water elevation and storm action. Great stretches of dry beach are found without any vegetation. In those areas where beach vegetation has become established, it is possible to find completely changed plant communities in different years. A single storm can wash out one community and a subsequent storm can carry in new seeds, rhizomes or tubers bringing about a complete change.

Good visual access from highways becomes limited during times of full foliage on trees and un-maintained growth of quick growing trees and shrubs removes views of the lake from public roads.

Climate

The climate of the land area near the water is tempered by the lake and is referred to locally as modified continental or "lake effect." This becomes evident with large amounts of snowfall in northern Iron County and the Upper Peninsula of Michigan where annual snowfall exceeds 200 inches.

Temperatures vary from a mean in January of 13 degrees Fahrenheit to 67 degrees Fahrenheit in July. Most notably the "lake effect" on temperatures occurs in the spring especially with off lake winds. Temperatures are substantially cooler along the lake than several miles inland and greatly effects recreational use along the lake during these periods. During late fall, winter and early spring, the prevailing winds are westerly.

Visual Analysis

The many landscapes along the south shore and Apostle Islands creates a vast variety of scenery. Visual access to the lake and its environs appears in many packages. Clay bluffs, sandstone bluffs, sloughs and sand beaches all provide different visual experiences and recreational opportunities. Man-made environments contribute to the overall diversity of the lake shore. The City of Superior with its grain elevators, ore docks, bridges, and harbor activity add a significant element to the overall visual quality of the lake-land interface. The communities of Port Wing, Herbster, and Cornucopia have distinct personalities of the south shore.

Red Cliff provides intrinsic new architecture in combination with an excellent view of the Islands. Bayfield probably best typifies what a small Lake Superior community full of history stands for with its commercial fishing, marina, main street ending at the community dock, and the striking harmony of its architecture. Washburn adds brownstone and a vast array of public land along its lake front. A new harbor facility is scheduled for construction in 1982.

Ashland, with its grand entrance along US Highway 2 from the west provides an excellent municipal park system along Chequamegon Bay. The iron ore dock and power generating plant on the lake front add unique contrasts to the visual experiences of the bay area.

Visual access to the Lake is a major part of being able to identify with and appreciate the mystique and beauty of Lake Superior.

Levels of Access

The type and quality of access to Lake Superior and adjoining waters varies greatly. Many access points have happened by accident or were unintentional such as road endings. While other areas of access have come about only after a long period of planning and waiting for sufficient funding, an example, Barkers Island. The level of access can vary from unplanned visual contact with the lake on a highway to well planned waterfronts found in most of the communities.

III RECREATION USE AND DEMAND

Types of Activities

Recreational use along Lake Superior's shoreline and inlets varies greatly from activity to intensity, depending on the season, weather and facilities. Major activities include boating, sightseeing, swimming, hiking or walking for pleasure, camping, fishing, picnicking, sun bathing, cross-country skiing, snowshoeing and snowmobiling. A breakdown by activity indicates the many subgroups of recreational use with examples of possible locations:

Boating

- Small boat fishing (St. Louis Bay)
- Power boating with large cruisers (Lake Superior)
- Sailing (Apostle Islands area)
- Canoeing (Bark Bay Slough)
- Sightseeing (Excursion Boats, either Superior-Duluth Harbor or Apostle Islands)

Sightseeing

- Vehicle (State Highway 13)
- Excursion Boat (Superior-Duluth Harbor or Apostle Islands)
- Viewing Harbor Activities (City of Bayfield)

Swimming

- (Herbster Beach)

Hiking

- (Lakeshore Trail Washburn)

Camping

- Recreation Vehicle - Developed Campground (Saxon Harbor)
- Tent - Developed Campground (Town of LaPointe-Madeline Island)
- Tent - Walk-in (Apostle Island National Lake Shore Madeline Island--with permit)
- Tent - Boat Access to Island (Stockton Island Apostle Islands National Lakeshore)

Fishing

- Trolling - Charter Boat (Saxon Harbor)
- Trolling - Private Boat (Chequamegon Bay)
- Boat, Non Lake (St. Louis Bay)
- Shore Fishing - Stream Mouth (Brule River)
- Shore Fishing - Dock or Breakwater (Kreyer Park, Ashland)
- Smelting (Chequamegon Bay, Ashland)
- Ice Fishing (Chequamegon Bay)

Picnicking

- Drive To - Developed (Cornucopia Lake Park)

Cross-Country Skiing

- (Superior Municipal Forest - St. Louis Bay)

Hunting

- Duck Hunting (Chequamegon Bay)

Nature Observation

- Water Fowl Tower (Prentice Park)

Recreation activities generally require specific environments, but the developed facilities can vary according to the degree of recreational experience sought. Listed below are activities with generally required or desirable facilities.

<u>Activity</u>	<u>Required</u>	<u>Desirable</u>
Boating	Boat launch, parking, road access	Sanitary facilities, marina, fuel facilities
Shore fishing	Access to the water, public dock or pier	Parking
Camping	Campsites, road or boat access, sanitary facilities	Scenic attractions, trails
Hiking	A trail, path or abandoned railroad right-of-way	Sanitary facilities (depending on use (intensity)directional signs
Picnicking	A picnic site with tables	Sanitary facilities, parking, grills
Sightseeing	Road, visual access or tour boat	Paths, parks, parking
Swimming	A beach	Sanitary Facilities, lifeguard
Cross-Country Skiing	Existing trail, unused road or open area	Parking, groomed & tracked trail

Demand

The demand for coastal recreation activities has shown significant increases in Douglas, Bayfield, Ashland and Iron Counties. According to a study titled Demand and Supply of Recreation in Wisconsin Coastal Counties, demand for recreational opportunities in the Great Lakes would significantly increase between 1970 and 1980.

Among the activities surveyed, boating, hiking, and fishing were the fastest growing recreational activities among regional households. In the Lake Superior coastal counties, boating participation on an average weekend day is projected to more than double between 1970 and 1980. Demand projections for hiking will increase by 102 percent and fishing will increase 82 percent.

Projected levels of demand for 1990 indicate that boating participation on an average weekend day will increase by 210 percent between 1970 and 1990. The number of people fishing is expected to increase by 150 percent while hiking is projected to increase by 147 percent during the same period. The demand for camping and sightseeing is expected to go up by 133 percent and 115 percent, respectively, during the 1970-1990 period. The projections for swimming indicate that demand will increase by 61 percent over the same period.

The following table represents the demand projections for the four Lake Superior coastal counties:

■ Recreation Participation in Lake Superior Coastal Counties (Average Summer Weekend Day)

County	1970			1980			% change in Total 1970-80
	Resident	Nonresident	Total	Resident	Nonresident	Total	
Ashland	744	1,706	2,450	1,597	3,720	5,317	117.0
Bayfield	4,251	3,764	8,015	9,123	8,261	17,384	116.9
Douglas	3,572	2,731	6,303	7,666	5,984	13,650	116.6
Iron	1,396	4,035	5,431	2,996	8,755	11,751	116.4

■ Fishing

County	1970		1980				% Change in Total 1970-80
	Resident	Nonresident	Total	Resident	Nonresident	Total	
Ashland	676	1,655	2,331	1,231	3,061	4,292	84.1
Bayfield	5,346	3,862	9,208	9,732	7,190	16,922	83.8
Douglas	3,520	3,421	6,941	6,408	6,359	12,767	83.9
Iron	1,807	1,460	3,267	3,290	2,687	5,977	83.0

■ Camping

County	1970		1980				% Change in Total 1970-80
	Resident	Nonresident	Total	Resident	Nonresident	Total	
Ashland	277	480	757	475	836	1,311	73.2
Bayfield	2,751	2,374	5,125	4,715	4,161	8,876	73.2
Douglas	525	3,444	3,969	900	6,027	6,927	74.5
Iron	1,026	891	1,917	1,758	1,544	3,302	72.2

■ Hiking

County	1970		1980				Total 1970-80
	Resident	Nonresident	Total	Resident	Nonresident	Total	
Ashland	1,165	410	1,575	2,356	842	3,198	103.0
Bayfield	2,183	2,784	4,967	4,415	5,758	10,173	104.8
Douglas	1,373	2,414	3,787	2,776	4,985	7,761	104.9
Iron	689	1,791	2,480	1,393	3,662	5,055	103.8

IV INVENTORY AND RECOMMENDATIONS

The inventory of access sites along Douglas, Bayfield, Ashland and Iron Counties Lake Superior coast involved over 120 locations. The sites involved the following types of access:

1. Direct walking access
2. Significant views of the lake from either a public road or public property
3. Boat access to the lake from rivers or streams flowing into the lake

A primary objective of the study was to inventory public access sites as well as private sites. The private access sites identified generally were either developed privately owned sites open to the public or undeveloped private parcels used frequently by the public. The sites were classified by ownership, the common name of the access, and the type of access whether it be visual, walking, beach, boat, swimming or fishing. Recommendations were then made for those sites where improvements should be made. The sites by county are located on individual maps in this section.

V CONCLUSION

Access to the Lake Superior coast in Wisconsin is generally good as is indicated by the 121 sites identified in this study. Not all the visual access points were identified which would have added many more locations where the lake can be seen.

Access to the lake is especially good in the communities along Lake Superior and Chequamegon Bay. These communities offer the majority of the developed sites and the greatest diversity of facilities.

General recommendations have been made for each site where improvements are needed. If major deficiencies exist along the coast, they would be in two areas. First signage or methods of letting the public know where the public access sites are. Most access points are not identified and are known only by local people. A system of signing all the public access points along the coast should be proposed. This could be done at the individual county level with a coordinated symbol on all the same types of signs for facilities provided. These signs should be located along major highways serving the area which would be basically U.S. Highway 2 and Wisconsin 13.

The second deficiency is the lack of linear connections of the access points. This would be accomplished basically by developing walking, cross-county skiing or bicycle trails parallel to the lake shore connecting access points. This has been done in the City of Washburn and is proposed for the City of Ashland.

Demand for coastal recreation will increase as indicated in this study. Efforts must be made to upgrade existing facilities and access points as the use increases. Visual access to the lake must be maintained and recognized as an important element of experiencing Lake Superior.

Douglas County

There were 34 sites identified in Douglas County. The areas inventoried covered the St. Louis River shoreline from Minnesota Highway 23 bridge near the Mont Du Lac ski area on the west to Brule Point on the east.

The majority of the access points identified, 20, were located in the City of Superior. The 5,000 acre Superior Municipal Forest borders on the St. Louis Bay and provides almost unlimited walk-in access.

Wisconsin Point, located in the City of Superior also provides excellent walking access to Lake Superior. The new facility on Barkers Island provides a wide range of water related opportunities and is readily accessible.

Good access to the lake is provided at many of the town road endings such as the mouth of the Amnicon River and the mouth of the Middle River in the Town of Lakeside, and the mouth of Pearson Creek in the Town of Cloverland.

The boundary of the Brule River State Forest has been expanded along the lakeshore to the west limits of the Town of Cloverland. This encompasses the mouth of Pearson Creek. Excellent access presently exists at the mouth of the Brule River.

D-1 PRIVATE - Minnesota State Highway 23 and St. Louis River

■ BOAT - PICNIC ACCESS

Private campground with picnic and boat launching site.

Fee: Boat launching and parking \$2.00 - Overnight \$5.00

This facility has good access off Highway 23 and provides a ramp launch with adequate parking. A small picnic site is located on the river bank with overnight camping facilities available.

D-2 WISCONSIN DEPARTMENT OF NATURAL RESOURCES - Village of Oliver

■ BOAT ACCESS

Access to St. Louis River located off Village Road south of Wisconsin Highway 105.

This access is basically undeveloped with a steep gravel road to the river. No ramp is provided. The WDNR is planning to upgrade this access.

Recommendations:

1. *Improve access road to river.*
2. *Develop parking area with adequate turn-around for trailered boats.*
3. *Provide a concrete ramp.*

D-3 STATE HIGHWAY 105 - Oliver Bridge

■ VISUAL ACCESS

D-4 through 7 CITY OF SUPERIOR - Municipal Forest

■ BOAT, VISUAL & WALKING ACCESS

The Superior Municipal Forest provides 4,999 acres for public access which includes miles of shoreline on the St. Louis River. The forest is of high scenic quality, especially along the bays of the St. Louis River.

General Recommendations:

The following recommendations for camping development in the municipal forest were made in the Superior/Douglas County Tourism Study, March 1975. Because Superior is without a good campground, thought should be given to the following:

The campground should be located adjacent to one of the many scenic water coves in the forest.

The wilderness-tent campground should be in a relatively remote area away from the general campground activities. The cost of developing wilderness campgrounds is relatively minor. Primitive toilet facilities, a central water supply and a flat area for tents along with a picnic table, outdoor fireplace and trash receptacle should be provided.

A second area would be solely designated for self-contained campers or trailers. These should have electricity for each campsite, along with a picnic table and outdoor fireplace. A central dumping station for the self-contained trailers could be provided.

D-4 CITY OF SUPERIOR - Municipal Forest

■ POKEGAMA BAY BOAT ACCESS

This access is used primarily by duck hunters and fishermen and is the only public boat access to Pokegama Bay.

Recommendations:

- 1. Improve launching site.*
- 2. Designate parking area.*

D-5 CITY OF SUPERIOR - Municipal Forest

■ VISUAL ACCESS

Good view of Pokegama Bay.

D-6 CITY OF SUPERIOR - Municipal Forest

■ VISUAL ACCESS

Scenic view of a finger bay of the St. Louis River.

D-7 CITY OF SUPERIOR - Municipal Forest

■ VISUAL ACCESS

Scenic view of one of the finger bays of the St. Louis River

D-8 CITY OF SUPERIOR - Municipal Forest

■ VISUAL ACCESS

Scenic view of one of the finger bays of the St. Louis River

D-9 CITY OF SUPERIOR - Municipal Forest

■ BOAT ACCESS - MC CLURES LANDING

Public boat access to St. Louis Bay. This access has a large parking area, boat ramp and portable rest room.

Recommendations:

1. *Delineate parking areas.*
 2. *Add two picnic tables.*
 3. *Install sign map showing access points, to bay.*
-

D-10 CITY OF SUPERIOR - Billings Park

■ BOAT, VISUAL & WALKING ACCESS

Billings Park is a scenic community wide park 56 acres in size on a heavily forested site adjacent to and overlooking St. Louis Bay. It contains picnic sites, a boathouse, children's playground, three outdoor shelters and a nature trail. This park is the major picnic area for the city but does not provide a swimming area. Plans are being made to renovate the boat access on St. Louis Bay.

Recommendations:

1. *Parking has become a problem during heavy use periods and should be studied. Additional parking spaces could be provided at the new boat access site.*
2. *A major effort to reestablish a swimming area should be carried out.*
3. *A canoe or small boat rental service should also be considered for the park.*
4. *A number of waterfront trails are linked by foot bridges which need repair.*
5. *The areas of riprap also need to be reroaked.*
6. *The trail system needs improvement and requires regular maintenance.*
7. *The stone benches need repair.*

D-11 U.S. HIGHWAY 2 - Arrowhead Bridge

■ VISUAL, BOAT & FISHING ACCESS

The Arrowhead Bridge presently provides limited bridge fishing access. There is also a public boat access on the Wisconsin side. When the new Arrowhead Bridge is completed a segment of the old bridge will be left as a public fishing pier.

Recommendations:

1. *Expand parking for access.*
2. *Improve ramp; add dock.*

D-12 U.S. HIGHWAY 2 & 53 - Blatnik Bridge

■ VISUAL ACCESS

The view from the Blatnik Bridge while crossing the St. Louis Bay provides excellent views of the Superior/Duluth Harbor.

D-13 CHICAGO NORTH WESTERN RAILROAD - Conners Point

■ VISUAL & WALKING ACCESS

Conners Point provides good access to the heart of the Superior Harbor.

Recommendations:

1. *Develop an overlook at the northwest end of Conners Point with parking.*
2. *Improve access road to end of point.*

D-14 CITY OF SUPERIOR - Barkers Island

■ VISUAL, BOAT & WALKING ACCESS

Barkers Island provides a wide range of both public and private recreation services and facilities which include Harbor excursion tours, Barkers Island Marina, public boat launching ramp, fishing from shore, and good views of harbor boating activities. There is good access for fishing from shore both at Barkers Island and on the mainland. A public fishing pier is planned for Barkers Island.

A hotel is also planned for the Island. Marina facilities and services include 32 transient accommodations, fuel, showers and restrooms, a 30 ton travel lift, sailing school and boat rental.

D-15 U.S. HIGHWAY 2 - 53

■ VISUAL ACCESS

Approximately three miles of U.S. 2 - 53 in the City of Superior provide excellent views of Superior Bay and waterfront activities.

Recommendations:

Effort should be made to maintain views of the bay. This can be done through scenic easements or restrictions in the size and location of structures on the lake side of U.S. 2 - 53. Residential access to Superior's waterfront is inhibited by USH 2 and 53 and the several rail-road tracks along the waterfront. However, better access can be developed. The Nemadji River and the Central Park Creek drainageway can be developed as corridors. The creek offers the chance to create close ties between Barkers Island and the nearby neighborhoods. Also, overhead walkways could be built to provide safe pedestrian and bicycle access to the water's edge.

D-16 STOCKADE OVERLOOK

■ VISUAL ACCESS

Excellent views of Barkers Island Marina and Superior Bay are offered from this Wayside.

D-17 CITY OF SUPERIOR - Nemadji River Fishing Pier

■ FISHING ACCESS

A public fishing pier on the Nemadji River that provides good fishing access.

D-18 BURLINGTON NORTHERN ORE DOCKS

■ VISUAL ACCESS

A small viewing platform provides views of the largest iron ore docks in the world including other water front activities.

Recommendations;

1. Relocate viewing stands for better views.

D-19 CITY OF SUPERIOR - 44th Avenue East

■ BOAT ACCESS

Unimproved boat ramp provides access to Allouez Bay.

D-20 CITY OF SUPERIOR - Wisconsin Point

■ VISUAL, WALKING, BOAT & BEACH ACCESS

Wisconsin Point provides excellent public access to Allouez Bay and Lake Superior. Three minimally developed boat launching points provide access to Allouez Bay.

The combined natural environment of Wisconsin Point and Allouez Bay is one of the most significant in the harbor. Within this area is one of Lake Superior's few marshes, a climax pine forest, abundant wildlife habitat and long stretches of sand beaches. Its existence as an outstanding natural resource and recreation area should be preserved.

Recommendations:

1. *Maintain the entire point as a city park providing public access to Lake Superior & Allouez Bay.*
2. *Improve well-defined parking areas.*
3. *Close several roadways leading to the beach near the end of the point.*
4. *Promote walking, biking, and picnicking on the point.*
5. *Boat access development should continue to be maintained for smaller boats with large boat access provided at Barkers Island.*

D-21 DOUGLAS COUNTY - Old Sanitary Landfill Site

■ WALKING & BEACH ACCESS

A new park has been planned at the site of the old landfill. Picnic grounds, play equipment and an area for field games are to be the primary facilities.

D-22 CITY OF SUPERIOR - Carnes Point

■ VISUAL, WALKING & BEACH ACCESS

Excellent access is provided to a wide beach.

Recommendations:

1. *Develop wood walkway down bank to beach.*

D-23 DOUGLAS COUNTY - Carnes Road

■ WALKING & BEACH ACCESS

Access is by walking on beach from Carnes Point to the west or Dutchmans Creek to the east.

D-24 UNIVERSITY OF WISCONSIN - Dutchmans Creek

■ WALKING, BEACH & CARRY-IN BOAT ACCESS

Road access is provided to the north of Dutchmans Creek. An excellent beach with good access provides opportunities for recreational use.

Recommendations:

1. *Improve access road and parking area.*

D-25 TOWN OF LAKESIDE - Mouth of the Amnicon River

■ BEACH, BOAT, WALKING & FISHING ACCESS

Located on the Amnicon River Road at the mouth of the Amnicon River, this access provides one of the only developed boat access points between the City of Superior and the mouth of the Brule River. A long sand spit also provides good shore fishing opportunities.

Recommendations:

1. *Improve boat launching site by adding a concrete corduroy pad.*
2. *Add two picnic tables at a designated picnic area.*
3. *Provide signs identifying this as a town park and boat access point.*
4. *Identify parking spaces for vehicles and boat trailers. This can be done with a sign or posts.*
5. *Town should acquire private parcel between boat landing and lake.*

D-26 TOWN OF LAKESIDE - Mouth of the Middle River

■ BEACH, WALKING, CARRY-IN ROAD ACCESS

Good beach access is provided at the end of Middle River Road. Shore fishing opportunities are also available. Uncontrolled vehicular use has caused erosion problems.

Recommendations:

1. *Identify parking area*
2. *Close-off trail access to the beach.*
3. *Remove old truck body.*

D-27 TOWN OF LAKESIDE - Poplar River Road

■ WALKING ACCESS

This is an undeveloped access at the end of a town road. Access to a narrow beach is down a steep clay slope.

D-28 TOWN OF LAKESIDE - Peterson Road

■ VISUAL ACCESS

This is a public access at the end of a town road. Access to the beach is difficult.

Recommendations:

1. *An overlook, picnic site could be developed at the end of Peterson Road.*

D-29 TOWN OF CLOVERLAND - Mouth of Pearson Creek

■ BEACH, WALKING & CARRY-IN ACCESS

This beach access receives substantial use in the summer. An excellent beach is available. The access road and parking turn-around is in poor condition. This site is under consideration for a possible harbor of refuge.

Recommendations:

1. *Develop parking area with sufficient turn-around.*
2. *Eliminate bad erosion on trail leading to beach.*
3. *Develop site plan for harbor of refuge and improve lake access point.*

D-30 TOWN OF CLOVERLAND - Windy Lane

■ VISUAL ACCESS

This access provides only a view of Lake Superior. The access road is clay, which makes it difficult to drive in wet weather. There is no parking or turn-around area and the steep clay banks make improvements difficult.

D-31 TOWN OF CLOVERLAND - Jack Pine Drive

■ WALKING & BEACH ACCESS

Good access is provided from a turn-around circle at the end of a town road. An excellent beach down a short bank provides good lake access opportunities.

Recommendations:

1. Construct a stairway of wood beams down the short bank.

D-32 STATE OF WISCONSIN - Clevedon Road (Mouth of Brule)

CARRY-IN BOAT AND WALKING ACCESS

- This location provides access to the west side of the mouth of the Brule River. A small turn-around and steep path provide access to the beach/sand bar. A short steep trail provides carry-in boat access opportunities.

Recommendations:

1. Control erosion on trails to beach by seeding and installing wood beam steps.

D-33 STATE OF WISCONSIN - Mouth of the Brule River

■ VISUAL, PICNIC, BOAT & WALKING ACCESS

This development site provides good small boat lake and river access. It is the take-out point for canoe trips on the Brule. Shore fishing and a picnic area are other recreational opportunities provided. The access is on Brule River Road off Highway 13. A large parking area for vehicles and boat trailers is provided. Restrooms are also provided.

D-34 STATE OF WISCONSIN - Brule Point

■ WALKING & BEACH ACCESS

Access to Brule Point is reached at the end of a clay road off Highway 13. An approximate quarter mile walk to an excellent beach provides one of the less used public access points in Douglas County. The clay road becomes almost impossible in wet weather and no turn-around is available at the end.

Recommendations:

- 1. Improve road to a small parking area/turn-around and develop site as a walk-in only access.*

Bayfield County

The 62 sites identified in Bayfield county vary from developed public marinas to scenic vistas of the Apostle Islands.

Bayfield County has communities on Lake Superior which possess water oriented environments with excellent access to the lake. Port Wing, Cornucopia, Herbster, Red Cliff, Bayfield and Washburn all because of their physical location on the lake have oriented activities and facilities toward good use of their waterfronts. State Highway 13, which parallels most of the Lake Superior shoreline in Bayfield County provides excellent visual access to the lake and Apostle Islands.

The major portion of public land on Lake Superior is within the Apostle Islands National Lakeshore. The National Lakeshore boundary on the main land extends from Squaw Bay on the west to Little Sand Bay on the east. The only developed facilities are at Little Sand Bay.

Several excellent campgrounds are located on the lake. Campgrounds are located at Herbster (Town of Clover), Little Sand Bay (Town of Russell), Point Detour (Red Cliff Band of the Lake Superior Chippewa), City of Bayfield and City of Washburn. Excellent marina facilities are found at Bayfield and Port Superior with new harbor facilities under construction at Washburn.

B-1 TOWN OF ORIENTA - LAKE ROAD

■ WALK-IN & BEACH ACCESS

A small access point at the end of a town road provides easy access to a narrow sand beach.

B-2 STATE HIGHWAY 13 - FISH CREEK BRIDGE

■ VISUAL ACCESS

B-3 STATE HIGHWAY 13 - SHORE EROSION CONTROL DEMONSTRATION PROJECT

■ VISUAL ACCESS

Examples of five types of shoreland erosion control are demonstrated at this access.

B-4 STATE HIGHWAY 13 - LAKE SUPERIOR SIGN

■ LIMITED VISUAL ACCESS

Recommendations:

1. Regular selective cutting and brushing along highway right-of-way will provide good views of Lake Superior.

B-5 STATE HIGHWAY 13 - IRON RIVER BRIDGE

■ VISUAL ACCESS

B-6 TOWN OF ORIENTA - RIVER ROAD

■ VISUAL & BEACH ACCESS

View of lake from bank 15 feet over beach. Small parking/turn-around is located at the end of the road.

B-7 TOWN OF ORIENTA - FALLS ROAD

■ WALKING & BEACH ACCESS

Access to north of Iron River is provided at a non-marked trail off of town road. Shore fishing opportunities exist.

Recommendations:

1. *Identify access with sign on State Highway 13.*

B-8 TOWN OF ORIENTA - IRON RIVER BOAT ACCESS

■ BOAT - TRAILER ACCESS

Good access to the lower Iron River and Lake Superior is provided at this town owned and maintained access. A concrete ramp provides a good launching facility.

Recommendation:

1. *Identify launch site with a sign on State Hwy 13.*

B-9 WISCONSIN DEPARTMENT OF TRANSPORTATION - WAYSIDE

■ VISUAL ACCESS

Picnic tables and grills, drinking water, restrooms and a large paved parking area provide good support facilities for views of Lake Superior. No direct access to the lake is available.

B-10 STATE HIGHWAY 13 - VISUAL

■ VISUAL ACCESS

B-11 PRIVATE - QUARRY ROAD - WEST PORT WING BEACH

■ WALK-IN & BEACH ACCESS

A privately owned access used by local public offers walk-in to excellent beach and sandstone rock shoreline.

B-12 TOWN OF PORT WING - TOWN LAKE PARK AND HARBOR OF REFUGE

■ BOAT & TRAILER, BEACH & SHORE FISHING ACCESS

A developed town park provides good access to excellent beach and break water. Restrooms and changehouse are provided with limited parking for vehicles and boat trailers. A new boat ramp and docks have been developed creating an excellent boat access point. Limited transient dockage is provided.

Recommendations:

1. Add gravel to parking area.

B-13 STATE OF WISCONSIN EAST PORT WING BEACH ACCESS

■ WALK-IN BEACH ACCESS

A walk-in access offering an excellent beach. The access is off a town road.

Recommendations:

1. Develop small parking area (2-3 vehicles)
2. Install location sign on Highway 13.

B-14 TOWN OF CLOVER (HERBSTER) - MOUTH OF CRANBERRY RIVER

■ WALK-IN ACCESS

A developed parking area for fishermen using the Cranberry River.

B-15 TOWN OF CLOVER (HERBSTER) - CAMPGROUND & BEACH

■ BEACH, WALKING, VISUAL & SMALL BOAT ACCESS

One of the best beaches on the south shore is located here in the community of Herbster. A campground, picnic area, well, restrooms and small boat access with a concrete ramp provide excellent support facilities.

Recommendations:

1. Continue to develop and improve camping facilities is recommended in the prepared master plan for the park.

B-16 TOWN OF CLOVER - BARK POINT BOAT LANDING

■ BOAT - TRAILER ACCESS

An improved boat access point on Bark Point provides good access to Bark Bay and other close areas of Lake Superior. A concrete ramp has improved launching conditions. A permanent dock acts as a small breakwater and is helpful in landing and launching boats. A parking area is provided across Bark Point road from the access point.

B-17 STATE OF WISCONSIN - BARK BAY SLOUGH

■ BOAT ACCESS

This access is to one of the unique sloughs of Lake Superior's south shore. The Bark Bay Slough provides excellent recreation opportunities for fishing and nature appreciation. The only access is a small boat launching area off Bark Bay Road.

Recommendations:

1. Place an access identification sign on Highway 13.
2. Improve landing area and parking lot with gravel.
3. Improve dock.

B-18 TOWN OF BELL - ROMAN POINT (BARK BAY)

■ WALK-IN ACCESS

The Town of Bell owns 120 acres fronting on Bark Bay.

B-19 TOWN OF BELL - ROMAN POINT (SISKIWIT BAY)

■ SMALL BOAT ACCESS

This is an access for small boats on Lost Creek at Siskiwit Bay at the end of Slough Road. There is no parking or turnaround provided.

Recommendations:

1. Provide a small turnaround and parking for one or two vehicles.

B-20 STATE OF WISCONSIN - BLUEBERRY LANE

■ SMALL BOAT ACCESS

This is an access for small boats on the Lost Creek Slough. There is a turnaround with a small parking area.

B-21 TOWN OF BELL (CORNUCOPIA) - WEST BEACH

■ WALKING & BEACH ACCESS

An excellent beach adjacent to the breakwater facilities include a picnic table and small parking area.

Recommendations:

1. *Stabilize parking area which is mostly sand with gravel.*

B-22 CORNUCOPIA - HARBOR OF REFUGE & MARINA

■ BOAT, VISUAL & WALKING ACCESS

This area provides a fishing village environment and still maintains a few active commercial fishermen. Facilities include two private boat launching ramps, ten transient accommodations, fuel and rest-rooms. A fee is charged for launching.

B-23 TOWN OF BELL - CORNUCOPIA LAKE PARK

■ BEACH & WALKING ACCESS

A well developed and maintained park with an excellent beach. Facilities include a shelter, picnic tables and parking area.

B-24 STATE OF WISCONSIN WAYSIDE - TRAGEDY OF THE SISKIWIT

■ BEACH & WALKING ACCESS

This wayside is adjacent to the Town of Bell Park. A historical marker describing the Tragedy of the Siskiwit is located here. An artesian well provides drinking water.

■ BEACH & WALKING ACCESS

This access is within the boundary of the Apostle Islands National Lakeshore. A short road off Highway 13 provides good access to an excellent beach. A small parking area is available at the road's end.

Recommendations:

1. *Install a lake access walk-in sign at Meyers Road - Highway 13 intersection.*
2. *Install wood beam steps down the short bank to the beach.*

B-26 DEPARTMENT OF INTERIOR - MENARD ROAD

■ WALK-IN ACCESS TO SANDSTONE BLUFFS

B-27 DEPARTMENT OF INTERIOR - ENGLEHOLM ROAD

■ WALK-IN ACCESS TO SANDSTONE BLUFFS

B-28 DEPARTMENT OF INTERIOR & BAYFIELD COUNTY - SAND POINT

■ WALK-IN & BEACH ACCESS

This access is within the boundary of the Apostle Islands National Lakeshore and the Red Cliff Indian Reservation. A primitive campsite is located at the end of the road. A path leading to the east connects with a long beach 30-40 feet wide.

Recommendations:

1. *Construct wood stairs down to cobble beach.*
2. *Improve road from Highway 13.*

B-29 PRIVATE - SAND BAY

BEACH ACCESS

- Access to an excellent beach is reached by a non-maintained road which at times becomes impassable. A mowed area is located at the end of the road.

B-30 DEPARTMENT OF INTERIOR - SAND BAY ROAD

■ WALK-IN ACCESS

B-31 DEPARTMENT OF INTERIOR - APOSTLE ISLANDS NATIONAL LAKESHORE LITTLE SAND BAY

■ BEACH ACCESS

National Lakeshore facilities at Little Sand Bay include restrooms, information and interpretive center, picnic facilities and an excellent beach.

B-32 TOWN OF RUSSELL - LITTLE SAND BAY

■ BEACH & SMALL BOAT ACCESS

The Town of Russell operates and maintains a park adjacent to the Apostle Islands National Lakeshore Information Center. Facilities include a picnic area, campground, open play area and a small boat access.

Recommendations:

1. Improve boat access with a concrete launch ramp.

B-33 DEPARTMENT OF INTERIOR - LITTLE SAND BAY (EAST BEACH)

■ BEACH ACCESS

Good road access is provided to this beach area east of the National Lakeshore Information Center. The beautiful sand beach can be walked between the Information Center and this access. Old car bodies were placed in the bank for stabilization and are unsightly.

Recommendations:

1. Remove old car bodies.

B-34 RED CLIFF BAND, LAKE SUPERIOR CHIPPEWA - POINT DETOUR CAMPGROUND

■ VISUAL & ROCK SHORELINE ACCESS

This campground, operated by the Red Cliff Band, provides excellent camping opportunities along a scenic sandstone rock bluff. Stairs have been constructed down to the waters edge and provide good lake shore access.

B-35 RED CLIFF BAND, LAKE SUPERIOR CHIPPEWA - EAGLE BAY

■ WALKING & BEACH ACCESS

A paved town road ends at Eagle Bay and provides easy access to the lake. A large paved turnaround provides ample parking. A small beach is easily reached down a short bank.

Recommendations:

1. *Construct a wood stairway down the bank to the lake shore.*

B-36 PRIVATE - SCHOONER BAY (Red Cliff Bay)

■ BOAT & DOCK ACCESS

A private marina and harbor of refuge occupies this sheltered bay. A boat access is available with ten transient accommodations.

B-37 RED CLIFF BAND, LAKE SUPERIOR CHIPPEWA - RED CLIFF MARINA & CAMPGROUND

■ VISUAL, BOAT & DOCK ACCESS

Facilities at Red Cliff include a campground, picnic area, concrete boat launching ramp, transient dock facilities and marina. This is a well developed facility and provides excellent access to Lake Superior and the Apostle Islands. The marina provides 20 transient accommodations.

B-38 CITY OF BAYFIELD - DALRYMPLE CAMPGROUND

■ VISUAL ACCESS

Dalrymple Campground is located just north of the Bayfield City limits and provides camping sites overlooking Lake Superior and the Apostle Islands.

B-39 CITY OF BAYFIELD - CITY BEACH

■ SWIMMING

The Bayfield Municipal Beach is located at the end of Washington Avenue and provides the only swimming opportunity in Bayfield. Restrooms are also located here.

Recommendations:

- 1. The parking area for the beach should be defined and expanded to help alleviate congestion during peak summer periods.*

B-40 CITY OF BAYFIELD - WATERFRONT PARK & MUNICIPAL DOCK

■ VISUAL, WALKING & DOCK ACCESS

The municipal dock and waterfront park provide a unique opportunity to view marina, harbor and commercial fishing activities as well as excellent views of Lake Superior. Sailboats and powerboats use the dock for transient purposes.

A small open pavilion and benches provide facilities for sitting and viewing boat activities.

Recommendations:

- 1. Encourage and promote public walkways along the entire waterfront between the municipal beach and the Bayfield City Park. New development should reflect existing community character.*

B-41 CITY OF BAYFIELD - CITY PARK

■ VISUAL & WALKING ACCESS

This park, located on the lake at the end of Wilson Avenue, commands a prime location on the Bayfield waterfront and provides excellent public access to the Lake Superior shoreline.

B-42 CITY OF BAYFIELD - 3RD STREET MUNICIPAL BOAT LAUNCH RAMP

■ BOAT ACCESS

A public boat ramp is located at the south end of 3rd Street and provides access for trailered boats. A fee is charged.

B-43 MADELINE ISLAND FERRY

■ WALKING & VEHICLE ACCESS

The Madeline Island Ferry service provides access to Madeline Island with three auto ferries. The ferries run a regular schedule from early spring to December.

B-44 APOSTLE ISLANDS MARINA

■ BOAT ACCESS

The Apostle Islands marina is located between the Bayfield public dock and the City Park. Facilities and services include 15 transient accommodations, fuel, showers, restrooms, and a 25 ton travel lift.

B-45 APOSTLE ISLAND YACHT CLUB

■ BOAT ACCESS

This is a private facility providing dock space for sail and powerboats.

B-46 PORT SUPERIOR

■ BOAT ACCESS

Port Superior is a privately owned marina and boat service facility. Services and facilities include 20 transient accommodations, fuel, restrooms and showers, restaurant and bar, and a repair facility.

B-47 TOWN OF BAYVIEW - ONION RIVER

■ BEACH - CARRY-IN BOAT ACCESS

This access provides a walk-in to the mouth of the Onion River. A carry-in boat access is also used by local fishermen. No developed parking area is provided and the area is surrounded by private land.

B-48 TOWN OF BAYVIEW - TOWN PARK

■ BEACH & WALKING ACCESS

This town owned park and beach provides day use only access. A picnic area is located away from an excellent beach.

Recommendations:

1. *Develop a small parking and turnaround to accommodate 6-8 vehicles. The parking area should not be near the beach.*

B-49 TOWN OF BAYVIEW & STATE OF WISCONSIN - WHISPERING SANDS

■ BEACH ACCESS - CARRY-IN BOAT ACCESS

Access to an excellent beach is provided at the end of a town road.

Recommendations:

1. *Provide small parking area away from beach.*

B-50 STATE OF WISCONSIN - SIOUX RIVER BRIDGE

■ VISUAL

Parking, carry-in canoe access and unimproved boat access on Souix River Slough.

B-51 STATE OF WISCONSIN - MADELINE ISLAND HISTORICAL MARKER

■ VISUAL

A wayside pull-off with good view of Madeline Island and Lake Superior.

B-52 PRIVATE - BODINS RESORT

- BOAT ACCESS

B-53 PRIVATE - HOUGHTON POINT

- WALK IN ACCESS

This is a privately owned access that is used by the local public. The shoreline is rugged sandstone bluffs and provides excellent scenery.

B-54 TOWN OF BAYVIEW - GARY ROAD

- VISUAL

An overlook with a picnic table provides good views of sandstone bluffs and Lake Superior.

B-55 CITY OF WASHBURN - MEMORIAL PARK

- VISUAL & SWIMMING ACCESS

Memorial Park is a municipal park, picnic area and campground. Facilities include campground, swimming beach, restrooms and bathhouse. Benches are provided on the bluff above the lake.

B-56 CITY OF WASHBURN - OLD PUMPHOUSE

- VISUAL ACCESS

This old sandstone building provides the backdrop for a unique access. Views of sandstone rock bluffs provide the opportunity for two scenic overlooks on this property.

Recommendations:

1. Provide benches at the two overlook sites.

B-57 CITY OF WASHBURN - NEW HARBOR SITE

■ VISUAL, FISHING & BOAT ACCESS

The site of the old coal dock provides the location for the new Washburn harbor and boat repair. Planned facilities include-- 128 boat slips, boat repair facility, transient docks and fuel.

B-58 CITY OF WASHBURN - LAKE SHORE TRAIL

■ WALKING & VISUAL ACCESS

This public walking trail connects the new marina site and Thompson's West End Park. The trail parallels the lake shore and provides over one-half mile of access to the shoreline.

Recommendations:

1. *Continue development of the public lake shore trail throughout the entire Washburn waterfront. A master plan for the trail development has been prepared.*

B-59 CITY OF WASHBURN - THOMPSON'S WEST END PARK

■ BOAT, SWIMMING VISUAL & WALKING ACCESS

This is the second major municipal park on the lake shore in the City of Washburn. Facilities include an artesian well, swimming beach, two paved boat ramps, fishing pier, campground, playground equipment and picnic tables. A fee is charged for launching.

Recommendations:

1. *An annual tree planting program in the campground should be implemented.*

B-60 STATE OF WISCONSIN - S - CURVE (BONO CREEK)

■ VISUAL

This area will be vacated with the opening of the new highway and bridge just to the west.

Recommendations:

1. *Develop old right-of-way and pavement as a wayside and public fishing access.*

B-61 STATE OF WISCONSIN - FISH CREEK BRIDGE (Long Bridge)

■ VISUAL, BOAT & FISHING ACCESS

This access provides views of both Chequamegon Bay and the Fish Creek Slough where waterfowl can be seen. A small boat access is located on the west side of the bridge. A historical marker points out that at this point in 1658 the first house in Wisconsin by white men was built by Radisson and Groseilliers.

Recommendations:

1. *Provide a larger parking area on the west and north side of the bridge.*

B-62 STATE OF WISCONSIN - SHORT BRIDGE

■ VISUAL & FISHING ACCESS

This access provides a well used public fishing area.

Ashland County

Of the 24 sites identified in Ashland County, ten are located in the City of Ashland and eight on Madeline Island. Excellent access is provided within the City of Ashland. Chequamegon Bay provides water relatively warm enough for swimming and the three public beaches in Ashland offer some of the few swimming opportunities found in Lake Superior.

Unique access to the lake environment is found via the Madeline Island ferry trip between Bayfield and La Pointe. The ferry service is the transportation link eight months of the year between Madeline Island and the mainland. Big Bay State Park and the Town of La Pointe Park on the island provide excellent access to one of the best sand beaches on Lake Superior's south shore.

Public access is also provided to the remainder of the Islands within the Apostle Islands National Lakeshore. Developed camping facilities are located on Stockton Island with undeveloped areas on other Islands. Access is provided via boat from Bayfield.

A-1 CITY OF ASHLAND - Prentice Park

■ VISUAL, WALKING ACCESS

Prentice Park provides walking access to Fish Creek Slough with views of Chequamegon Bay. This is a municipal park with camping, artesian wells, nature trails, playground, picnic area, and a new waterfront wood deck trail. Also constructed this past year is a waterfowl observation tower which gives the observer views of local and migrating waterfowl and shore birds. A development plan for the park has been prepared by the City Park and Recreation Department and includes a completed shoreline wood deck trail system.

A-2 CITY OF ASHLAND - Maslowski Beach

■ SWIMMING, WALKING & VISUAL ACCESS

Maslowski Beach is one of three public swimming beaches on Chequamegon Bay provided by the City of Ashland. Besides swimming facilities included are picnic/wayside, playground equipment and a historical marker depicting the Radisson-Groseillier's fort erected in 1659. An artesian well is located here.

Recommendations:

1. *Restructure parking near swimming area.*
2. *Provide bike parking stalls.*
3. *Install information sign showing location of other City of Ashland parks.*

A-3 - CITY OF ASHLAND - Power Plant Lookout

■ VISUAL ACCESS

This overlook was provided for visitors using U.S. Highway 2 and gives a good view of the Ashland Waterfront and the Superior Bay Front Generating Plant.

Recommendations:

- 1, *Provide signs in each direction of a pull-off wayside.*

A-4 LAKE SUPERIOR DISTRICT POWER COMPANY - Hot Pond

CARRY-IN-BOAT ACCESS

This is a popular fishing area because of the warm water from the power generating plant.

A-5 CITY OF ASHLAND - Band Shell

VISUAL ACCESS

This City of Ashland Park provides an excellent view of Chequamegon Bay. Also included are band shell and benches.

A-6 (PRIVATE) PULP HOIST

FISHING ACCESS

A-7 CITY OF ASHLAND - Jean Kreher Park

BOAT, SWIMMING & FISHING ACCESS

Kreher Park provides the best public access for boats in the City of Ashland on Chequamegon Bay. Other facilities include swimming beach, change house, restrooms, public fishing dock and sanitary dump station. This new facility provides excellent boat access to Lake Superior. An artesian well is also located here.

A-8 PRIVATE - Coal Dock

■ FISHING ACCESS

This private facility is used by locals for fishing,

A-9 PRIVATE - Ashland Boat Club

■ BOAT ACCESS

This facility provides a boat launching facility for only members of the club.

A-10 CITY OF ASHLAND - Lake Park

■ VISUAL - SWIMMING ACCESS

This is the City's third public swimming area on Chequamegon Bay. Other facilities include open shelter, restrooms, playground equipment and change house.

Recommendations:

1. Continue to control erosion problem on gully at west end of park.

A-11 TOWN OF SANBORN - Johnson Road (First Landing)

■ VISUAL ACCESS

This access is provided at the end of a town road. There is no parking or turnaround. Used for ice fishing access point by local fishermen.

A-12 PRIVATE - North Wisconsin Rod and Gun Club (2nd Landing)

■ BOAT ACCESS

This access which is open to the public at a fee is operated and maintained by the North Wisconsin Rod and Gun Club. The facility includes a good launch site, a long "Y" dock, and restrooms.

A-13 BAD RIVER BAND OF LAKE SUPERIOR CHIPPEWA - Bad River-U.S. Highway Landing

■ BOAT ACCESS

This access is located just south of U.S. 2 on the Bad River in Odanah,

A-14 PRIVATE - HAUKAUS LANDING

BOAT ACCESS

A private boat access to the Kakajar Slough. A fee is charged for launching.

A-15 PRIVATE - Waverly Beach

■ WALKING, BEACH ACCESS

This private campground provides excellent access to a good beach. Facilities include campground, restrooms and picnic tables.

A-16 BAD RIVER BAND OF LAKE SUPERIOR CHIPPEWA - Matigan Beach

■ BEACH & VISUAL ACCESS

Matigan beach is a low sand beach below red clay bluffs. Beach access is difficult.

A-17 TOWN OF LA POINTE - Madeline Island Yacht Club

■ BOAT ACCESS

A small boat access is provided at the end of the town road.

A-18 TOWN OF LA POINTE - Municipal Dock

■ WALKING & VISUAL ACCESS

This dock services the Madeline Island end of the ferry line between the Island and the City of Bayfield.

A-19 TOWN OF LA POINTE - Town Park

■ BEACH & WALKING ACCESS

This park provides a shelter, small parking area and good accessible shoreline.

A-20 PRIVATE - Madeline Island Yacht Club

■ BOAT ACCESS

This private facility provides excellent launching, mooring and service facilities for Lake Superior recreation vessels. Facilities include three transient accommodations, boat ramp, restrooms, repair services and a 25 ton travel lift.

A-21 LA POINTE INDIAN CEMETERY

■ VISUAL ACCESS

Established about 1836 this Indian cemetery provides a historical landmark to Madeline Island's Chippewa culture.

A-22 TOWN OF LA POINTE - Grants Point

■ BEACH ACCESS

This access is located at the end of a town road and provides access to a good beach.

A-23 STATE OF WISCONSIN - Big Bay State Park

■ BEACH & WALKING ACCESS

Big Bay State Park provides access to one of the finest sand beaches on Lake Superior. Other facilities in the State Park include campgrounds, picnic area and nature trails.

Recommendations:

1. Improve access road to park.

A-24 TOWN OF LA POINTE - Town Campground

■ BEACH & WALKING ACCESS

This town campground and swimming beach is located adjacent to the State Park. Facilities include campgrounds, restrooms and excellent beach. This park also provides access to the Big Bay Lagoon which offers excellent fishing and scenery.

Iron County

There is only one developed public access site in Iron County and is located at Saxon Harbor and County Park. There is a parcel of county owned land bordering on the lake shore west of Saxon Harbor but has no access to it. Saxon Harbor provides an excellent harbor facility with transient and rental boat slips, concrete launching ramp, campground and fuel. Picnic facilities are also available.

I-1 IRON COUNTY - Saxon Harbor

■ BOAT, BEACH & WALKING ACCESS

This county park provides marina and campground facilities for Lake Superior fishermen and sailors. Facilities include campgrounds, four transient accommodations, restrooms, a boat launching ramp and shore fishing.

Recommendations:

The recommendations for improvements to Saxon Harbor park involve ideas from five alternative site plans presented in a plan developed in 1979 by the Northwest Regional Planning Commission. They are both immediate and long range in nature.

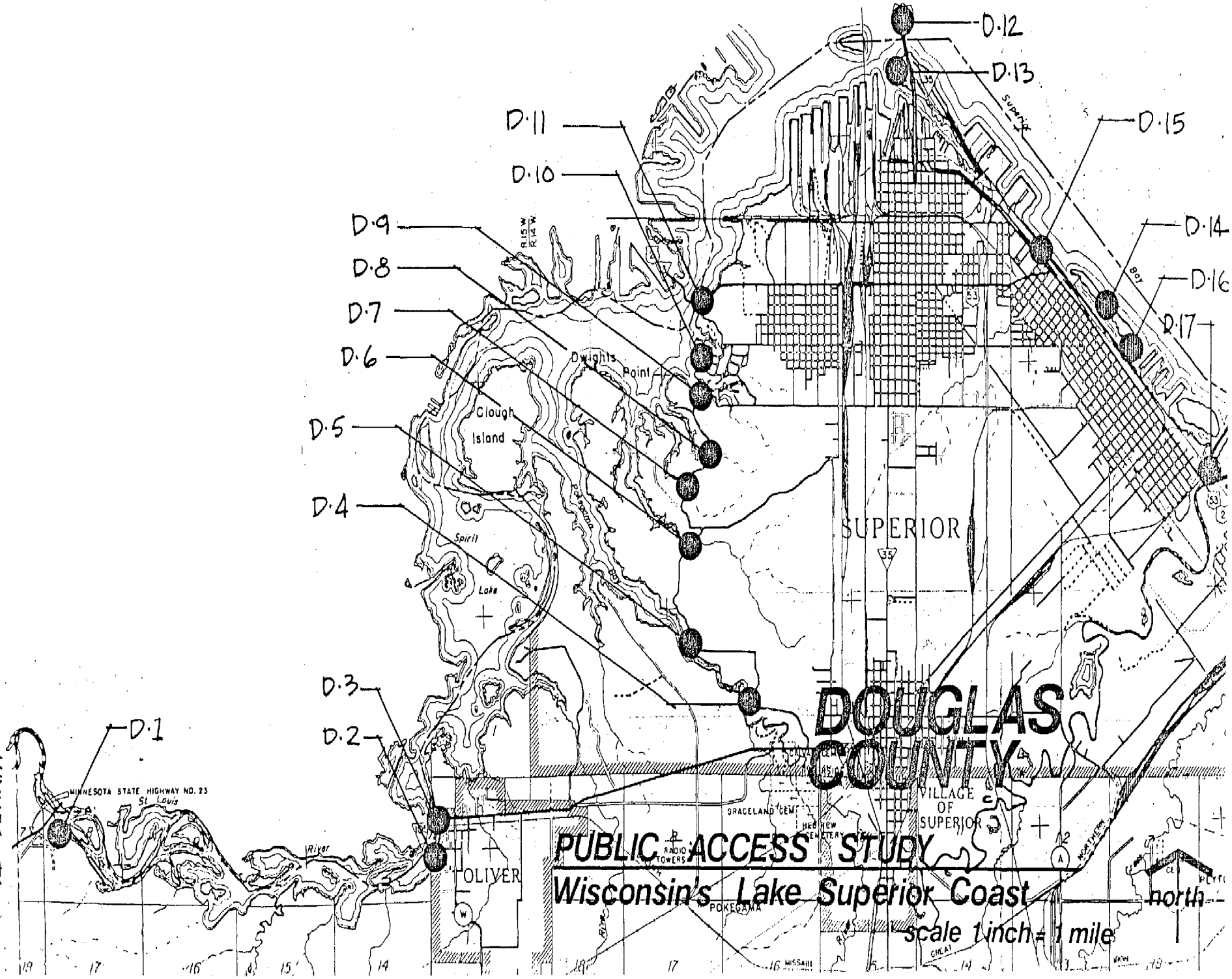
Recommendations--Immediate

- 1. Implement measures to stabilize bank and shore at end of CTH A.*
- 2. Eliminate camping loop south of Oronto Creek.*
- 3. Add public transient slips on east side of existing harbor.*
- 4. Regrade camping area to help alleviate high water problems.*
- 5. Identify individual campsites in existing camping area.*
- 6. Develop picnic area along lake shore.*
- 7. Develop scenic overlook with access trail.*
- 8. Maintain open play area on west side of existing camping area.*
- 9. Install boat hoist.*
- 10. Promote additional charter service.*

Recommendations--Long Range

- 1. Initiate planning for addition of rental slips. Expanded area should be designed so that existing harbor slips will not be disturbed during construction.*
- 2. Realign CTH A around existing camping area (Alternative 5).*
- 3. Add marina support facilities (service building and new fuel dock).*
- 4. Develop Flambeau Trail and promote as part of Saxon Harbor Park.*
- 5. Develop Cedar Road Trail loop as per recommendations of Cedar Road study with trail parallelling lake shore.*

MINNESOTA



- D.1
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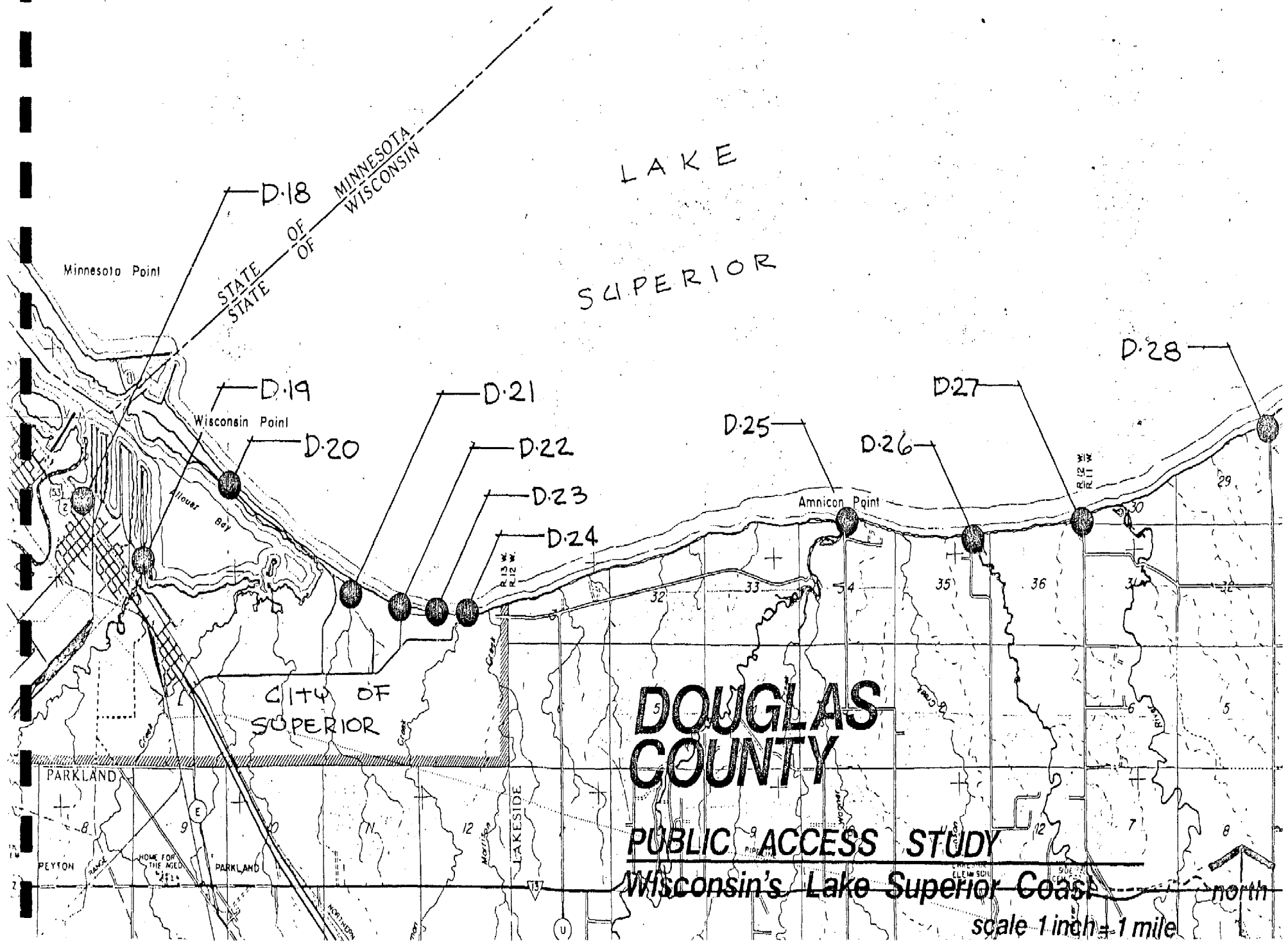
DOUGLAS COUNTY

PUBLIC ACCESS STUDY
Wisconsin's Lake Superior Coast

scale 1 inch = 1 mile



LAKE SUPERIOR



D.18
STATE OF MINNESOTA
STATE OF WISCONSIN

D.19
D.20
Wisconsin Point

D.21
D.22
D.23
D.24

D.25
D.26
Amnicon Point

D.28

CITY OF SUPERIOR

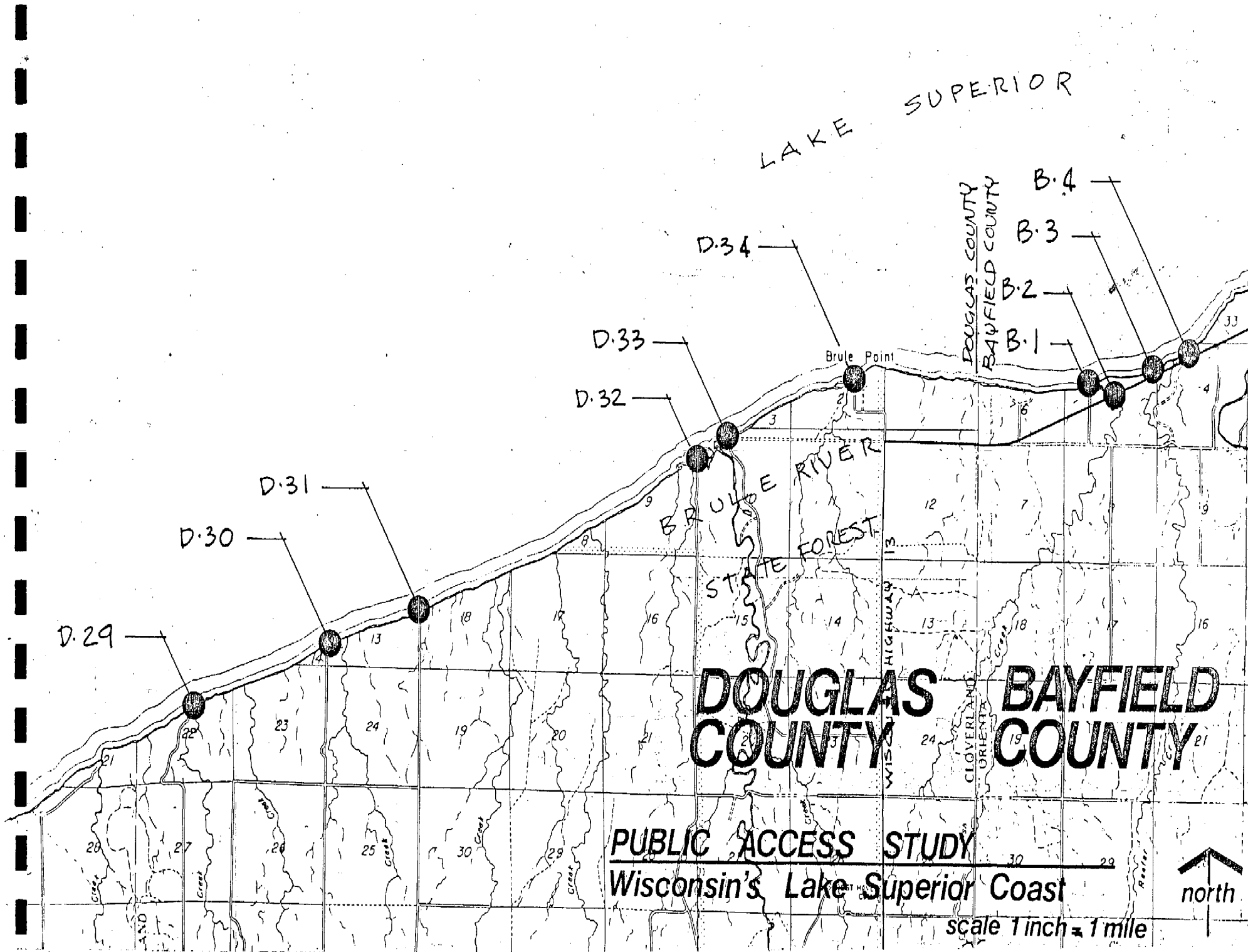
DOUGLAS COUNTY

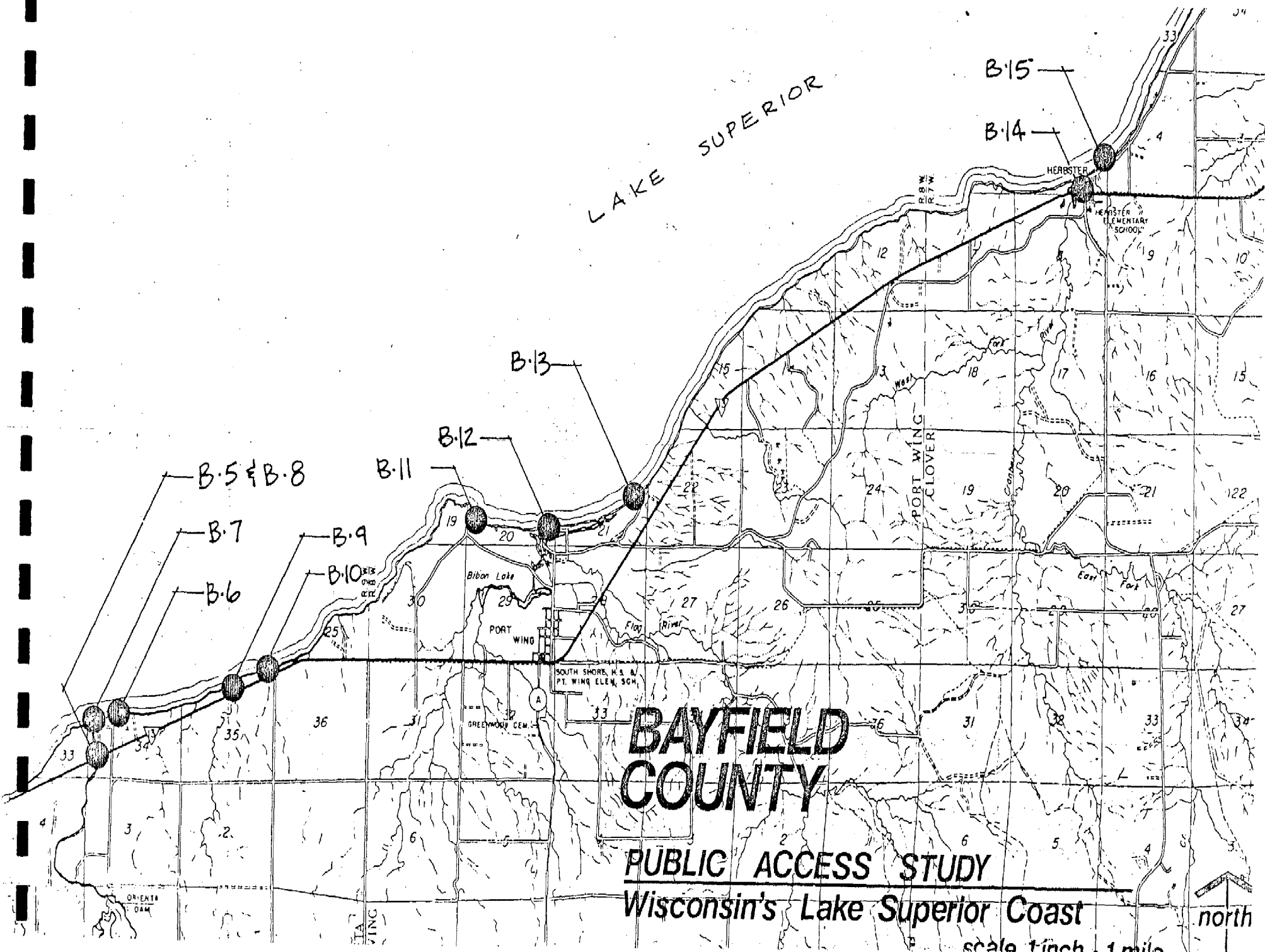
PUBLIC ACCESS STUDY

Wisconsin's Lake Superior Coast

scale 1 inch = 1 mile

north





LAKE SUPERIOR

B.15
B.14

B.13

B.12

B.11

B.5 & B.8

B.7

B.9

B.6

B.10

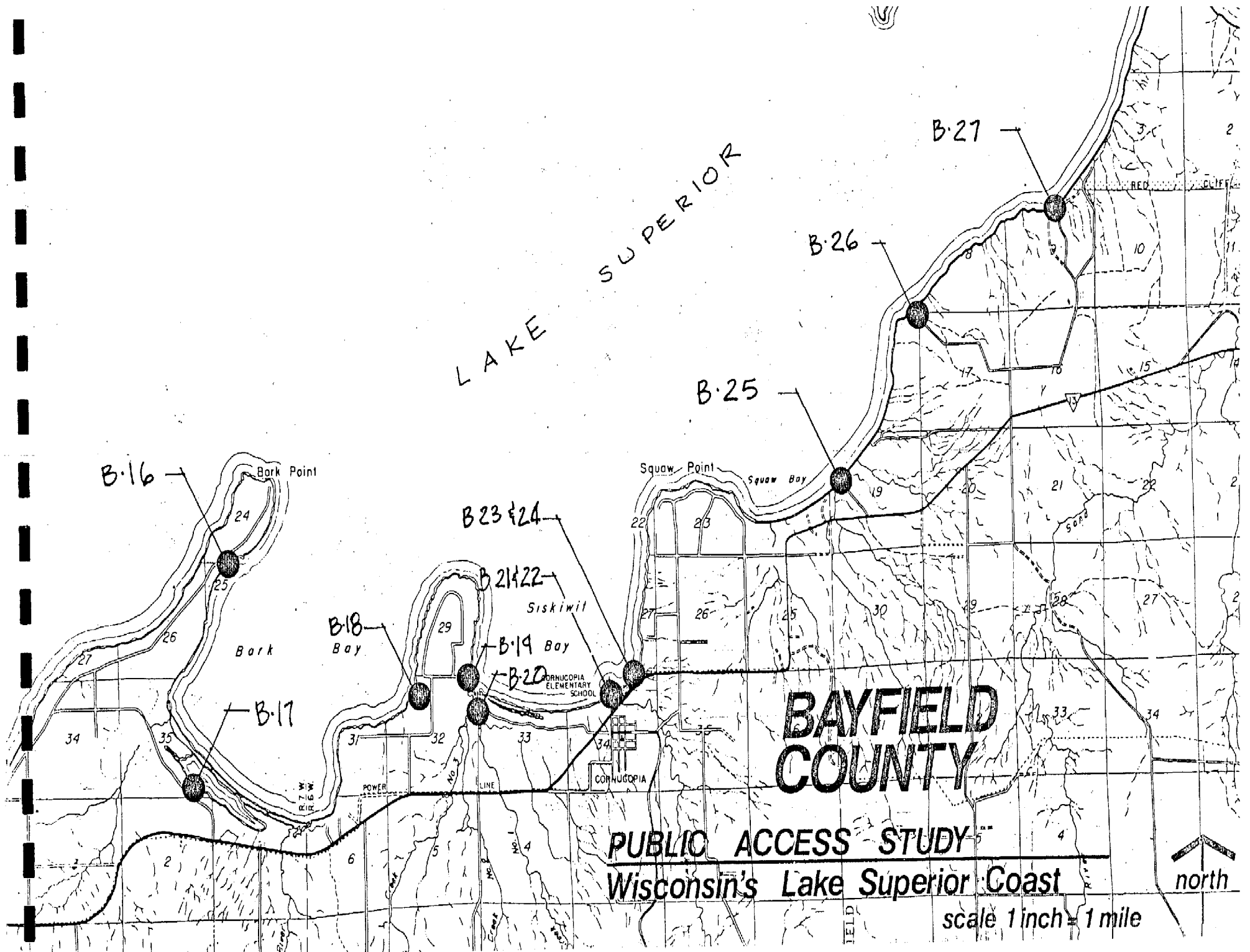
BAYFIELD COUNTY

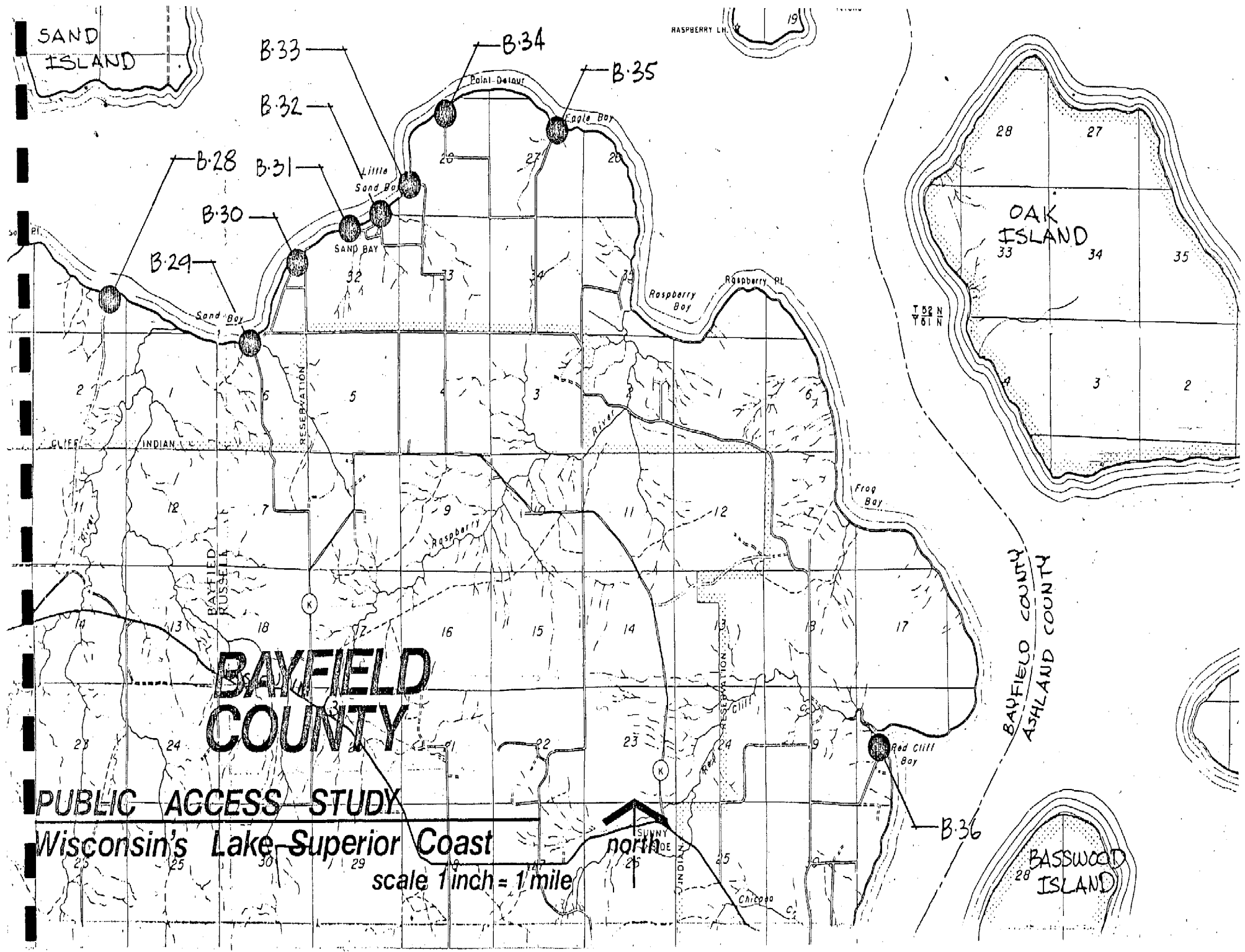
PUBLIC ACCESS STUDY

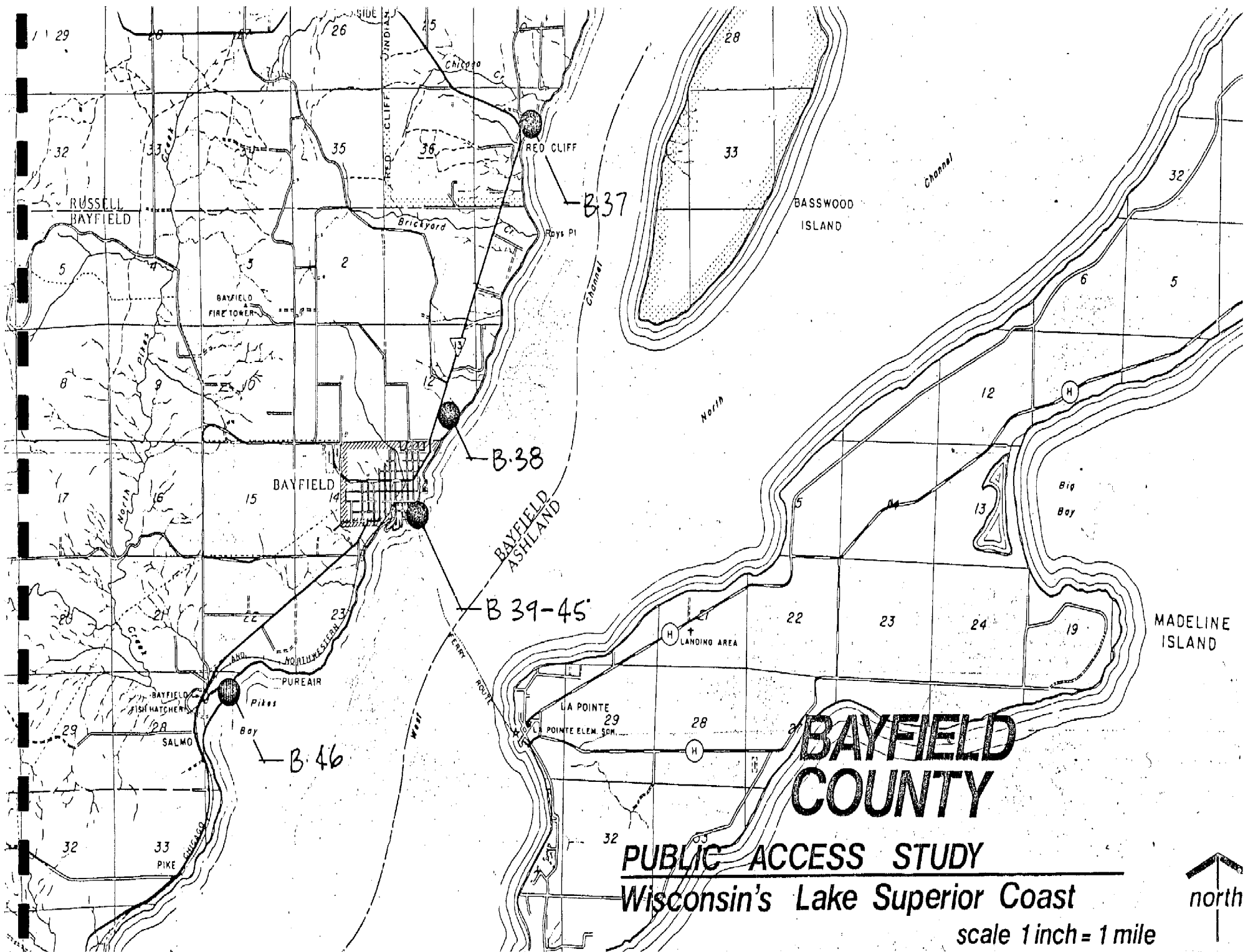
Wisconsin's Lake Superior Coast

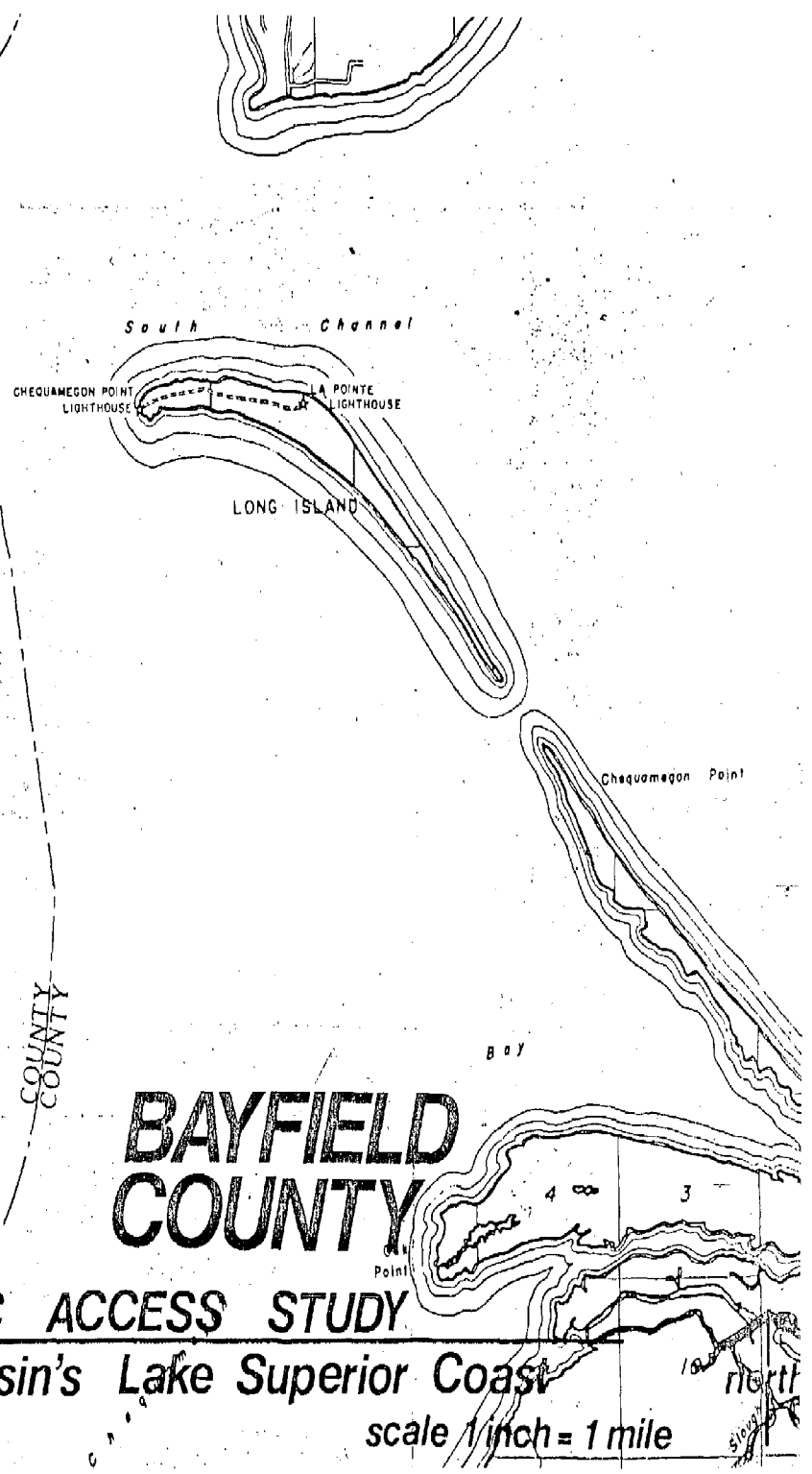
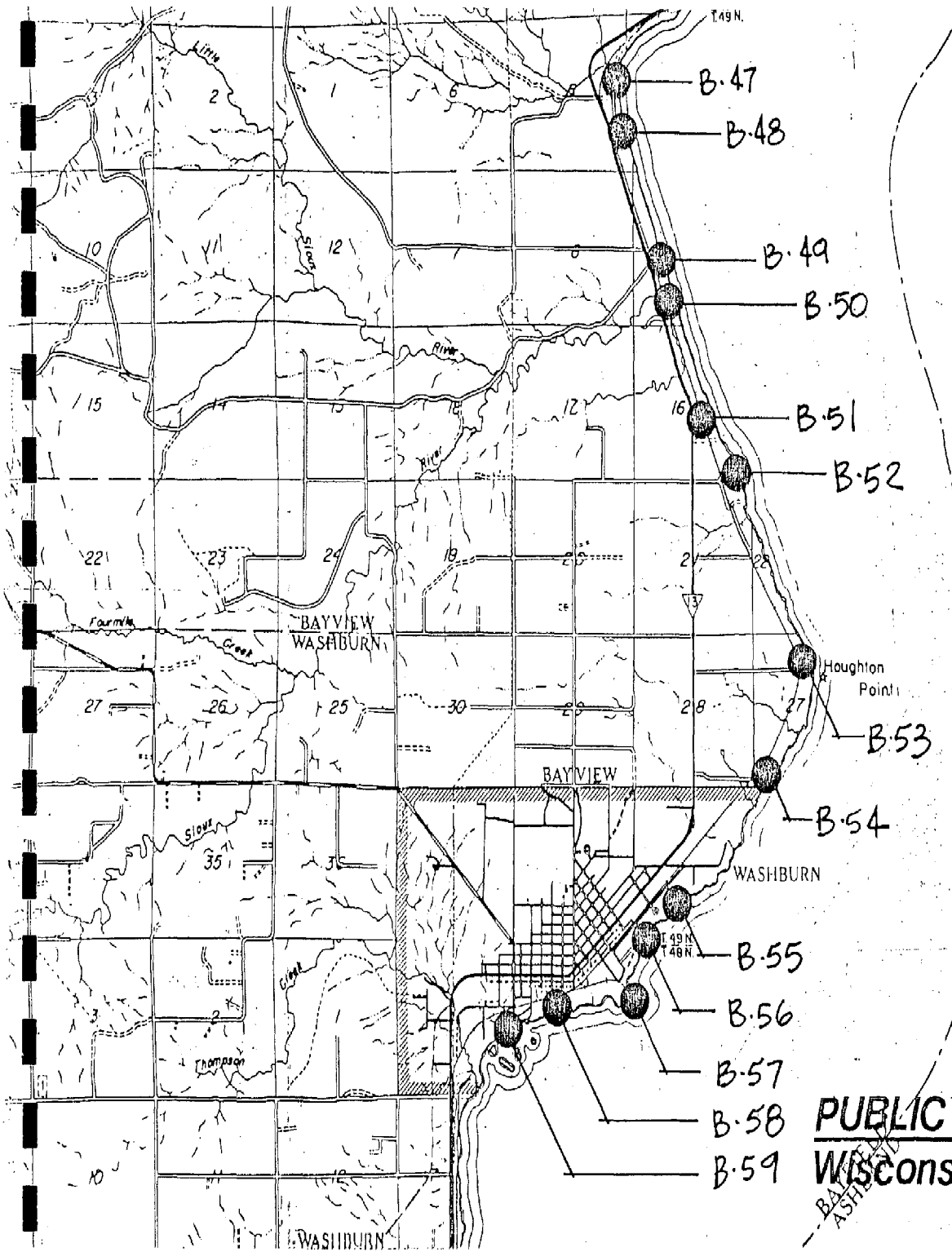
scale 1 inch = 1 mile

north







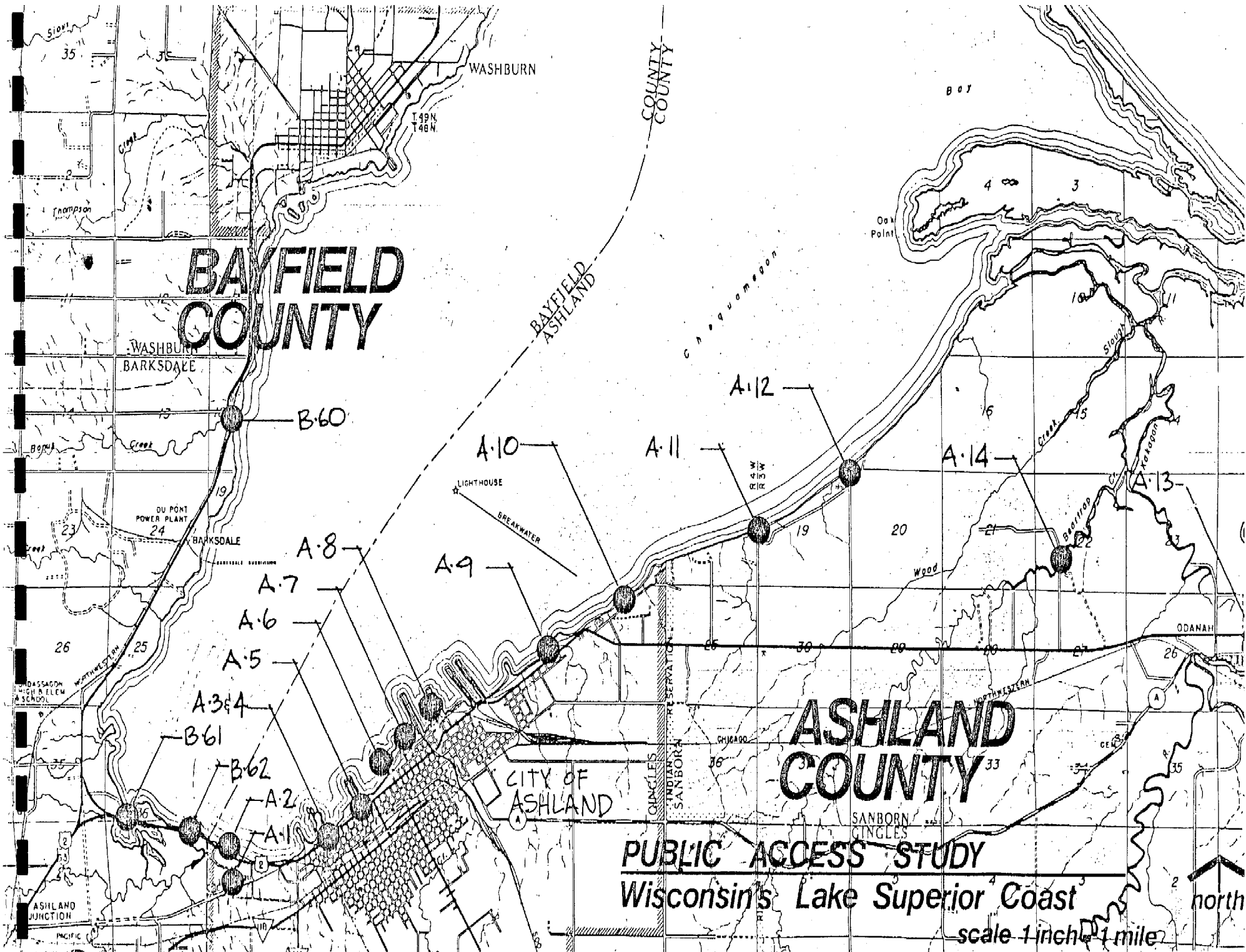


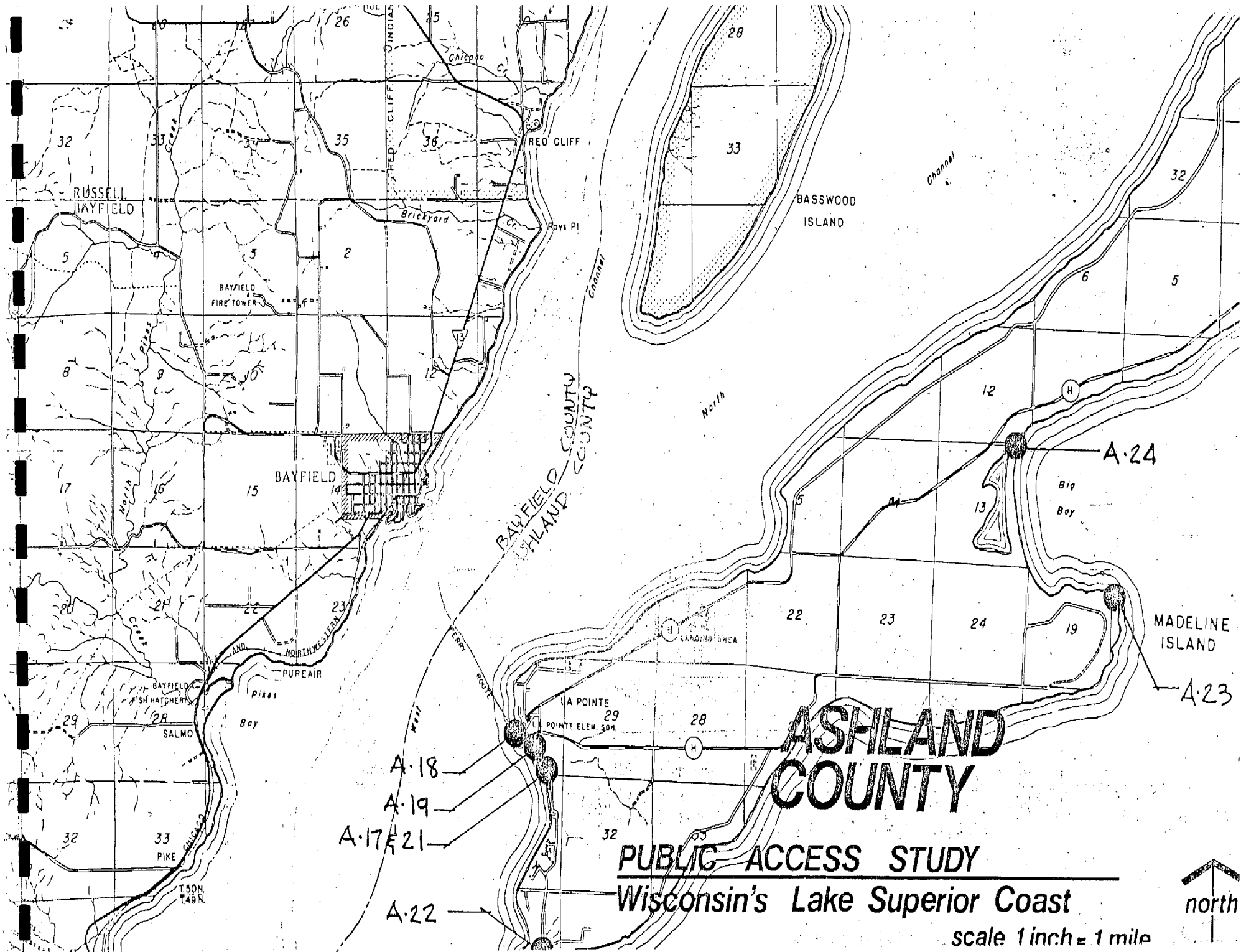
BAYFIELD COUNTY

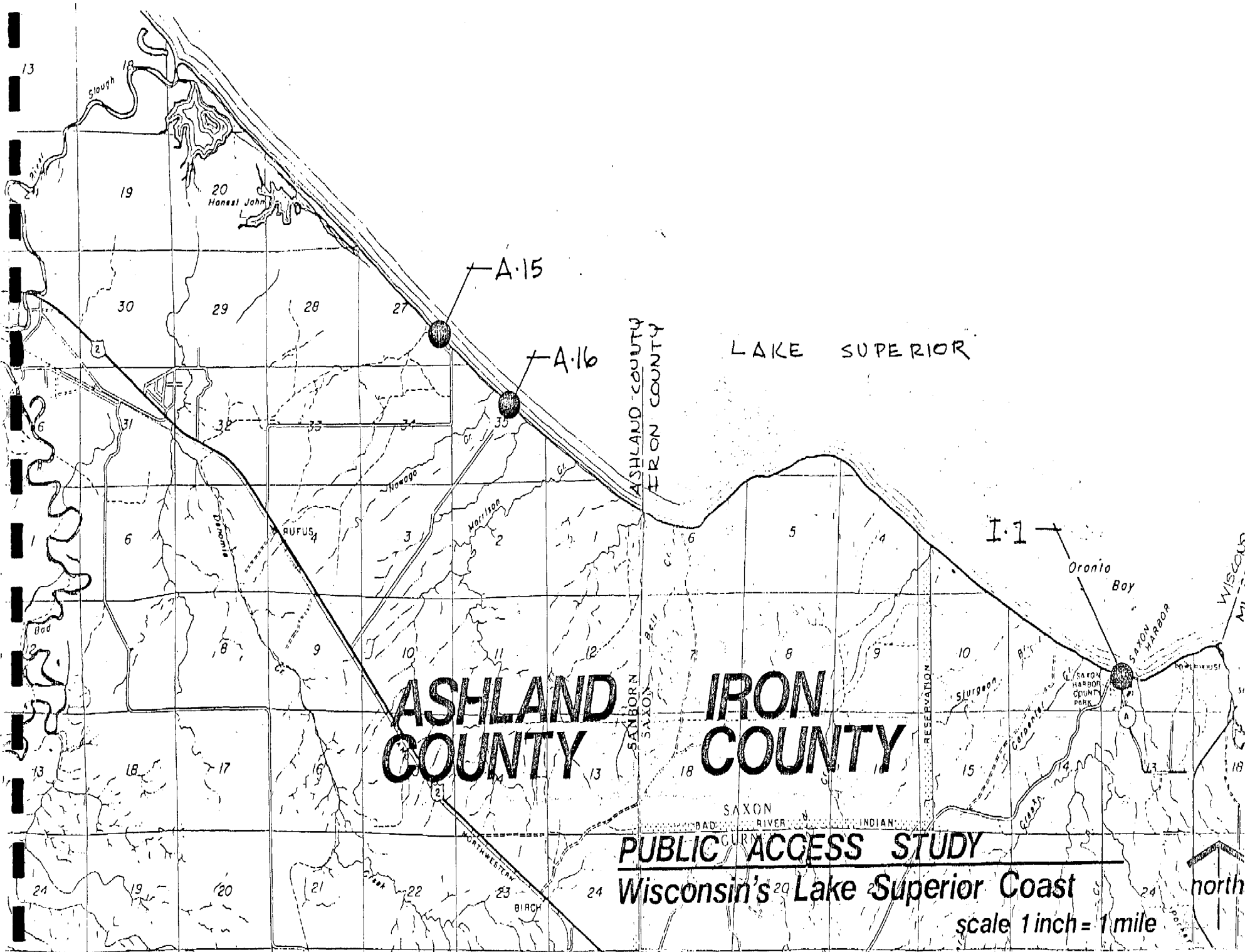
PUBLIC ACCESS STUDY
Wisconsin's Lake Superior Coast

scale 1 inch = 1 mile

BAYFIELD
 ASHFIELD







13

19

20
Hansel John

30

29

28

27

A-15

A-16

ASHLAND COUNTY
IRON COUNTY

LAKE SUPERIOR

6

8

RUFUS

3

2

ASHLAND
COUNTY

IRON
COUNTY

I-1

Oronio
Bay

A

SAXON HARBOR

SAXON HARBOR COUNTY PARK

WISCONSIN

13

18

17

6

13

18

18

SAXON RIVER INDIAN RESERVATION

PUBLIC ACCESS STUDY

Wisconsin's Lake Superior Coast

scale 1 inch = 1 mile

north

24

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NORTHWESTERN

BLANCH

SLURGEON

CORNELIUS

CLARA

PORT

PORT

PORT

APPENDIX

I. Recommendations Concerning Public Access to the
Great Lakes. March 1981

On March 17, 1981, the Wisconsin Coastal Management Council unanimously adopted recommendations to Governor Lee Sherman Dreyfus concerning public access to the Great Lakes.

The recommendations were made by a Coastal Public Access Task Force appointed in 1980 as part of a response to Governor Dreyfus' recognized concern for public access to the Great Lakes. The Governor charged the council to:

1. Examine the quantity and quality of public access to the Great Lakes;
2. Investigate the needs and demands for Great Lakes recreational opportunities 5-10 years from now;
3. Examine who pays and who benefits from coastal recreation facilities;
4. Identify options for supplying needed public recreation facilities; and
5. Recommend appropriate courses of action for the state.

Recommendations (condensed for this report)

A. Coastal Recreation Needs & Commitment to Public Access

Recommendations:

1. The state should continue its commitment to coastal recreation through passage of the ORAP 2000 proposal. (The ORAP 2000 proposal was deleted from the 1981-82 budget.)
2. The Council and the Governor should support Congressional appropriation of the recently authorized section 306A of the Coastal Zone Management Improvement Act.
3. The state should continue to encourage and, where possible, support local government's acquisition, development, and maintenance of coastal recreation facilities so long as they provide coastal recreation opportunities for coastal residents, non-coastal residents and visitors alike.

4. To the maximum extent feasible, appropriate public access should be included as part of all new public facilities developed on Wisconsin's Great Lakes coast by a public or quasi-public agency (e.g. state and local governments, utilities, sewerage districts).

5. The Council should ask the Governor to request support from Wisconsin's Congressional delegation for full annual appropriation of the Land and Water Conservation Fund (LAWCON).
(Future LAWCON funding doubtful)

B. Increased Efficiency In Acquisition and Development of Coastal Recreation Facilities

Recommendations:

1. In an effort to more fully inform government officials and landowners of the mutual benefits of cost-saving land acquisition techniques, the Council should support efforts to develop educational materials and conduct educational programs for officials and landowners on the nature and benefits of the use of easements, land donation, purchase-leaseback, deferred payments, and other techniques in land acquisition programs.
2. When considering acquisition of coastal property for public access purposes, the state and local governments should give serious consideration to acquisition of easements or riparian rights instead of fee simple title in those cases they can meet the objectives of the acquisition. An example of such a situation could be acquisition of riparian rights in order to provide public access along the water's edge in trade for protection of the eroding shoreline.

C. Greater State Emphasis on Provision of Coastal Recreation Opportunities Where the People Are

Recommendation:

1. When considering future state recreation facilities acquisition or development or the allocation of state recreation aids on the coast, the state should give more emphasis to supporting those needed projects which are in or near population centers.

D. Development of Great Lakes Recreational Boating Facilities

Recommendations:

1. The state and local governments should encourage private marina development.
2. The state should continue to encourage coastal communities and counties to take the lead in providing needed Great Lakes recreational boating facilities.

3. As proposed in ORAP 2000, the state should continue its commitment to the development of recreation boating facilities. However, state funding of recreational boating facilities should, to the maximum extent feasible, come from revenues generated from boaters.
4. In order to provide additional incentive for local development of recreational boating facilities, the state and local governments should develop a 10 year investment strategy for targeting state recreational boating facilities funds toward development of those Great Lakes boating facilities with the greatest demonstrated need, and increase the share of state funding available for those facilities.
5. Less costly alternatives to traditional development of "wet slip" marinas should be encouraged such as dry land storage or stacking of boats.

E. Coastal Recreation Acquisition Priorities

Recommendations:

1. The state, local governments, and conservation-minded organizations should proceed rapidly to acquire and/or protect significant and unique natural areas along Wisconsin's Great Lakes coast. Because these areas are usually too fragile to accommodate intensive public use, they are not usually considered high priorities in "recreation" acquisition programs.
2. The state and coastal communities should acquire additional coastal lands as needed to meet excess recreation demands beyond the capacity of existing facilities and as identified in adopted recreation plans.

F. Coastal Recreation Development Priorities

Recommendations:

1. With regard to development of locally owned coastal recreation facilities, local governments should give priority to maximizing the use of existing sites through better management and by developing more efficient facilities. The state, through its recreation aid programs, should support this effort by giving priority to those projects which will more efficiently develop existing sites. Development of new facilities which are then still needed to meet excess demand should be the next priority.
2. With regard to development of state owned facilities, the state should give first priority to development of new or existing coastal recreation facilities which are the most needed in terms of their ability to meet demonstrated recreation demands of Wisconsin residents and visitors which are not being satisfied by local governments.

G. Road Ends and Subdivision Dedications

Recommendation:

1. In order to better disperse the demand for coastal recreation away from over used existing facilities, local governments are encouraged to give priority to development of road ends and subdivision dedications into useable public recreation areas. Part of the development should include provisions for appropriate visual and physical buffers between the public access site and the adjacent private land owners.
2. The Department of Development should review the public access provisions of the state subdivision law (Chapter 236) and suggest appropriate revisions to improve the effectiveness of the law in providing usable public access as part of subdivision development.

H. Define the Ordinary High Water Mark and Public and Private Rights to Beaches

Recommendation:

1. The Council should examine the adequacy of the state's definition of the ordinary high water mark (OHWM) in the context of the nature of the Great Lakes shoreline.
2. The Council should seek legal advice and opinion on the status of the right of the public to walk along the water's edge on Wisconsin's Great Lakes coasts. This right exists in Oregon, Texas, and other coastal states. The Council needs to evaluate whether a similar right exists or should be established in Wisconsin.

I. Long-Term Problems and Solutions

Recommendations:

1. Adequate operation, maintenance and law enforcement at state and local coastal recreation facilities is an important concern. Operation and maintenance of local coastal recreation facilities should remain a local responsibility and it is expected that this fact will continue to be considered in local decisions regarding additional land acquisition and development.
2. The state should begin to examine the nature and extent of long-term coastal public access issues such as operation and maintenance costs and responsibilities, exclusion of non-local residents, damage by 4WD and other vehicles, more effective law enforcement mechanisms and techniques, and how to minimize damage from uncontrolled public use of undeveloped lands.

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4. The Coasts of Wisconsin, University of Wisconsin, Sea Grant College Program, by James Napoli, 1975
5. Wisconsin Lake Superior Shoreline, Zube and Dega Associates, 1964
6. Wisconsin Great Lakes Escape, Wisconsin Division of Tourism, 1981
7. Survey of Wisconsin's Great Lakes Marinas, Recreation Resources Center, University of Wisconsin Extension, 1979
8. Impacts of Recreation in the Coastal Area - Demand and Supply of Recreation in Wisconsin's Coastal Counties, A. Somersan and M. Neuman, 1977
9. Demand and Supply of Public Access to Wisconsin's Great Lake Coasts Staff Report #1, Office of Coastal Management, D.O.A., 1980
10. Providing Public Access to Wisconsin's Great Lakes Coasts, Office of Coastal Management, D.O.A., 1980

Wisconsin Coastal Management Program

Project Summary

ADJ CM 2 (Rev. 12/79)

Project Title: Inventory and Analysis of Public Land Ownership for Public Access along Lake Superior

Project Duration: Eight months

Project Type:

- Improve SCA Management SCA # _____
 Implement State Law
 Demonstration
 Other: Regional Planning Commission Project

Agency or Government and Address:
Northwest Regional Planning Commission
302 Walnut Street
Spooner, Wisconsin 54801

Principal Staff Contact:
Dennis VanHoof

Telephone Number:
715-373-5577

Person authorized to receive funds:

Charles Tollander, Chairman

Telephone Number:
715-635-2197

Signature of Person authorized to receive funds:
Charles Tollander

BRIEF PROJECT DESCRIPTION

The Northwest Regional Planning Commission will prepare a report describing the condition, use and quality of public access for public lands located along Lake Superior. The Commission staff will prepare a demand analysis for future use and will recommend additions and improvements based on projected demand.

WHAT DO YOU WANT THE PROJECT TO ACCOMPLISH (MAJOR OBJECTIVES)?

- Determine types of access to Lake Superior
- Evaluate the condition of the access
- Prepare a demand analysis for future needs
- Establish standards for future access
- Recommend physical improvements as appropriate

WHAT WILL BE THE SPECIFIC END PRODUCTS OF THE PROJECT?

A report and map(s) will be prepared and widely distributed. The final report and map(s) will become a part of the Regional Plan and will identify where assistance will be directed by staff. The document will also serve for the A-95 Review process.

HOW WILL THE PROJECT IMPROVE MANAGEMENT OF WISCONSIN'S COAST?

The project is directly related to the Wisconsin great lakes coastline. The effort will provide information concerning condition of the public access and will recommend improvements. The report will serve as a guideline to the Commission and governmental units as a guideline for public access development. The study will provide for improved recreational use of the resource.

BUDGET SUMMARY: CMP FUNDS \$

RECIPIENT SHARE \$

TOTAL COSTS \$

000

