



**BOARD OF PARK COMMISSIONERS
TUESDAY, JANUARY 19, 2021 – 6:30PM
CITY HALL, COUNCIL CHAMBERS**

THE CITY OF LAKE GENEVA IS HOLDING MEETINGS VIRTUALLY WITH LIMITED CAPACITY (NO MORE THAN THIRTEEN) IN COUNCIL CHAMBERS TO COMPLY WITH SOCIAL DISTANCING DUE TO THE CORONAVIRUS (COVID-19) PANDEMIC. HERE'S HOW YOU CAN PARTICIPATE:

**6:30 p.m. January 19, 2021 Park Board Meeting
Tue, Jan 19, 2021 6:30 PM - 7:30 PM (CST)**

Please join my meeting from your computer, tablet or smartphone.

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AGENDA

Committee Members: Cindy Feuredi, Brian Olsen, David Quickel, Barbara Philipps, Peggy Schneider, Obdulia Alvarez, Meaghen Madden-VanDyke, and Mary Jo Fesenmaier- Alderperson

1. Call to order – Cindy Feuredi
2. Roll Call
3. Approval of Meeting Minutes from November 17, 2020
4. Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda except for public hearing items. Comments will be limited to 5 minutes
5. Introduction of new Park Commissioner, Peg Esposito
6. Discussion/Recommendation regarding TAP Grant Plan, Timeline and Tasks
7. Discussion/Recommendation of possible donation of land for park on Hudson Trail
8. Future Agenda Items:
 - a. Discussion of Park Commissioner Assignments and Park Repairs

cc: Aldermen, Mayor, Administrator



- b.** YMCA quarterly reports of Operation of Sports Services and Concessions
- c.** Expanding Park Use Ideas
- d.** Park Board Funds

9. Next Meeting Date: (Tuesday, February 16, 2021, 6:30 PM)

10. Adjournment

Board of Park Commissioners Meeting Minutes November 2020

1. Call to Order: President Cindy Feuredi called the Park Board Meeting on Tuesday, November 17, 2020 at 6:30 PM in the Council Chambers of City Hall, Lake Geneva, WI.
2. Roll Call: President Cindy Feuredi verbally called Roll Call. Those Commissioners present were President Cindy Feuredi, Alderperson Mary Jo Fesenmaier, Daivd Quickel and Secretary Barbara Philipps, Obdulia Alvarez, Peggy Schneider and Mayor Klein. Absent were Brian Olsen and Meaghen Madden-VanDyke. Public Present: Rod Brennen, Jackie Mich.
3. Approval of Meeting Minutes from September 15, 2020. Barbara Philipps moved, and was seconded by Cindy Feuredi.
4. Comments from the Public: Rod Brennen spoke. He used to run concession stand at Vet's Park. His license was not renewed in May 2020 by Park Board and wants to know what to do with the equipment he personally owns. He is willing to sell it to the City for \$5,000.00. The Park board voted to not renew Rod's license in May even though he had a 2 year lease with one year left on the lease.
5. Discussion/Recommendation/ Review regarding YMCA lease: Mike Kramp, CEO of YMCA spoke about YMCA relationship with the City. The YMCA wants to continue to work with the City at Vet's Park . YMCA has been Operator of Sports for the City for the past 43 years. The YMCA has been responsible for collecting indirect and direct revenue thru Tournaments.
6. Concession Stand: The YMCA is interested in being responsible for and running the Concession Stand at Vet's Park. Ald. Mary Jo Fesenmaier moved that the YMCA take the Concession License to City Council for approval. Pres. Cindy Feuredi seconded the motion. Vote was unanimous. Agreement between YMCA and City was offered for review to Board members. Ald. Mary Jo Fesenmaier made a motion to recommend to FLCR that Board approve agreement with the YMCA and the City. Pres. Cindy Feuredi seconded the motion. Vote was taken and approved.
7. Discussion/recommendation regarding the City's DNR Stewardship Grant Program as it relates to TAP Grant. Jackie Mich wrote the Tap Grant. The Grant Plan expires at the end of 2020 and must be updated in order to be compliant with the DNR. The Board will approach the DNR for an extension.
8. Discussion regarding Park Assignments: There are 27 Parks in Lake Geneva. Board members are responsible for promoting usage of the parks and be an oversight for repairs. Board members each chose 4 Parks that they will be responsible for.
9. Discussion regarding Disc Golf Bridge Repair: The southern most bridge needs repair. Tom Earl of City Streets and Sanitation is in charge of operation.
10. It was announced by President Cindy Feuredi that Park Board Commissioner Meaghen Madden-VanDyke has resigned.
11. Future Agenda Items: Future agenda items include discussions involving Hillmoor, City Web Sites for Parks, two new dog park signs, Never Say Never contribution regarding Inclusive playground for Vet's Park and Concession stand at Eastview.
12. Next Meeting date will be Tuesday, December 15, 2020 at 6:30 PM.

13. Adjournment: 7:35 PM Moved by Pres. Cindy Feuredi and seconded by Dave Quickel.

Respectfully submitted by:

A handwritten signature in black ink, reading "Barbara J. Philipps". The signature is written in a cursive style with a large, stylized initial 'B'.

Barbara J. Philipps, Secretary, Board of Park Commissioners

November 18, 2020

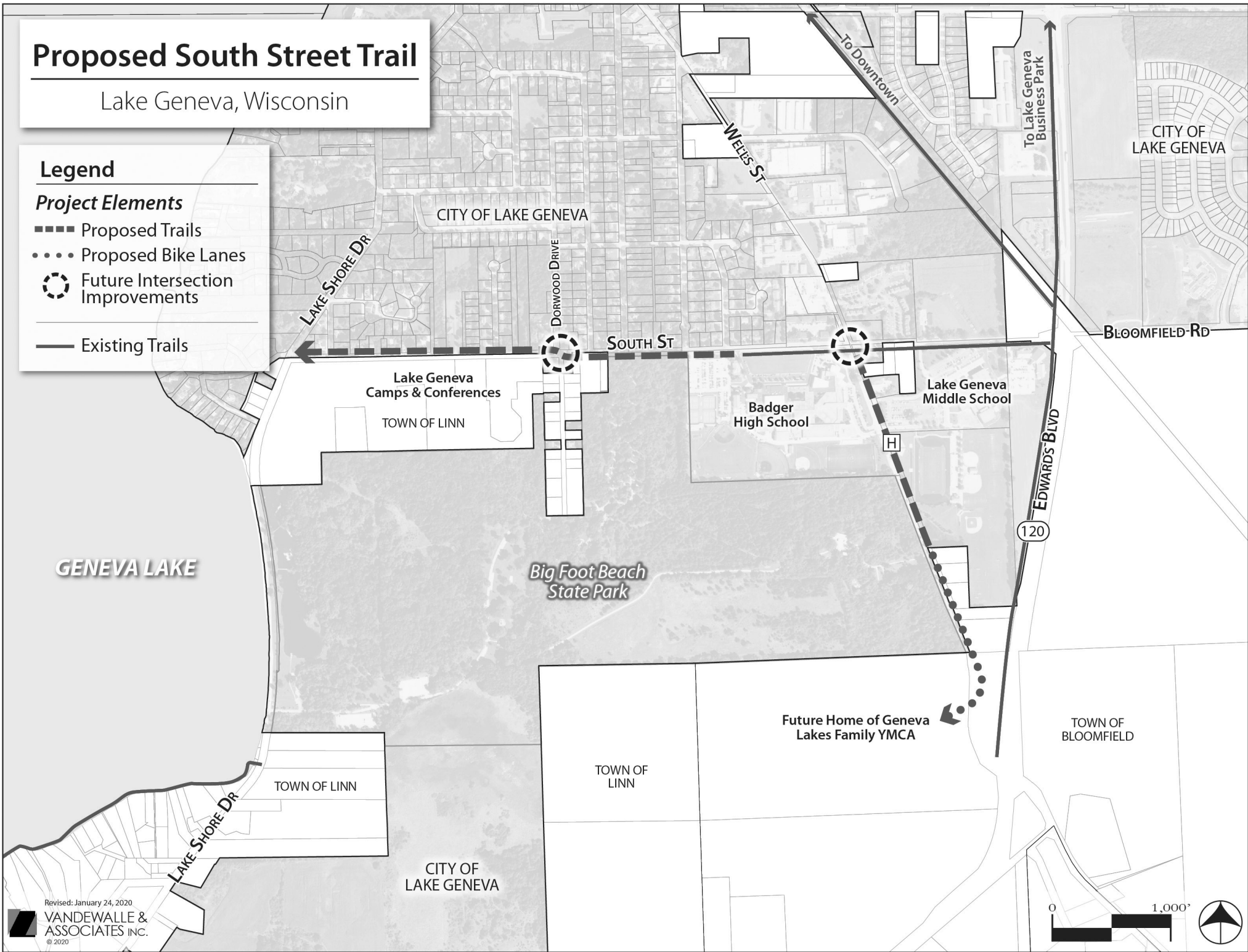
Proposed South Street Trail

Lake Geneva, Wisconsin

Legend

Project Elements

- Proposed Trails
- Proposed Bike Lanes
- Future Intersection Improvements
- Existing Trails



Revised: January 24, 2020

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WisDOT 2020-2024

Transportation Alternatives Program (TAP) Application

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

Review and utilize TAP guidelines and application instructions when completing this document.

As discussed in the WisDOT TAP Guidelines, this application will go through a two-step process. The first step will be an assessment by the region as to eligibility and whether or not the project will be able to meet the rigorous, statutorily mandated commencement deadline. The second step will be an assessment of the relative merits of the application compared to other eligible applications. **Applicants will be notified if their application is found ineligible.**

Application Type

Select one and only one box for the application type. Please note that projects which are within the boundaries of a TMA will need to either compete locally within the MPO or as part of the Statewide solicitation. Refer to this map (<http://wisconsindot.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

- ☐ Appleton Area Metropolitan Planning Organization (MPO) –
- ☐ Green Bay MPO
- ☐ Madison Area MPO
- ☐ Southeastern Wisconsin Regional Planning Commission (Milwaukee OR Round Lake Beach)

If none of the above, project application is from:

- ☒ Area with population between 5,000 and 200,000
- ☐ Area with population of 5,000 or less
- ☐ Region-wide: % of population within a TMA area
 % of population between 5000 and 200,000, &
 % of population between 5000 and 200,000

Project Applicant

Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: **City of Lake Geneva**

Sponsor Type (Check appropriate box):

- Local government (check one): ☐ County ☒ City ☐ Village ☐ Town
- ☐ Regional transportation authority ☐ Transit agency
- ☐ State or federal natural resource/public land agency
- ☐ School district or school(s) ☐ Tribal Nation

Project Title: **South Street Trail**

Describe location, boundaries and length of the project: **Project is adjacent to South Street between Lake Shore Drive and STH 120; and a 0.5-mile segment on/adjacent to CTH H, south of Street, to future YMCA. The total project length, including the existing trail segment in front of the school campus, is approximately 1.54 miles. Boundaries are Lake Shore Drive, STH 120, and the future YMCA site on CTH H.**

County: **Walworth**

Street Address of Project (if located on a highway or road): **N2162 County Highway H (approx.)**

Note: For infrastructure projects, attach a project location map on one sheet of paper, size 8½ by 11.

Project Contact

Primary Public Sponsor Agency Contact Information:

Name: **Dave Nord** Title: **City Administrator** Street Address: **626 Geneva St** Phone: **(262)249-4098**
Municipality: **Lake Geneva** State: **WI** Zip: **53147**

Secondary E-mail: **cityadmin@cityoflakegeneva.com**

Public Sponsor Agency or Private Organization Contact Information (if applicable):

Organization / Agency Name:

Name: Title: Street Address: Phone : () -
Municipality: State: Zip:
E-mail:

Head of the Local Public Sponsor Agency or Private Organization Contact Information:

Organization / Agency Name: **City of Lake Geneva**

Name: **Thomas Hartz** Title: **Mayor** Street Address: **626 Geneva Street** Phone : **(262) 749-0842**
Municipality: **Lake Geneva** State: **WI** Zip: **53147**
E-mail: **thartz@cityoflakegeneva.com**

MPO, if applicable

Select one, if applicable,

- ☐ Bay Lake RPC (Sheboygan),
- ☐ Brown County Planning Commission (Green Bay)
- ☐ Chippewa-Eau Claire MPO (WCWRPC – Eau Claire)
- ☐ Dubuque Metropolitan Area Planning Study
- ☐ Duluth/Superior Metropolitan Interstate Committee (Superior)
- ☐ East Central Wisconsin RPC (Appleton, Oshkosh)
- ☐ Fond du Lac MPO (Fond du Lac)
- ☐ Janesville MPO (Janesville)
- ☐ La Crosse Area Planning Committee (La Crosse)
- ☐ Madison Area MPO (Madison)
- ☐ Marathon County MPO (Wausau)
- ☐ Southeastern Wisconsin RPC (SEWRPC - Waukesha)
- ☐ Stateline Area Transportation Study (Beloit)

Refer to this map (<http://wisconsindot.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

MPO Project Prioritization

If an MPO is submitting more than one project in an urbanized area within an MPO, the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority:**

Please Note: MPO Project Prioritization is due by April 17, 2020.

Project Activity

TAP Eligibility Category:

Indicate which **ONE** of below categories best identifies the proposed project:

- ☒ Bicycle-Pedestrian Facilities: construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation (**this category includes on-road bicycle lanes, sidewalks, etc.**)
- ☐ Safe routes for non-drivers, including children, older adults, and individuals with disabilities
- ☐ Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- ☐ Construction of turnouts, overlooks, and viewing areas
- ☐ Historic preservation and rehabilitation of historic transportation facilities
- ☐ Safe Routes to School (SRTS) (this category includes infrastructure and non-infrastructure activities)
NOTE: Applicants proposing a project within the SRTS eligibility category **MUST** complete the 'School Demographics' and 'Safe Routes to School Plan' sections on page A-5 below.

Project Summary (400 words or less). Please copy and paste your response from a Word Document.

Applicants must fill out the project summary field below. This summary is also the first question in the narrative section.

The South Street Trail project involves completing an off-street trail on the south side of Lake Geneva. Covering approximately 1.54 miles, it involves the following: 1) Complete gaps in the existing trail parallel to South Street between Lake Shore Drive and existing trail at Badger High School. The new trail is expected to be on the north side of South Street west of Dorwood Drive and on the south side east of Dorwood Drive; 2) Install intersection improvements at Dorwood Drive and South Street; 3) Install intersection improvements at S. Wells Street/CTH H and South Street; and 4) Develop a new off-street trail on CTH H between Badger High School and the Middle School. South of the schools, install bicycle lanes to connect to the future home of the YMCA. The proposed trail will consist of a 10-foot-wide asphalt trail and will permit walking, bicycling, skating, and other nonmotorized uses. It will be plowed for year-round use, particularly by school students. In some locations, retaining walls may be needed to account for changing topography. The trail would particularly benefit the 39% of nearby residents who are considered to be low-income by HUD. Several vital community destinations are located directly along the trail route, including rear access to Big Foot Beach State Park (via Lake Geneva Blvd and Wilmont Blvd), Lake Geneva Youth Camp, Badger High School, Lake Geneva Middle School, the future Geneva Lakes Family YMCA site, residential neighborhoods, Geneva Meadows Apartments, and places of worship. The Trail would link to two existing off-street trails: 1) the north-south Edwards Boulevard path, which connects to employment and shopping areas, and 2) the former rail corridor trail that connects to Downtown. A trail along South Street is recommended in the City of Lake Geneva Bicycle & Pedestrian Plan (2018), identified as a missing link in the multimodal network. The project would occur in coordination with the City's plans to install a signalized intersection at South Street and STH 120, currently in the planning stages. Once implemented, the South Street Trail offers opportunities to expand east of STH 120 to the new Symphony Bay neighborhood, and to expand south to the Big Foot Beach State Park entrance on Lake Shore Drive. The South Street Trail project will be completed in communication with several entities, including Lake Geneva School District, Geneva Lakes Family YMCA, WDNR, Town of Linn, and Town of Bloomfield.

Project Benefit

Check all applicable project benefits, then describe in application narrative:

- ☒ **ENVIRONMENTAL**
- ☒ Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
 - ☒ Increases access and connection to the natural environment.
- ☒ **PUBLIC HEALTH** - Project would have a demonstrable impact upon public health of applicant community.
- ☒ **ECONOMIC JUSTICE** - Project would go beyond community enhancement to address a specific "communities of concern," including elderly, disabled, minority, and low-income population? The project within ½ mile of affordable housing complex(s). The project improves low income access to transit, jobs, education, and essential services.
- ☒ **SAFETY** - Project addresses a specific safety concern. The project contains or addresses:
- ☐ Collision data
 - ☒ Lack of adequate safe crossing or access
 - ☒ Lack of separated facility
 - ☐ High speed/volume
 - ☒ Provides sidewalk or pathway, with curb-cuts
 - ☒ Provides bike lanes, markings, and signage
 - ☐ Implements traffic calming measures
 - ☐ Signage and/or markings directed to safety concern
 - ☒ Provides crosswalk enhancement (striping, refuge island, signal, etc.)
- For SRTS Projects there is:
- ☐ Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
 - ☐ Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
 - ☐ Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
 - ☐ High level of parental concern documented in survey data.
 - ☐ Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
 - ☐ Children are walking but application shows that unsafe conditions exist.
- ☐ **HISTORICAL AND/OR PRESERVATION SIGNIFICANCE** – Project would have strong historical or preservation benefit.
- ☒ **ECONOMIC DEVELOPMENT** – Project facilitates economic development by increasing bicycle/pedestrian traffic in commercial corridors or by creating a destination that will help retail.

Local Resolution of Support

There is or there will be a local resolution of support for the proposed project, executed by a governing body that has the authority to make financial commitment on behalf of the project sponsor (i.e., County Board, City Council, or Regional Planning Commission Policy Board).

☒ Yes ☐ No

Please note that a resolution **will be required** for an application to be eligible, which means a **copy of the resolution** should be submitted to the **Region Local Program Manager** no later than **5:00 PM April 17, 2020**.

WisDOT History of the Project Area

Is the proposed project on a State Highway?

☐ Yes ☒ No

Name of State Highway:

Does the proposed project intersect a State Highway?

☐ Yes ☒ No

Name of State Highway:

Has there been, or will there be a road improvement project in this project area?

☐ Yes ☒ No

If yes, year:

If yes, describe project: ☐ State Highway Project ☐ STP ☐ Local Bridge ☐ LRIP
☐ Pavement Replacement ☐ Reconstruction ☐ New Construction

Describe:

Existing Facilities & Projects that Impact the Proposed Project

Rail Facilities:

Does a railroad facility exist within 1,000 feet of the project limits? ☐ Yes ☒ No

If yes, specify: **SELECT**

If yes, does the project physically cross a rail facility? ☐ Yes ☐ No

Will an easement from OCR be required? ☐ Yes ☐ No

Is the proposed project location in an area with known safety issues? ☒ Yes ☐ No

If yes, specify: **South Street and STH 120** and (consider applying for Highway Safety Improvement Program (HSIP) funds if applicable)

Is this project on or parallel to a local road or street? ☒ Yes ☐ No

If Yes, provide the name of the road or street: **South Street and Wells Street/CTH H**

Does this project cross a state or federal highway? ☐ Yes ☒ No

Does this project run parallel to a state or federal highway? ☐ Yes ☒ No

If Yes to any of these questions attach an existing typical cross-section of the roadway, showing right of way, travel lanes, shoulder and sidewalk (if applicable). Examples are available in [FDM15-1-5](#) attachment [5.3](#) of the WisDOT facilities Development Manual.

Will this project be constructed as part of another planned road project? ☐ Yes ☒ No

If Yes, specify if this is a state, county, or local project and when the road project is scheduled for construction:

Will any exceptions to standards be requested? ☒ Yes ☐ No

If Yes, provide a brief description of the exceptions that may be requested: **In some locations, an 8' wide (vs. 10') pathway; less than 3' separation between roadway and path; clear zone less than 3' at edge of path**

Real Estate (RE) /Right of Way (ROW)

Was any real estate acquired or transferred in anticipation of this project? ☐ Yes ☒ No

If yes, please explain.

List any other funding (past or present) used within the proposed project limits (i.e. DNR Stewardship)

(none)

Is the project on an existing right of way (ROW)? ☒ Yes ☐ No

(NOTE: It is recommended that local funds be used to acquire right of way)

If Yes, have you obtained a permit from the WisDOT Regional Office Maintenance Section to conduct work on the right of way? ☐ Yes ☒ No

Check all boxes that apply to ROW acquisition for this project:

☐ None ☒ Less than ½ acre ☐ More than ½ acre
☐ Parklands ☐ Large parcels ☒ Temporary interests

List any other funding (past or present) used within the proposed project limits (i.e. DNR Stewardship).

(none)

If right of way was acquired in anticipation of this project, attach a detailed list of available, completed project and parcel acquisition documentation. Refer to Section 11.2, Records Management, found in the *LPA MANUAL for RIGHT OF WAY ACQUISITION*

<https://wisconsindot.gov/dtsdManuals/re/lpa-manual/lpa-manual.pdf>.

If right of way was acquired in anticipation of this project, did the acquisition contain any buildings or relocation?

☐ Yes ☐ No

If yes, Please read Section 6.2, Relocation Assistance, found in the *LPA MANUAL for RIGHT OF WAY ACQUISITION* to determine if relocation assistance was properly offered and documented

<https://wisconsindot.gov/dtsdManuals/re/lpa-manual/lpa-manual.pdf>

If right of way is required, acquisition will occur through a transfer of an adequate interest in real property.

☒ Yes ☐ No

FHWA has determined that an adequate real property interest excludes licensing agreements (LA), which agreements will not be considered.

For real estate questions, please contact Kerry Paruleski, WisDOT Local Public Agency Real Estate Statewide Facilitator, at (414) 220-5461 or kerry.paruleski@dot.wi.gov.

Environmental/Cultural Issues

Agriculture	☐ Yes	☒ No	☐ Not Investigated
Comments:			
Archaeological sites	☐ Yes	☒ No	☐ Not Investigated
Comments:			
Historical sites	☐ Yes	☒ No	☐ Not Investigated
Comments:			
Designated Main Street area	☐ Yes	☒ No	☐ Not Investigated
Comments:			
Lakes, waterways, floodplains	☐ Yes	☒ No	☐ Not Investigated
Comments:			
Wetland	☒ Yes	☐ No	☐ Not Investigated
Comments: mapped wetlands on both sides of CTH H			
Storm water management	☐ Yes	☐ No	☒ Not Investigated
Comments:			
Hazardous materials sites	☐ Yes	☐ No	☒ Not Investigated
Comments:			
Hazardous materials on existing structure	☐ Yes	☐ No	☒ Not Investigated
Comments:			
Upland habitat	☐ Yes	☐ No	☒ Not Investigated
Comments:			
Endangered/threatened/migratory species	☐ Yes	☐ No	☒ Not Investigated
Comments:			
Section 4(f)	☒ Yes	☐ No	☐ Not Investigated
Comments: Big Foot Beach State Park			
Section 6(f)	☐ Yes	☒ No	☐ Not Investigated
Comments:			
Section 106	☐ Yes	☐ No	☒ Not Investigated
Comments:			

Through/adjacent to tribal land
Comments:

☐ Yes ☒ No ☐ Not Investigated

Miscellaneous Issues

Construction Schedule Restrictions (trout, migratory bird, local events): **None**

Local Force Account (LFA): Will the proposed project utilize municipal employees to complete any portion of the construction activities? ☐ Yes ☒ No

If yes, explain the desired LFA portion of the project.

NOTE: LFA work must include labor, equipment and materials. The purchase of materials only is not considered to be a legitimate project.

NOTE: Please review WisDOT TAP Guidelines for restrictions on certain LFA work as of July 1, 2015.

Maintenance (only complete this section if project application involves a trail project):

Will the facility be snowplowed in the winter? ☒ Yes ☐ No

Comment:

If no to the above question, will the trail allow snowmobile use in the winter? ☐ Yes ☐ No

Comment:

Anticipated fee for trail use: ☐ Yes ☒ No

Comment:

Anticipated equestrian use on trail: ☐ Yes ☒ No

Comment:

Other Funding Sources: Has the municipality anticipated, requested or been approved for other federal or state funding from WisDOT for the improvement? ☐ Yes ☒ No

If yes, please indicate all the other funding sources that are anticipated, have been requested or approved with the associated project ID(s):

Highway Safety Improvement Program (HSIP)	☐ Anticipated	☐ Requested	Approved ID:
Local Roads Improvement Program (LRIP)	☐ Anticipated	☐ Requested	Approved ID:
Railroad Programs	☐ Anticipated	☐ Requested	Approved ID:
Surface Transportation Program – Rural	☐ Anticipated	☐ Requested	Approved ID:
Surface Transportation Program - Urban	☐ Anticipated	☐ Requested	Approved ID:
CMAQ	☐ Anticipated	☐ Requested	Approved ID:
Transportation Enhancements Program			Approved ID:
Bicycle & Pedestrian Facilities Program			Approved ID:
Safe Routes to School			Approved ID:
Transportation Economic Assistance Program	☐ Anticipated	☐ Requested	Approved ID:
Flood Damage Aids	☐ Anticipated	☐ Requested	Approved ID:
State Funding (Describe):	☐ Anticipated	☐ Requested	Approved ID:
Other:	☐ Anticipated	☐ Requested	Approved ID:

Is project identified in a long-range transportation plan?	☒ Yes	☐ No	If Y, link to plan:
Is project identified in a bicycle-pedestrian plan?	☒ Yes	☐ No	If Y, link to plan:
Is project identified in an outdoor recreation plan?	☒ Yes	☐ No	If Y, link to plan:
Is project identified in a comprehensive plan?	☒ Yes	☐ No	If Y, link to plan:
Is project identified in any other planning document?	☐ Yes	☐ No	If Y, link to plan:

Other Concept Notes: Provide any additional relevant project information that has not been covered in another section of the application.

VISION 2050- https://www.sewrpc.org/SEWRPC/VISION_2050/2050RegLandUseTranspPlan.htm

BIKE/PED PLAN- https://www.cityoflakegeneva.com/vertical/sites/%7B14619068-6F01-4703-8EEB-EA74850C93B5%7D/uploads/Lake_Geneva_Bicycle_Pedestrian_Plan_-_Adopted_3_26_18.pdf
 PARK & OPENS SPACE PLAN- http://626geneva.com/Clerk/Park_and_Open_Space_Plan_2015-2020_Adopted_May2015.pdf
 COMPREHENSIVE PLAN - [https://www.cityoflakegeneva.com/vertical/Sites/%7B14619068-6F01-4703-8EEB-EA74850C93B5%7D/uploads/City_of_Lake_Geneva_Comprehensive_Plan_\(with_maps\)_Amended_11.13.17.pdf](https://www.cityoflakegeneva.com/vertical/Sites/%7B14619068-6F01-4703-8EEB-EA74850C93B5%7D/uploads/City_of_Lake_Geneva_Comprehensive_Plan_(with_maps)_Amended_11.13.17.pdf)

School Demographics (Complete ONLY if submitting a project within the SRTS **Programming / Planning** eligibility category)

What are the name(s) and demographics for each school affected by the proposed program or project?
Optional: Alternatively, SRTS project applicants may submit a narrative response/attachment 1 detailing school demographics provided that all fields below are answered in such attachment.

School name: School population: Grades of students at school:
 Estimated number of students currently walking to school (if known):
 Estimated number of students currently biking to school (if known):
 Does the school have any policies related to walking or biking?
 Distance eligibility for riding a bus: Number of children not eligible for busing:
 Number of students eligible for busing because of a hazard situation:
 Percentage of students living within one mile of the school:
 Percentage of students living within two miles of the school:
 Percentage of students eligible for free or reduced-cost school meals:
 Community(s) served by school: Community(s) population:

Safe Routes to School Infrastructure (Complete ONLY if submitting a project within the SRTS eligibility category)

Does your school or community have a Safe Routes to School plan? ☐ Yes ☐ No
 If yes, can it be viewed online? ☐ Yes, the website address is ☐ No, it is attached with the application.
 If no, please describe, **in no more than 400 words**, any SRTS-related planning efforts undertaken by the school or community.

CONFIDENTIAL INFORMATION

Project Costs, Priorities, and State Fiscal Years:

NOTE: do not include pages A-7 and A-8 in the Concept Definition Report (CDR) for approved TAP projects.

Complete the table below for the appropriate fiscal years of the application/project cycle (2020-2024). If a sponsor proposes to construct a project in phases throughout multiple years, schedule the project costs as appropriate and provide further details in the project description.

In addition to the table below, **attach a detailed breakdown of project costs in Microsoft Excel**. This detailed breakdown must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions.

Submit a separate application and budget for each project or stand-alone project segment for which you are willing to accept funding, or for a bike trail section that could function as a separate facility. Project requests are not considered for partial funding.

Applicants may work with the Local Program Manager within their region for assistance to more accurately estimate costs. All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. Also, WisDOT Region staff may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

NOTE: Requesting design and construction projects in the same fiscal year is not allowed.

Project Prioritization

If a sponsor is submitting more than one project the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority: 1**

☒ Construction:

Basis for Construction Estimate: ☒ Itemized ☒ Per Square Foot ☐ Past Projects
☐ Other, please specify:

Schedule Preference: ☒ FY 2023 ☐ FY 2024

Construction (minimum \$200,000):

Federal Share of the Participating Construction Cost (80%)	\$739,479.82
Local Share of the Participating Construction Cost (20%)	\$184,869.96
Non-Participating Construction Cost (100% Local)	\$0.00

A. Subtotal Construction Costs	\$924,349.78
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B. State Review for Construction (Contact WisDOT Region)	Percentage: %	\$15,600.00
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Construction with State Review Cost Estimate (sum lines A and B)	\$939,949.78
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☒ Design:

☐ 100% Locally Funded (state review is required to be included as 100% locally funded) **OR**

☒ 80% Federally Funded ("state review only" projects are not allowed)

☐ FY 2021 ☒ FY 2022 ☐ FY 2023

A. Plan Development (Contact WisDOT Region)	Percentage: 16 %	\$147,895.96
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B. State Review for Design (Contact WisDOT Region)	Percentage: %	\$11,760.00
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Design with State Review Cost Estimate (sum lines A and B)	\$159,655.96
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☒ Real Estate: (Recommend funding with local funds.)

☐ FY 2021 ☐ FY 2022 ☒ FY 2023 ☐ FY 2024

Total Real Estate Cost (round to next \$1,000)	\$100,000
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☒ Utility: (Compensable utility costs must be \$50,000 minimum per utility.)

Recommend funding with local funds.

☐ FY 2021 ☐ FY 2022 ☒ FY 2023 ☐ FY 2024

Total Utility Cost (round to next \$1,000)

\$4,000

☐ **Other:** (Planning or SRTS Programming):

☐ FY 2021 ☐ FY 2022 ☐ FY 2023 ☐ FY 2024

Total Other Cost (round to next \$1,000)

\$

NOTE: WisDOT Policy link: <http://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/rdwy/default.aspx>.

NOTE: WisDOT Region staff may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

Narrative Response

Provide a narrative response attachment answering questions 1 through 3, making sure to provide information in response to each sub-question. Please limit the response to (6) six pages, using a **minimum 11-point font size**.

1. PROJECT DESCRIPTION AND OVERVIEW.

This is the summary from page A-3 of the application. It is a general overview of the project, including type of facility or project, location (please attach a location map or maps) and any other information about the project. It is brief. Limited to about 400 words.

2. PROJECT PLANNING & PREPARATION & LOCAL SUPPORT

Describe the degree to which this project was planned for and the local support and commitment for the project. If this project is part of a plan, describe that plan and the project's priority in that plan. If this is a planning project describe how this project will be integrated into other efforts. For SRTS projects, describe walk/ bike audits, parent surveys and data on crashes that support the selection of this project.

3. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTIMODAL

How will the project be implemented on time? What obstacles or problems must be overcome to implement this project, and in light of project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years? Please describe prior experience with other multimodal projects and success in delivering those projects in the year in which they were scheduled. For example, were you able to deliver the project in the year it was programmed? Have you ever had to turn back awarded federal funds? Please explain. If problems were experienced in the past, what will be done on this project to ensure successful completion? Describe the project sponsor's commitment to multimodal programs and facilities generally like a complete streets ordinance, advisory committees, or inclusion of multimodal accommodations in any other local program projects.

4. PROJECT UTILITY & CONNECTIVITY

For Infrastructure Projects

Describe the degree to which this project serves utilitarian rather than recreational purposes and how, if at all, the project adds connectivity to the state's multi-modal transportation network, including bicycle, pedestrian and transit facilities. Describe how, if at all, the proposed project would connect to these existing land uses: park, school, library, public transit, employment and/or retail centers, residential areas, other. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

For Planning Projects

Implementation of plan would serve a broad geographic area and adds connectivity to the state's multimodal transportation network. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

For Safe Routes to School Programming Projects

Will the project get a higher percentage of children walking and biking to school - addresses clear safety problems for children already walking/biking. Address the following desired outcomes: reduction in parent concerns that keep them from allowing children to walk/bike; potential for changes in hazard busing; change in policy limiting walking/biking to school; increased school commitment to promoting walking/biking; improved driver behaviors in the school zone; making it more appealing for children to walk/bike; more law enforcement participation in walking/biking issues

5. PROJECT BENEFIT- ENVIRONMENTAL, LIVABILITY, ECONOMIC JUSTICE, PUBLIC HEALTH, HISTORICAL PRESERVATION, & SAFETY

NOTE: A TAP project should contribute to a community benefit. No applicant's project is expected to contribute to all the benefits listed on A-3 of the application, but a project that contributes to more than one benefit or has significant impact on a particular benefit will receive more points.

Describe the benefits likely derived from the proposed project, this description should correspond to the project benefit section on page A-3.

6. PROJECT CAPITALIZES ON, SUPPLEMENTS OR AUGMENTS AN EXISTING ROAD IMPROVEMENT PROJECT

There is a way to tie the multimodal project to an existing road improvement project that allows the project sponsor to take advantage of the resources of a larger project.

- For SRTS projects: The project addresses safety and education issues of walking and biking to school due to a recent or anticipated road improvement project.

Key Program Requirements Confirmation

Please confirm your understanding of the following project condition by **typing your name, title and initials** at the bottom of this section. **A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.**

WisDOT will deem ineligible any application that does not provide confirmation to this section.

- Private organizations proposing projects must have a public project sponsor such as a local government unit.
- The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs.
- This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or other costs that ineligible for federal reimbursement. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly executed officers or officials, agrees and authorized the state to set off and withhold the required reimbursement amount as determined by the state from any monies otherwise due and payable by the state to the municipality.

- e. The project sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- f. The project sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include, but are not limited to, the following: a Qualifications Based Selection (QBS) process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & Bicycle Facilities Handbook; ADA regarding accessibility for the disabled; MUTCD regarding signage; U.S. Department of the Interior standards for historic buildings. Each WisDOT Region can provide copies of the current *Sponsor's Guide to Non-Traditional Transportation Project Implementation*, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. **Applicants who plan to implement their projects as Local Let Contracts using the Sponsor's Guide must become certified that they are capable of undertaking these projects.**
- g. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed. Snowmobile use is only allowable by local ordinance. Trail fees may only be charged on a facility if the fees are used solely to maintain the trail. WisDOT reserves the right to require that facilities be snowplowed as part of a maintenance agreement where year-round use by bicyclists and pedestrians is expected.
- h. The project sponsor agrees to maintain the project. Failure to maintain the facility, or sale of the assets improved with FHWA funds will subject the sponsor to partial repayment of federal funds or additional stipulations protecting the public interest in the project.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. The project sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of Design and Construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same match requirements 80% / 20% match requirements.
- k. Projects that are fully or partially federally funded must be designed in accordance with all applicable federal design standards, even if design of the project was 100% locally funded.
- l. As the project progresses, the state will bill the project sponsor for work completed that is ineligible for federal reimbursement. Upon project completion, a final audit will determine the final division of costs as between the state and the project sponsor. If reviews or audits reveal any project costs that are ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- m. For 100% locally-funded design projects, cost for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding only for state review of design projects.
- n. The project sponsor acknowledges that the requisite project commencement requirement and that failure to comply with the applicable commencement deadline will jeopardize federal funding. Commencement is within four years of the date of the project award. The project must be commenced within four (4) years of the project award date according to Sec. 85.021, Wis. Stats. For construction projects, a project is commenced when construction is begun. For planning projects, a planning project is commenced when the planning study is begun. For non-infrastructure projects that do not fall within any of the above categories, a project is considered commenced on the date that WisDOT receives the first reimbursement request from the project sponsor, as noted on form DT1713 in the 'Date Received' field.

- o. The project sponsor acknowledges that the requisite project completion timeline for approved TAP projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline will jeopardize federal funding.
- p. Federally-funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

Please confirm your understanding of the following project condition by typing your name, title and initials at the bottom of this section. A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.

I confirm that I have read and understand project conditions (a) through (p) above:

Name: David Nord

Title: City Administrator

Accepted (please initial here): DN

Fiscal Authorization and Signature

Application prepared by a consultant? ☒ Yes ☐ No

If yes, consultant information and signature required below.

Consultant Company Name: **Vandewalle & Associates** Company Location (City, State): **Milwaukee, WI**

Consultant Signature (electronic only): **Jaclyn A. Mich**

Date: **1/24/2020**

NOTE: On Local Program projects, it is not permissible for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project. A municipality could start their consultant selection process early enough and make the application part of the scope of services with the understanding that all costs incurred prior to authorization will be the responsibility of the local municipality. See FDM [8-5](#) for additional information.

Sponsor Agency: **City of Lake Geneva**

Contact Person: **David Nord** (Note: must be Head of Government or Designee)

Title: **City Administrator**

Address: **626 Geneva Street**

Telephone: **(262) 249-4098**

Email: **cityadmin@cityoflakegeneva.com**

Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below is confirming that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.

Head of Government/Designee Signature (electronic only): **David Nord**

Date: **1/24/2020**

Application and Attachments

Submit applications and attachments utilizing the contact information contained in the corresponding TAP Pre-Scoping Application Instructions. Applicants must **submit eligible applications on or before 5PM on January 24, 2020**, and must include the following documents:

- ☒ A completed application **in Microsoft Word format**
- ☒ Narrative Response/Attachment 3: maximum of **one double-spaced** page, **minimum 11-point font size**
- ☒ Cost Estimate Detail as required in the **‘Project Costs and Dates’** section of this application
- ☒ For infrastructure projects, a project map printed in black & white, on one sheet of 8½ by 11 paper
- ☐ If available, a **local resolution of support** for the proposed project
- ☐ **If right of way was acquired in anticipation of this project**, attach a detailed list of available, completed project and parcel acquisition documentation (**see page A-2**)

OPTIONAL Attachment

- ☒ **If proposed project crosses or runs parallel to a local road, street, or state or federal highway**, attach an existing typical cross-section of the roadway, showing right of way, travel lanes, shoulder and sidewalk (if applicable) (**see page A-2**).
- ☐ SRTS School Demographics Information

NOTE: **Do not** include additional attachments (photos, letters of support, etc.)

WisDOT Information – Shaded area to be completed by WisDOT staff only.

FOR WISDOT USE ONLY –This information must be entered on the spreadsheet and on the application.

WisDOT Region comments on application, including eligibility concerns:

Region Reviewer’s Name:

Reviewer’s Title:

Date Received:

Narrative Response Questions

One. Narrative Summary of Project

The South Street Trail project involves completing an off-street trail on the south side of Lake Geneva.

Covering approximately 1.54 miles, it involves the following: **1)** Complete gaps in the existing trail parallel to South Street between Lake Shore Drive and existing trail at Badger High School. The new trail is expected to be on the north side of South Street west of Dorwood Drive and on the south side east of Dorwood Drive; **2)** Install intersection improvements at Dorwood Drive and South Street; **3)** Install intersection improvements at S. Wells Street/CTH H and South Street; and **4)** Develop a new off-street trail on CTH H between Badger High School and the Middle School. South of the schools, install bicycle lanes to connect to the future home of the YMCA. The proposed trail will consist of a 10-foot-wide asphalt trail and will permit walking, bicycling, skating, and other nonmotorized uses. It will be plowed for year-round use, particularly by school students. In some locations, retaining walls may be needed to account for changing topography.

The trail would particularly benefit the 39% of nearby residents who are considered to be low-income by HUD. Several vital community destinations are located directly along the trail route, including rear access to Big Foot Beach State Park (via Lake Geneva Blvd and Wilmont Blvd), Lake Geneva Youth Camp, Badger High School, Lake Geneva Middle School, the future Geneva Lakes Family YMCA site, residential neighborhoods, Geneva Meadows Apartments, and places of worship. The Trail would link to two existing off-street trails: 1) the north-south Edwards Boulevard path, which connects to employment and shopping areas, and 2) the former rail corridor trail that connects to Downtown. A trail along South Street is recommended in the *City of Lake Geneva Bicycle & Pedestrian Plan* (2018), identified as a missing link in the multimodal network. The project would occur in coordination with the City's plans to install a signalized intersection at South Street and STH 120, currently in the planning stages. Once implemented, the South Street Trail offers opportunities to expand east of STH 120 to the new Symphony Bay neighborhood, and to expand south to the Big Foot Beach State Park entrance on Lake Shore Drive. The South Street Trail project will be completed in communication with several entities, including Lake Geneva School District, Geneva Lakes Family YMCA, WDNR, Town of Linn, and Town of Bloomfield.

Two. Project Planning & Preparation & Local Support

There is significant local support and commitment for this trail project. Led by the Board of Park Commissioners, the City has committed annual budget funds to complete gaps in the City's bicycle and pedestrian network and has committed funds to apply for this grant with assistance from Vandewalle & Associates and Kapur & Associates. Improved multimodal facilities along South Street have been contemplated as early as 2009, in the *City of Lake Geneva Comprehensive Plan*. The City's *2015-2020 Park and Open Space Plan* recommends improving off-street trail connections along South Street to link neighborhoods to the school campus and Big Foot Beach State Park. To further its commitment to multimodal transportation, the City adopted its first *Bicycle & Pedestrian Plan* in 2018, which recommends a trail along South Street and intersection improvements at Wells Street/CTH H. That plan also recommends continuing the trail south through Big Foot Beach State Park, which is a very long-term future project. The *Bicycle & Pedestrian Plan* identifies the South Street Trail as a high priority, long-term recommendation and acknowledges that funding sources are needed and that multiple jurisdictions and partners will need to work together to implement the project. While not yet in adopted plans, the Wells Street/CTH H segment was added to this project to provide a safe connection to the future new YMCA site, which was announced in the fall of 2019. The South Street corridor is also included in SEWRPC's *Vision 2050* plan as a recommended arterial street or highway with bicycle accommodation. The City has shared conceptual plans for the South Street Trail with the many different entities that the trail touches, including Geneva School District, Geneva Lakes Family YMCA, WDNR, Town of Linn, and the Town of Bloomfield. The **Geneva Lakes Family YMCA**, which serves as the City of Lake Geneva recreation department, has expressed its support for the project. With a focus on youth development, healthy living, and social responsibility, the YMCA is planning to annex its new site on CTH H into the City and will work with the City to integrate the new site into the City's trail network. **Lake Geneva School District** has offered its support and cooperation on the project. The City has engaged in conversations with the School District to discuss safe routes to school and pedestrian safety around the school campus. Although a Safe Routes to School program has not been established, the safety of students remains a high priority for both the City and School District. The School

District and City are currently working together to provide a signalized intersection at STH 120 and South Street, which may be jointly funded. The **Town of Linn** and the **Town of Bloomfield** are both supportive of the trail in concept, although both Towns have emphasized a desire to continue working with the City on key project details and future shared services agreements or jurisdiction changes. The proposed South Street Trail would be maintained by the City of Lake Geneva, although it would likely run through portions of Town of Linn right-of-way and Town of Bloomfield right-of-way on South Street and CTH H. Currently, the City and the Town of Bloomfield are finalizing a Shared Services Agreement related to upgrading to a signalized intersection of South Street/Bloomfield Road and STH 120, at the terminus of this Trail project. The signal project will likely involve a mutual boundary adjustment to confer jurisdiction of the intersection to the City.

Three. History of Sponsor Success, Deliverability and Commitment to Multimodal

The City of Lake Geneva is committed to multimodal programs and facilities. The vision of Lake Geneva as a walkable, bikeable community through development of an interconnected sidewalk and trail network is well established in adopted City plans (including the *Comprehensive Plan*, *Bicycle & Pedestrian Plan*, and *Park and Open Space Plan*). Additionally, the City's zoning ordinance requires all developments of 60,000 sq. ft. or more to connect to the City's existing and planned pedestrian and bicycle facilities and provide multimodal facilities within the development. City policy requires sidewalk and bicycle facilities for all new developments. The City currently has five multi-use trails, mainly located on the east side of the City, and a northwest-southeast trail along an inactive rail bed, which connects to Downtown Lake Geneva. The South Street Trail would fill a gap in the City's growing bicycle and pedestrian network. Multimodal efforts are led by the City's Board of Park Commissioners, which is committed to expanding walkability and bikeability in the City.

This project is special because it brings together several community partners and local governments.

However, this also means that the City relies on the continued cooperation of these partners to complete the Trail, particularly the School District and the Towns of Linn and Bloomfield. The City expects these relationships to remain strong; however, the City acknowledges that the success of the Trail depends on these partnerships. The City intends to maintain open lines of communication throughout project design and

construction phases in order to ensure continued collaboration. Existing conditions along South Street and CTH H present some challenges, including variable topography, lack of space between development and the road, utility poles close to the road, mapped wetlands, and presence of mature trees. The design will need to be creative in navigating this tight space. At times, trail width, roadway separation, and trail clear zone may need to be reduced in order to complete the Trail.

The City has successfully managed multimodal projects in the past and is prepared to commence and complete this project on time. In 2010, the City extended Edwards Boulevard from STH 50 to Sheridan Springs Road. The project included the construction of a multiuse path parallel to Edwards Boulevard, sidewalks, a bridge, storm sewers, water and sewer mains, and stormwater detention ponds. The project, which was partially funded by WisDOT, was completed on time and on budget. In addition, the City has successfully managed recreational trails and parkland acquisition projects funded by WDNR Knowles-Nelson Stewardship Grants. The City has never turned back federal funds. If awarded, the grant for the South Street Trail would be a high-profile project, with careful scrutiny by the Common Council and public, ensuring diligent planning and project management.

Four. Project Utility & Connectivity

The South Street Trail serves primarily utilitarian purposes. It is intentionally designed to provide a safe multimodal transportation to essential services such as Badger High School, Lake Geneva Middle School, places of worship located along the proposed trail corridor, and the youth and family programming provided the future YMCA site. Further, the Trail will improve multimodal connections to jobs, particularly benefitting residents of the neighborhoods located along the proposed trail corridor. The Trail will connect to the Edwards Boulevard multimodal path, which provides a direct link to Lake Geneva's employment areas, including Lake Geneva Business Park, the regional retail areas surrounding the USH 12/STH 50 interchange, and the business/retail areas located on Sheridan Springs Road. Additionally, the Trail connects residents to Geneva Lake and Big Foot Beach, as well as the diverse recreational activities available at Big Foot Beach State Park, the future Geneva Lakes Family YMCA, and Lake Geneva Youth Camp. The Trail does not connect to the multimodal transportation network outside of Lake Geneva; however, the City's *Bicycle &*

Pedestrian Plan recommends regional connections between the City and other locations in Walworth County, including White River County Park and the White River State Trail. The South Street Trail would also provide access to the pedestrian path encircling Geneva Lake.

Five. Project Benefit

Environmental: The project increases access and connection to the natural environment by providing a safe, off-street connection to Big Foot Beach State Park (rear access from South Street), Lake Geneva Youth Camp, and the Geneva Lakes Family YMCA. Because of the many essential destinations and other multimodal facilities the Trail touches, the project increases the likelihood of modal shift from car travel to biking or walking, particularly for those who live along the route.

Public Health: This project would impact public health in Lake Geneva by enabling more people to walk or bike to community destinations, thus increasing opportunities for exercise and reducing carbon emissions associated with driving. The School District is already concerned about safety issues for school children and their families walking to school; developing this trail would provide a safer option for people on bikes and on foot. The Trail would also provide multimodal access to the future YMCA site, which provides health, wellness, and fitness programming to area residents.

Economic Justice: According to the most recent available HUD Data, 39% of the residents of the census block group (#551270016023) alongside the South Street Trail are considered “low-income,” i.e. earning less than 50% of the area’s median income (Source: ACS 5-Year 2011-2015 Low- and Moderate-Income Summary Data, accessed 2019). These residents will benefit from the trail, as it provides them with access to services, jobs, schools, and everyday destinations, particularly by filling a missing link to the multiuse path on Edwards Boulevard. Maintaining and enhancing safe, off-street pedestrian and bicycle facilities along South Street and CTH H will support further modal shift by enabling Lake Geneva residents to opt to walk or bike to essential destinations, including jobs, grocery stores, restaurants, daily shopping, and YMCA services and programming geared toward youth, elderly, and low-income families.

Economic Development: While not on a commercial corridor, the Trail facilitates increased multimodal traffic on commercial corridors by filling a critical gap in the multimodal network. The Trail directly

connects to the Edwards Boulevard path, an important commercial corridor home to regional shopping areas and Lake Geneva Business Park – a key employment area. The Trail also directly connects to the rails-to-trails corridor to Downtown Lake Geneva, a major retail, tourism, and employment hub in Walworth County.

Safety: The South Street Trail addresses several specific safety concerns. This off-street path with curb-cuts project provides a separated multimodal facility on South Street and CTH H where none is provided. It also provides marked bike lanes on CTH H to safely connect residents to the new YMCA. The project addresses an existing lack of an adequate safe crossing at Wells Street by providing intersection improvements such as pavement marking, signage, and realigning the crosswalk and sidewalk to provide a safe place for trail users to wait to cross Wells Street. The project provides crosswalk enhancements at Dorwood Drive, providing pavement markings, signage, and a pedestrian-activated flashing beacon.

Six. Project Capitalizes on, Supplements, or Augments an Existing Road Improvement Project

This project supplements a future project to upgrade South Street/Bloomfield Road and Edwards Boulevard (STH 120) to a signalized intersection. The State has determined that the City has enough warrants to have a signal at STH 120. Currently in the planning stages (not scheduled), the signal project will be completed in partnership with the Town of Bloomfield and Lake Geneva School District and may be jointly funded with the School District. The signal project may occur before the South Street Trail project and the intersection will be designed to accommodate the Trail project.

Lake Geneva Park Amenities

Park	Electricity	Restrooms (open 8:00 am to 6:00 pm year round)	Restrooms (open 8:00 am to 6:00 pm-seasonal)	Water Fountain/No Spigot	Trash Receptacles	Open Shelters	Open Shelter w/Fireplace	Playground Equipment	Basketball Hoops	Softball Field	Hardball Field	Soccer Field	Tennis Courts	Horseshoe Pit	Skate park	Heavily Wooded	Hiking	Boat Trailer Parking Lot	Boat Launch/Slips	Sledding Hill	Beach Area	Swimming	Fishing	Parking lot	Dogs Allowed	Dog Swimming Area	Picnic Tables	Pier	Grilling Allowed	Park has a Grill	Summer Concessions
Cobb Park, 2101 McDonald Road	X		X		X	X	X	X								X	X						X	X		X		X	X		
Dunn Field, on Sage St., adjacent to Eastview	X		X	X	X			X	X		X	X	X		X								X								
Flat Iron Park, across from the lake front, between Wrigley Drive and Center Street	X	X		X	X	X													X					X		X					
Library Park, 900 block of Main Street (Hwy. 50)	X		X	X	X												X		X				X		X		X				
Rushwood Park, 991 Timothy Dr	X			X		X		X		X															X		X				
Seminary Park, Baker Street and south Lake Shore Drive	X		X	X	X	X		X										X						X	X		X		X	X	
Veterans Park, 901 E Townline Rd. (5 softball, 1 baseball, & soccer fields)			X			X		X	X	X	X	X		X			X														X
Four Seasons Nature Preserve, 1875 County Trunk H, south of STH 120						X											X							X	X						
Lake Geneva Riviera Beach, 211 Wrigley Drive			X		X	x															X	X									
Disc Golf, Dog Park, Sledding Hill				X	X	X											X														
Maple Park, 910 Wisconsin Street				X				X	X	X		X	X										X								
Donian Wetland Reserve, 626 Geneva St					X												X						X				X	X	X		

