



City of Lake Geneva, 626 Geneva St, Lake Geneva, WI 53147- 262.248.3673- www.cityoflakegeneva.com

CITY OF LAKE GENEVA PUBLIC WORKS COMMITTEE
MONDAY, APRIL 26, 2021 4:00 P.M.
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (LOWER LEVEL)

Members: Chairperson Cindy Flower, Mary Jo Fesenmaier, Rich Hedlund, Tim Dunn, and John Halverson

THE CITY OF LAKE GENEVA IS HOLDING ALL MEETINGS VIRTUALLY AS WELL AS IN PERSON TO HELP PROTECT OUR COMMUNITY FROM THE CORONAVIRUS (COVID-19) PANDEMIC. IN-PERSON ATTENDANCE WILL BE LIMITED TO NO MORE THAN 13 PEOPLE, ON A FIRST COME FIRST SERVED BASIS. IF YOU WISH TO LISTEN OR WATCH THE MEETING YOU MAY DO SO BY USING THE FOLLOWING:

1. Livestream at the City of Lake Geneva Vimeo Channel found here www.vimeo.com/lakegeneva
2. Television: Watch live broadcast of the meeting on Spectrum Cable Channel 25
3. Listen to audio via phone: (602) 333-2017 (Long distance rates may apply) (888) 204-5987 (Toll Free)
Access Code: 9746153
4. You can provide public comment on agenda items by appearing in person or by emailing your comments to the Clerk at cityclerk@cityoflakegeneva.com or you may deliver your written comments to the City of Lake Geneva City Hall, 626 Geneva Street, Lake Geneva, WI 53147. All written comments must be provided to the Clerk by 3:00 P.M. on the date of the meeting. All written comments will be read aloud during the agenda item when public comments are allowed during the meeting.

AGENDA

1. Meeting called to order by Chairperson Flower
2. Roll Call
3. Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda. Comments will be limited to 5 minutes
4. Approval of the March 22, 2021 Public Works Committee meeting minutes as prepared and distributed
5. Director of Public Works Report
 - a. Update on bollards on Townline and Edwards Blvd
 - b. Update on various patches around town
 - c. Update on Bloomfield Rd and Edwards signal
 - d. Update on City Snowplowing
 - e. Update on 2020 Sidewalk Improvements
 - f. Update on Pioneer Cemetery
6. Parking Manager Report
7. Discussion/Recommendation regarding 2021 Paving Project and Sidewalk Updates
8. Discussion/Recommendation regarding City entrance signs
9. Discussion/Recommendation regarding 2022 Street Improvement Engineer RFQs

10. Discussion/Recommendation regarding Bloomfield Rd condition and potential road patch cost
11. Discussion/Recommendation regarding possible vacation of Right-of-Way on Logan Street at Cty Rd H
12. Discussion/Recommendation regarding possible plowing of City bike paths
13. Discussion/Recommendation regarding Parking Invoice approval
14. Discussion/Recommendation regarding free parking at Seminary Park for the Lake Geneva Museum Ice Cream Social
15. Adjourn

<i>This is a meeting of the Public Works Committee. No official Council action will be taken; however, a quorum of the Council may be present.</i>

CITY OF LAKE GENEVA PUBLIC WORKS COMMITTEE MINUTES
MONDAY, MARCH 22, 2021 4:00 P.M.
LAKE GENEVA CITY HALL; COUNCIL CHAMBERS (LOWER LEVEL)

Members: Chairperson Cindy Flower, Mary Jo Fesenmaier, Rich Hedlund, Tim Dunn, and John Halverson

Chairperson Flower called the meeting to order at 4:00 p.m.

Roll Call

Present: Flower, Fesenmaier, Hedlund, and Dunn

Absent: Halverson

Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda. Comments will be limited to 5 minutes

Shari Straube; 1014 Wisconsin St; Spoke in opposition to the additional streets to the paid parking program.

David McConnell; 21 Lake View Dr; Spoke in opposition to the additional streets to the paid parking program.

Ted Krause; 1112 Wisconsin St; Spoke in opposition to the additional streets to the paid parking program.

Buzz Yaeger; 1084 Edgewater; Spoke in opposition to the additional streets to the paid parking program.

Sherri Ames; 603 Center St; Spoke in opposition to the additional streets to the paid parking program.

Alderman Halverson joined the meeting at 4:12 p.m.

Karen Gallo; 222 Warren St; Spoke in opposition to the additional streets to the paid parking program.

Colorado Goldwyn; 150 West St; Spoke in favor of increased recycling pickup throughout the City.

Wendy Smith; 1004 Geneva St; Spoke in opposition to the additional streets to the paid parking program.

Sarah McConnell; 21 Lake View Dr; Spoke in opposition to the additional streets to the paid parking program.

Robin Kokodynski; 920 Geneva St; Spoke in opposition to the additional streets to the paid parking program.

Cynthia Clemco & Nick Grizalia; 1122 Geneva St; Spoke in opposition to the additional streets to the paid parking program.

Clerk Kropf read the correspondence from the following:

Leo Potter; Spoke in opposition to the additional streets to the paid parking program.

Nicole Pease; Spoke in opposition to the additional streets to the paid parking program.

Bill & Jimalee Binn; Spoke in opposition to the additional streets to the paid parking program.

Michael Schitling; Spoke in opposition to the additional streets to the paid parking program.

Linda Schubert; Spoke in opposition to the additional streets to the paid parking program.

Yvonne Kavanaugh; Spoke in opposition to the additional streets to the paid parking program.

John Kavanaugh; Spoke in opposition to the additional streets to the paid parking program.

Barbara Lucksinger; Spoke in opposition to the additional streets to the paid parking program.

Jennifer Klug; Spoke in opposition to the additional streets to the paid parking program.

Elizabeth DeVito; Spoke in opposition to the additional streets to the paid parking program.

Jessica Salgado; Spoke in opposition to the additional streets to the paid parking program.

Todd & Barb Krause; Spoke in opposition to the additional streets to the paid parking program.

John Summers; Spoke in opposition to the additional streets to the paid parking program.

Anthony DeVito; Spoke in opposition to the additional streets to the paid parking program.

Kevin Flemming; Spoke in opposition to the additional streets to the paid parking program.

Motion by Flower to move the parking item next on the agenda, second by Fesenmaier. Motion carried 5-0.

Discussion regarding possible paid parking on Geneva Street, Madison Street, Warren Street, and Maxwell Street

Hedlund stated that he had requested this item to be placed on, only for Geneva Street. He added that he sees many out of state cars parked in that area before 9:00 a.m. and thought it would be good idea. After hearing the input from the citizens he stated that he changed his mind and that it doesn't appear to be a good idea. Dunn stated that he is opposed to adding these streets to the paid parking program and is fearful that this would discourage visitors from town. Halverson and Flower echoed that they are opposed to this proposed change as well. Halverson added that the idea of a parking garage was proposed some time ago and it was overwhelming shut down. No action taken.

Approval of the February 22, 2021 Public Works Committee meeting minutes as prepared and distributed

Motion by Hedlund to approve the minutes, second by Halverson. No discussion. Motion carried 5-0.

Director of Public Works Report

Update regarding Bloomfield and Edwards Blvd Traffic Signal Agreements with City, Schools, Township and State

Director of Public Works Tom Earle stated that the Attorney is working with the WI DOT, school and Township regarding this matter.

Update regarding City Snow Plowing

Earle stated that they have had 18 events this winter and that there may be more coming.

Update regarding Engineering Services RFQs for 2022 Paving

Earle explained that the RFQ's are due tomorrow and once they are received they will be reviewed by the committee.

Update regarding 2020 Street Program sidewalks

Earle noted that the project should be starting within the next couple of months as the weather starts to get warm.

Director Earle stated that the RFQ's for the TAP grant are due this week and that he will having a final meeting to finalize details with more information to follow.

Fesenmaier inquired if Director Earle had received anything regarding the Bigfoot Beach. Earle added that he has not heard anything from the WI DNR to date.

Fesenmaier also inquired about the City entrance sign near Bigfoot Beach. Halverson stated that the Chamber of Commerce decided that they did not want to pursue replacing the sign and that the DPW had taken the sign down. Earle added that the City doesn't have present intent to replace it, but that he could add it to the budget for future.

Earle explained that the bollards slated to be installed on Townline Road will be installed once the pavement temperature reaches 45 degrees for 24 consecutive hours. No action taken.

Parking Manager Report

Parking Manager Elder explained that a lot of the parking staff will be returning for the summer and that he will be hiring one more as well. He added that the new beach kiosks will be going in soon and will be running sometime in May. He added that March has brought approximately \$108,000 in parking revenues. The parking staff is continuing to work on sign placements through the City has the stall markers come down, while still enforcing parking. Fesenmaier stated that the City should be looking into a kiosk near the boat launch as well. Halverson inquired why the people parking now have to put the receipt in the dash of the car. Elder explained that this will help with the number of appeals from people who may put in their license plate incorrectly and it helps cut down on the amount of litter. No action taken.

Discussion/Recommendation regarding 2021-2022 TAPCo Signal Maintenance Contract

Earle explained that this is the annual contract with TAPCo to maintain the City's traffic signals. He added that he would recommend that the committee approve this as it helps aid with crash investigations.

Motion by Hedlund to approve the 2021-2022 TAPCo Signal Maintenance Contract, second by Flower. Flower inquired if this contract would cover the new signal on Bloomfield to be installed. Earle explained that the signal isn't within the City and that would be the responsibility of the WI DOT. Motion carried 5-0.

Discussion/Recommendation regarding 2021 Street Program Special Assessment Impacts including crosswalks, trees, etc

Flower explained that she placed this on the agenda based on the public input at the last Council meeting. That input included installing a crosswalk at Park Drive. Naomi Rausch from Kapur Engineering explained that the City would need to install ADA crossings and lights for a crosswalk in that area.

Motion by Flower to direct the City Engineer to review the possible inclusion of a crosswalk on Edwards Blvd to Park Drive from the west to the east side and that a task order be drafted for further committee consideration, second by Fesenmaier. Fesenmaier would like to see the crosswalk to have solar powered flashing signs at that crosswalk as is at Townline Road.

Motion to amend by Fesenmaier to include a flashing pedestrian sign, second by Dunn. Earle stated that may require a special permit to install but he will research it. Flower stated that she would like to see more information brought back to the committee for consideration.

Amendment failed 2-3, with Flower, Halverson, and Hedlund voting no.

The original motion was read and carried 5-0.

Flower questioned the removal of trees and inquired if trees will be replanted. Earle stated that if any trees are taken down, the City arborist will look at the urban forestry program to replace them. He added that he is not in favor of adding more trees in the right of way on a larger highway.

Discussion/Recommendation regarding Sidewalk Cost Share policy

Earle stated that he has made some changes to the existing policy that would make the policy more current. He has questions for the committee and would like their input. He noted that any costs should be paid within ninety days of the installation and if not, they would be put on the tax roll; this is past practice but is not in the policy currently. He added that he would like the policy to have a limit on how many times a property can apply for this. Another change would be the cost per square foot; currently the policy says \$4 a square foot but that quotes that he has received have been closer to \$20. There were also questions about allowing residents to tie into the annual street improvement project and would the City need to have a separate agreement with the property owner. Earle noted that since he has been with the City, no one has taken part in this program. Flower noted that the City should probably be responsible for half of the cost of sidewalks in the right of way; hazardous sidewalks are a liability for the City and they should be in the best condition possible. Flower would like to see adjacent sidewalks addressed during the street improvement projects, but that maybe sidewalks in front of streets that will not be repaired for ten of fifteen years could be considered on a case by case basis. Flower would like there to be considerations of tree roots causing any heaving in the sidewalk. This will be brought back next month for further discussion.

Discussion/Recommendation regarding possible vacation of Right-of-Way on Logan Street at Cty Rd H

Motion by Flower to continue, second by Hedlund. Motion carried 5-0.

Discussion/Recommendation regarding plowing of City Bike Paths

Motion by Flower to continue, second by Hedlund. Fesenmaier asked that there be documentation in the packet to accompany this item. Motion carried 5-0.

Discussion regarding garbage and recycling pickup frequency

Motion by Halverson to continue, second by Flower. Motion carried 5-0.

Adjourn

Motion by Hedlund to adjourn the meeting, second by Halverson. Motion carried 5-0. The meeting adjourned at 5:57 p.m.

CITY OF LAKE GENEVA
PARKING SALES BY DAY - MAR

	CASH	CREDIT CARD	TOTAL			
1-Mar	71.85	1,242.64	1,314.49			
2-Mar	64.40	1,058.79	1,123.19			
3-Mar	99.90	1,461.83	1,561.73			
4-Mar	120.25	1,423.40	1,543.65			
5-Mar	210.60	2,674.29	2,884.89			
6-Mar	245.75	8,065.78	8,311.53			
7-Mar	214.55	6,019.93	6,234.48			
8-Mar	90.50	1,839.34	1,929.84			
9-Mar	99.40	2,085.72	2,185.12			
10-Mar	59.20	1,029.62	1,088.82			
11-Mar	80.20	1,272.65	1,352.85			
12-Mar	146.00	2,427.58	2,573.58			
13-Mar	192.85	7,699.15	7,892.00			
14-Mar	127.10	3,259.08	3,386.18			
15-Mar	42.15	836.96	879.11			
16-Mar	89.75	978.99	1,068.74			
17-Mar	106.95	1,035.43	1,142.38			
18-Mar	73.15	1,310.30	1,383.45			
19-Mar	118.85	2,558.30	2,677.15			
20-Mar	198.50	8,154.53	8,353.03			
21-Mar	172.25	7,610.87	7,783.12			
22-Mar	134.35	2,976.32	3,110.67			
23-Mar	84.15	1,652.26	1,736.41			
24-Mar	69.25	1,890.16	1,959.41			
25-Mar	89.35	2,089.47	2,178.82			
26-Mar	124.70	3,570.50	3,695.20			
27-Mar	181.00	6,175.73	6,356.73			
28-Mar	190.90	4,691.09	4,881.99			
29-Mar	163.35	3,957.77	4,121.12			
30-Mar	104.85	3,760.84	3,865.69			
31-Mar	132.80	2,343.08	2,475.88			
	<u>3,898.85</u>	<u>97,152.40</u>	<u>101,051.25</u>	Coin	3,898.85	3.2%
				CC	97,152.40	78.7%
				Parkmobile	22,373.46	18.1%
					<u>123,424.71</u>	<u>100%</u>
Net of Tax			<u>95,783.18</u>			
2020			36,722.51			
2019			97,097.63			
2018			87,610.43			
AVG 2018-2020			73,810.19			

OVER (UNDER)	(73,810.19)
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PARKMOBILE

2021	22,373.46
2020	3,298.34
2019	5,085.07
2018	2,459.48
2017	1,271.56

Memo to City of Lake Geneva

To: Tom Earle, Public Works Committee **Date:** April 19, 2021
From: Emma Connell
CC: Neil Waswo, Naomi Rauch, Greg Governatori
Subject: Crosswalk at Geneva Parkway and Edwards Blvd.

Hello Tom,

We have discussed with WisDOT and city staff the possibility to provide a single crosswalk at the intersection of Geneva Parkway and Edwards Boulevard.

Existing traffic conditions and road geometry were reviewed and either the north or south crossing location has sufficient stopping sight distance for traffic. To incorporate a crosswalk at this location a pedestrian refuge area is necessary in the median area. After review of the existing conditions, the north crossing location of the intersection is preferred as the median has less cross slope than the south crossing location.

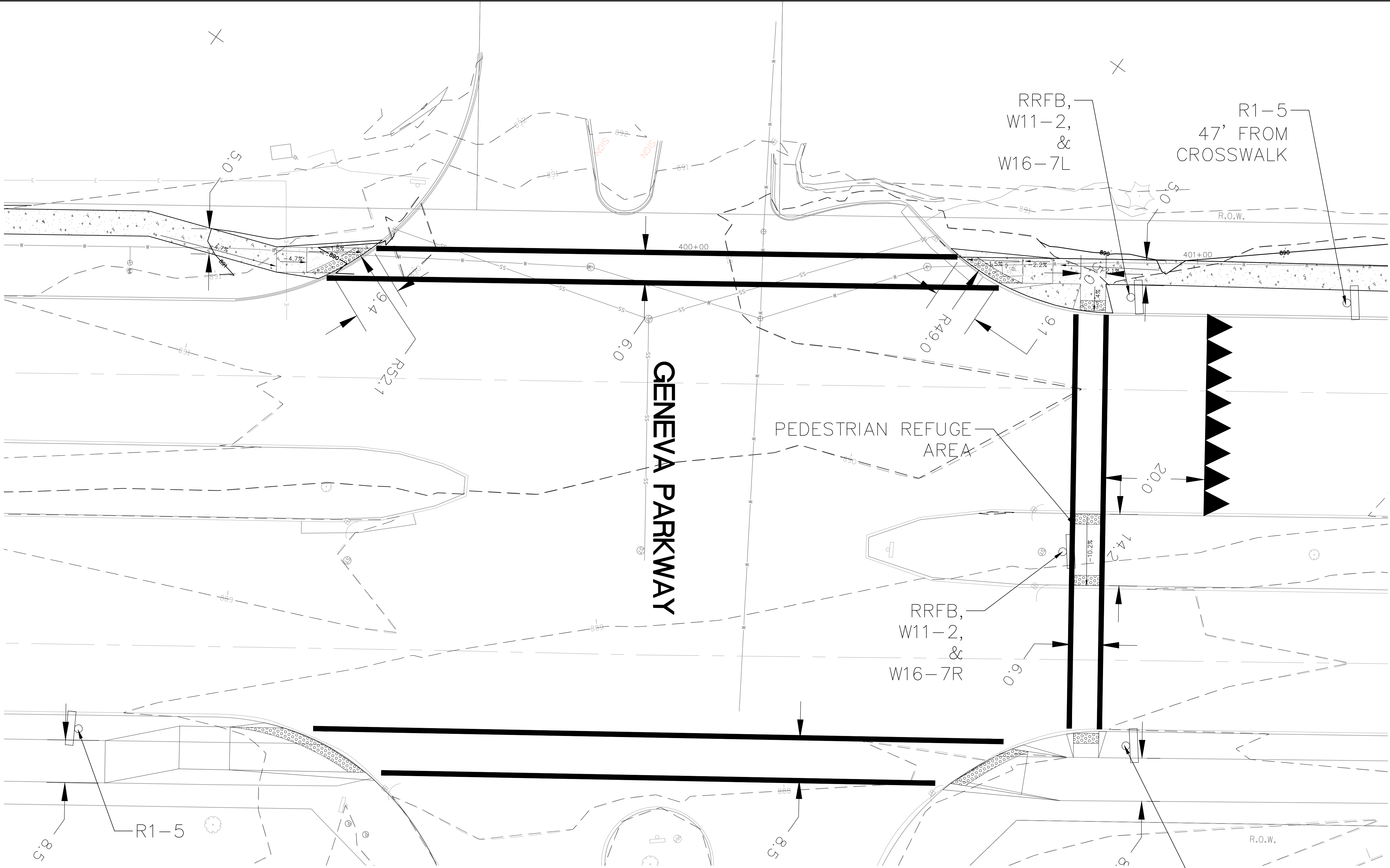
Through discussion with the city, a RFFB style crosswalk is preferred. We requested a complete quote from TAPCO for solar powered flashing beacons, posts, and signage. The material and installation cost is approximately \$21,000.

A new crosswalk will require ADA ramps on the east and west sides, as well as a median crossing. An estimated cost for the additional ramps is approximately \$5,000.

At the request of the Public Works Commission, we have attached a preliminary layout and cost estimate for the crosswalk and flashing beacons for the intersection of Geneva Parkway and Edwards Blvd.



FILENAME: D:\Walworth_Co\Lake Geneva_City\Gov\200442 2021 Lake Geneva Street Program\Design\200442_sheets.dwg
LAST SAVED DATE: 4/19/2021
PLOT DATE/TIME: 4/19/2021 3:11 PM
PLOTTED BY: EMMA CONNELL



1224 S. Pine Street
Burlington, Wisconsin 53105
kapurinc.com

PROJECT:

LAKE GENEVA 2021 STREET PROGRAM

LOCATION:

CITY OF LAKE GENEVA

CLIENT:

RELEASE:

CONSTRUCTION SET

REVISIONS:

#	DATE	DESCRIPTION

NORTH ARROW:

SCALE: 1" = 10'

0 10' 20'

IF NOT ONE INCH ADJUST SCALE ACCORDINGLY

SEAL:

all in

SHEET:

SOUTH EDWARDS BLVD PROPOSED SIDEWALK

PROJECT MANAGER: GLG
PROJECT NUMBER: 20.0442
DATE: 3/29/2021

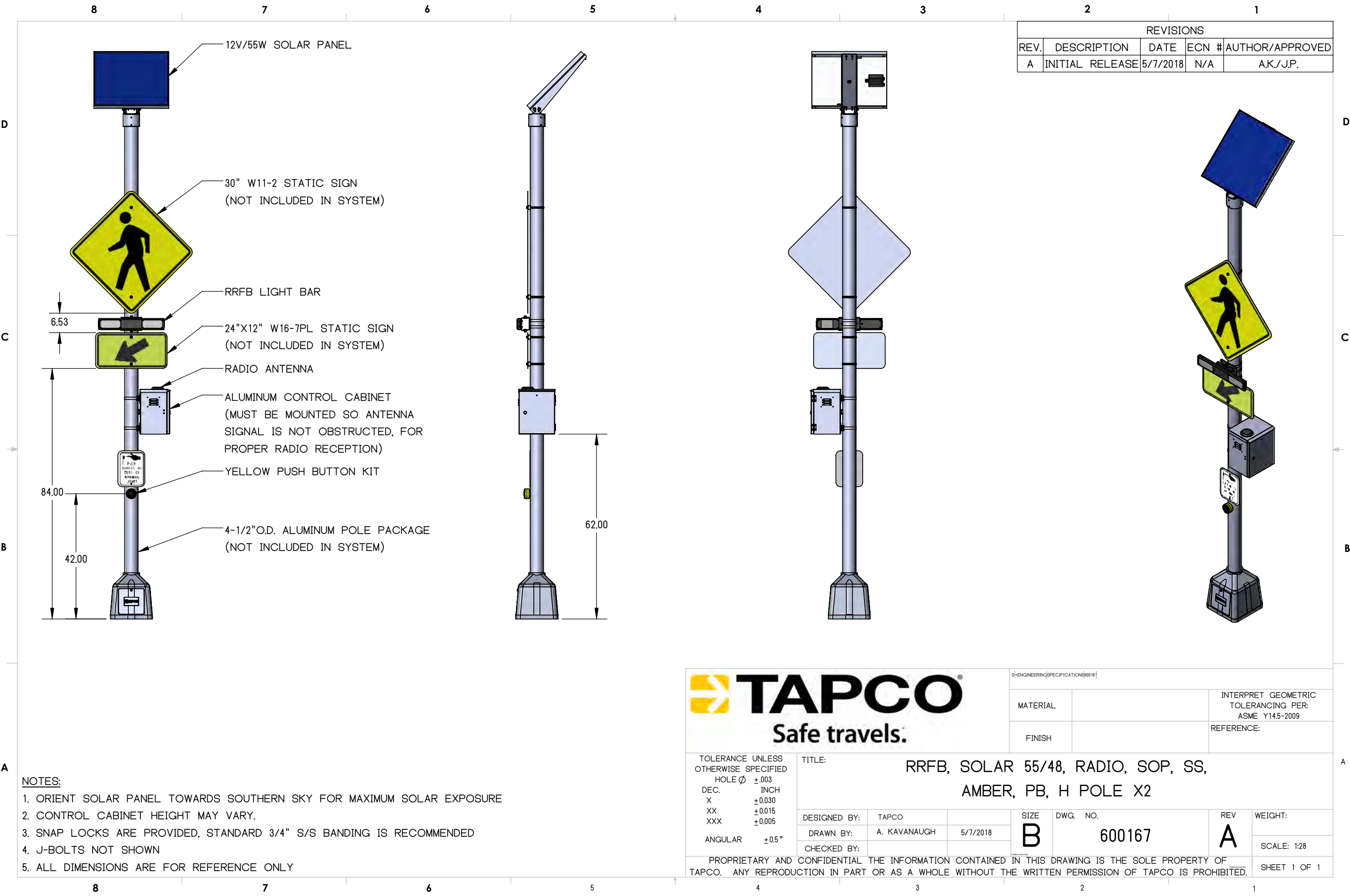
SHEET NUMBER:

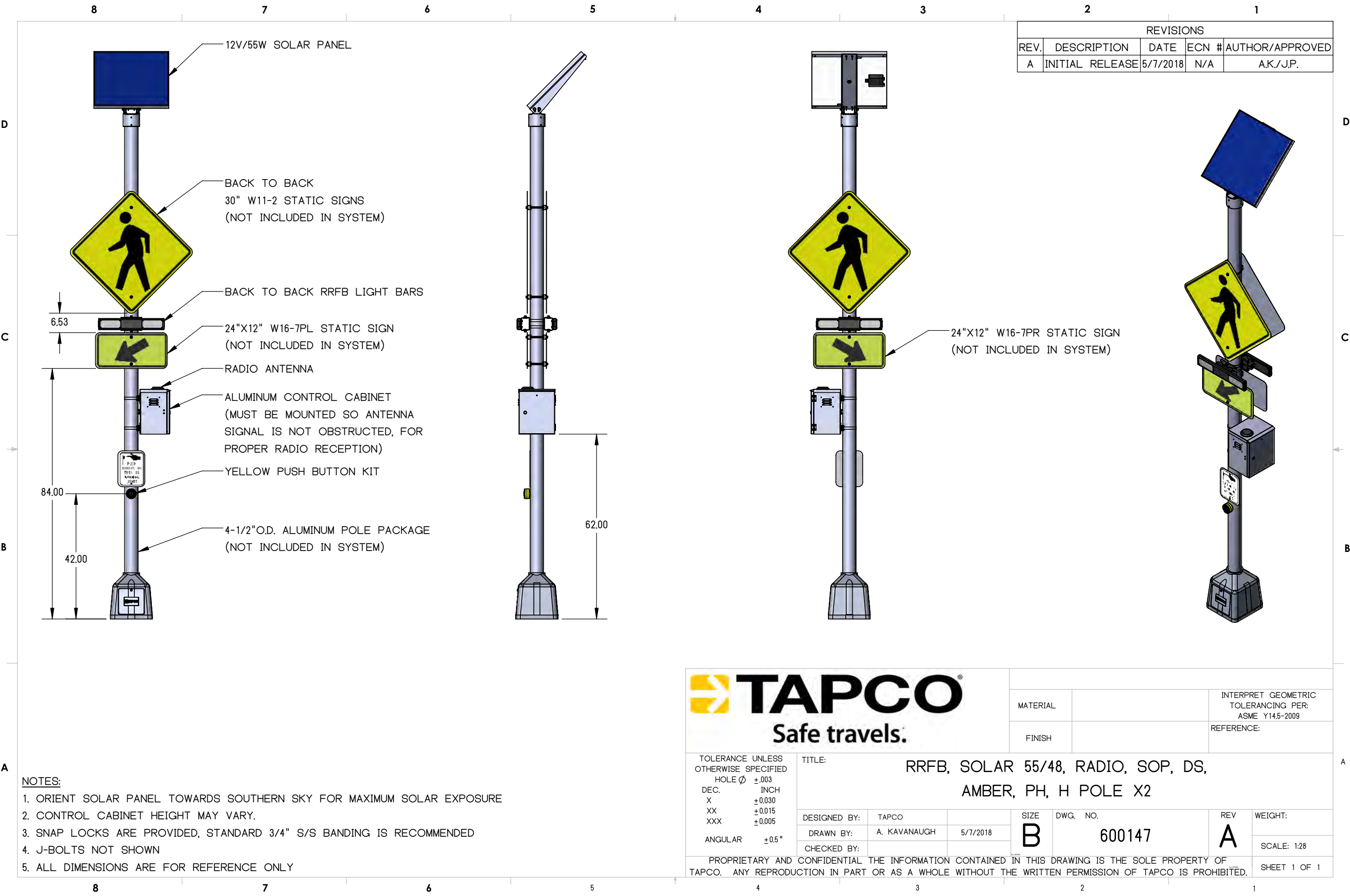
2.3

TAPCO SOLAR RRFB PEDESTRIAN CROSSWALK SYSTEM STANDARD 55W/48Ah SUBMITTAL PACKAGE

**Comprehensive Submittal
Version 1.0**

August 7, 2018





REVISIONS				
REV.	DESCRIPTION	DATE	ECN #	AUTHOR/APPROVED
A	INITIAL RELEASE	5/7/2018	N/A	A.K./J.P.

- NOTES:**
1. ORIENT SOLAR PANEL TOWARDS SOUTHERN SKY FOR MAXIMUM SOLAR EXPOSURE
 2. CONTROL CABINET HEIGHT MAY VARY.
 3. SNAP LOCKS ARE PROVIDED, STANDARD 3/4" S/S BANDING IS RECOMMENDED
 4. J-BOLTS NOT SHOWN
 5. ALL DIMENSIONS ARE FOR REFERENCE ONLY



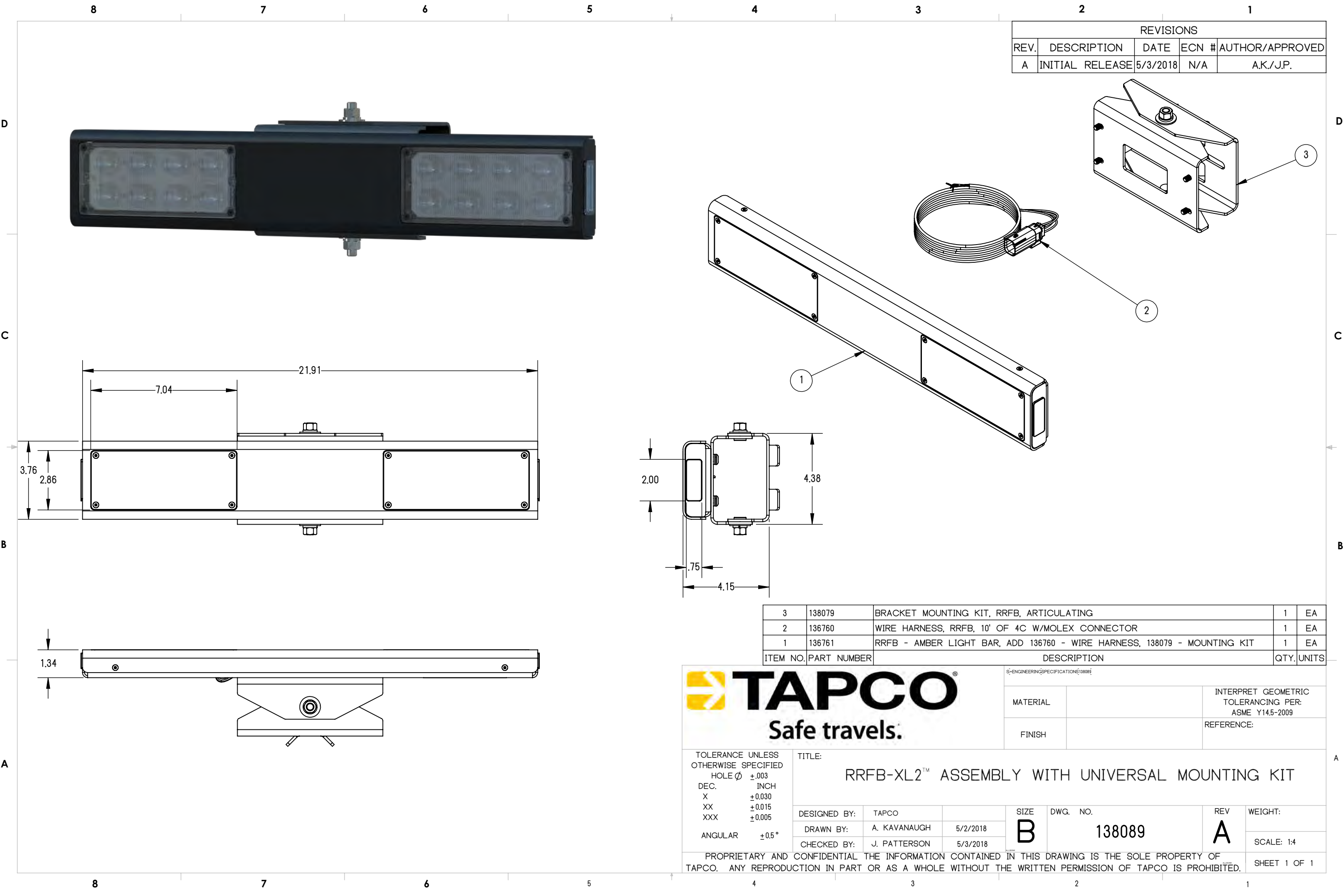
MATERIAL		INTERPRET GEOMETRIC TOLERANCING PER: ASME Y14.5-2009
FINISH		REFERENCE:

TOLERANCE UNLESS OTHERWISE SPECIFIED
HOLE ϕ ± 0.003
DEC. INCH
X ± 0.030
XX ± 0.015
XXX ± 0.005
ANGULAR $\pm 0.5^\circ$

TITLE: RRFB, SOLAR 55/48, RADIO, SOP, DS, AMBER, PH, H POLE X2

DESIGNED BY: TAPCO	SIZE	DWG. NO.	REV	WEIGHT:
DRAWN BY: A. KAVANAUGH	B	600147	A	SCALE: 1:28
CHECKED BY:				

PROPRIETARY AND CONFIDENTIAL THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF TAPCO. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TAPCO IS PROHIBITED.



REVISIONS				
REV.	DESCRIPTION	DATE	ECN #	AUTHOR/APPROVED
A	INITIAL RELEASE	5/3/2018	N/A	A.K./J.P.

3	138079	BRACKET MOUNTING KIT, RRFB, ARTICULATING	1	EA
2	136760	WIRE HARNESS, RRFB, 10' OF 4C W/MOLEX CONNECTOR	1	EA
1	136761	RRFB - AMBER LIGHT BAR, ADD 136760 - WIRE HARNESS, 138079 - MOUNTING KIT	1	EA
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.	UNITS



TAPCO
Safe travels.

TOLERANCE UNLESS OTHERWISE SPECIFIED

HOLE ϕ $\pm .003$

DEC. INCH

X $\pm .030$

XX $\pm .015$

XXX $\pm .005$

ANGULAR $\pm .5^{\circ}$

TITLE:

RRFB-XL2™ ASSEMBLY WITH UNIVERSAL MOUNTING KIT

DESIGNED BY: TAPCO

DRAWN BY: A. KAVANAUGH

CHECKED BY: J. PATTERSON

5/2/2018

5/3/2018

SIZE

B

DWG. NO.

138089

REV

A

WEIGHT:

SCALE: 1:4

INTERPRET GEOMETRIC TOLERANCING PER: ASME Y14.5-2009

REFERENCE:

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SHEET 1 OF 1

8

7

6

5

4

3

2

1

D

D

C

C

B

B

A

A

SIGN GOES BETWEEN
THESE 2 WASHERS

SNAP-LOK ASSEMBLY, WORM CLAMP BRACKET

2X
FLARED LEG BRACKET

2X 2X
FLAT WASHER 5/16"ID X 3/4"OD S/S
NYLON WASHER 5/16"X7/8"OD

2X
5/16-18X3/4 HEX BOLT S/S

KIT CONTAINS DOUBLE OF EACH COMPONENT SHOWN HERE



S:\BLINKERSIGN\810TAPCO IN HOUSE ENGINEERING\DRAWINGS\SALES DRAWINGS (2TE-XXX)\NATIVE FORMAT (INVENTOR-SOLIDWORKS)

MATERIAL

STAINLESS STEEL

INTERPRET GEOMETRIC
TOLERANCING PER:
ASME Y14.5-2009

FINISH

RAW

REFERENCE:

STORAGE SIZE:

TOLERANCE UNLESS
OTHERWISE SPECIFIED
HOLE ϕ $\pm .003$

DEC.	MM	INCH
X	$\pm .762$	$\pm .100$
XX	$\pm .381$	$\pm .030$
XXX	$\pm .076$	$\pm .015$
XXXX	$\pm .0127$	$\pm .0005$

ANGULAR $\pm .5^\circ$

TITLE:

107265: SIGN MOUNTING KIT, BANDED,
FLARED LEG, STANDARD, FOR STATIC SIGNS

DESIGNED BY:

A. KAVANAUGH

1/27/2015

DRAWN BY:

M. SMITH

1/27/2015

SIZE

DWG. NO.

B

2TE-537

REV

WEIGHT:

A

SCALE: 1:1

PROPRIETARY AND CONFIDENTIAL THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF
TAPCO. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TAPCO IS PROHIBITED.

SHEET 6 OF 6

8

7

6

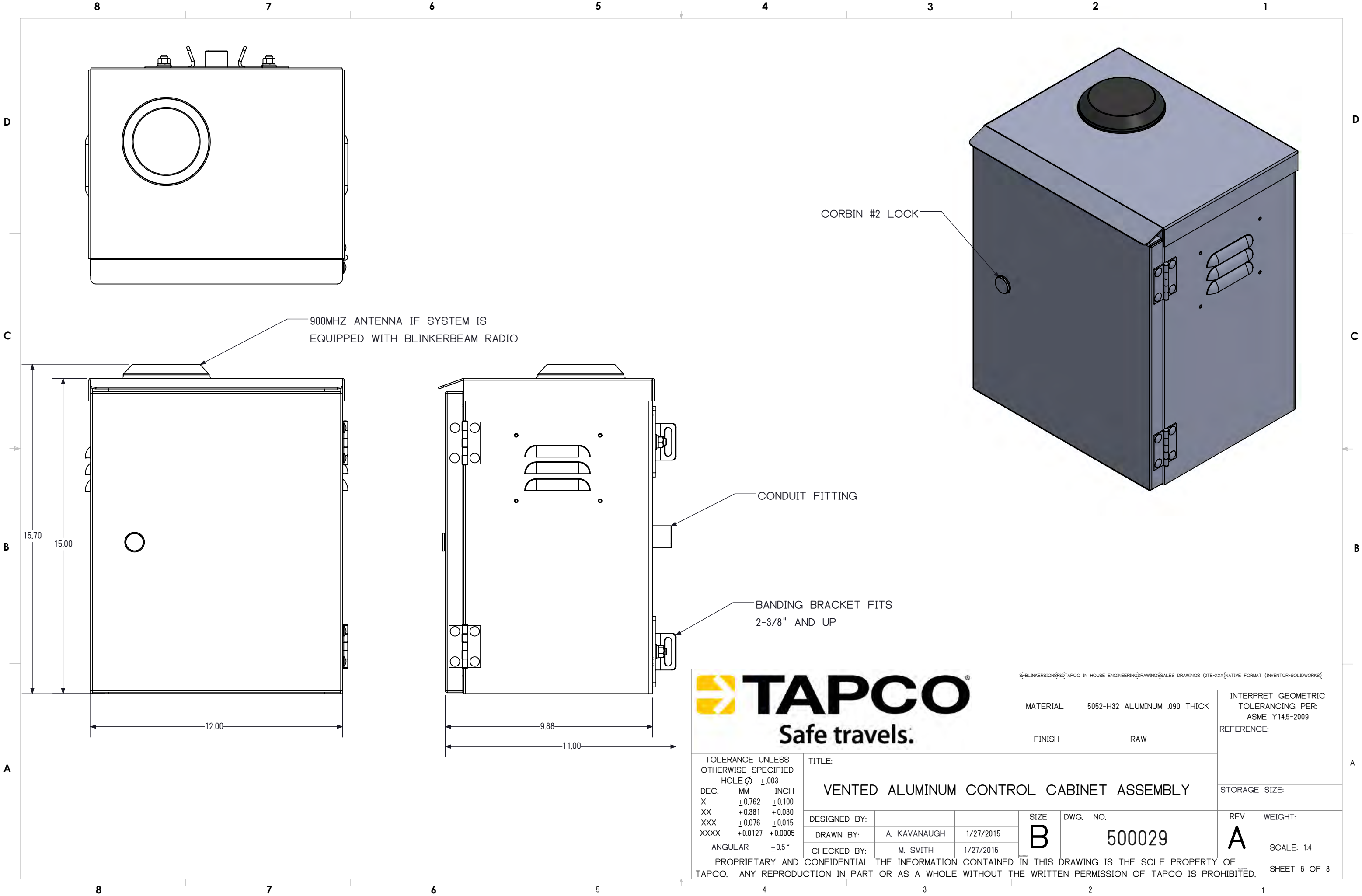
5

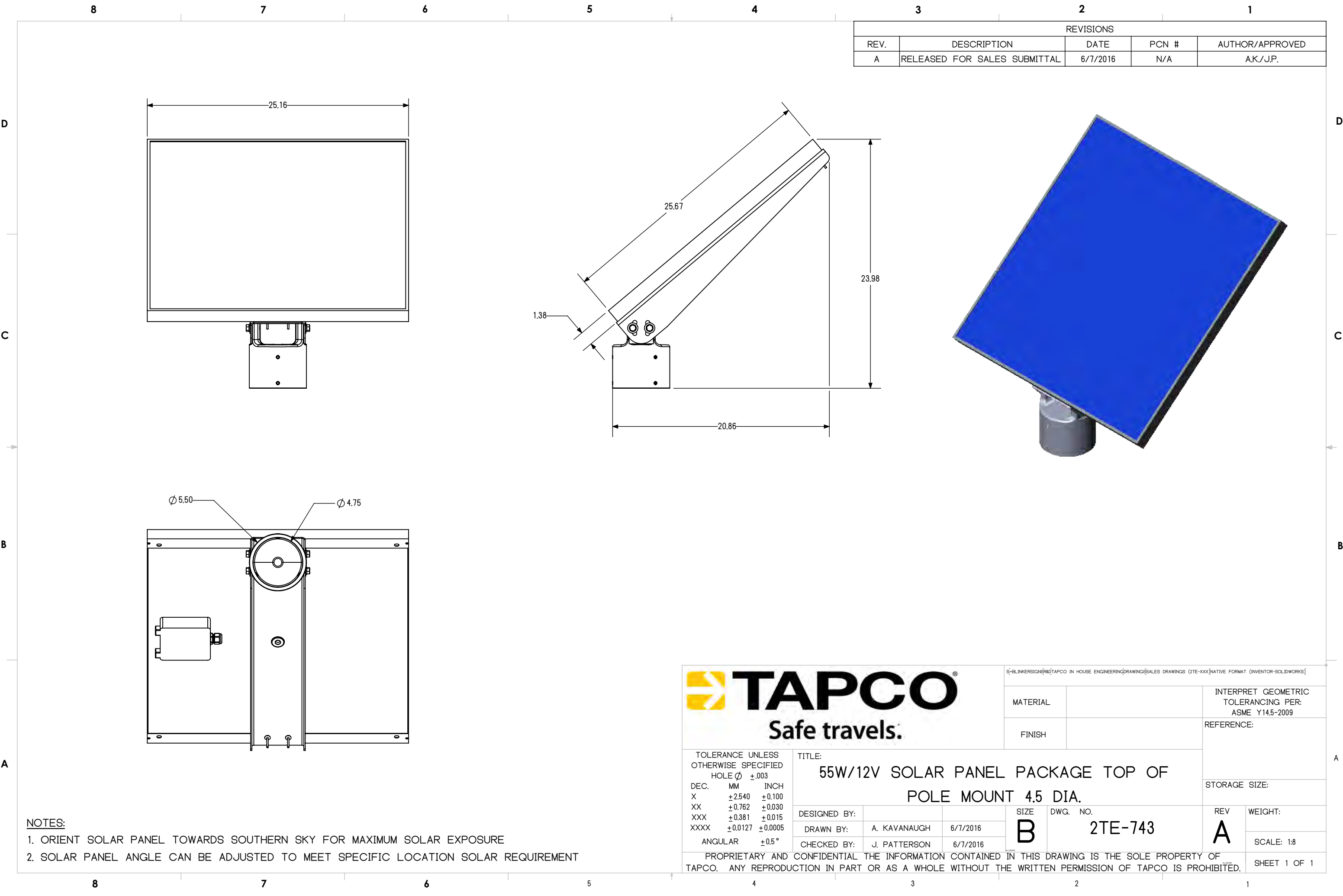
4

3

2

1





REVISIONS				
REV.	DESCRIPTION	DATE	PCN #	AUTHOR/APPROVED
A	RELEASED FOR SALES SUBMITTAL	6/7/2016	N/A	A.K./J.P.

- NOTES:
- ORIENT SOLAR PANEL TOWARDS SOUTHERN SKY FOR MAXIMUM SOLAR EXPOSURE
 - SOLAR PANEL ANGLE CAN BE ADJUSTED TO MEET SPECIFIC LOCATION SOLAR REQUIREMENT

**TAPCO**
Safe travels.

S:\BLINKERSIGN\80\TAPCO IN HOUSE ENGINEERING\DRAWINGS\SALES DRAWINGS (2TE-XXX)\NATIVE FORMAT (INVENTOR-SOLIDWORKS)

TOLERANCE UNLESS OTHERWISE SPECIFIED HOLE ϕ $\pm .003$		TITLE: 55W/12V SOLAR PANEL PACKAGE TOP OF POLE MOUNT 4.5 DIA.		MATERIAL		INTERPRET GEOMETRIC TOLERANCING PER: ASME Y14.5-2009	
DEC.	MM	INCH					
X	± 2.540	± 0.100					
XX	± 0.762	± 0.030					
XXX	± 0.381	± 0.015					
XXXX	± 0.0127	± 0.0005					
ANGULAR $\pm 0.5^\circ$							
			DESIGNED BY:		SIZE	DWG. NO.	REV
			DRAWN BY:	A. KAVANAUGH	6/7/2016	B	2TE-743
			CHECKED BY:	J. PATTERSON	6/7/2016		
PROPRIETARY AND CONFIDENTIAL THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF TAPCO. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TAPCO IS PROHIBITED.						STORAGE SIZE:	
							WEIGHT:
							SCALE: 1:8
						SHEET 1 OF 1	

BULLDOG PUSH BUTTON

SPECIFICATIONS

POWER INPUT	12 to 36VDC (from control circuit)
PUSH BUTTON	Vandal resistant, ADA compliant
ACTIVATION CONFIRMATION	Red LED and beep confirmation activated when push button is pressed
INSTRUCTIONAL SIGN	9" x 12"; retroreflective sheeting with tamper-resistant mounting screws. Sold separately (PN: 100202)
OPERATING FORCE	3 pounds maximum
PEAK CURRENT DRAW	~350mA
BUTTON ENCLOSURE	Aluminum, powder coated
BUTTON MATERIAL	316 stainless steel
INSTALLATION	2 holes on 2.0" centers, tapped ¼-20 plus ½" or larger hole for wire access
PUSH BUTTON OUTPUT	Driven low to ground when the push button is pressed
OPERATING TEMPERATURE RANGE	-30°F to 165°F (-34°C to 74°C)
DIMENSIONS	3.4" W x 0.9"H x 0.9"D



BULLDOG PUSH BUTTON



R10-25 SIGN
PN: 100202

BLINKERBEAM® WIRELESS RADIO

SPECIFICATIONS

POWER INPUT	5VDC
INPUT	1 digital input, micro USB
OUTPUTS	2 digital output lines, host serial lines for OTA serial
PROGRAMMABILITY	Locally using USB port or front-mounted joystick
LCD DISPLAY	4 lines at 21 characters per line
OPERATION POWER MODES	3 levels available, 0.25, 0.5 or 1 watt
CONNECTIVITY	Activates warning LEDs concurrently
FREQUENCY	License free 900 MHz Frequency Hopping Spread Spectrum with 10 different RF patterns to prevent interference between collocated radio systems
RANGE	900 feet or longer with optional antenna
SERIAL DATA RATE	19,200Baud
STATUS LEDS	Red, green, yellow, amber
FCC ID	2ANWN-02ANWN
AVAILABLE ANTENNAS	6dBi Omni - Fiberglass 3dBi Omni Whip - RPSMA 3dBi Omni Low Profile 10.64dBi Yagi
OPERATING TEMPERATURE	-40°F to 176°F (-40°C to 80°C); less than 90% RH
DIMENSIONS	3.2"W x 3.7"H x 2.5"D



IWS CONTROLLER

SPECIFICATIONS

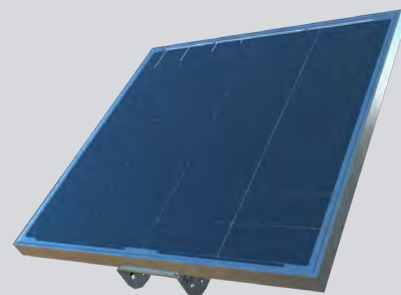
POWER	6V and 12VDC with power indicator light
INPUTS	2 digital inputs
OUTPUTS	2x two-channel (able to drive two warnings per output)
PROGRAMMABILITY	Locally using serial input (RS232) or remotely using BlinkLink® via cell modem
PROGRAM ACTIVATION OPTIONS	24/7, Dusk 'til Dawn, BlinkLink® Scheduling, Time Clock, Custom Input
LED-WARNING CONTROL COMPATIBILITY	BlinkerSign®, BlinkerBeacon™, RRFB-XL2™
DIMMABILITY	Auto-adjustable via solar panel (6V systems) Auto-adjustable via photocell sensor (12V systems)
INTERNAL SYSTEM CLOCK	Integrated with on-board battery backup
SELF-DIAGNOSTIC CAPABILITY	Internal temperature monitor
DAYLIGHT SAVING TIME	User programmable
OPERATING TEMPERATURE RANGE	-40°F to 176°F (-40°C to 80°C)
ENCLOSURE	IP67 rated
ENCLOSURE DIMENSIONS	3.2"W x 3.7"H x 2.5"D



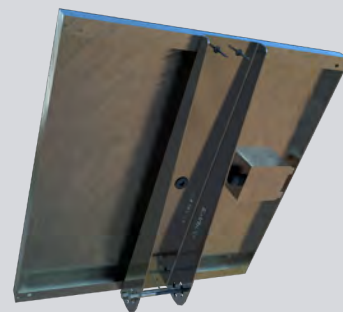
SOLAR PANEL 55W

SPECIFICATIONS

POWER	55W minimum
NOMINAL VOLTAGE	12V
OPEN CIRCUIT VOLTAGE	22.1V
SHORT CIRCUIT CURRENT	3.31A
MAXIMUM POWER VOLTAGE	18.18V
MAXIMUM POWER CURRENT	3.1A
GLASS	Tempered
FRAME	Anodized aluminum
JUNCTION BOX	IP65, UL94-5VA material
WEIGHT	14 pounds
MOUNTING HARDWARE	Various options available
OPERATING TEMPERATURE RANGE	-40°F to 194°F (-40°C to 90°C)
DIMENSIONS	25"W x 26"H x 1.5"D



FRONT



BACK

BATTERY 48Ah

SPECIFICATIONS

VOLTAGE	12V
CAPACITY AT C/100	48Ah
OPERATING TEMPERATURE RANGE	-76°F to 140°F (-60°C to 60°C)
VENT	Self sealing
TERMINAL	Insert with 1/4"-20 Round Hole
WEIGHT	32 pounds
DIMENSIONS	7.76"L x 6.62"W x 6.87"H
NON-SPILABLE	As defined by Department of Transportation, International Commercial Airline Organization and International Airline Transport Association definitions



TAPCO RRFB-XL2™ CAPACITY RATINGS

RATED EQUIPMENT	
TAPCO RRFB CONTROLLER ASSEMBLY:	
Solid State Flash Controller	Back-to-Back RRFB-XL2™ Light Bars
Solar Charge Regulator	BullDog Push Button
900MHz BlinkerBeam® Wireless Radio	55W 12V Solar Panel
	48Ah 12V VRLA Battery

MAXIMUM DAILY ACTIVATIONS PER REGION
Northern Climates - Up to 1,000 Activations Per Day
Central Climates - Up to 1,700 Activations Per Day
Southern Climates - Up to 3,400 Activations Per Day

GENERAL LOCATION	DAILY ACTIVATIONS (20 SECONDS EACH)	RATED AUTONOMY (DAYS)	GENERAL LOCATION	DAILY ACTIVATIONS (20 SECONDS EACH)	RATED AUTONOMY (DAYS)
NORTHERN LATITUDES	100	38	SOUTHERN LATITUDES	1800	7
	200	31		1900	7
	300	25		2000	6
	400	22		2100	6
	500	19		2200	6
	600	17		2300	5
	700	15		2400	5
	800	14		2500	5
	900	13		2600	5
	1000	12		2700	5
CENTRAL LATITUDES	1100	11		2800	5
	1200	10		2900	4
	1300	9		3000	4
	1400	9		3100	4
	1500	8		3200	4
	1600	8		3300	4
	1700	7		3400	4



Traffic and Parking Control Co., Inc.
 5100 West Brown Deer Road
 Brown Deer, Wisconsin 53223
 Phone (800) 236-0112 • TAPCOnet.com • Fax (800) 444-0331

SALES QUOTE

Customer Copy

Number	Q21005740
Date	4/8/2021
Page	1

Sell To Cust. C628	City Of Lake Geneva Sylvia Mullally 626 Geneva Street ADMINASST@CITYOFLAKEGENEVA.GOV Lake Geneva, WI 53147			Ship To Cust.	City Of Lake Geneva Sylvia Mullally 626 Geneva Street ADMINASST@CITYOFLAKEGENEVA.GOV Lake Geneva, WI 53147	
Customer PO #		Expires	Slsp	Terms	Freight	Ship Via
RRFB - GENEVA PKWY AND EDWARDS		7/8/2021	Aaron Guilbault	Net 30 DAYS	PREPAY/ADD	BEST RATE

Item	Description	Quantity	UM	Price	Extension
	Solar, RRFB, 20W, W11-2 FY, PB, Radio 2" Square Post Includes:				
500146	Controller, 12V, Sunsafer, 136921, Radio, 44 Ah, No Pushbutton	3	EA	2,100.00	\$6,300.00
138089	RRFB, Dimmable, Assembly with Universal Mounting Kit	4	EA	500.00	\$2,000.00
101620-SPM	Push Button Bulldog Add-On Option Kit Yellow, With LED, Solid Post Mount	3	EA	250.00	\$750.00
373-01499	W11-2,30"x30" DG3 FY,Pedestrian Crossing (Symbol) Fed Spec - Fluorescent Yellow	4	EA	131.45	\$525.80
373-05060	W16-7PL,24"x12"x.080 DG3 FY,Down Diagonal Left Arrow	2	EA	52.85	\$105.70
373-05061	W16-7PR,24"x12"x.080 DG3 FY,Down Diagonal Right Arrow	2	EA	52.85	\$105.70
114401K	Pole Package, 12', 2" Square, 12 Gauge, Raw	3	EA	95.00	\$285.00
2438-00001	Sign Mounting Kit, Square/U-Channel, Anti-Vandal For Mounting One Blinker Sign to 2" Sq & U-Channel	4	EA	15.00	\$60.00
118384	Sign Mounting Kit, Square/U-Channel, Anti-Vandal For Mounting One Blinker Sign to 3" Square	2	EA	95.00	\$190.00

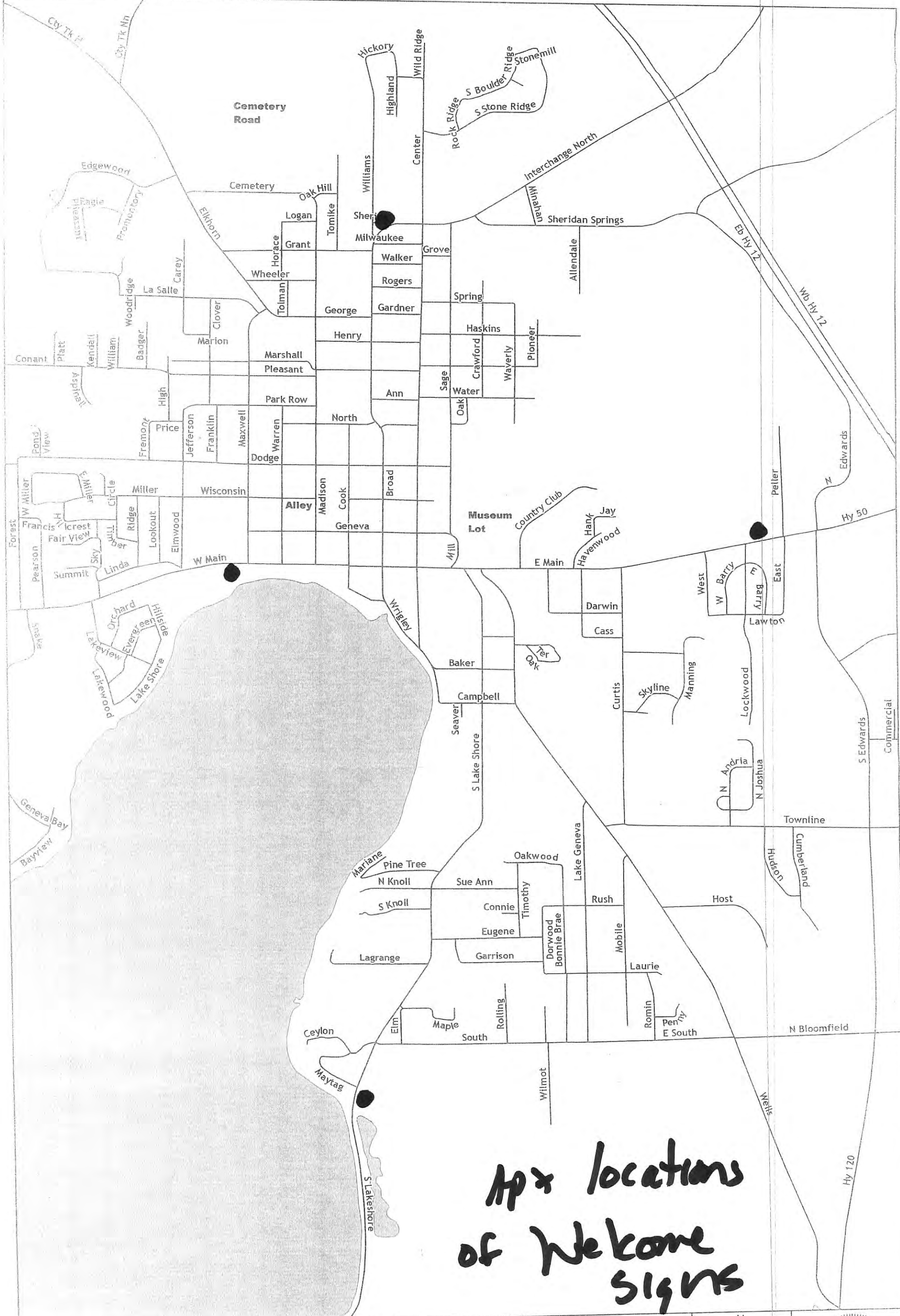
Lead Time: 3-5 Weeks

Furnish only quote. Installation is not included.
 Solar powered equipment requires no shading or obstructions

Shipment within _____
 Acceptance By _____
 Date _____
 By _____

Merchandise	Freight	Tax	Total
\$10,322.20	\$0.00	\$0.00	\$10,322.20

All prices are listed in **US Dollars (USD)**
 For terms and conditions, please visit: <https://www.tapconet.com/terms-conditions>



Ap^x locations
of Welcome
Signs



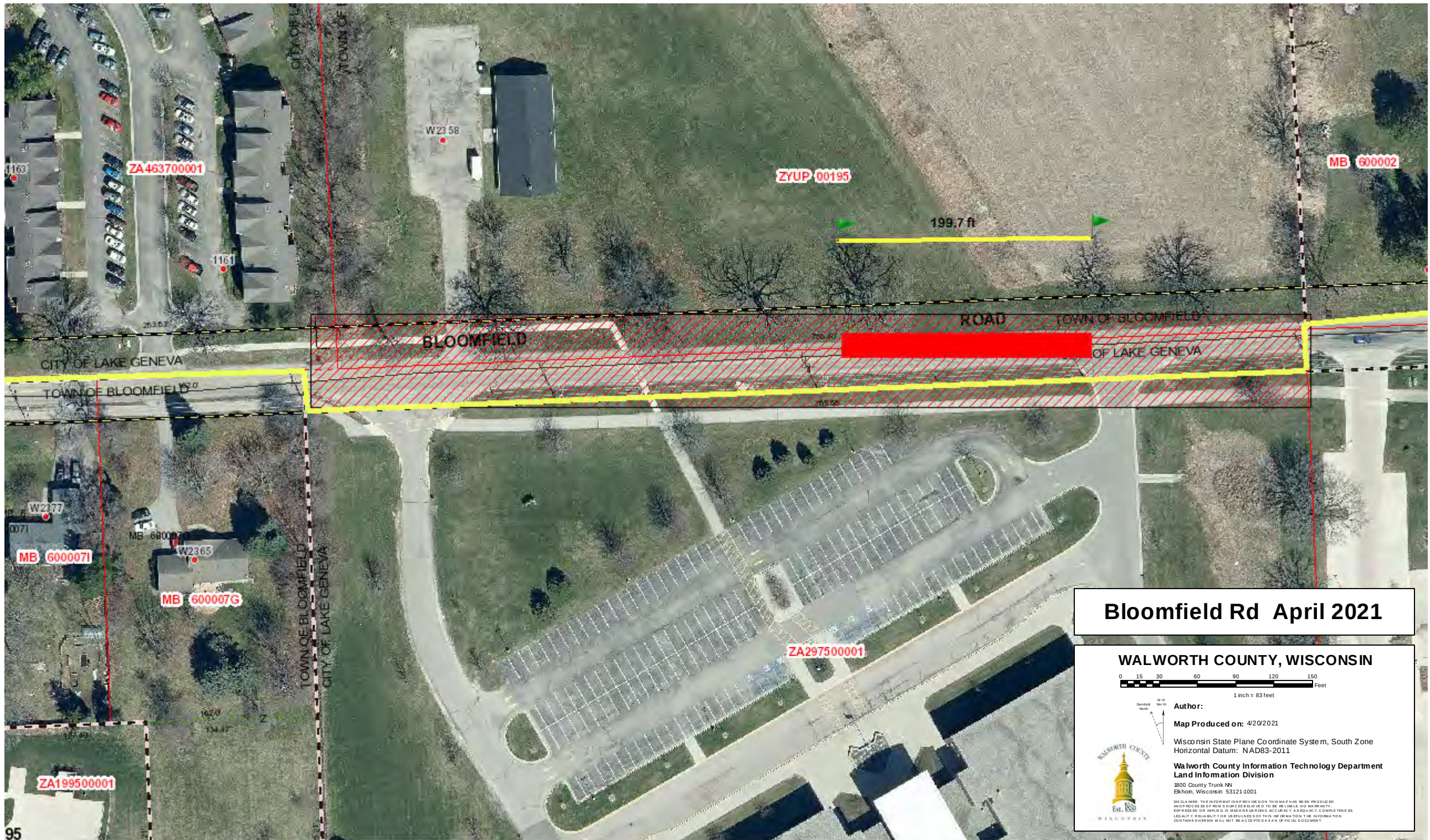
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Welcome To
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WISCONSIN

FOR MORE INFORMATION
VISIT LAKEGENEVA.COM



Bloomfield Rd April 2021

WALWORTH COUNTY, WISCONSIN



Author:

Map Produced on: 4/20/2021

Wisconsin State Plane Coordinate System, South Zone
Horizontal Datum: NAD83-2011

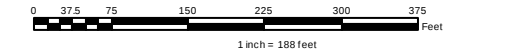
Walworth County Information Technology Department
Land Information Division
1800 County Trunk NN
Elkhorn, Wisconsin 53121-1001

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Bloomfield Rd April 2021

WALWORTH COUNTY, WISCONSIN



Author:
Map Produced on: 4/20/2021

Wisconsin State Plane Coordinate System, South Zone
Horizontal Datum: NAD83-2011

Walworth County Information Technology Department
Land Information Division
1800 County Trunk NN
Elkhorn, Wisconsin 53121-1001

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Bloomfield Rd Patch

April 2021
PWC

Area Office
1740 120th Avenue
Kenosha, WI 53144



Shane E. Hollerich
Direct: 262-859-3081
Cell: 262-366-5304
Fax: 262-859-3031
SHollerich@PayneandDolan.com

PROPOSAL

SUBMITTED TO:

Fred Klabunde

DATE: April 07, 2021

PHONE:

FAX:

JOB NAME: 2021 N Bloomfield Rd Overlay

JOB LOCATION: Lake Geneva, Walworth County

PLAN DATE: N/A

For furnishing the necessary labor, material and equipment to complete the following:

Overlay Proposal

- ☐ Construct a one-course compacted average depth asphalt pavement (WISDOT 58-28S 4LT) consisting of a surface course on approximately 575 sy. in the total area. This is a scratch coat meant to remedy existing pavement ride quality issues until the problem can be further addressed.
- ☐ Total of 4 truckloads of Asphalt is included in this proposal.

OVERLAY TOTAL PRICE: \$10,100.00

Job Specific Notes:

- Proposal does not include winter conditions related to crew or plant costs required for constructing work outside of conventional operating dates of May 1st to October 1st.
- Proposal only includes items specifically defined above.

If you have any questions on this proposal, please call me at the contact information listed above.

Thank you!

IF THIS PROPOSAL IS NOT ACCEPTED AND RETURNED WITHIN **10 DAYS** FROM THE DATE OF THIS PROPOSAL OR IF THE WORK IS NOT COMPLETED BY **MAY 15, 2021**, PAYNE & DOLAN, INC. RESERVES THE RIGHT TO WITHDRAW THE PROPOSAL OR MODIFY THE TERMS OF THE PROPOSAL/CONTRACT.

PRIOR TO PAYNE & DOLAN, INC. BEGINNING WORK UNDER THIS CONTRACT, OWNER/CONTRACTOR SHALL PROVIDE EVIDENCE THAT THE FOLLOWING PAYMENT TERM IS MET OR PAID AND IS ACCEPTABLE TO PAYNE & DOLAN, INC. TO FULFILL THEIR OBLIGATIONS UNDER THIS CONTRACT: PAYMENT IN FULL/LETTER OF CREDIT FOR CONTRACT

PLEASE CALL SUSAN TAYLOR AT (262) 859-3262 TO GET APPROVAL ON YOUR PROPOSED PAYMENT SCHEDULE OR TO MAKE PAYMENT ARRANGEMENTS.









CID: **100866**

All Mail to:
1701 Main Street
Union Grove, WI 53182

Grading-Paving-Sealing-Striping
Asphaltinc.com

Contact Info:
(262) 878-4678
Fax (262) 878- 5411
aci@asphaltinc.com

Date: April 24, 2021

PROPOSAL SUBMITTED to:

City of Lake Geneva Street Dept. Attn: Neil Waswo
1065 Carey St.
Lake Geneva, WI 53147
Work: 262-248-6644 Fax: 262-248-2545
nwaswo@cityoflakegeneva.com

WORK LOCATION:

Street Patch by Lake Geneva Middle School
600 N Bloomfield Rd
Lake Geneva, WI 53147

We are pleased to quote the following:

Asphalt Patch of Approximately: 1,552 SF\$11,899.00

- Saw cut edges to create clean butt joints
- Excavate marked area to a depth of 12", removing surface asphalt plus whatever is under the surface asphalt
- Add 8" crushed aggregate to create base course
- Fine grade, shape and compact base
- Install In 2 lifts hot mix asphalt that is 4" in depth after compaction

Note: This proposal may be withdrawn if not accepted within 30 days.

Terms of Payment: **Due upon completion**, a \$15 service charge and interest of 1-½% per month will be charged on all accounts 10 days past due.

As Required by the Wisconsin Construction Lien Law, Builder (Contractor) hereby notifies owner that persons or companies furnishing labor or materials for the construction on owner's land may have lien rights on owner's land and buildings if not paid. If acceptance of this proposal is made on other than this form, such acceptance shall be subject to terms and conditions herein.

Thank you for the opportunity to quote you on this project. Respectfully submitted.

By: Karen A. Lauf

Acceptance of Proposal – The above prices, specifications and conditions and the attached "Terms and Conditions" are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined.

Signature: _____

Date: _____

TERMS & CONDITIONS

Contractor represents that it is fully experienced, properly qualified, and licensed as necessary to perform the work provided for this in this contract, and that it shall perform all such work in a good workmanlike manner and in accordance with the best standards of practice.

Warranty – Contractor will correct, repair, replace, and make good any defects in material(s) or workmanship for the period of one (1) year from completion of the project. Payment outside of the stated terms (unless mutually agreed to) will void the warranty.

All labor and material is conclusively accepted as satisfactory unless this contractor is notified in writing within five (5) days after the work is performed. Any claim for property damage is conclusively waived unless this contractor is notified within 72 hours of the occurrence.

Any and/or all necessary permit acquisitions and costs are the owner's responsibility.

Soil condition such as the presence of clay and sand as well as temperature and moisture content may result in pavement cracking. All asphalt surfaces, especially those that are re-surfaced will eventually crack. Contractor does not guarantee against cracking since this is a condition of nature and beyond the control of the contractor. The owner understands that this is a risk inherent in this kind of work.

Owner understands that water ponding occurs in most asphalt pavements. Contractor will not be responsible for ponding when existing or proposal grades are 1% or less, or for surface deflection's of less than or equal to 1/2" that result in ponding.

Any stated dimension is an approximate over the entire area of project as specified. Asphalt and stone thickness is specified as an average.

If after proper notification, work is unable to be completed due to vehicles or other obstructions, additional trip charges may be incurred.

Additional material (asphalt, stone, crack-sealer, sealcoat) and/or service requests above contract specifications and due to owner alterations, subnormal soil conditions, or mistakes made by other contractors shall be executed only upon written order and will become an extra charge.

Asphalt Contractors, Inc. has the right to use subcontractors in the performance of their work.

Asphalt Contractors, Inc. is not responsible for damage to or injuries caused by any privately (not installed by a public utility) placed underground wires, pipes, sewers, conduits, obstructions or restrictions. The owner or his/her agent agrees to indemnify and hold harmless Asphalt Contractors, Inc. from any and all claims, liabilities, costs and expenses whatsoever arising from the above.

The contract does not contemplate the encountering of underlying concrete, wood, paving fabric or other unsuitable materials or unusual conditions during excavation. Should these conditions be encountered, owner may be charged for the extra work incurred.

Contractor is not responsible for damage to landscaping, trees or shrubs as a result of project preparation or completion. Contractor is also not responsible for changes needed in landscaping to ensure continuation of drainage flow from project area. It is the owner's responsibility to backfill edges of paved areas. Contractor is not responsible for damage to paving from weeds due to weed dormant stage.

Owner is responsible for providing worksite access. Contractor is not responsible for concrete breakage or restoration of surfaces to and from the work area.

Contractor will work to execute the contract materials/services in a timely fashion and reserves the right to prioritize and execute contracts in an efficient manner. Contractor delays may occur for a variety of reasons including work stoppages, weather, accidents, or other conditions/situations. Owner delays are subject to additional charges, including remobilization and costs associated with inefficiencies.

Surface cracks (small cracks) and deteriorated (alligator-cracked) areas will not be filled with hot rubberized crack sealant. Cracks that are larger in size and are addressed in the crack-filling operation include cracks 1/4" or larger in width.

Areas that contain flaking sealer, standing water or moss may continue to fail after sealcoat application.

Asphalt Contractors, Inc. reserves the right to invoice a completed portion of this contract for any reason, including if the contract is segmented. If this proposal is accepted on any form other than this form, owner agrees to be bound by the terms and conditions contained herein.

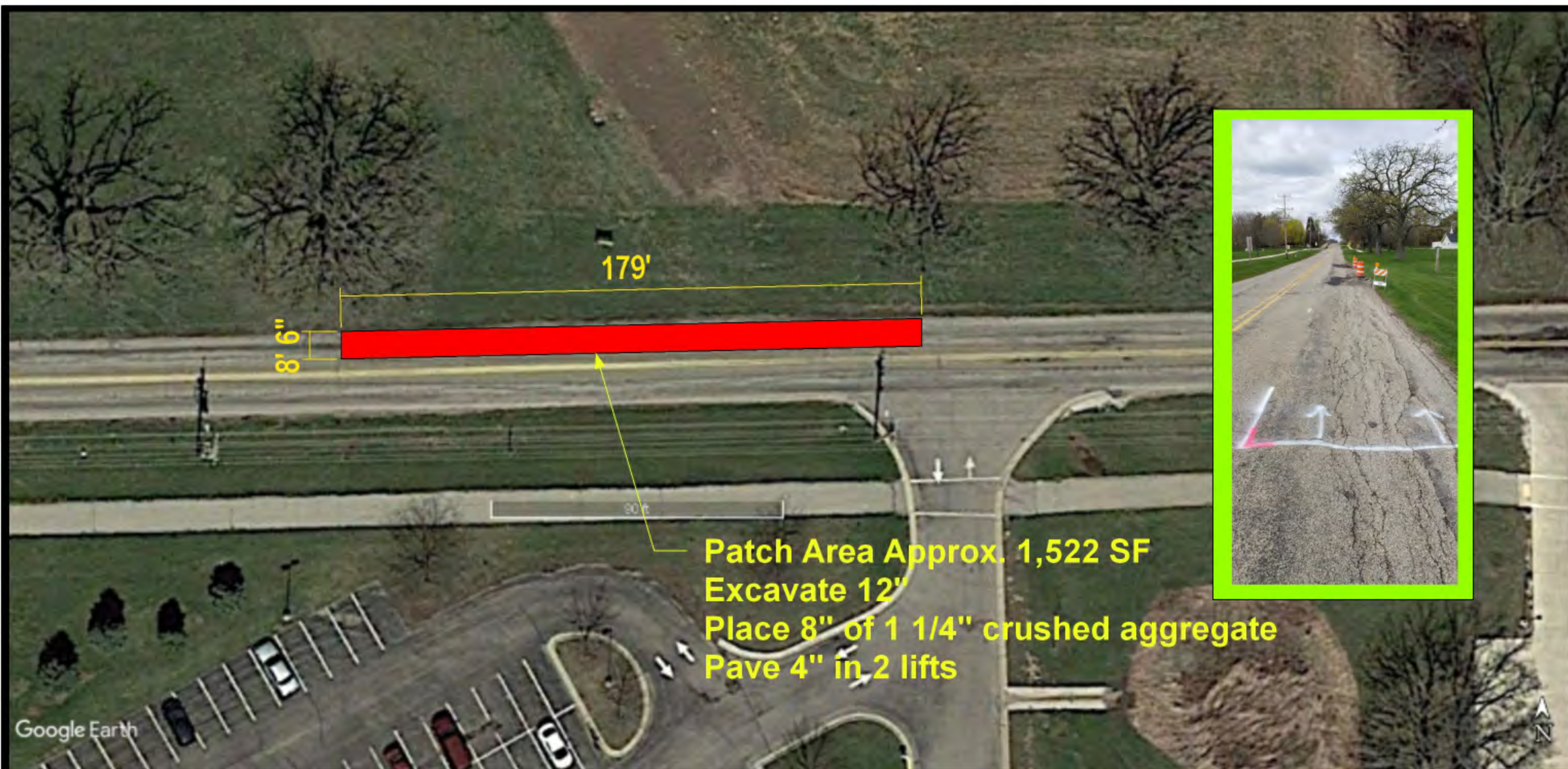
Upon contract acceptance, if cancellation notice is not received in writing prior to three (3) days after date of acceptance, Asphalt Contractors, Inc. assumes that the owner or agent accepts the work herein described and the terms and conditions of sale contained. Any withdrawal of this contract could result in a partial billing to reimburse Asphalt Contractors, Inc. and/or its subcontractors for planning preparation, and materials already ordered or installed on job site. If acceptance of this proposal is made on other than this form, such acceptance shall be subject to the terms and conditions herein.

Terms of payment: Due upon completion of work unless otherwise specified. A \$15.00 service fee plus 1-1/2% interest on the outstanding balance will be charged on all accounts 10 days past due, and will continue to be added each consecutive month until the entire balance and accumulated service fees plus interest are paid in full (unless otherwise specified). If it becomes necessary for Asphalt Contractors, Inc. to institute collection proceedings, all costs incurred by Asphalt Contractors, Inc. including reasonable and actual attorney's fees, shall be paid by the property owner or owner's agency and shall be added to the amount as described herein.

Any controversy arising from this contract shall be settled by arbitration or small claims court if under the threshold.

NOTICE OF LIEN RIGHTS

"As required by the Wisconsin construction lien law, claimant hereby notifies owner that persons or companies performing, furnishing, or procuring labor, services, materials, plans, or specifications for the construction on owner's land may have lien rights on owner's land and buildings if not paid. Those entitled to lien rights, in addition to the undersigned claimant, are those who contract directly with the owner or those who give the owner notice within 60 days after they first perform, furnish, or procure labor, services, materials, plans or specifications for the construction. Accordingly, owner probably will receive notices from those who perform, furnish, or procure labor, services, materials, plans, or specifications for the construction, and should give a copy of each notice received to the mortgage lender, if any. Claimant agrees to cooperate with the owner and the owner's lender, if any, to see that all potential lien claimants are duly paid".



Asphalt Contractors, Inc.
1701 Main Street
Union Grove, WI 53182
P: 262-878-4678
F: 262-878-5411

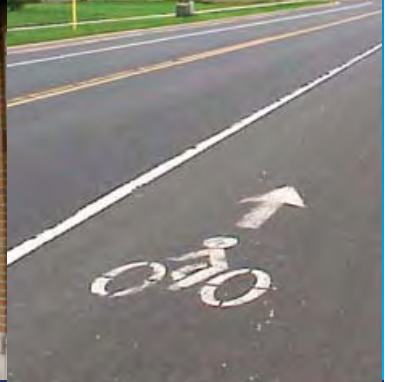
Street Patch
in front of LG Middle School
600 N Bloomfield Rd
Lake Geneva, WI 53147

Karen Lauf
cell: 661-312-6960
karen.lauf@live.com

CID: 100866



City of Lake Geneva **Bicycle and Pedestrian Plan**



Adopted: March 26, 2018

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Chapter 1. Introduction

Importance of Bicycle and Pedestrian Planning

Lake Geneva offers seasonal and year-round opportunities for outdoor recreation for visitors and residents alike. As a result, the City enjoys a high quality of life and is a celebrated destination for vacationers. However, the popularity of Lake Geneva as a destination community generates higher traffic volumes, concentrates parking congestion, and increases conflicts for bicyclists and pedestrians – especially in the busiest areas. A well-developed bicycle and pedestrian network enhances livability and safety of those navigating Lake Geneva while reducing vehicle traffic and parking demand.

Communities around the state reap big benefits from bicycle infrastructure investment, particularly as they relate to tourism. A 2010 study found that the annual economic impact of recreational bicycling and tourism is approximately \$924 million in the state of Wisconsin¹. Lake Geneva should continue to invest in bicycle and pedestrian infrastructure to grow the City's share of this economic impact. Local businesses benefit from the presence of foot traffic and bicyclists, especially in a traditional, historic downtown like Lake Geneva's. People who ride bikes spend money on their bikes and accessories, supporting local bicycle shops and apparel stores. Bicyclists also support local business, particularly if they are accessible by bicycle, making repeat trips to their local stores. Vacationing bicyclists spend money on food, travel, lodging and gear, generating significant economic benefits spinoff to cities that accommodate them.

This Bicycle and Pedestrian Plan is an important aspect of sustaining Lake Geneva's economy and image as a resort and vacation destination. As Lake Geneva improves its bicycle and pedestrian facilities, more visitors will be able to easily travel around the City without the use of automobiles. Reduced automobile demand results in less traffic and parking congestion that negatively impacts community character. Implementing the recommendations of this Plan is an ideal long-term investment, because bicycle and pedestrian facilities contribute towards attracting and retaining tourism dollars; the more visitors that find Lake Geneva enjoyable to navigate, the more likely they are to return and spend money visiting local businesses.

Lake Geneva's residents will also experience additional benefits that result from having a well-developed bicycle and pedestrian network. The benefits of physical activity lead to lower healthcare costs as a result of better overall well-being. For homes located near bicycle and pedestrian infrastructure, proximity to outdoor recreation boosts homeowner property values. Bicycle and Pedestrian infrastructure is much less expensive to maintain the roads, and users who spend less of their income on automobile travel have more money to spend at local businesses. Children, youth, and elderly people who are unable to drive also experience greater mobility throughout a community with well-designed bicycle and pedestrian infrastructure. As the proportion of the population does not drive increases —due to age, disability, or preference— providing safe, useful, and comprehensive bicycling and walking will become even more crucial.

Bicycle and Pedestrian safety is particularly important for children and seniors who are unable to drive. Expanding the bicycle and pedestrian network provides safe routes to school, encouraging students to walk. This promotes a healthy lifestyle and reduces automobile dependence. It also gives parents more freedom as their children may not have to rely on them as heavily for transportation purposes. Seniors who are unable to drive but still shop for their everyday needs will also experience greater safety and connectivity as sidewalks and pedestrian crossings are upgraded. Overall, a safe and well-connected bicycle and pedestrian network increases the quality of life for residents of all ages and ability levels.

¹ Grabow, Maggie, et al, "Valuing Bicycling's Economic and Health Impacts in Wisconsin," University of Wisconsin-Madison, 2010. <https://www.railstotrails.org/resourcehandler.ashx?id=4579>

While Lake Geneva has conducted several studies and upgraded existing facilities throughout the years, many gaps remain in the existing bicycle and pedestrian network. To address these deficiencies, it is important to adopt a bicycle and pedestrian plan to identify and prioritize bicycle and pedestrian needs and execute recommendations from past plans and studies. This Plan will guide future investment and prioritize funding for both short-term projects and long-term goals.

A Bicycle and Pedestrian Plan is an important tool for the community to strategically upgrade and fund its bicycle and pedestrian system. This Plan identifies several strategies to achieve the goals laid out in this Plan – whether they are site-specific, large-scale, bicycle, pedestrian, or multi-use recommendations, all enhance Lake Geneva’s status as a destination community. This Plan also identifies funding sources, strategies, and short-term priorities that will guide infrastructure investments over the next five to 10 years, thus positioning the City to apply for grant funding to implement these projects in the coming months and years.

Chapter 2. Background

Existing Bicycle Facilities

Similar to most communities of its size, Lake Geneva's layout consists of a grid system with abundant sidewalks centered on a traditional downtown, surrounded by lower-density neighborhoods that frequently lack bicycle and pedestrian infrastructure. In addition to sidewalks, several bicycle routes throughout can be found throughout the City, including the Blue, Brown, Green, Red, and Yellow Routes, which are depicted on Map 1: Existing Facilities. The Blue Route runs from Downtown Lake Geneva towards the southeast, primarily using a former railroad bed that is separate from the road network. While most of this route features off-street paths, it contains a few road crossings and short distances where users must ride on streets with low traffic. The Brown Route follows part of East South Street and East Bloomfield Road, and the Green Route follows East Townline Road. Both the Brown and Green Routes consist entirely of off-road trails, with occasional road crossings. Similarly, the Red Route is an off-street path, and it follows Edwards Boulevard from County Highway H to East Sheridan Springs Road. Finally, the Yellow Route connects neighborhoods and the business park to Hillmoor Heights and Veteran's Park.

While these routes tend to separate bicycle and pedestrian users from high-traffic, high-speed roads, many of them do not directly connect major destinations such as schools, Downtown Lake Geneva, and Big Foot Beach State Park. Some of the existing routes require users to navigate between separate trails and on-street facilities. Opportunities exist to upgrade these facilities while adding new trails and sidewalks where gaps exist. Lake Geneva currently does not have any Bikeshare programs that allow anyone to rent a bike at one location and return it to another location.

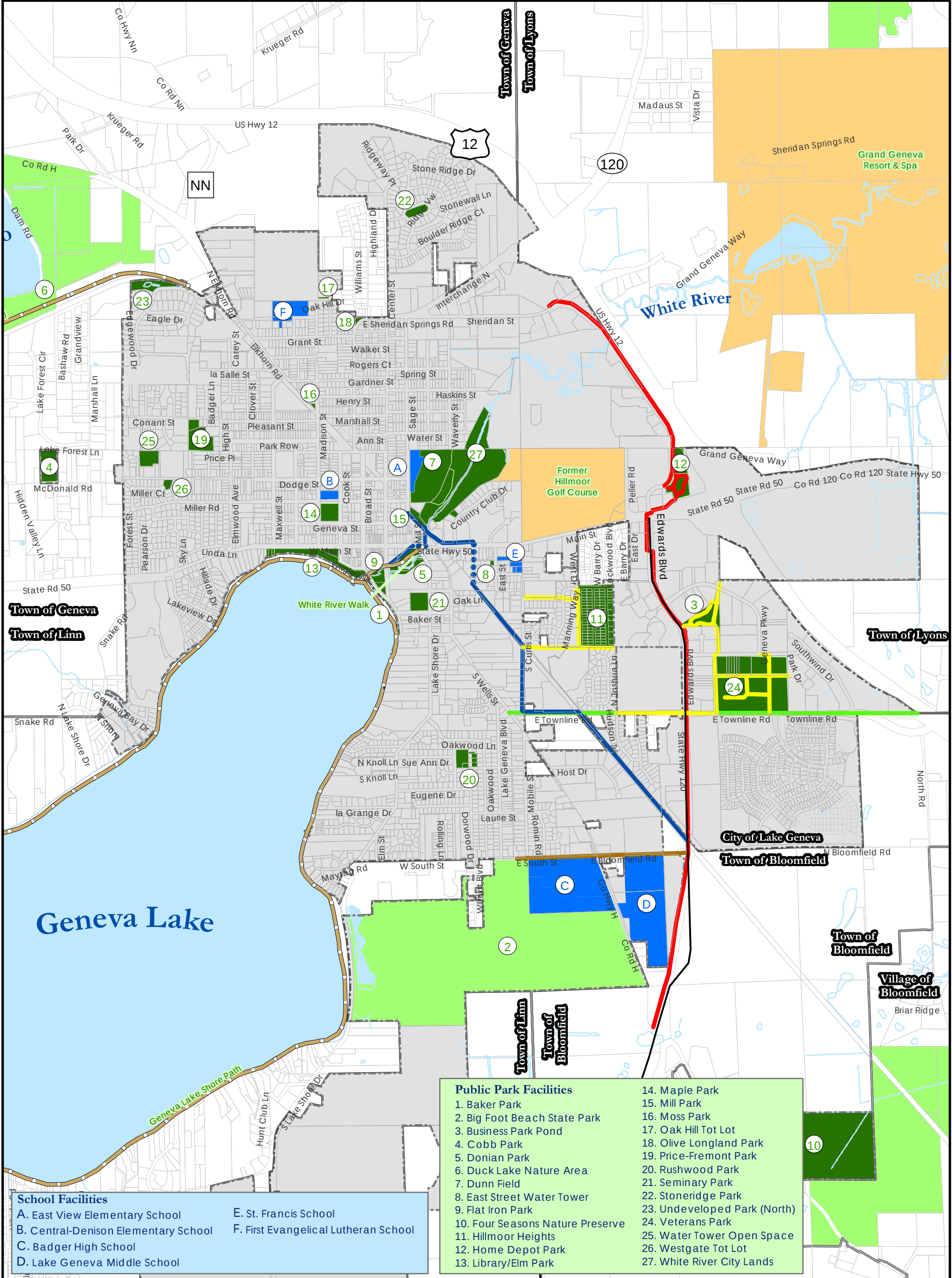
Existing Pedestrian Facilities

While some neighborhoods are well served by sidewalks, other areas have limited walkability. A 2013 Study of Sidewalk Construction Needs led to the creation of an inventory of trails and sidewalks in Lake Geneva. The study includes an inventory of existing sidewalks and paths. See Figure 1. As seen in the Figure, sidewalks are provided in many of the older neighborhoods north of Main Street but are lacking in comparatively newer subdivisions south of Campbell Street, east of Maxwell Street, and west of Wells Street. Residents of these neighborhoods lack safe walkable connections to schools, shopping, jobs, and other nearby destinations. In addition, sidewalk to connections between Central-Denison Elementary School and the neighborhoods to the west.

Challenges and Opportunities

Lake Geneva faces several challenges that impede ease of travel on foot or by bike. Many of these challenges are typical of many communities, while others are specific to Lake Geneva. Major constraints include a lack of off-street bicycling infrastructure, lack of direct east/west and north/south connections, and challenging intersections, summer congestion near the lakefront and Downtown, gaps in the existing bicycle and pedestrian network, and lack of awareness by residents and visitors of the availability of facilities. Many of these challenges and opportunities for walking and biking in Lake Geneva were echoed by the public at the public workshop and through the public survey. Refer to Chapter 3 for additional details.

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- School Facilities**
- A. East View Elementary School
 - B. Central-Denison Elementary School
 - C. Badger High School
 - D. Lake Geneva Middle School
 - E. St. Francis School
 - F. First Evangelical Lutheran School

- Public Park Facilities**
- 1. Baker Park
 - 2. Big Foot Beach State Park
 - 3. Business Park Pond
 - 4. Cobb Park
 - 5. Donian Park
 - 6. Duck Lake Nature Area
 - 7. Dunn Field
 - 8. East Street Water Tower
 - 9. Flat Iron Park
 - 10. Four Seasons Nature Preserve
 - 11. Hillmoor Heights
 - 12. Home Depot Park
 - 13. Library/Elm Park
 - 14. Maple Park
 - 15. Mill Park
 - 16. Moss Park
 - 17. Oak Hill Tot Lot
 - 18. Olive Longland Park
 - 19. Price-Fremont Park
 - 20. Rushwood Park
 - 21. Seminary Park
 - 22. Stoneridge Park
 - 23. Undeveloped Park (North)
 - 24. Veterans Park
 - 25. Water Tower Open Space
 - 26. Westgate Tot Lot
 - 27. White River City Lands

Recreational Facilities

- State Owned Land
- City Parks & Open Space
- Private Recreation Facilities
- Schools

- City Boundaries
- Town Boundaries
- Pedestrian Walking Paths
- Surface Water

Existing Multi Use Trails

- Blue Route
- Blue Route, on Street (Bikes Only)
- Brown Route
- Green Route
- Red Route
- Yellow Route

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Shaping places, shaping change

0 0.125 0.25 0.5 Miles

12/21/2017

Source:
City of Lake Geneva, SEWRPC
Walworth County, Vandewalle & Associates



Bicycle and Pedestrian Plan
Map 1: Existing Facilities

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Figure 1: Inventory of Sidewalks, Lake Geneva (2013)



Existing Bicycle and Pedestrian Plans, Policies, and Recommendations

City of Lake Geneva Comprehensive Plan (2009)

The transportation chapter of the Lake Geneva Comprehensive Plan includes several general recommendations for bicycle and pedestrian facilities. In order to address existing and potential gaps in the sidewalk network, the Comprehensive Plan recommends requiring all new and infill development to install sidewalks. The Comprehensive Plan also recommends improving major intersections and street crossings to safely accommodate bicycles and pedestrians in otherwise high-speed, dangerous areas of conflict. The Comprehensive Plan also recommends adopting an official map that identifies locations where the public right-of-way will have to be widened to accommodate future bicycle and pedestrian facilities. All these strategies will help Lake Geneva close gaps in the existing network.

City of Lake Geneva Park and Open Space Plan, 2015-2020 (2015)

Park and Open Space Plans are used to obtain state and federal funding for various projects related to outdoor recreation. Lake Geneva's Parks and Open Space Plan is updated every five years, and it provides several recommendations related to bicycle and pedestrian infrastructure. These recommendations include connecting Lake Geneva's destinations and landmarks, such as parks, schools, and Downtown Lake Geneva. Regional connections to other nearby communities are also recommended. The Parks and Open Space Plan findings also include adding new trailheads, public restrooms, wayfinding signage, and bicycle parking to optimize existing bicycle and pedestrian facilities. Adding on-street bicycling facilities and a bikeshare program facilitates tourism by providing visitors with an alternative route to various destinations. The Park and Open Space Plan also recommends separating bicycles and pedestrians from busy roads using dedicated off-street paths, or by rerouting users to streets with low traffic volumes and slow speeds.

The Plan's appendix contains a 2013 Study of Sidewalk Construction Needs led to the creation of an inventory of trails and sidewalks, and a table of funding sources and requirements, which is particularly useful for applying for various grants and initiatives for outdoor recreation. Finally, the Park and Open Space Plan recommends the adoption of a Bicycle and Pedestrian Plan, to provide more specific locations of context-based recommendations.

A Multi-Jurisdictional Comprehensive Plan for Walworth County 2035 (2009)

The Multi-Jurisdictional Comprehensive Plan for Walworth County, which was produced under a collaborative effort of several nearby communities, identifies several existing regional trails. These trails are located near Lake Geneva, but do not connect to the existing City network. Opportunities exist to connect Lake Geneva with Williams Bay and Fontana by exploring bicycle routes along the north shore of Geneva Lake. The White River State Trail also provides a regional bicycle and pedestrian transportation corridor that Lake Geneva is not directly connected to, despite being located only a few miles away.

Chapter 3. Public Input

City Staff Meeting

Vandewalle & Associates met with City Staff on October 30, 2017 to identify key issues in the existing bicycle and pedestrian network and opportunities for improving it. Challenges include addressing the dangerous intersection at Main Street and Edwards Boulevard (STH 50 and STH 120) as well as connecting parts of the off-street path along the former railroad right-of-way that require users to bike on East Townline Road and South Curtis Street. A significant future project involves rerouting Lake Shore Drive to the opposite side of the pond in Big Foot Beach State Park in order to improve safety and beach access and address erosion issues that affect Lake Shore Drive. City staff also identified physical barriers that prevent students from walking to school, especially Central-Denison Elementary School.

Bicycle and Pedestrian Visioning Workshop

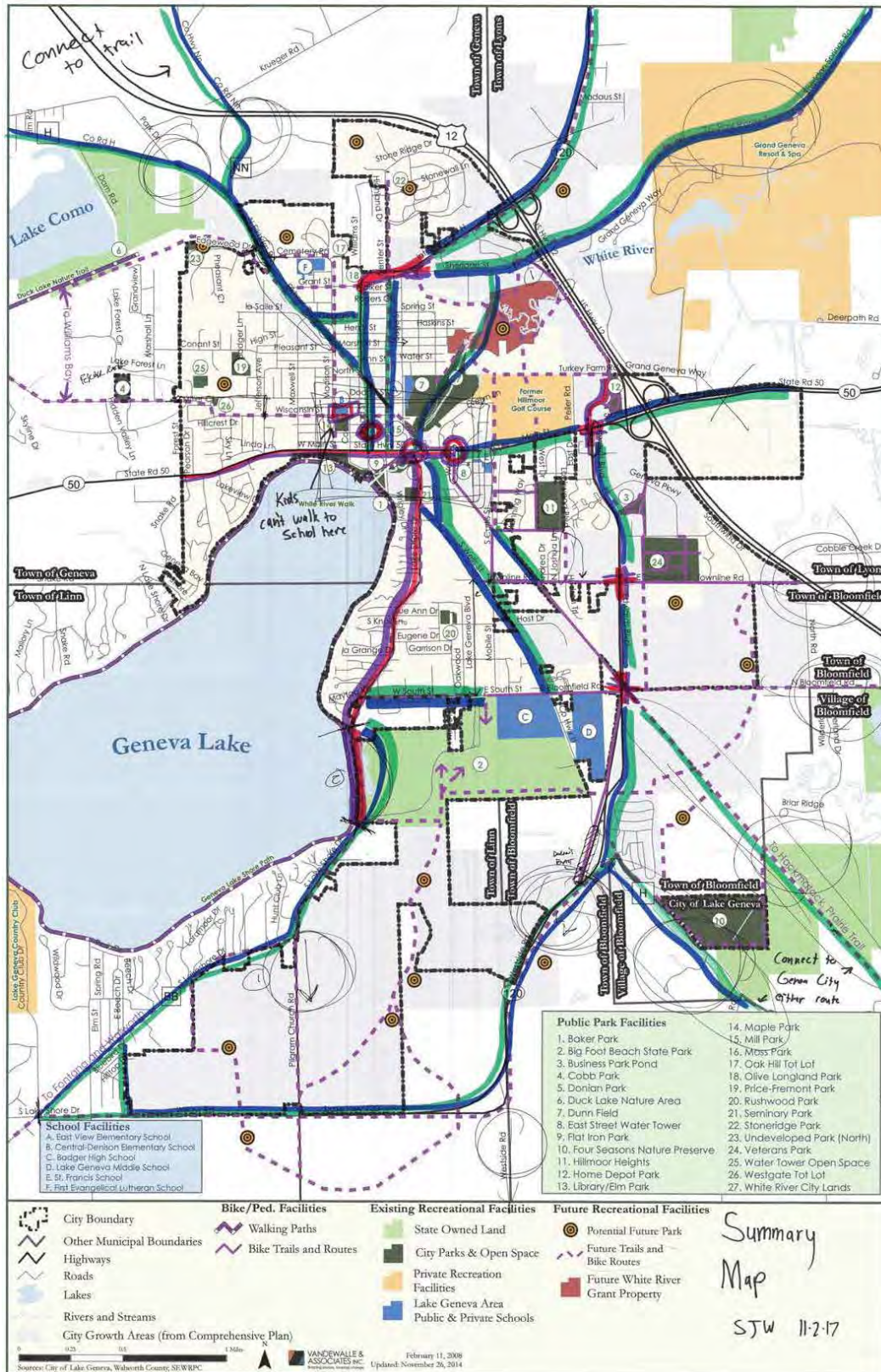
The City held a Bicycle and Pedestrian Visioning Workshop on October 30, 2017. The purpose of the workshop was to identify a future vision for the City bicycle and pedestrian network, identify gaps in existing bicycle and pedestrian infrastructure, and highlight opportunities for future infrastructure upgrades. Input from local pedestrians and bicyclists is particularly valuable, as they offer insights and identify needs that City staff and officials may not be aware of. Participants were asked to identify and draw on large maps locations where they currently walk and/or bike, as well as areas that are particularly dangerous for bicycles and pedestrians. Additionally, participants mapped locations where they would like to see new sidewalks and trails in the future, and space was provided for specific comments and concerns about existing conditions. The comments and ideas documented by the individual groups were compiled into a single summary map by Vandewalle & Associates. Refer to Figure 2 below.

The workshop identified these elements as the top priorities in need of improvement:

- Safer intersections along Edwards Boulevard and Main Street (STH 50);
- Better connectivity between Downtown Lake Geneva, Big Foot Beach State Park, several schools, and other popular destinations;
- Connections to White River State Trail and Northern Illinois;
- Adding on-street bike lanes and off-street paths in areas of high traffic;
- Maintaining existing facilities.

The workshop concluded with a short exercise to provide input on City funding prioritization for bicycle and pedestrian facilities. Participants were provided with a list of transportation needs (such as road repairs, new trail development, or new bike lanes) and they were asked to divide a fixed dollar amount among the categories based on their own priorities. Over 24 people attended the workshop. Detailed responses gathered from the workshop are included in Appendix A.

Figure 2. Summary of Public Input



Online Survey

The City of Lake Geneva conducted an online survey for the Bicycle and Pedestrian Plan from November 6 through December 1, 2017. The survey was posted on the City's website and emailed to City Listservs. The survey was partially or completely filled out and submitted by 88 respondents. The survey focused on obtaining public opinion on barriers that prevent users from bicycling or walking, and what improvements to the existing bicycle and pedestrian network or planned facilities would address these barriers. A summary of survey responses is included below, and full survey results are found in Appendix B of this Plan. The survey included 10 questions: five related to walking and five related to biking.

When asked why they choose to walk, over 96 percent of respondents said that they walked for exercise or recreation, more than any other category. About 60 percent of all respondents indicated that they also walk to go shopping or restaurants and bars. Only about 17 percent of respondents walk to work, and 2 percent walk to school; however, it is important to note that many of the respondents may not currently be working or attending school. When asked to indicate their top choices for new pedestrian connections, the top destination was parks and trails, with 84 percent of respondents selecting this option, followed by restaurants and bars (55 percent), and shopping (50 percent). When asked what top reasons prevented respondents from walking more, the top response was "sidewalks or paths don't connect to where I need to go," followed by "crossing streets feels dangerous," and "I don't want to walk on snow and ice." When asked for the top improvements needed to pedestrian infrastructure, respondents' top pick was adding connections to existing sidewalks and paths, along with adding lighting and safer crossings.

Respondents were also asked why they most frequently rode their bicycles. All respondents who completed this question indicated that they ride for exercise and recreation. About 36 percent of respondents stated that they ride to other communities outside of Lake Geneva, and 33 percent said they ride to visit friends and family. Between 20 and 30 percent of respondents ride their bikes for shopping, going to bars and restaurants, and going to work, with relatively few going to school, community, or religious events. Most respondents indicated that they would like to see improved bicycle connections to parks and trails, followed by connections to bars, restaurants, libraries, churches, and community facilities. The most commonly selected obstacle to riding their bikes was a lack of bicycle connections to their desired destination, with 59 percent of respondents selecting this option. Safety was also a concern when crossing streets or riding alongside motorized traffic. The top suggested upgrade to the existing bicycle network was the addition of bike lanes, with 60 percent of respondents selecting this option, with adding new connections and separating bicycles and traffic as other desired improvements. Respondents were asked which nearby destinations outside Lake Geneva they would be most likely to bike to, and most (76 percent in both cases) indicated that they would ride to either Williams Bay or White River State Trail if a connection was provided. Fontana and Elkhorn were the second and third top choices, with 60 percent and 59 percent, respectively. Within the City of Lake Geneva, respondents indicated that Main Street (State Highway 50) needed bicycle infrastructure upgrades the most, followed by Lake Shore Drive and State Highway 120, as well as major intersections of Lake Geneva's main roads.

Overall, the results make it clear that survey respondents strongly support bicycle and pedestrian infrastructure upgrades that will address existing gaps in the network, improve safety, and connect the City to regional destinations.

Draft Plan Open House

The City of Lake Geneva held an Open House on January 31, 2018 to provide an opportunity for public to see and comment on the Draft Bicycle and Pedestrian Plan. The Plan includes recommendations for new and existing bicycle and pedestrian infrastructure, such as bicycle lanes, sidewalks, trails, and intersection improvements.

The purpose of updating the Plan is to provide a clear vision for the future of Lake Geneva's non-motorized transportation network and to provide the basis for obtaining state and federal grants for bicycle and pedestrian improvements. City staff and planning consultants were on hand to answer questions and discuss ideas.

Attendees had the opportunity to look at the Draft Plan and online survey results, see maps of existing and recommended future facilities, ask questions, and provide ideas and thoughts on the Draft Plan. There were 21 participants registered in attendance at the event. A summary of questions and the comments received is included in Appendix C of this Plan.

Draft Plan Review Meetings and Public Hearing

The Plan Commission held a public hearing on the Draft Plan on March 19, 2018. Following the public hearing, the Plan Commission recommended the Plan to the Common Council. The Council adopted the plan at their March 26, 2018 meeting.

Chapter 4. Goals and Objectives

Goal 1. Build and maintain a robust bicycle and pedestrian network that serves Lake Geneva residents and tourists

Objectives:

- Address the needs of all users of various age and ability levels.
- Increase both walking and bicycle ridership for recreation and transportation in Lake Geneva.
- Create connections between local destinations and institutions such as libraries, community centers, schools, churches, jobs, shopping, dining, and Downtown Lake Geneva.
- Add bicycle parking to existing destinations.
- Provide pedestrian and bicycle access to all parks and recreational facilities.
- Maintain existing bicycle and pedestrian facilities.
- Enhance bicycle and pedestrian safety with upgraded intersections, signage, and paint.
- The provision of safe and convenient bike connections between park and open space facilities should be emphasized in on-going City planning and acquisition efforts and should follow State and AASHTO design standards.
- Preserve railroad corridors for future recreational trails.
- During the Certified Survey Map (CSM) review process, require right-of-way dedication for all planned trails.
- Adopt an Official Map to reserve rights-of-way for future pedestrian and bicycle facilities.
- Continue to update and implement the City's capital improvement program to help ensure funding for upgrading and expanding the bicycle and pedestrian network.

Goal 2. Connect Lake Geneva to regional destinations

Objectives:

- Pursue partnerships with neighboring jurisdictions, agencies, and organizations to develop bicycle facilities among and through multiple communities and jurisdictions.
- Explore an off-street path connection to White River State Trail and White River County Park.
- Explore a connection to destinations in Northern Illinois and the Hackmatack National Wildlife Refuge.
- Improve safety along Lake Shore Drive and explore a new route through Big Foot Beach State Park.
- Explore a connection to the Grand Geneva Resort.
- Explore a connection in the existing off-street path in the former railroad right-of-way around the End-of-the-Line Caboose Motel.
- Provision of safe opportunities for bicycling and walking as an alternative to vehicular travel and to promote a healthy lifestyle.

Goal 3. Improve and expand the existing sidewalk network

Objectives:

- Improve pedestrian crossings, particularly in areas of high traffic or where safety issues are present.
- Enhance the City's walkability by requiring sidewalks or pedestrian pathways in all new residential and commercial developments, designing neighborhoods and developments with the pedestrian in mind, and considering the needs of bicyclists and pedestrians in all road improvement projects; connect all new development to the existing sidewalk network.
- Require infill development projects to provide sidewalks where gaps in the sidewalk network are present.

Goal 4. Encourage bicycle tourism as an economic development tool

Objectives:

- Connect tourist destinations such as Downtown, Elm Park, the lakefront, and Big Foot Beach State Park.
- Establish a subcommittee of key community and tourism stakeholders to promote bike tourism in Lake Geneva and the surrounding area.
- Connect local businesses to bikeshare providers (such as B-Cycle) to encourage bicycle tourism throughout the City.
- Host and expand increasingly popular cycling, running, and walking events in the City.
- Create a user-friendly bike map for tourists.
- Encourage public awareness of the City's parks, trails, outdoor recreational facilities, and other bicycle and pedestrian facilities by promoting them through maps, signage, and other materials.

Chapter 5. Bicycle and Pedestrian Plan Recommendations

Types Bicycle and Pedestrian Facilities

The following types of facilities are recommended by this Plan and are depicted on Maps 1 and 2.

On-Street Bike Routes

On-Street Bike Routes are existing streets where biking is encouraged. Typically, there is no additional infrastructure other than signage that identifies the route. Sharrows may be painted on the pavement to indicate to motorists that bicycles may use the full travel lane, as depicted in Figure 3. These routes should primarily consist of low-speed, low-traffic streets that divert cyclists away from high-speed roads through quiet neighborhoods.

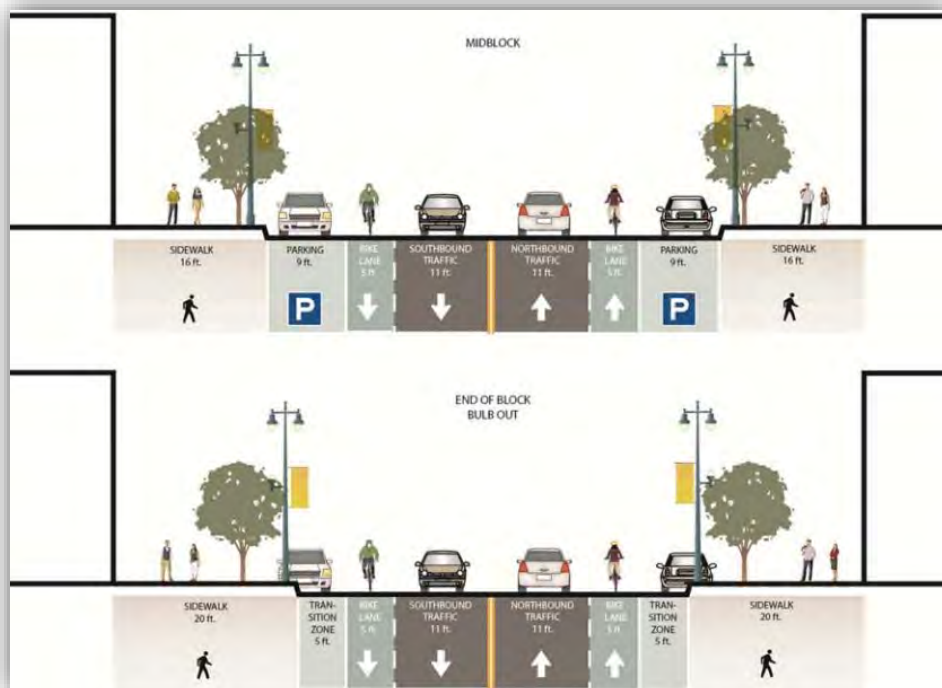
Figure 3. Sharrows



On-Street Bike Lanes

On-Street Bike Lanes are located on the right side of the road and are identified with a painted stripe and bicycle symbols on the pavement. Bike lanes must be at least five feet wide. Existing streets are often able to accommodate bike lanes without resurfacing. In cases where more width is needed, often in rural areas, pavement may be added to the shoulders of existing roads. The extra room provided by bike lanes reduces bicycle-vehicle conflicts and gives bicyclists room to stop in case of a breakdown or safely bike uphill at a slow speed without worrying about rear end collisions. Where bike lanes are

Figure 4. On-Street Bike Lanes



provided, head-on crashes, sideswipe crashes, fixed object crashes, and pedestrian crashes are all greatly reduced compared to narrow roads with no bike lanes. In some cases, pedestrians may also use bike lanes when no sidewalks are present. Additionally, adding width to existing roads extends the life of the road surface, better accommodates farm machinery, provides better drainage, and reduces shoulder maintenance needs. Bike lanes should not contain rumble strips or other obstacles.

Off-Street Multi-Use Paths

Off-Street Multi-Use Paths, (sometimes referred to as “trails”), accommodate two-way bicycle and pedestrian traffic on a paved or gravel surface. As paths are completely separated from vehicular traffic, they are among the safest facilities and tend to be the preferred choice of recreational users and users of all ages or abilities. Multi-use paths are typically 10 to 14 feet wide, may share a right-of-way with a nearby road, or may be located entirely within its own right-of-way. A center stripe may be added to the center of these paths, and careful design should minimize the number of dangerous road crossings that path users will encounter.

Figure 5. Off-Street Multi-Use Path



Regional Tourism Connections

Regional Tourism Connections are routes that are integrated into existing rural roads that connect the City of Lake Geneva to other nearby communities. They are primarily bicycle routes, although bike lanes and multi-use paths may be incorporated in some locations. These connections should not be located on state highways, where the speed and traffic volume are particularly high. As rural roads may not be wide enough for on-street bike lanes, routes may share the road with vehicular traffic in certain stretches. These connections would typically be used by confident and experienced bicyclists. Regional routes should be identified with signage so that tourists can easily follow the route and navigate between communities. Many advanced users will find these routes preferable to biking on state highways.

Intersection Improvements

Intersection improvements include a variety of design features that increase safety when crossing the street. Examples include curb bump-outs, improved crosswalk paint, and pedestrian-activated crossing signals. Curb bump-outs reduce the distance a pedestrian must walk from one end of a crosswalk to another. They reduce the perceived width of a street from a motorist's perspective, and therefore cause traffic to move more slowly than it otherwise would. Finally, pedestrian-activated crossing signals feature signs and strobing lights that warn motorists to stop for pedestrians in a crosswalk.

The specific intersection improvement selected for a given intersection will depend on the unique characteristics and needs of each intersection which will need to be evaluated on a case by case basis. Additional treatments could include paint, signage, pedestrian-activated signals, raised crosswalks, high visibility crosswalk markings, curb extensions or bump-outs, prominent pedestrian islands, sidewalk connections where missing, mid-block crossings in busy pedestrian areas, advance stop/yield lines.

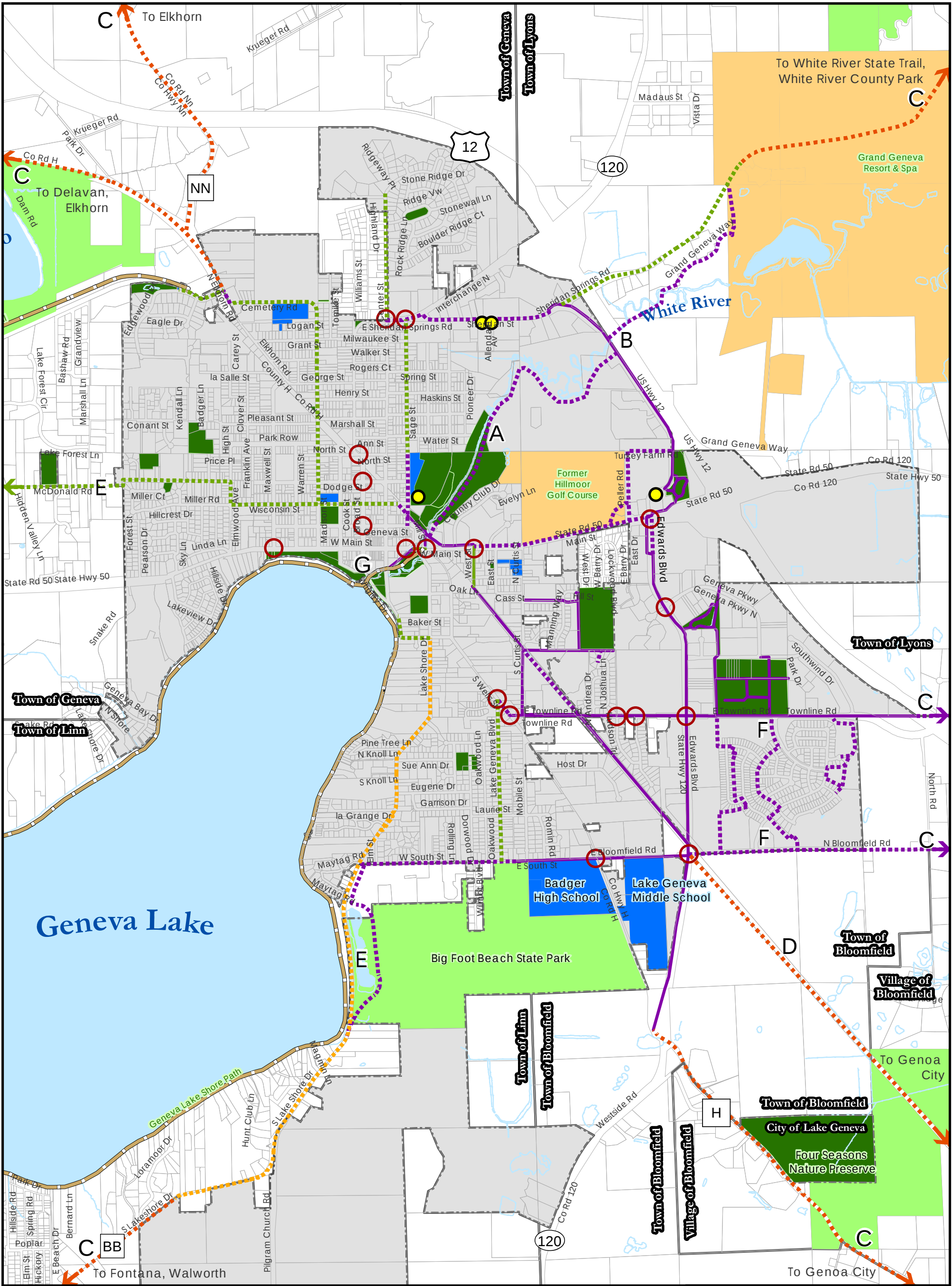
Figure 6. Intersection Improvements



Park and Ride Facilities

Park and ride facilities involve providing parking in strategic locations near major bicycle and pedestrian trails and routes. These facilities are designed for those who live more than a few miles from City limits who would like to bike or walk through Lake Geneva who want to spend less time traveling to Lake Geneva and more time exploring it. Several future locations of park and ride facilities are depicted on Map 2. They are located away from the City's Downtown and near major highways that most visitors arrive from. The City is exploring shuttle service to these locations to accommodate visitors who want to visit Downtown Lake Geneva while alleviating downtown vehicle traffic and parking concerns.

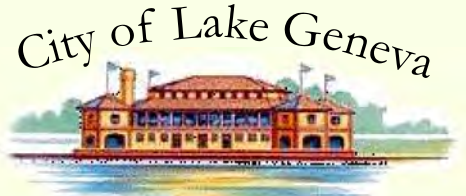
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- Recreational Facilities**
- State Owned Land
 - City Parks & Open Space
 - Private Recreation Facilities
 - Schools

- Town Boundaries
- City Boundaries
- Existing Off-Street Pedestrian Paths
- Existing Off-Street Multi-Use Paths
- Existing On-Street Bike Routes
- Surface Water

- Planned Facilities**
- Intersection Improvements
 - On-Street Bike Routes
 - On-Street Bike Lanes
 - Off-Street Multi-Use Paths
 - Regional Tourism Connections
 - Future Park and Ride



Bicycle and Pedestrian Plan
Map 2: Planned Facilities

12/19/2017
Source: City of Lake Geneva, SEWRPC,
Walworth County, Vandewalle & Associates

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Regional Recommendations

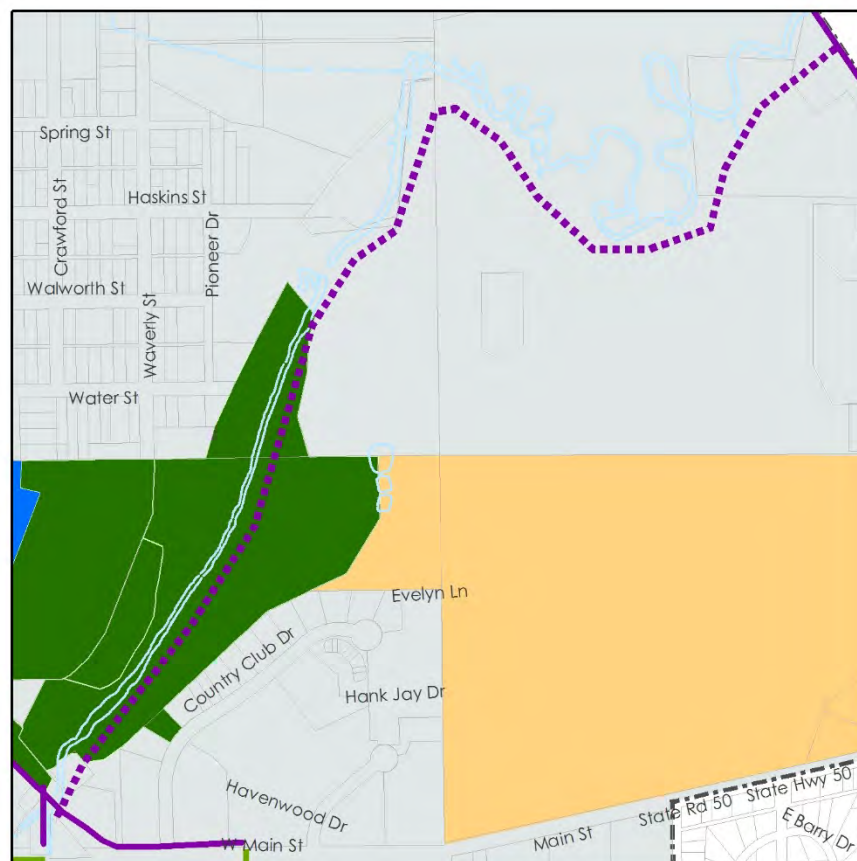
This Plan recommends several Regional Tourism Connections that connect Lake Geneva to nearby communities and other regional recreational destinations. These connections consist mainly of signed bicycle routes, incorporating bike lanes and off-street facilities where possible. As many regional destinations are currently difficult to access on foot or by bike, providing new Regional Tourism Connections will help grow the City's tourist economy by expanding number of things that are possible to see and do while visiting Lake Geneva. Building on Lake Geneva's status as a resort and vacation destination, these recommendations seek to link the City's well-established attractions with recreational opportunities and destinations in the broader region such as northern Illinois, Grand Geneva, and the White River State Trail. These connections also build the region's economy by expanding bicycling opportunities and creating a bicycling destination that stretches from southeastern Wisconsin to Chicago.

As these planned connections are located outside of the City limits, cooperation and partnerships will be necessary in order to make them a reality. The City will need to work with adjoining towns, nearby cities and villages, Walworth County, state agencies, tourism organizations, and interest groups order to coordinate and fund the needed facility upgrades to complete the Regional Tourism Connections.

White River Trail (A)

The White River Trail corridor provides a scenic connection between Downtown Lake Geneva and the off-street path along Edwards Boulevard. The existing trail is picturesque and well-used by existing residents. Completing this connection for full bikeability and walkability addresses a critical gap in the existing trail network. As the former Hillmoor Golf Course is redeveloped, the City should require land dedication along the White River to ensure sufficient space for this trail.

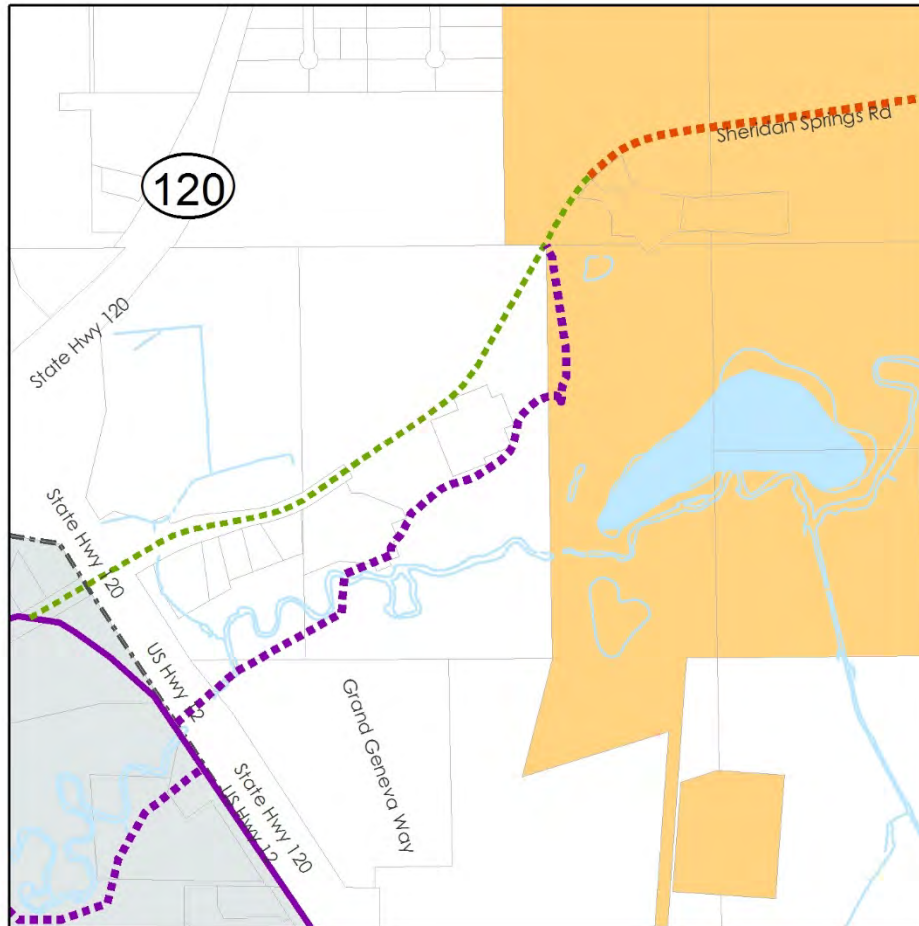
Figure 7. White River Trail



Connection to Grand Geneva and White River County Park and White River State Trail (B)

In the short term, this Plan recommends the addition of bicycle lanes to Sheridan Springs Road over State Highway 120 to connect Lake Geneva with rural areas to the east. In the long term, an off-street path connection from Edwards Boulevard to Grand Geneva Resort and Spa along the White River is more ideal connection due to its safety and scenic value. This connection is included in this Plan to indicate that in the future, when State Highway 120 is reconstructed, the bridge over the White River should be upgraded to accommodate the trail connection. Eventually, this route will lead to the new White River County Park, as well as the White River State Trail.

Figure 8. Grand Geneva and White River Connection

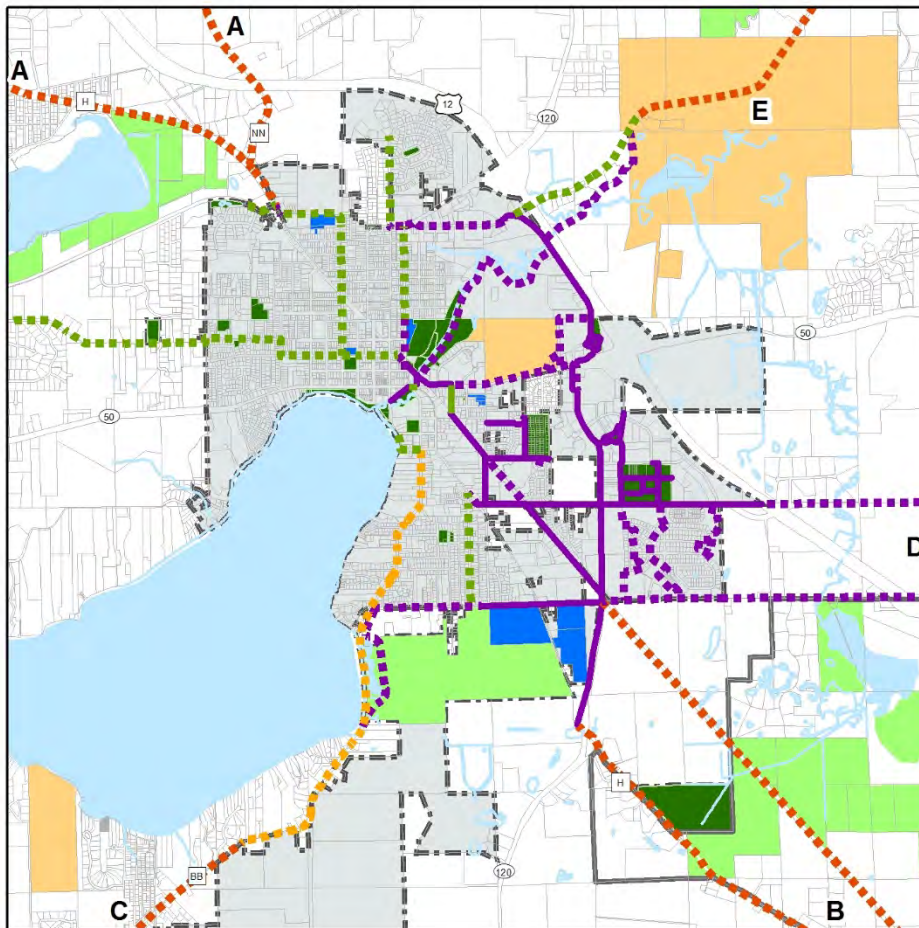


Urban Escape Routes (C)

Urban Escape Routes offer connections to regional destinations with lower vehicle conflicts than main arterials and should be maintained to preserve ease of bicycle access. Urban escape routes are characterized by lower traffic volumes and slower speeds than state highways, which prevents bicycles and pedestrians from having to bike or walk near high-speed traffic. Urban escape routes also tend to provide more scenery and less noise than routes that follow busy highways. Several proposed urban escape routes include:

- **To Elkhorn** via County Highways H and NN (northbound)
- **To Genoa City** via County Highway H (southbound)
- **To Fontana and Walworth** via South Lake Shore Drive
- **To rural subdivisions the east** via East Townline Road and North Bloomfield Road
- **To Grand Geneva, White River County Park, and White River State Trail** via Sheridan Springs Road

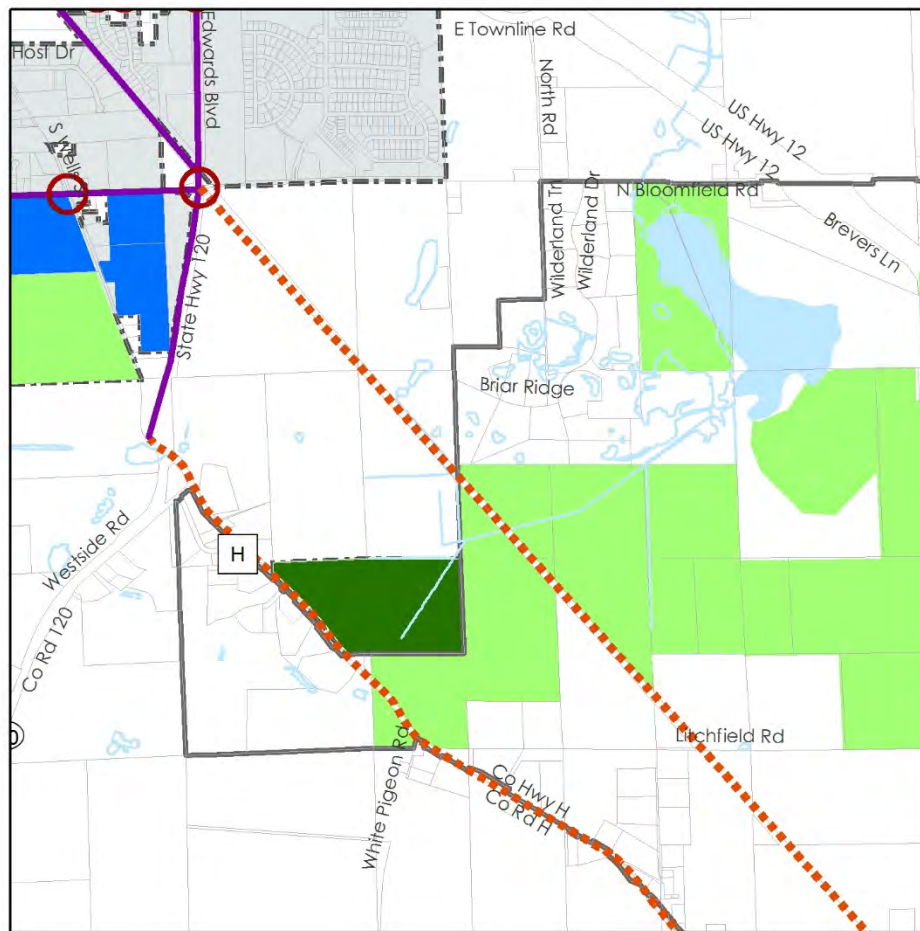
Figure 9. Urban Escape Routes



Connection to Hackmatack National Wildlife Refuge and Northern Illinois (D)

The City should explore a connection to northern Illinois and the newly-established Hackmatack National Wildlife Refuge near the Illinois-Wisconsin border. An existing former railroad bed provides a direct connection that is separate from all roads, provides scenic views, and features gentle slopes. However, the corridor is currently on private property. An easement should be explored to provide public access to this ideal trail connection. Another option for this route is to add bicycle lanes or an off-street path along County Highway H, which runs parallel to the railroad bed. This connection could become part of a corridor between Lake Geneva and Downtown Chicago that utilizes the Prairie, Fox River, and Great Western Trails, encouraging Chicago-area bicycle enthusiasts to spend tourism dollars in Lake Geneva. This connection will be further enhanced by improving the intersection of State Highway 120 and North Bloomfield Road.

Figure 10. Connection to Hackmatack N.W.R and Northern Illinois



Local Recommendations

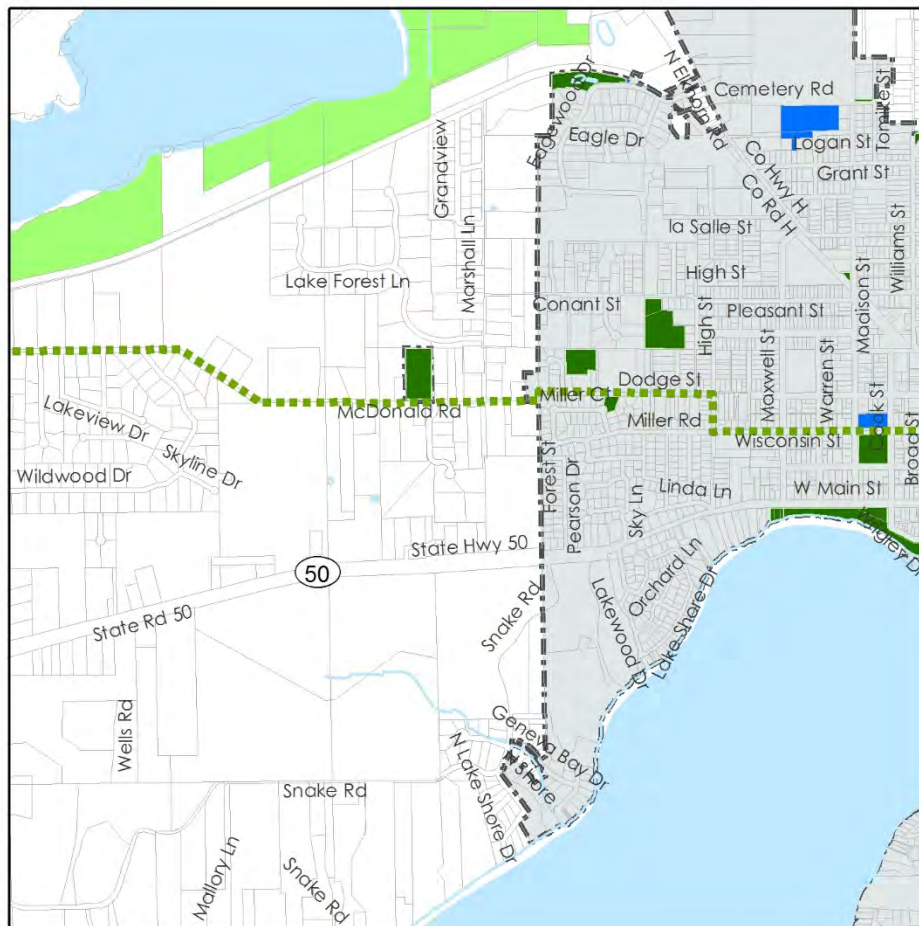
This Plan recommends connections to important local destinations that will improve the quality of life for Lake Geneva residents, encourage tourists to travel by foot or by bike, as well as enhance City's the outdoor recreation experience.

The Geneva Lake Loop (E)

Due to a lack of shoulders, bicycle lanes, and trails, it is difficult for most bicyclists other than the most experienced riders to complete a loop around Geneva Lake and to other nearby destination communities. Therefore, it is important to identify and preserve safe routes on existing roads for cyclists to be able to complete a loop around Geneva Lake. These routes must also feature safe connections to Downtown Lake Geneva.

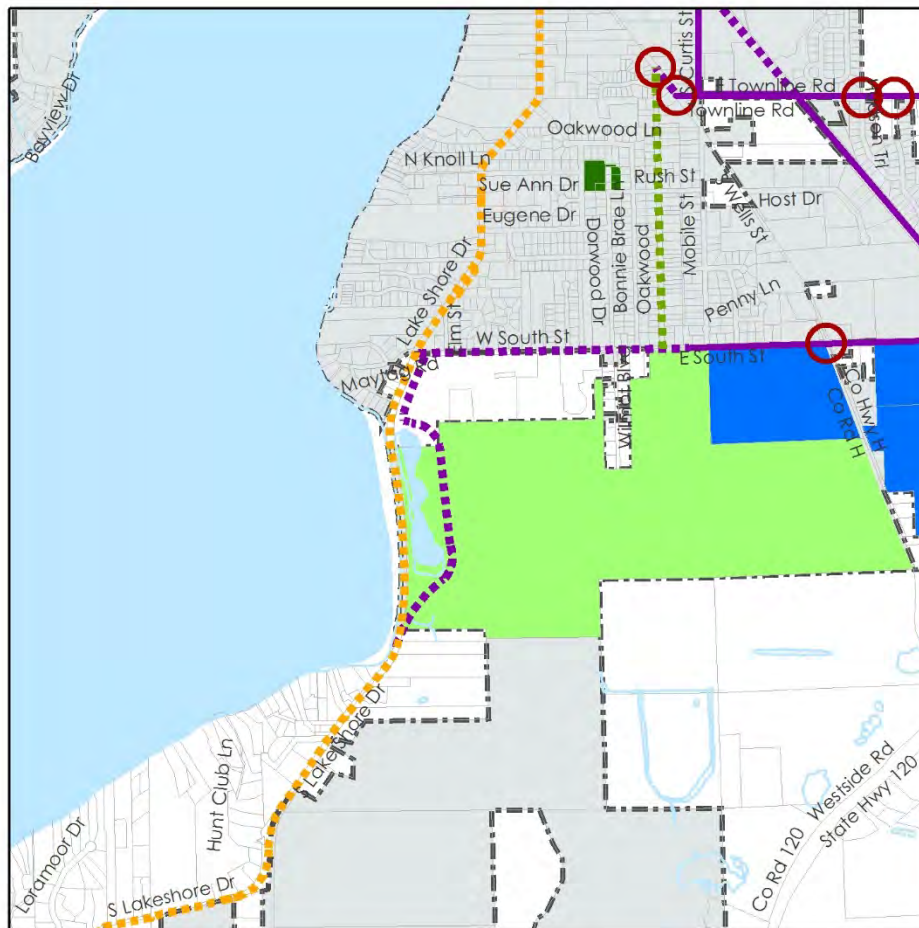
Providing a northern route around Geneva Lake along State Highway 50 would be a challenge due to high traffic volumes and speeds. An urban escape route on McDonald Road provides a safer alternative. This route connects to Downtown Lake Geneva via Dodge Street and Wisconsin Street. Following calm streets, this route connects the bicycle network to Central-Denison Elementary School.

Figure 11. McDonald Road Lake Loop



Big Foot Beach State Park has been identified as a problem area for bicycles and pedestrians due to the proximity of South Lake Shore Drive and its associated traffic. Due to safety and erosion concerns along the lakefront, the long-range recommendation for this area involves adding a separate bicycle and pedestrian trail to the east of the existing marsh away from vehicular traffic. Rerouting the trail minimizes conflicts along the beach where safety is an ongoing problem. This trail would then connect to a planned trail along South Street, eventually connecting to a planned on-street route on Lake Geneva Boulevard. Given the limited space, the new trails will require creativity in design to minimize the removal of mature trees. This is a critical connection due to its proximity to Badger High School and Lake Geneva Middle School. An on-street bicycle route along Lake Geneva Boulevard, along with a short segment of off-street path on South Wells Street with new pedestrian and bicycle-activated crossings completes this new route's connection with existing City trails.

Figure 12. South Lake Shore Drive



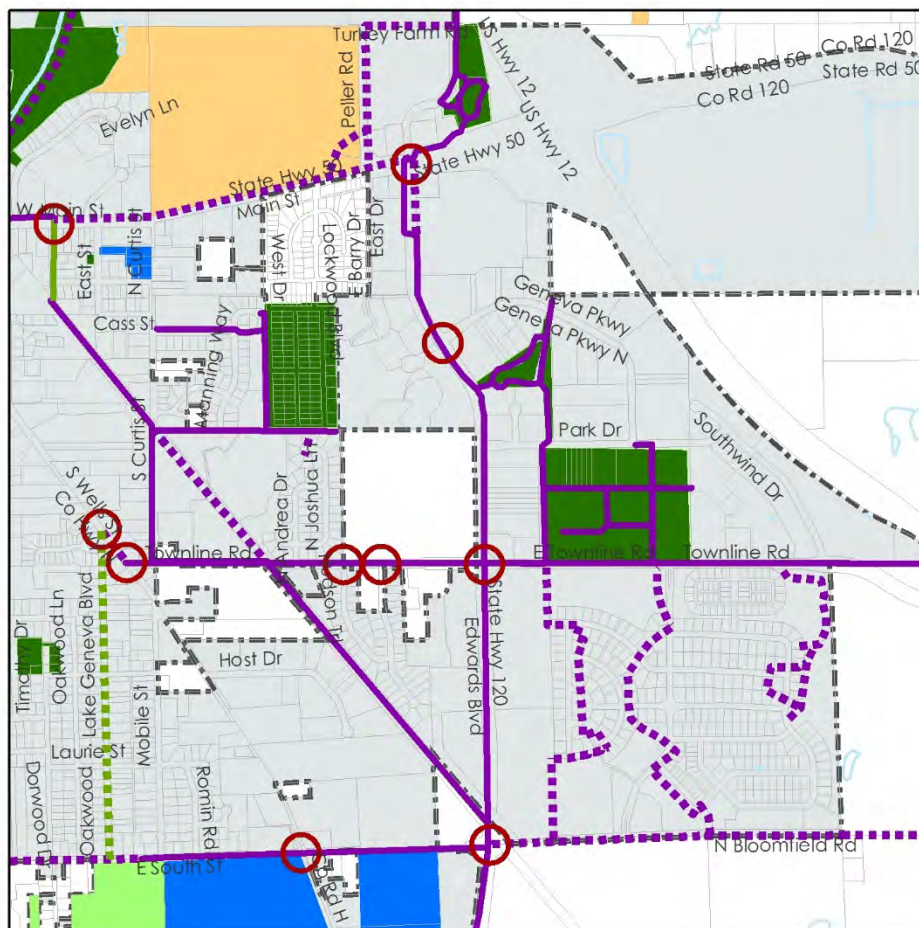
Since these trails will likely not be constructed in the near future, it is important to take measures to improve bicycle and pedestrian safety in the meantime in this high-conflict area. For example, it is possible to add on-street bicycle lanes on Lake Shore Drive to connect Big Foot Beach State Park with Downtown Lake Geneva. The City is exploring a possible South Lake Shore Drive reconstruction project that would follow the same route around the marsh that the recommended trail follows, and the new design must retain adequate separation between vehicular traffic and trail users. However, at this time, the road reconstruction project will require additional discussion and cooperation between the City of Lake Geneva, the State of Wisconsin, Walworth County, and the Town of Linn before proceeding.

Connections Along State Highways 50 and 120 (F)

The off-street path along State Highway 120, known as Edwards Boulevard within the City limits, has several intersections with roads with high traffic volumes. Crossing East Bloomfield Road and North Townline Road requires bicycles and pedestrians to cross four lanes of traffic in locations with no traffic signals. Additionally, traffic generators such as Lake Geneva Middle School result in high traffic volumes during certain times of day. In order to improve trail crossing safety, the City should explore implementing intersection improvements at these locations. This will promote walkability and bikeability for students especially.

Due to safety concerns, roads that are designed for high speeds and large traffic volumes are not ideal for local bicycle and pedestrian traffic. As development occurs along East Townline Road and North Bloomfield Road, trails should be extended to connect new neighborhoods to the existing trail network along State Highway 120. New off-street paths, bike lanes, or bike routes should be incorporated in new developments to provide additional connectivity with these main bicycle and pedestrian corridors, especially along State Highway 50 (Main Street), which links popular shopping centers with Downtown Lake Geneva.

Figure 13. State Highways 50 and 120



Improving the Downtown District (G)

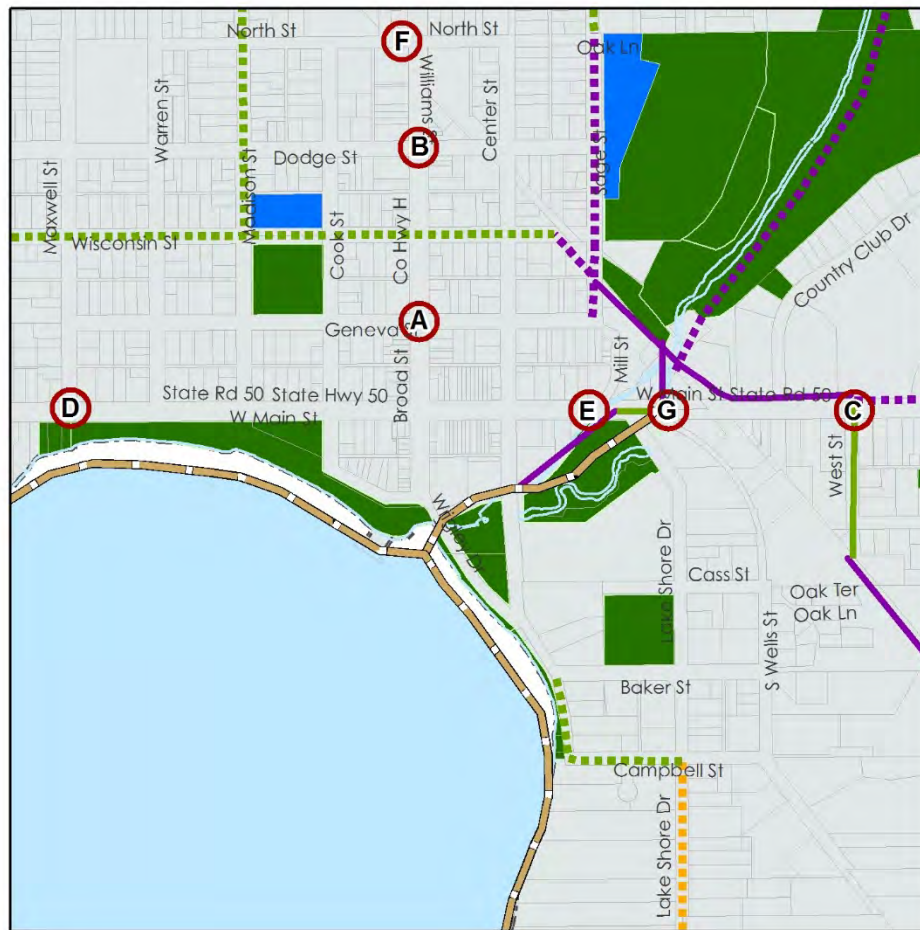
As bicyclists and pedestrians approach Downtown via existing and proposed routes and trails, they may frequently encounter heavy vehicle and pedestrian traffic. Rather than encourage bicyclists to enter the fray, several bicycle parking areas should be placed around the perimeter of downtown, to give bicyclists the option to leave their bike in a secure place while enjoying the various businesses and sights that Downtown Lake Geneva has to offer. This could include bicycle racks, secure bike lockers, and supervised storage areas. At this time, this Plan does not recommend adding bicycle lanes to this section of Main Street.

Intersection improvements in the Downtown will also provide a safer street-crossing experience for pedestrians. Such improvements may include pedestrian-activated crossing signals, which are described further on page 17. Seven downtown intersections are identified on the map for future intersection improvements (see Figure 14):

- A.** Broad Street and Geneva Street
- B.** Dodge Street and Broad Street
- C.** West Street and Main Street
- D.** W. Main Street and Maxwell Street
- E.** W. Main Street and Mill Street
- F.** North Street and Broad Street
- G.** W. Main Street and N. Wells Street

Other intersections within the Downtown should be evaluated for crosswalk upgrades, such as enhanced striping or curb bump-outs to enhance crosswalk visibility and encourage slower driving speeds. Finally, the City should encourage sidewalk cafés that improve the downtown atmosphere and encourage business patronage through careful design. Refer to the Sidewalk Café Guidelines provided later in this chapter.

Figure 14. Downtown Lake Geneva



Other Key Connections

Several other connections are recommended to enhance the existing bicycle and pedestrian transportation network within the City. These are depicted on Map 2 and include the following:

- Intersection improvements near Lake Geneva Middle School and Badger High School at the intersection of S Wells Street, E South Street, and E Bloomfield Road, as well as the intersection of N Bloomfield Road and Edwards Boulevard (STH 120);
- A new on-street route on Madison Street beginning at Wisconsin Street and heading north, curving to the west on Cemetery Road and ending at Elkhorn Road;
- A new on-street route on Edgewood Drive and Promontory Drive to connect to the Duck Lake Nature Trail;
- A new off-street path on Elkhorn Road to connect on-street routes on Cemetery Road and Promontory Drive;
- A new on-street route on Sage Street from East Sheridan Springs Road to North Street;
- New on-street bicycle lanes on Sage Street from North Street to Geneva Street;
- A new on-street route on Center Street north of East Sheridan Springs Road;
- A new off-street path along West South Street from Lake Geneva Boulevard to Big Foot Beach State Park;
- A new off-street path along Wells Street from Lake Geneva Boulevard to East Townline Road, with pedestrian and bicycle-activated crossings at these two intersections;

- An off-street path connection from Joshua Lane to the existing Yellow Route;
- An off-street path along an easement at the End-of-the-Line Caboose Motel that will provide a direct, off-street connection in the existing off-street path in the former railroad right-of-way;

Recommended Intersection improvements

In the locations on Map 2 where intersection improvements are recommended, a range of techniques may be considered. Each intersection should be studied to understand the most effective improvement for that intersection, based on the specific issues and conditions in that location. For example, a pedestrian-activated crossing signal may be needed at key intersections in the Downtown, while painted crosswalks may suffice in lower-traffic areas. Treatments could include paint, signage, pedestrian-activated crossing signals, raised crosswalks, curb bump-outs, and extending the crossing time of existing crosswalks. The City should also explore traffic signals that detect bicycles, since many of the lights do not change unless a vehicle is detected.

Downtown Intersections

Due to significant automobile and pedestrian traffic, particularly in the summer months, pedestrians in the downtown experience difficulty crossing the street safely. The City should pay particular attention to intersection improvements downtown due to the high density of pedestrians relative to other areas in the City and should consider a variety of improvements described in this Plan.

Pedestrian Recommendations

While shared off-street paths serve pedestrians and bicyclists alike, they do not address all gaps in the pedestrian network, since pedestrians often cannot walk safely with traffic even on roads without sidewalks that have relatively slow speed limits. Sidewalks are critical to providing safe and convenient options for walking in the City – both within neighborhoods and between neighborhoods and community destinations.

The City should require all new and infill development projects to provide sidewalks to expand and complete the City's pedestrian network. In locations where sidewalks are not currently provided, the City should consider adding sidewalks as roads are scheduled to be reconstructed. Prior to reconstruction, the City should evaluate the feasibility of incorporating sidewalks as part of the reconstruction project. The following criteria should be considered for prioritizing sidewalk investments in established neighborhoods and other developed areas:

- The sidewalk would connect to community destinations such as schools, parks, jobs, shopping, activity centers, and civic amenities
- The sidewalk would address a safety issue
- The sidewalk would close a gap in the existing sidewalk network

Key Sidewalks

Center Street

Sidewalks should be added to Center Street north of East Sheridan Springs Drive, as this street connects to an existing neighborhood to the northeast as well as newer housing developments to the north. This sidewalk will ideally connect to the recommended off-street path along East Sheridan Springs Boulevard, linking these neighborhoods with the rest of the City.

South Curtis Street

Sidewalks are recommended to connect the existing off-street path along the former railroad right-of-way where it meets South Curtis Street just south of Skyline Drive, extending north to the proposed off-street path along State Highway 50 (Main Street). This connects a significant gap in the existing network while improving pedestrian access to St. Francis de Sales Parish School.

Lake Geneva Boulevard

Adding sidewalks to Lake Geneva Boulevard creates an important connection between the recommended off-street paths along West South Street and South Wells Street. Since these streets are in an established neighborhood, providing sidewalks would require cooperation from existing homeowners. Sidewalks in these locations remain important components in a complete pedestrian network.

South Lake Shore Drive

The Plan recommends the relocation of South Lake Shore Drive and the development of a future off-street path at Big Foot Beach State Park. (Refer to Lake Geneva Loop on page 25.) Once South Lake Shore Drive is rerouted, the new off-street trail will accommodate pedestrians. Currently, nature trails connect West South Street with the camping area of Big Foot Beach State Park.

Main Street

The segment of Main Street between North Curtis Street to Edwards Boulevard is a critical connection between Downtown Lake Geneva and several large-scale shopping centers. A recommended off-street path is described in the Local Recommendations section of this Plan under “Connections Along State Highways 50 and 120.”

West Main Street

A sidewalk should be added along West Main Street from Lake View Drive to Snake Road in order to connect the surrounding neighborhoods on the western edge of Lake Geneva. This connection would also improve access to Covenant Harbor, a local camp with outdoor recreation programming.

Park Drive

The short stretch of Park Drive between Edwards Boulevard and Southwind Drive is an example of a gap in the existing sidewalk network. Nearby residents must currently walk on the street where heavy trucks often drive and park in order to get from their homes on Southwind Drive to nearby destinations along Edwards Boulevard and Veterans Park. Sidewalks should be added to Park Drive with crossings that consider conflicts with truck traffic. The City could also consider extending the dead-end bicycle trail in Veterans Park to connect to Prairie Wind Drive.

Sage Street

Sage Street’s existing sidewalk is incomplete between Eastview Elementary School and East Sheridan Springs Road. New sidewalks should be added on Sage Street to address existing gaps and connect the school with the recommended off-street path along East Sheridan Springs Road. A ten-foot-wide off-street trail is recommended on the east side of Sage Street in front of Eastview Elementary School. As the right-of-way narrows, this trail will narrow to connect to the existing and proposed sidewalks on this side of the street.

Wells Street

Existing sidewalks on Wells Street stop short of West Main Street. The City should add sidewalks near the several existing fast food restaurants along Wells Street in order to connect these two important corridors.

Geneva Lake Shore Path

This existing pedestrian-only path provides a scenic and historic walk along Geneva Lake near some of the City’s finest architecture and landscaping. There are few points of public access, and much of the path is not ideal for children or people with mobility concerns. However, this path is an important amenity in Lake Geneva’s outdoor recreation offerings, and it should be preserved and enhanced in the future.

Downtown Sidewalk Café Guidelines

A sidewalk café consists of an outdoor dining area that includes elements such as seating areas, tables, barriers, plantings, and/or umbrellas. They frequently are found in front of downtown properties and are located within the public right-of-way. While they contribute to the character, economy, and atmosphere of a downtown commercial setting, sidewalk cafés must be carefully designed to minimize conflict with nearby pedestrians. The following is a list of requirements that ensure good sidewalk café design:

- Movable, durable barriers or planters to protect tables
- Barriers should be at least three feet tall
- Base of barriers should be no more than six inches tall
- Plants in planters must be alive
- Planters should be no more than three feet tall
- Five feet of clearance for pedestrians must be maintained outside the barriers
- Three feet of circulation clearance must be maintained within the barriers
- Entry to café area should be at least 44 inches wide
- Wait staff may not serve guests outside the barriers
- Entry must be staffed if the café serves alcohol
- Trash cans required if no wait staff is present
- Optional menu or sign (subject to any sign ordinance requirements)
- Sturdy furniture in good condition
- Furniture must not be plastic, unfinished wood, or covered in fabric
- Small tables are preferred over large tables
- Furniture colors are subject to any zoning district requirements
- Umbrellas should not extend beyond barriers
- No carpets or other sidewalk coverings may be used
- Sidewalk cafés must be at least 100 feet from any residential zoning district

Figure 15. Sidewalk Café



Chapter 6. Implementation

Priority and Phasing of Investments

The recommendations presented in this Plan will be implemented over time, rather than occurring all at once. In some cases, the timing of implementation will be based on the City priorities detailed below. In other cases, phasing will be dictated by several factors, including private landowner decisions to develop or sell their property and the availability of City funding or grants to make necessary system expansions or improvements.

In general, bicycle and pedestrian investments should be prioritized as follows:

1. *Improve* the existing bicycle and pedestrian system by addressing ongoing safety issues, particularly dangerous intersections.
2. *Improve* the existing bicycle and pedestrian system by closing gaps in the network.
3. *Expand* the existing bicycle and pedestrian system by developing new connections that provide safe routes to schools.
4. *Expand* the existing bicycle and pedestrian system by developing new connections to other local destinations.
5. *Expand* the existing bicycle and pedestrian system by developing Regional Tourism Connections.

Short-term Recommendations

Short-term recommendations address immediate safety concerns or gaps in the existing bicycle and pedestrian network. High-priority short-term recommendations in Lake Geneva include:

West Street and Main Street

The intersection of West Street and Main Street is a top short-term priority for implementation. At this location, the off-street path along the former railroad right-of-way, which extends northwest and southeast through the City, is interrupted by a short on-street segment along West Street. West Street dead-ends at Main Street, creating an abrupt T-intersection. The bicycle and pedestrian crosswalk in this location is in poor condition, and there is a significant amount of traffic on Main Street (State Highway 50). Providing a safer crossing in this location will greatly improve connectivity between the northwestern and southeastern legs of the off-street path, a linkage that is crucial to linking the Downtown to other portions of the City with bicycle and pedestrian facilities. This connection will become only more important as future bike routes and lanes are implemented north of Downtown.

Other Downtown Intersections

Improvements that address bicycle and pedestrian safety concerns should be top priorities for implementation. The Downtown contains numerous hotspots where bicycles, pedestrians, and vehicles all converge, creating a busy and chaotic environment. While this level of activity is a sign of a healthy downtown and tourism economy, directed improvements to intersections are needed to improve safety, increase bicycle ridership, and comfort for residents and visitors to the Downtown. Such improvements will support continued economic activity and ensure the sustainability of the Downtown as the traffic and popularity of Lake Geneva increases. Improvements may include pedestrian-activated crossing signals, high-visibility crosswalk striping, curb bump-outs, or other enhancements. To this end, the City should prioritize improvements the other Downtown intersections, for instance, Broad Street and Geneva Street, Dodge Street and Broad Street, W. Main Street and Maxwell Street, W. Main Street and Mill Street, and W. Main Street and Wells Street.

Main Street at Edwards Boulevard

The off-street path along Edwards Boulevard (State Highway 120) intersects Main Street on the east side of the City. This is a priority intersection for improvement as the trail along Edwards Boulevard is a key north-south bicycle and pedestrian route. Providing a safer crossing in this location will greatly improve connections between businesses and homes south of Main Street and the neighborhoods to the north. It will also support future connection to planned regional trails connecting to Grand Geneva, White River County Park, and White River State Trail to the northeast and Illinois to the south.

Long-term Recommendations

Long-term recommendations involve implementing projects as opportunities arise, which may require cooperation with surrounding jurisdictions and regional trails. State laws prohibit the City from condemning land like it historically could to improve public facilities, so it is important to take advantage of every opportunity possible to acquire land for expanding the public right-of-way to improve the bicycle and pedestrian network. High-priority long-term recommendations in Lake Geneva include:

South Street to Big Foot Beach State Park

Currently, Big Foot Beach State Park is only connected to South Street by nature trails that run through the campground. This configuration restricts accessibility since the surface is not paved or wide enough for bicycle traffic. In order to complete this connection, an off-street path is ideal, but challenging due to the topography, lack of space, and presence of mature trees. By creatively routing the off-street path in a way that deflects around existing trees, an important connection between Big Foot Beach State Park, Badger High School, and several other existing trails will address a significant gap with a relatively short connection.

White River State Trail

Connecting Lake Geneva to the White River State Trail and nearby White River County Park and the Grand Geneva expands the outdoor recreational options in the City while improving access to several nearby communities. Initially, bicycle lanes may be added to Sheridan Springs Road, since the addition of a new trail may require widening the White River bridge on USH 12. In the future, when this bridge is reconstructed, a design that allows for a trail underpass will accommodate a planned off-street trail between Edwards Boulevard and Grand Geneva. Beyond the Grand Geneva, on-street bicycle lanes will connect Lake Geneva with both the State Trail and County Park.

Network Expansions and Regional Tourism Connections

This Plan's recommended expansions to the bicycle and pedestrian network should be pursued as opportunities arise and funding becomes available. The recommendations for Regional Tourism Connections will be implemented as partnerships and funding opportunities become available. This Plan recommends that the City seek out opportunities to collaborate with other municipalities and organizations to proactively advance these connections.

Typical Costs of Bicycle and Pedestrian Facilities

Typical costs, depicted in Figure 16, were developed based on a combination of real-world examples and industry averages. These costs are provided in 2017 dollars, rounded to the nearest thousand. They include only the cost of the infrastructure investment, (including engineering, design, and contingency) and do not include costs for right-of-way acquisition, additional amenities (signs, kiosks, bike racks, etc.) or other improvements specific to a given project.

Figure 16: Typical Costs Typical Costs of Bicycle and Pedestrian Facilities

Facility	Estimated Cost per Mile (2017 Dollars) ¹
On-Street Bike Route ²	\$16,000
On-Street Bike Lane ³	\$96,000
Off-Street Multi-Use Path ⁴	\$132,000
Concrete Sidewalk ⁵	\$153,000 (\$29 per linear foot)

1. Costs include engineering (25%), design (20%), and contingency (15%) allowances.
2. Assumes signage every 400 feet in each direction.
3. Assumes lanes are five feet wide.
4. Assumes paths are eight feet wide.
5. Assumes sidewalks are five feet wide and four inches thick.

On-street and off-street facilities will require regular maintenance and repair. On-street facilities are often maintained as part of a community's regular roadway maintenance program. In some cases, additional maintenance will be needed such as plow in the winter, clear of debris from the bike lanes, or trim overgrown vegetation. In general, asphalt paths will need repaving every seven to 15 years; concrete paths will require replacement every 25 years.

Funding Sources and Strategies

There are several funding sources available to help finance implementation of improvements or expansions of the bicycle and pedestrian network, including include parkland acquisition impact fees and state and federal grant programs. It should be noted that funds from many of these programs are subject to change due to fluctuations with current federal, state, and local budgets. The City may qualify for grant funds through the Federal Land and Water Conservation Fund (LAWCON), the State Acquisition and Development of Local Parks Program (ADLP), and the State of Wisconsin the Knowles-Nelson Stewardship Program. A listing of available grant programs is found in Appendix C.

The bicycle and pedestrian infrastructure improvements recommended in this Plan should continue to be incorporated into the City's biennial capital improvement plan and programming. The City has successfully maintained and improved its existing bicycle and pedestrian network by outlining the general schedule within which public improvements are proposed to be undertaken. Following the "if it's not broke, don't fix it" principle, the CIP in Lake Geneva has a proven track record in leveraging available resources through improved timing of projects, and coordinating City projects with those of other public or private entities.

The City of Lake Geneva should continue to utilize its existing planning framework and regulations to implement the recommendations in this Plan. The City's subdivision ordinance and development review process, in particular, provide opportunities secure transportation right-of-way as development occurs.

Finally, the City should coordinate efforts with other units of government (ex. Walworth County, adjacent Townships, etc.), governmental departments and public agencies (ex. school districts, Wisconsin Department of Transportation, and Wisconsin Department of Natural Resources), and private and non-profit agencies (ex. Geneva Lake Conservancy, Land Trust of Walworth County) to help fund, leverage funds, and implement the recommendations presented in this Plan.

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Appendix A: Visioning Workshop Results Summary

The following is a compilation of questions and responses for each exercise conducted at the City of Lake Geneva Bicycle and Pedestrian Plan Visioning Workshop held on October 30th, 2017 at City Hall:

1. **DRAWING:** A large copy of the current facilities in the Lake Geneva area is being provided. Please feel free to pick up a marker and draw:
 - a. Where you currently bike and walk; (black marker)
 - b. Where you think new sidewalks, paths, or trails should be for pedestrians; (green marker)
 - c. Where you think new paths or trails should be for bicycles (blue marker)
 - d. Any particularly dangerous areas for walking. (red marker)
 - e. Any particularly dangerous areas for biking (purple marker)

Note: On your table's "Mapping Issues" form, you may describe what you draw on the map. Place a number on the map and write your description of the issue on the form next to the same number.

2. **ALLOCATING FUNDS:** In this exercise you are the financial advisor for the City of Lake Geneva. You must decide where to allocate funds for capital improvements associated with bike and pedestrian facilities. The amount you allocate to each of the six improvements should represent the priority or importance of the improvement. You may choose to put all your money toward one improvement or spread your money around. **Make sure to really consider all your choices, as this exercise will really help us identify which recommendations to focus on.**

If you had \$100, how would you allocate the money for the following resources:

Note: 1/6 of \$100 is \$16.67

Type of Facility (average)	Amount Allocated out of \$100
1. Off-Street Facilities such as Trails (\$21.18)	\$10, \$3.32, \$20, \$16.67, \$20, \$20, \$10, \$25, \$15, \$10, \$16.5, \$50, \$50, \$30
2. On-Street Facilities, including Bike Lanes (\$19.18)	\$30, \$25, \$33.34, \$20, \$16.67, \$20, \$20, \$10, \$10, \$15, \$33.34, \$15, \$16.5, \$7, \$25, \$10
3. Repairs to Local Roads (\$18.72)	\$10, \$20, \$16.67, \$15, \$20, \$20, \$10, \$15, \$3, \$10, \$75, \$10
4. Sidewalks along Existing Roads (\$21.12)	\$40, \$35, \$10, \$20, \$16.67, \$20, \$10, \$20, \$10, \$30, \$33.34, \$15, \$30, \$34, \$15, \$10, \$10
5. Sidewalks along Streets Leading to Roads (\$12.12)	\$10, \$16.67, \$5, \$10, \$20, \$10, \$16.67, \$20, \$10, \$5, \$10
6. Safer Crossings of Roads (\$26.43)	\$20, \$40, \$33.34, \$20, \$16.67, \$15, \$20, \$30, \$50, \$30, \$16.67, \$20, \$50, \$20, \$34, \$5, \$25, \$30

3. **REMOVING BARRIERS:** What improvements would be needed to get your friends and/or family to bike or walk more?
 - Connecting paths and bikeways to safely get to major attractions and areas.
 - The pedestrian crosswalk signs were taken down too soon (beginning of October) when we still have Oktoberfest pedestrian traffic and nice weather (Halloween, etc.).
 - More extensive paved trail system.
 - Safety; Connectivity; Usefulness – get to schools, shops, downtown, and parks.
 - Traffic separation; paths; protected bike lanes (convert angle parking to parallel parking); bike lane in between parking lane and sidewalk; mixing intersections along 50 downtown.

- Flat trails
 - Use Hillmoor for recreation – public and private. Remove the timed function for the crosswalks downtown! Better crosswalks – pilot different methods.
 - Designated path with map or marked signage leading to places of interest.
 - Safer routes and completed paths.
 - Longer routes without so many stops and obstacles. Safer routes with shoulders wide enough to bike. Connectivity to county or surrounding community routes.
 - Longer continuous path. Minimize road crossings. Connect public facilities (parks, schools, restaurants).
 - Diagonal parking. More riders and walkers would reduce parking demand.
 - Logical safe connections from North to South and East to West. Level vs. hilly trails where possible. Create destinations or targets to bike to or from.
 - Safer crossing.
 - Needs to be walking/bike paths around the perimeter of the city to allow for future paths. Need to allow walking paths/sidewalks to promote the opportunity for students to walk to schools.
 - Safer crossings (Edwards Blvd) and intersections (Hwy 50 & Edwards Blvd)
 - Accessibility: connections around town, wider paths for bike trailers. Stop light(s) crossing Hwy 120 at Townline and Bloomfield.
 - City roads and sidewalks meet our needs.
 - Need bike to rent if don't have. More info on where to go.
 - Fix the sledding hill – fill so that the sledding hill is extended and doesn't end in the river – redirect the hill north and remove some brush.
4. **OPPORTUNITIES:** What do you consider as the highest priority/greatest opportunity for bike and pedestrian planning in Lake Geneva?
- Connect to Illinois to allow bike enthusiasts to visit Lake Geneva via bike.
 - Highest priority should be dangerous zones – bike path to schools.
 - Making safer passage across major intersections (Hwy 50/Walmart and Walgreens).
 - Safety – Walgreens (50 & Edwards), Edwards & Townline, Lakeshore Dr & Big Foot entrance, Lakeshore Dr & South St.
 - Tourists; bike share; facilities to support bike share use; paths; separate bike lanes downtown; bike stations – pump/tools along paths.
 - Safe crossing, safe paths, safe ways for people to get to food stores and drug store.
 - Using Hillmoor for recreation – public and private. Bike lane along S. Lakeshore Drive – many marathons here.
 - Clearly marked safe bike lanes.
 - Continue to work on making routes safer.
 - Safe road crossings.
 - Safe walking and riding to schools. Federal safe routes to school program. As Jane Jacobs would say, all sidewalks and paths should go to some place.
 - To allow people to park their cars at the perimeter and come into town without cars. Having somewhere to park/leave your bike safely. Geneva National, The Ridges, Grand Geneva – to be able to safely get to.
 - Safety
 - Need to provide walking paths to schools and shopping areas. Biking paths need to be available around the perimeter of the city limits.
 - Connecting the other communities and trails in Walworth County.

- Accessibility around town – safer sidewalks and pathways to access all areas around town.
- Very high - missing opportunity to explore more areas of Lake Geneva.
- Along the White River over the existing disc park – almost all paved – quiet and safe. Seating along the hiking trails for the elderly.

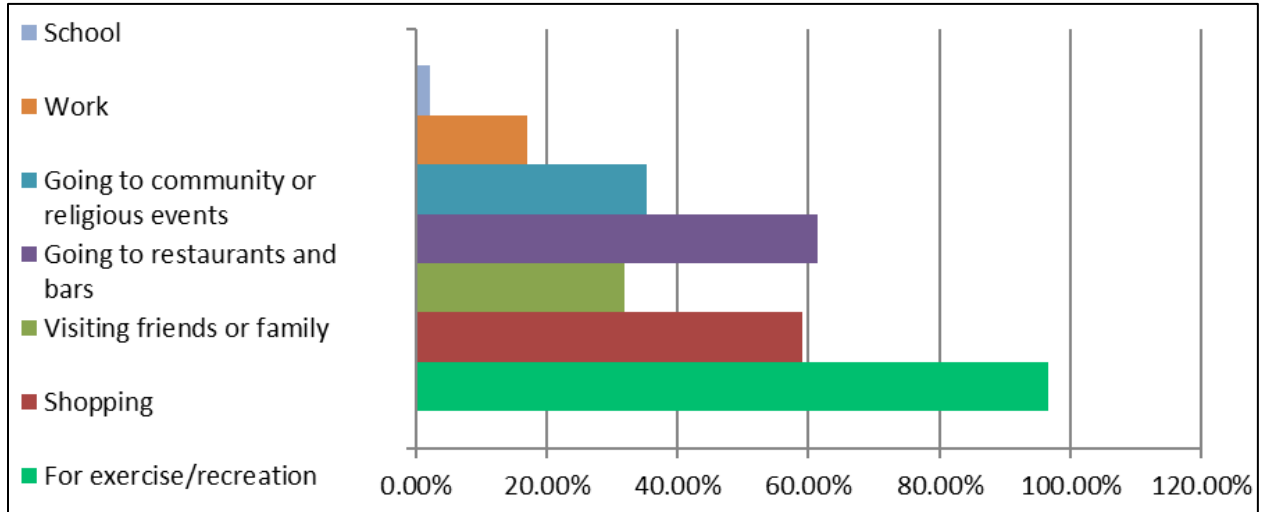
5. **OTHER SUGGESTIONS:** Please offer any comments, suggestions, or opinions you have concerning bike and pedestrian planning.

- Ensure that Lake Geneva plans create a unique experience not offered by other towns and areas in the region.
- For riders and pedestrians – safety for commuters is very important and then more extensive system for recreation riding connecting to the White River Trail.
- Keep paths that we have in good repair. City just did a great blacktop patch job in trail that runs behind Y to Curtis St. We need better maps of our current bike trails, especially showing how to get to bike trail from downtown.
- Make Google Maps data of bike paths along 120 more accurate (so tourists know they exist); better maintenance of current bike paths; both riding/walking surface as well as garbage pick-up.
- New construction: sidewalks on both sides of streets. Community/government – organized free events encouraging walking.
- Biggest tourist advantage would be connecting of Fox River Trail to Grand Geneva to Downtown to South Lakeshore Drive to BB and around to Fontana.
- Continue to work on an ultimate plan.
- I favor multi-use when applicable.
- Change zoning downtown to allow apartments above stores without requiring car parking. Instead require covered and secure bike parking.
- Please incorporate low cost, low impact projects to pursue initially to get city leaders moving on this future plan.
- The crosswalks and disability/ cut outs are poorly designed. A lot of our current w/c cutouts dump the pedestrians directly into lanes of traffic. Crosswalk at Hwy H/Bloomfield/South (between LGMS/BHS/2 apartment complexes) needs to be fixed immediately. Crosswalk dumps into traffic lanes.
- Maps/Apps of the trails in Lake Geneva and Walworth County.
- I am thrilled this opportunity has been communicated with our residents because I love Lake Geneva and want everyone to be able to get outside and be active.
- How much are you willing to pay in additional property taxes to support bike and walking trails?
- Landscaping, sculptures, and points of interest are needed to expand areas to tour. Communicating is necessary – visual maps.
- Put up “washrooms” on the concession stand at East View School parking lot.

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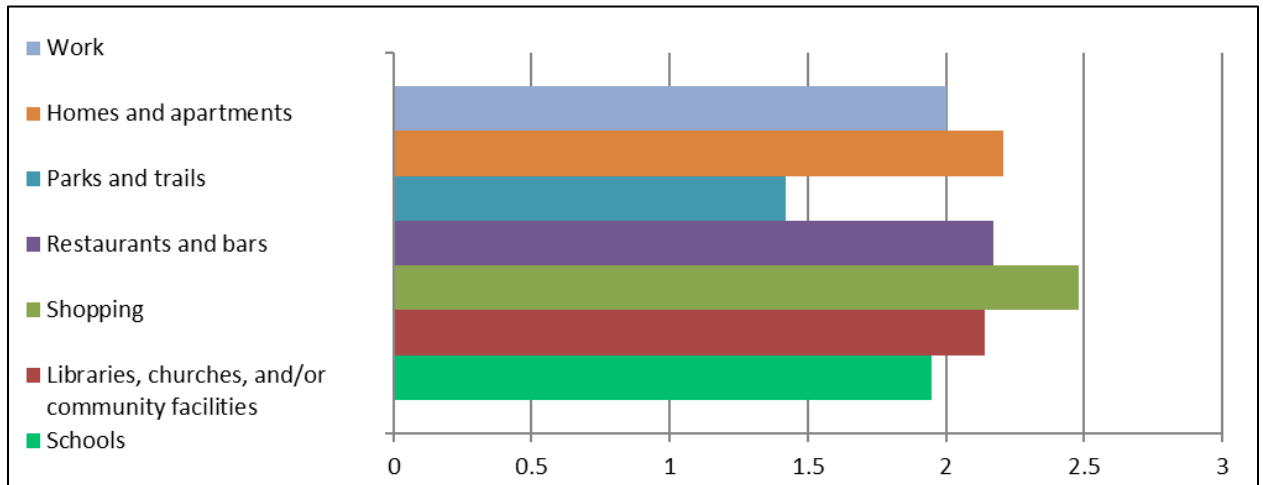
Appendix B: Online Survey Results

1. Which reasons do you walk for? Select all that apply.



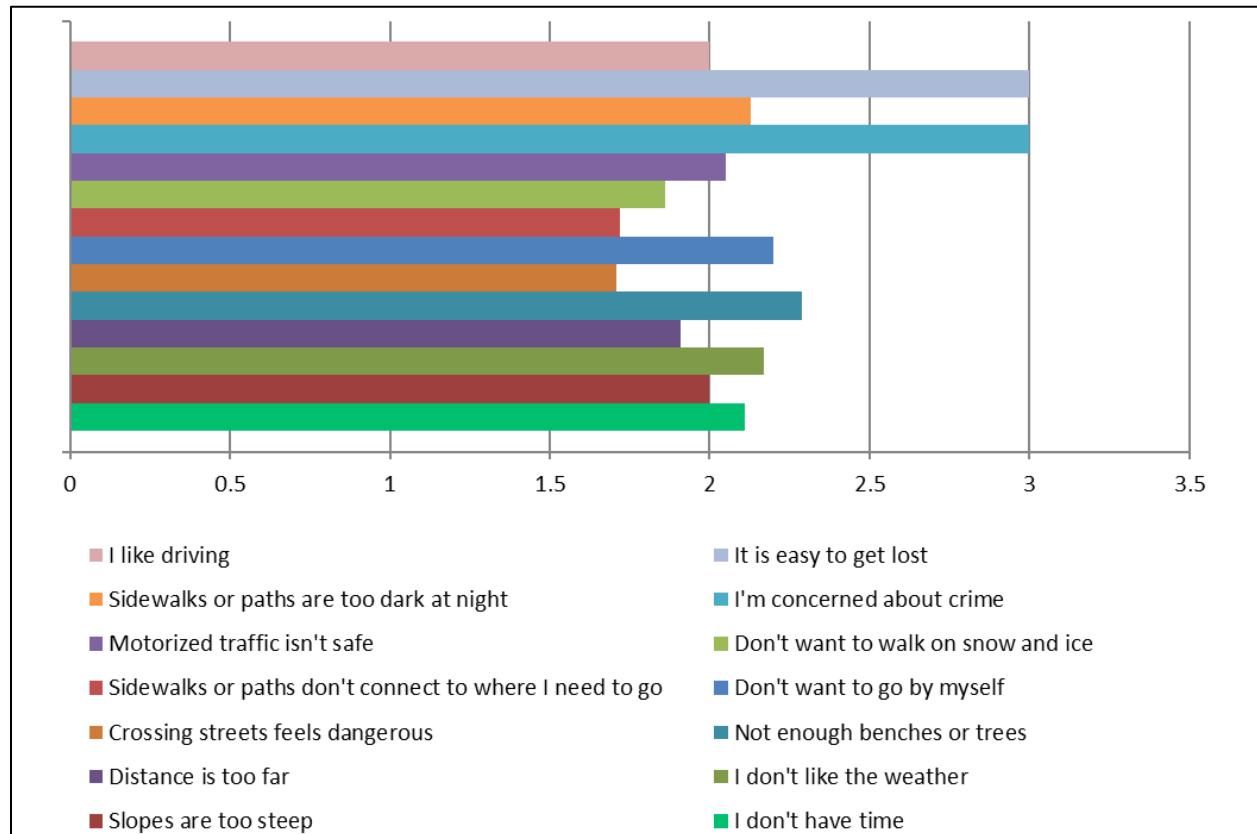
Answer Choices	Responses	
For exercise/recreation	96.59%	85
Shopping	59.09%	52
Visiting friends or family	31.82%	28
Going to restaurants and bars	61.36%	54
Going to community or religious events	35.23%	31
Work	17.05%	15
School	2.27%	2
	Answered	88
	Skipped	0

2. Choose the top 3 locations that you would like to see better pedestrian connections to:



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Schools	36.84%	7	31.58%	6	31.58%	6	19	1.95
Libraries, churches, and/or community facilities	26.19%	11	33.33%	14	40.48%	17	42	2.14
Shopping	13.64%	6	25.00%	11	61.36%	27	44	2.48
Restaurants and bars	18.75%	9	45.83%	22	35.42%	17	48	2.17
Parks and trails	66.22%	49	25.68%	19	8.11%	6	74	1.42
Homes and apartments	20.83%	5	37.50%	9	41.67%	10	24	2.21
Work	16.67%	1	66.67%	4	16.67%	1	6	2
							Answered	88
							Skipped	0

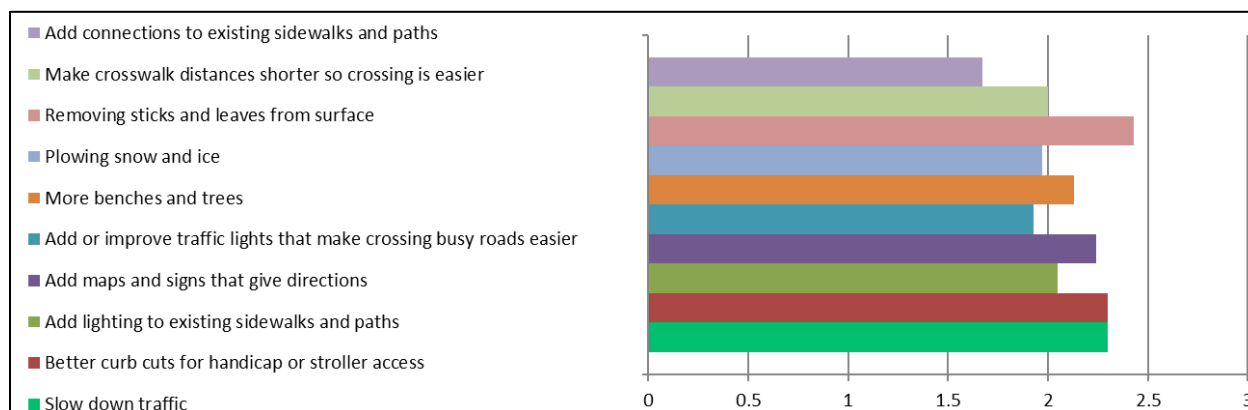
3. Choose the top 3 reasons that keep you from walking.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
I don't have time	31.58%	6	26.32%	5	42.11%	8	19	2.11
Slopes are too steep	33.33%	1	33.33%	1	33.33%	1	3	2
I don't like the weather	33.33%	4	16.67%	2	50.00%	6	12	2.17
Distance is too far	45.45%	5	18.18%	2	36.36%	4	11	1.91
Not enough benches or trees	28.57%	4	14.29%	2	57.14%	8	14	2.29

	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Crossing streets feels dangerous	45.71%	16	37.14%	13	17.14%	6	35	1.71
Don't want to go by myself	20.00%	1	40.00%	2	40.00%	2	5	2.2
Sidewalks or paths don't connect to where I need to go	48.15%	26	31.48%	17	20.37%	11	54	1.72
Don't want to walk on snow and ice	41.38%	12	31.03%	9	27.59%	8	29	1.86
Motorized traffic isn't safe	27.27%	6	40.91%	9	31.82%	7	22	2.05
I'm concerned about crime	0.00%	0	0.00%	0	100.00%	3	3	3
Sidewalks or paths are too dark at night	13.33%	4	60.00%	18	26.67%	8	30	2.13
It is easy to get lost	0.00%	0	0.00%	0	100.00%	3	3	3
I like driving	50.00%	2	0.00%	0	50.00%	2	4	2
							Answered	87
							Skipped	1

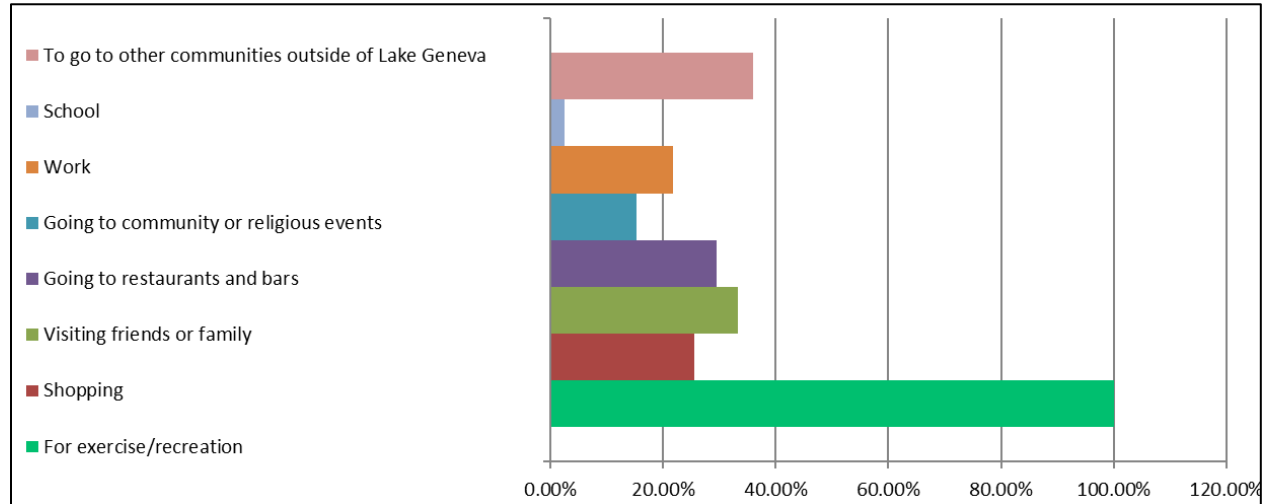
4. Choose the 3 top improvements that would improve your walking experience.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Slow down traffic	20.00%	2	30.00%	3	50.00%	5	10	2.3
Better curb cuts for handicap or stroller access	20.00%	2	30.00%	3	50.00%	5	10	2.3
Add lighting to existing sidewalks and paths	31.58%	12	31.58%	12	36.84%	14	38	2.05
Add maps and signs that give directions	13.79%	4	48.28%	14	37.93%	11	29	2.24
Add or improve traffic lights that make crossing busy roads easier	40.48%	17	26.19%	11	33.33%	14	42	1.93
More benches and trees	13.33%	2	60.00%	9	26.67%	4	15	2.13
Plowing snow and ice	34.48%	10	34.48%	10	31.03%	9	29	1.97
Removing sticks and leaves from surface	14.29%	1	28.57%	2	57.14%	4	7	2.43

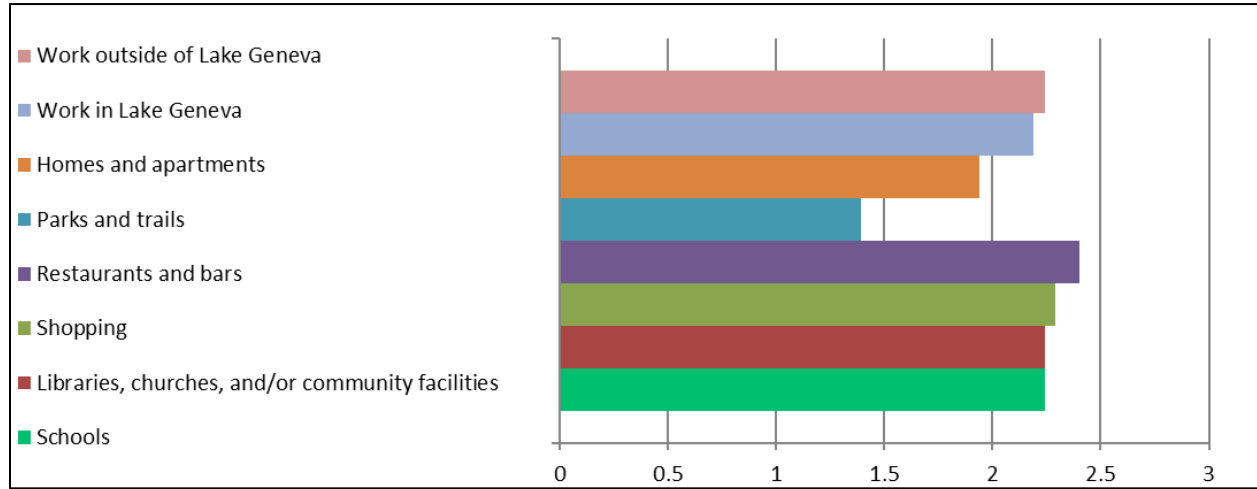
	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Make crosswalk distances shorter so crossing is easier	14.29%	1	71.43%	5	14.29%	1	7	2
Add connections to existing sidewalks and paths	54.69%	35	23.44%	15	21.88%	14	64	1.67
							Answered	86
							Skipped	2

5. Which reasons do you ride a bicycle for? Select all that apply



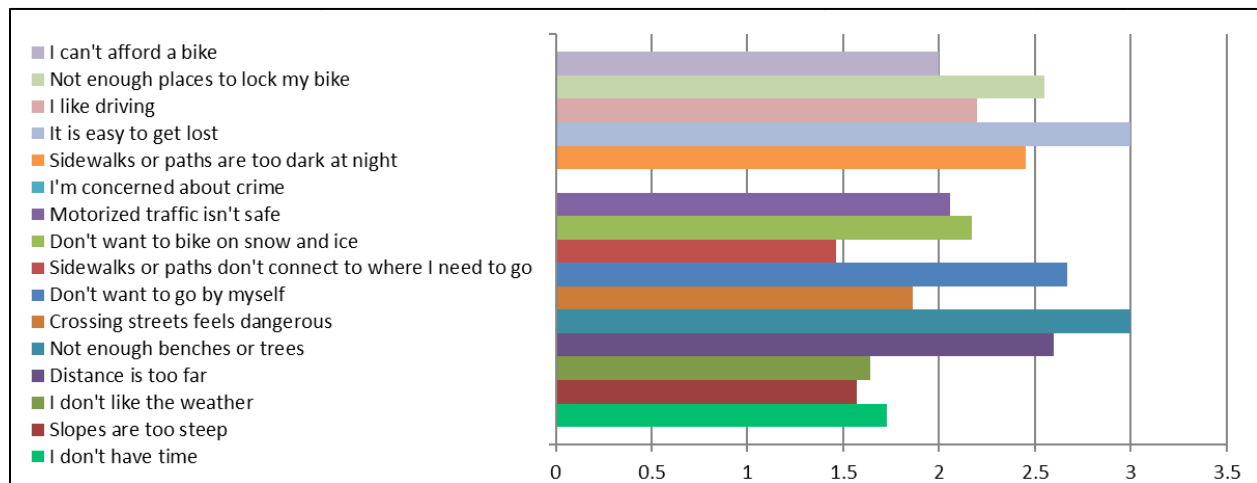
Answer Choices	Responses	
For exercise/recreation	100.00%	78
Shopping	25.64%	20
Visiting friends or family	33.33%	26
Going to restaurants and bars	29.49%	23
Going to community or religious events	15.38%	12
Work	21.79%	17
School	2.56%	2
To go to other communities outside of Lake Geneva	35.90%	28
	Answered	78
	Skipped	10

6. Choose the top 3 locations that you would like to see better bicycle connections to:



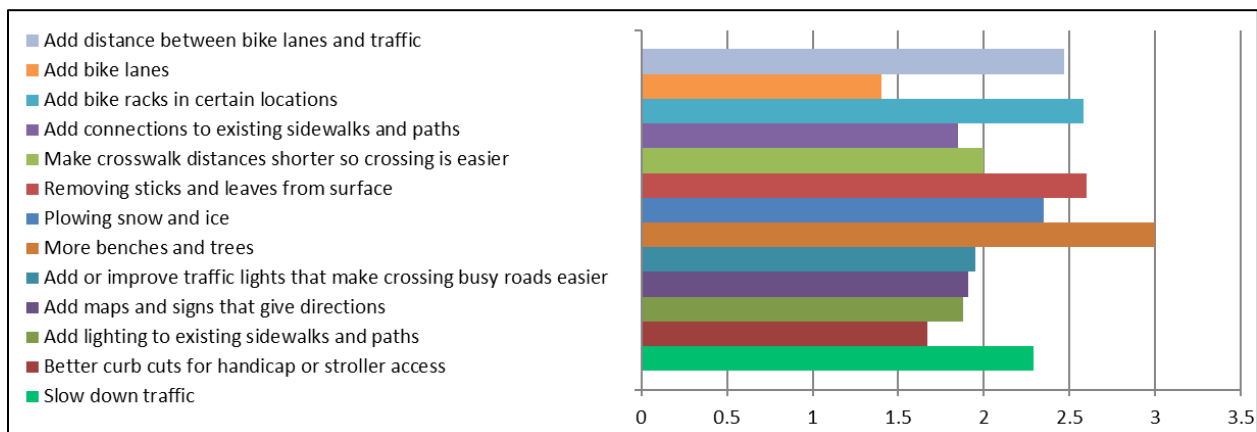
	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Schools	11.76%	2	52.94%	9	35.29%	6	17	2.24
Libraries, churches, and/or community facilities	26.47%	9	23.53%	8	50.00%	17	34	2.24
Shopping	20.83%	5	29.17%	7	50.00%	12	24	2.29
Restaurants and bars	13.33%	4	33.33%	10	53.33%	16	30	2.4
Parks and trails	69.01%	49	22.54%	16	8.45%	6	71	1.39
Homes and apartments	27.78%	5	50.00%	9	22.22%	4	18	1.94
Work in Lake Geneva	6.25%	1	68.75%	11	25.00%	4	16	2.19
Work outside of Lake Geneva	17.65%	3	41.18%	7	41.18%	7	17	2.24
							Answered	78
							Skipped	10

7. Choose the top 3 reasons that keep you from riding a bicycle.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
I don't have time	54.55%	6	18.18%	2	27.27%	3	11	1.73
Slopes are too steep	57.14%	4	28.57%	2	14.29%	1	7	1.57
I don't like the weather	54.55%	6	27.27%	3	18.18%	2	11	1.64
Distance is too far	0.00%	0	40.00%	2	60.00%	3	5	2.6
Not enough benches or trees	0.00%	0	0.00%	0	100.00%	2	2	3
Crossing streets feels dangerous	41.38%	12	31.03%	9	27.59%	8	29	1.86
Don't want to go by myself	0.00%	0	33.33%	1	66.67%	2	3	2.67
Sidewalks or paths don't connect to where I need to go	63.46%	33	26.92%	14	9.62%	5	52	1.46
Don't want to bike on snow and ice	13.04%	3	56.52%	13	30.43%	7	23	2.17
Motorized traffic isn't safe	22.22%	8	50.00%	18	27.78%	10	36	2.06
I'm concerned about crime	0.00%	0	0.00%	0	0.00%	0	0	0
Sidewalks or paths are too dark at night	18.18%	4	18.18%	4	63.64%	14	22	2.45
It is easy to get lost	0.00%	0	0.00%	0	100.00%	1	1	3
I like driving	40.00%	2	0.00%	0	60.00%	3	5	2.2
Not enough places to lock my bike	4.55%	1	36.36%	8	59.09%	13	22	2.55
I can't afford a bike	0.00%	0	100.00%	1	0.00%	0	1	2
							Answered	79
							Skipped	9

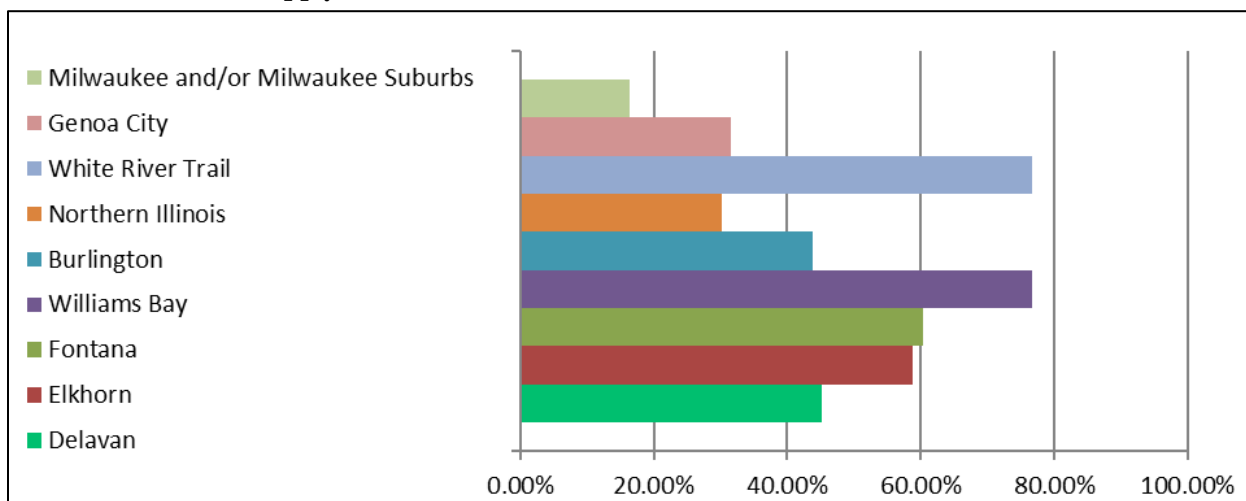
8. Choose the 3 top improvements that would improve your bicycling experience.



	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Slow down traffic	28.57%	2	14.29%	1	57.14%	4	7	2.29
Better curb cuts for handicap or stroller access	66.67%	2	0.00%	0	33.33%	1	3	1.67
Add lighting to existing sidewalks and paths	31.25%	5	50.00%	8	18.75%	3	16	1.88

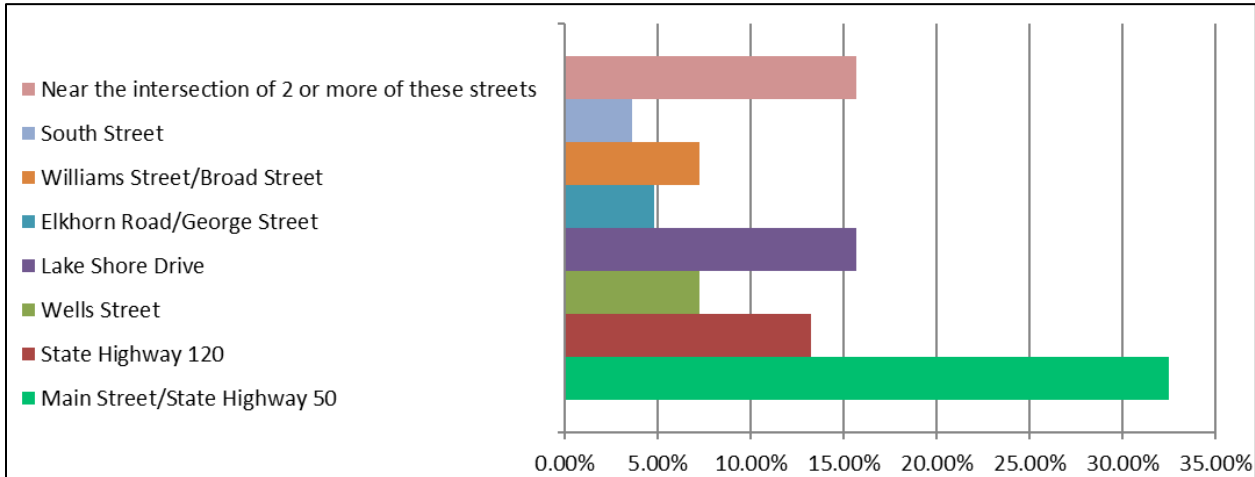
	Top Choice		Second Choice		Third Choice		Total	Weighted Average
Add maps and signs that give directions	36.36%	4	36.36%	4	27.27%	3	11	1.91
Add or improve traffic lights that make crossing busy roads easier	36.36%	8	31.82%	7	31.82%	7	22	1.95
More benches and trees	0.00%	0	0.00%	0	100.00%	1	1	3
Plowing snow and ice	17.65%	3	29.41%	5	52.94%	9	17	2.35
Removing sticks and leaves from surface	0.00%	0	40.00%	2	60.00%	3	5	2.6
Make crosswalk distances shorter so crossing is easier	0.00%	0	100.00%	1	0.00%	0	1	2
Add connections to existing sidewalks and paths	39.02%	16	36.59%	15	24.39%	10	41	1.85
Add bike racks in certain locations	10.53%	2	21.05%	4	68.42%	13	19	2.58
Add bike lanes	66.04%	35	28.30%	15	5.66%	3	53	1.4
Add distance between bike lanes and traffic	3.33%	1	46.67%	14	50.00%	15	30	2.47
							Answered	78
							Skipped	10

9. Which of the following communities do you bike to, or would you bike to if a trail connection was made? Select all that apply:



Answer Choices	Responses	
Delavan	45.21%	33
Elkhorn	58.90%	43
Fontana	60.27%	44
Williams Bay	76.71%	56
Burlington	43.84%	32
Northern Illinois	30.14%	22
White River Trail	76.71%	56
Genoa City	31.51%	23
Milwaukee and/or Milwaukee Suburbs	16.44%	12
	Answered	73
	Skipped	15

10. Which part of Lake Geneva needs pedestrian and/or bicycle upgrades the most? Choose one:



Answer Choices	Responses	
Main Street/State Highway 50	32.53%	27
State Highway 120	13.25%	11
Wells Street	7.23%	6
Lake Shore Drive	15.66%	13
Elkhorn Road/George Street	4.82%	4
Williams Street/Broad Street	7.23%	6
South Street	3.61%	3
Near the intersection of 2 or more of these streets	15.66%	13
	Answered	83
	Skipped	5

Appendix C: Summary of Questions and Comments from Open House

1. Did we miss anything? You may draw your ideas or suggestions on the Planned Facilities Map provided on the back of this page. Feel free to use the colored pencils provided to indicate different types of facilities or recreational needs. Please ask if you need additional information or assistance!
2. Did you take the Online Survey offered during Fall 2017? Yes (5) No (5)
3. Do you have any comments or suggestions on the proposed goals, objectives, or policies in the Draft Bicycle and Pedestrian Plan? (Refer to the handout of goals, objectives, and policies)
 - I think the idea to connect to Grand Geneva and other resorts is a great one. Would bring in more cyclists and would bring in more money. Also connecting larger cities (Milwaukee, Chicago).
 - Basic plan is pretty comprehensive. I like the plan for around the lake as it keeps them OFF the lakeshore path.
 - Need a sidewalk on one side of Park Street for pedestrians. This is a commercial area with a lot of truck traffic and we have to walk in the street.
 - Extend pedestrian sidewalks – circled area on map but extend all sidewalks that just stop abruptly.
 - Make the alleyway off of Broad Street one way going in.
 - Goal is to acquire Hillmoor Golf Course and put a visitor's center to filter traffic off of Route 50, in addition rent bikes and have a path behind the museum into town.
 - Could we add the Safe Route to Schools program to objectives? Could we change the stop lights to recognize bicycles?
4. Do you have any comments or suggestions on the proposed Planned Facilities Map? (Refer to the Exhibit of Map 2.)
 - The intersection at Wells and Main Street should be an intersection improvement. There is a sidewalk with a crosswalk, but nowhere to go once you get in front of KFC. Sidewalk or path – where does the crosswalk lead to?
 - There is already sidewalk down Center Street. Don't feel that sidewalk needs to be added to Sage Street – Sage makes sense for bikes though.
 - A path to the local grocery (Piggly Wiggly) – Interchange N.
 - There is a problem at the intersection of Center Street and Wisconsin (which dead-ends at embankment). I live there and observe SO MANY people taking U-turns on Center and having accidents. Also, impossible to see when turning left out of Wisconsin dead-end onto Center. Paths through Hillmoor area where possible.
 - Traffic light at intersection of Townline and Edwards Blvd.
 - Pedestrian walkway lighting. Traffic light at Townline and Edwards.
 - Address the intersection of Broad and North (south of there is a block with three restaurants and many businesses). Traffic from the north is going south at too fast a rate. Dangerous!
 - It is well conceived with seeming attention to ideas presented at the workshop.

5. Do you have any additional comments or suggestions on the Draft Bicycle and Pedestrian Plan? Where else should we plan for bicycle facilities and sidewalks?
- In front of KFC. Paths don't seem to coincide with parks/not near them.
 - Additional sidewalks – Curtis Street, so pedestrians can walk between Townline and Hwy 50 without worrying about traffic; Wells Street: extend sidewalk to Main Street. There is currently a gap. Bike paths – extend the bike path that terminates at Ridges apartments either east to 120 or south to Townline.
 - Need to have pedestrian sidewalk that runs from downtown to LGMS and BHS – we currently have intermittent sidewalks. Also, we need continuous sidewalks from downtown to Wal-Mart (on Main) and downtown to Piggly Wiggly via Broad Street. Sidewalks need to be at least four feet wide to allow for rolling carts.
 - Big Foot –mark routes inside of park that connect Lake Shore to South Street/and Lake Shore Drive to Wells
 - More paths everywhere.
 - Repair existing sidewalks! Negotiate purchase of embankment at north end to Sage, connecting to bike path across street.
 - Put bike lane onto interchange by bakery and Next Door Pub. Like to see bike lane from Lakeview to Elmwood.
 - Townline Road by Hudson and Cumberland Trail needs crosswalks. Lots of young families that bike into town and to Veterans Park.
 - Did I miss signage and maps identifying routes, etc.?

Appendix D: Funding Sources

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
Wisconsin Stewardship Programs						
Aids for the acquisition and development of local parks (ADLP)	To acquire or develop public nature-based outdoor recreation areas and facilities.	50% local match per project. \$4M available each year.	May 1	- A comprehensive outdoor recreation plan is required. - Priority for land acquisition. - Projects must comply with ADA.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Urban Greenspace Program (UGS)	To acquire land to provide natural space within or near urban areas, or to protect scenic or ecological features.	50% local match per project. \$1.6M available each year.	May 1	- A comprehensive outdoor recreation plan is required. - Projects must comply with ADA.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Acquisition of Development Rights	To acquire development rights for nature-based outdoor recreation areas and facilities.	50% local match per project. \$1.6M available each year.	May 1	- Funds are available to acquire development rights (easements) in areas where restrictions on residential, industrial, or commercial development are in place. - May include enhancements of nature-based outdoor recreation.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Urban Rivers Grant Program (URGP)	To acquire lands, or rights in lands, adjacent to urban rivers for the purpose of preserving or restoring them for economic revitalization or nature-based outdoor recreation activities.	50% local match per project. \$800,000 available each year.	May 1	- A comprehensive outdoor recreation plan is required to participate. - Projects must comply with ADA.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Federal Programs						
Land and Water Conversation Fund (LAWCON)	To acquire or develop public outdoor recreation areas and facilities.	50% local match per project. - Land acquisition. - Development of recreational facilities.	May 1	A comprehensive outdoor recreation plan is required to participate.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704

City of Lake Geneva Bicycle and Pedestrian Plan

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
Recreational Trails Program	To provide funds for maintenance, development, rehabilitation, and acquisition of land for motorized, non-motorized, and diversified trails.	50% local match per project. - Maintenance and restoration of existing trails. - Development and rehabilitation of trailside and trailhead facilities and trail linkages. - Construction of new trails (with certain restrictions on federal lands). - Acquisition of easement or property for trails purchase.	May 1	- Funds may only be used on trails which have been identified in or which further a specific goal of a local, county or state trail plan - Funds may be used on trails which are referenced in a statewide comprehensive outdoor recreation plan.	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Statewide Transportation Improvement Program (STIP)						
Transportation Alternatives Program (TAP)	Providing facilities for pedestrians and bicyclists. This program includes construction, planning, and design of on-road and off-road trail facilities and infrastructure for safe use by for pedestrians, bicyclists, and other non-motorized forms of transportation.	- Funded through FAST Act. 80%/20%. 20% required match (funds are not awarded upfront but are reimbursed).	October - January	- Infrastructure projects between \$300,00 and \$1 million - Non-infrastructure projects over \$50,000	WisDOT Regional Transportation Management Area Authority (MPO)	Bob Schmidt Southeast Region (262)548-8789
Surface Transportation Program (STP)	Road improvement funds, which can be spent on a wide variety of projects, including roadway projects, bridges, transit facilities, and bicycle and pedestrian facilities.	- Funded through FAST Act 80%/20%. 20% required match (funds are not awarded upfront but are reimbursed).	July – 6-year project cycle	- Facilities for pedestrians and bicycles. - System-wide bicycle planning. - Three sub-programs: Urban; Rural; Bridges	WisDOT	Bob Schmidt Southeast Region (262)548-8789

City of Lake Geneva Bicycle and Pedestrian Plan

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
Federal Transit Administration Funds						
Capital Investment Grants	Transit capital projects; includes intermodal facilities such as bicycle racks on buses and bicycle parking at transit stations; most funds are to be directed toward transit itself.	Discretionary local match	Early spring	Funding for this program is allocated on a discretionary basis and requires a multi-year process.	WisDOT Division of Transportation Investment Management	Aileen Switzer (608)266-5791
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Funds projects which will reduce vehicle trips and miles; reduce emissions due to traffic congestion; or reduce the per mile rate of vehicle emissions.	20% local match per project (funds are not awarded upfront but are reimbursed).	April - June	Limited to Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowoc, Walworth, and Door Counties	Federal Transit Authority WisDOT SEWRPC	Bob Schmidt Southeast Region (262)548-8789
Federal Highway Administration Safety Funds						
Highway Safety Improvement Program	Funds safety projects at sites that have experienced a high crash history. Emphasis is on low-cost options that can be implemented quickly, including intersection improvements.	10% local match per project.	August	Communities must include 5 years of crash data.	WisDOT Division of Transportation Investment Management	District 1 Office (608) 246-3800
Other Programs						
Wisconsin Main Street Community Program	Comprehensive downtown revitalization program, which includes streetscape improvements.	Technical assistance in the planning, management and implementation of downtown development projects	Spring	May benefit trail enhancements through streetscaping.	WEDC	Jason Scott (608) 210-6790
Bicycle Infrastructure & Advocacy Grant	Grants to build infrastructure that makes it easier for all people to ride bikes in their communities, including bike paths, bike lanes, trails, bridges, parking, and storage. Can also fund programs and initiatives that advocate for bikes and transform streets for bikes.	- Up to \$10,000 or up to 50% of project cost - No specific match amount, but leverage required	April and October	Applications should include performance metrics for measuring project success	People for Bikes	Zoe Kircos (303) 449-4893 x106

Sec. 1-2**Definitions and construction of terms.**

[Code 1992, § 25.01(1)—(4)]

The following words, terms and phrases, when used in this Code, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

ACTS OF AGENTS

When a provision requires an act to be done which may by law as well be done by an agent as by the principal, such requirement shall be construed to include all such acts when done by an authorized agent.

AND/OR

The word "and" may be read as "or" and the word "or" may be read "and" where the sense requires it.

CITY

The City of Lake Geneva, Wisconsin.

CODE

Whenever the term "Code" or "this Code" is used without further qualification, it shall mean the Municipal Code of the City of Lake Geneva, Wisconsin, as designated in section **1-1**.

COUNCIL, CITY COUNCIL

The City council of the City of Lake Geneva, Wisconsin.

COUNTY

Walworth County, Wisconsin.

GENDER

Every word in this Code and in any ordinance imparting the masculine gender may extend and be applied to females as well as males.

JOINT AUTHORITY

Words purporting to give authority to three or more officers or other persons shall be construed as giving such authority to a majority of such officers or other persons, unless it is otherwise declared.

MAY

The word "may" shall be construed as being permissive and discretionary.

MONTH

A calendar month.

NUMBER

A word importing the singular may extend and be applied to the plural as well as to the singular number and vice versa.

OATH

Includes affirmation in all cases where by law an affirmation may be substituted for an oath. If any oath or affirmation is required to be taken, such oath or affirmation shall be taken before and administered by some officer authorized by the laws of this state to administer oaths, at the place where the same is required to be taken or administered,

unless otherwise expressly directed, and, when necessary, duly certified by such officer. If an oath is administered, it shall end with the words "so help me God." In actions and proceedings in the courts, a person may take an oath or affirmation in communication with the administering officer by telephone or audiovisual means.

OFFICERS AND EMPLOYEES GENERALLY

Whenever any officer or employee is referred to by title, such as "County Clerk" or "sheriff," such reference shall be construed as if followed by the words "of Walworth County."

OWNER

The word "owner," applied to a building or land shall include any part owner, joint owner, tenant in common, tenant in partnership, joint tenant or tenant by the entirety, of the whole or of a part of such building or land.

PERSON

The word "person" extends and applies to natural persons, firms, corporations, associations, partnerships or other bodies politic and to all entities capable of being sued, unless plainly inapplicable.

PERSONAL PROPERTY

The words "personal property" includes every species of property except real property.

PRECEDING, FOLLOWING

Next before and next after, respectively.

PROPERTY

The word "property" shall include real and personal property.

REAL PROPERTY

The words "real property" shall include lands, tenements and hereditaments.

SHALL

The word "shall" shall be construed as being mandatory.

PEDESTRIAN WAY

A sidewalk or trail abutting roadway right of ways that accommodates multiple modes of traffic, for pedestrians and bicycles.

SIGNATURE

If the signature of any person is required by law it shall always be the handwriting of such person or, if the person is unable to write, the person's mark or the person's name written by some other person at the person's request and in the person's presence.

STATE

The State of Wisconsin.

TENSE

Words used in the past or present tense include the future as well as the past and present.

WISCONSIN STATUTES or W.S.A.

All references to Wisconsin Statutes or Wis. Stats. shall mean the Wisconsin Statutes for the years 2007—2008 and shall include future amendments.

[Amended 7-13-2009 by Ord. No. 09-13]

YEAR

A calendar year.

Sec. 62-223**Removal; ~~sidewalks~~ pedestrian ways to be kept clear.**

[Code 1992, § 8.05(1); Ord. No. 99-13, § I, 8-9-1999]

(a)

The owner or occupant of any parcel or lot not located in the Central Business District shall remove all snow and ice which may have fallen or accumulated upon the entire width of the ~~sidewalk~~ pedestrian way in front of or abutting to the premises which he owns or occupies no later than 24 hours after the snow and ice has ceased to fall or accumulate. The owner or occupant of property in the Central Business District shall remove all snow and ice which may have fallen or accumulated upon the entire width of the ~~sidewalk~~ pedestrian way in front of or abutting to the premises which he owns or occupies no later than 12 hours after snow and ice has ceased to fall or accumulate. The owner or occupant of property abutting ~~sidewalks~~ pedestrian way on two intersecting streets shall remove all snow and ice from the ~~sidewalks~~ pedestrian way of both streets, including the portion of the ~~sidewalks~~ pedestrian ways bordering the crosswalk, including the entire width of the curb ramp to the gutter line, at all times providing a clear path of travel from the curb ramp to the street crosswalk. In the event snow and ice has so formed upon any ~~sidewalk~~ pedestrian way that it cannot be removed, the owner or occupant shall keep the snow and ice effectively treated with sand, salt or other suitable substance in such manner as to prevent the ice from being dangerous, until such time as it can be removed, and then it shall be promptly removed. Any person violating any of the provisions of this section shall be subject to a forfeiture of not less than \$20 nor more than \$30 for a first offense and not less than \$30 nor more than \$50 for any subsequent offense. Each twenty-four-hour period any violation of this section continues shall cause a separate offense.

[Amended 7-22-2019 by Ord. No. 19-11]

(b)

The Department of Public Works or Code Enforcement office may cause ~~sidewalks~~ pedestrian ways which have not been cleared of snow and ice to be cleared upon default of the person whose duty it shall be to clear the ~~sidewalks~~ pedestrian ways. Such removal may be by City employees or independent contractors, or both. The City shall keep an accurate account of the expenses and report the expenses to the Finance Director/Treasurer, who shall annually prepare a statement of the unpaid expense so incurred in front of each lot or parcel of land and report the unpaid expense to the City Clerk. The amount therein charged to each lot or parcel of land shall be, by such Clerk, entered in the tax roll as a special charge against such lot or parcel of land, and such special charge shall be collected in all respects like other taxes upon real estate. Prosecution under

Subsection **(a)** of this section shall not bar the City from proceeding under this subsection, nor shall proceeding under this subsection bar prosecution under Subsection **(a)** of this section.

[Amended 5-29-2012 by Ord. No. 12-08; 11-10-2014 by Ord. No. 14-08; 7-22-2019 by Ord. No. 19-11]

(c)

Actions for violations of Subsection **(a)** of this section shall be commenced by citation as provided by W.S.A., § 66.119, or summons and complaint or warrant as provided by W.S.A., § 66.12(1)(a).

Total Parking Solutions, Inc.

2721 Curtiss Street
Downers Grove, IL 60515

Invoice

Date	Invoice #
3/22/2021	105236

Bill To
City of Lake Geneva 626 Geneva Street Lake Geneva, WI 53147

P.O. No.	Terms	Project
	Net 30	

Description	Qty	Rate	Amount
full parts and labor contract w/quarterly preventative maintenance cleaning and inspection for (50) parking terminal for a term from 5/14/21 thru 5/13/22		28,000.00	28,000.00T
Out-of-state sale, exempt from sales tax		0.00%	0.00
DATE APPROVED <u>3/22/21</u> APPROVED BY <u>[Signature]</u> ACCOUNT #(S) <u>42-34-50-54500</u> DESCRIPTION <u>Kiosk Annual MAINTENANCE CONTRACT</u> PO # <u>217-1 3-22-2021</u>			
Thank you for your business.		Total	\$28,000.00

Phone #	Fax #
630-241-1984	630-241-1985