



BOARD OF PARK COMMISSIONERS
TUESDAY, SEPTEMBER 15, 2020 – 6:30PM
CITY HALL, COUNCIL CHAMBERS

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

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Park Board Meeting
Tue, Sep 15, 2020 6:30 PM - 8:00 PM (CDT)

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AGENDA- AMENDED

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

1. Call to order – Cindy Feurendi
2. Roll Call
3. Approval of Meeting Minutes from August 18, 2020
4. Discussion/Recommendation regarding Veteran's Park Concession Stand Request for Proposals
5. Discussion of Disc Golf Bridge Repair
6. Discussion of Hillmoor
7. Discussion of City Websites regarding same listing of parks on all Web locations

cc: Aldermen, Mayor, Administrator



8. Discussion of TAP grant
9. Discussion regarding five year plan relative to the WI Department of Natural Resources Stewardship Grant Program funding
10. Discussion of Commissioner assignment of parks
11. Discussion of new Dog Park Sign
12. Discussion of Never Say Never contribution regarding Inclusive Play Ground for Veteran's Park
13. Next Meeting Date: (Tuesday, October 20, 2020, 6:30 PM)
14. Adjournment

Board of Park Commissioners Committee MINUTES
Wednesday, August 19, 2020 – 6:30 PM
City Hall, Council Chambers

Meeting was called to order by Chair Feuredi at 6:41 p.m.

Roll Call

Present: Chair Cindy Feuredi, Alderman Mary Jo Fesenmaier, Dave Quickel, Peggy Schneider
Absent: Brian Olsen, Barb Philipps, Obdulia Alvarez, Meaghen Madden-VanDyke, City Staff
Quorum present.

Chair Feuredi asked, without objection, to allow Alderman Fesenmaier to record minutes.

Approval of minutes from August 19, 2020

Motion by Ald. Fesenmaier, second by Quickel, to approve the July 21, 2020 meeting minutes. It was noted by Commissioners need paper copies of the meeting packet unless otherwise requested. Approval of the agenda and Public Comments can also be added to next month's agenda. Unanimously carried.

Discussion/Recommendation TAP Grant

The City has applied for the TAP (Transportation Alternatives Program) grant, but there is no update according to an email from Jackie Mich, Vandewalle and Associates, sent to Administrator Nord.

Discussion/Recommendation Poppy Sculpture

American Legion Auxiliary members appeared again at this month's meeting along with Sparky Lundberg and John Larkin to update the Commissioners: placement will be north of the current Veterans Memorial stone, landscape will be paid for and maintained by the American Legion, lighting will be provided and work completed by Legion members tying in to current electric. More information is needed regarding insurance in case of vandalism. Motion by Quickel, second by Chair Feuredi, to recommend approval to the City Council. Unanimously carried.

Discussion/Recommendation Disc Golf Bridge Report

update on the newest, last bridge over the public White River and explained the condition of the remaining bridges. Motion by Chair Feuredi, second by Quickel, to recommend to Public Works Committee repair of the southern-most bridge. Unanimously carried.

Discussion/Recommendation regarding parks listed on the City website

Alderman Fesenmaier suggesting continuing this item as the City staff Technology Committee is currently working to upgrade and then update the website.

Discussion/Recommendation Park Assignments

Quickel and Fesenmaier reminded the Board that in previous years the Commissioners were assigned parks to monitor for conditions and report incidents and items needing repair to the Streets Department. Chair Feuredi stated that she would email members before the next meeting to assign various parks for inspection.

Discussion/Recommendation Procedures for Renting Parks

Quickel explained the process from past years where the Park Board was in charge of recommending approval for park use because the Commissioners are all residents and know the community. It was decided that we review City Ordinances and State Statute again for responsibilities of the Board/Commissioners.

Future Agenda Items

Update requested regarding the Never Say Never inclusive playground for Veterans Park and the City's pledged contribution.

Dog Park and Dog (Pet) Licenses – Quickel explained how he was bit and the police department had no record of a dog license. Signs needed and more licenses applied for by residents. How do we handle visitors? Refer license issue to FLR (Finance, License, Regulation) Committee.

Next meeting date – third Tuesdays, September 15, at 6:30 p.m. at City Hall

Motion by Schneider, second by Schneider, to adjourn at 7:30 p.m. Carried.

Respectfully submitted,
Alderman Fesenmaier

CONCESSION AGREEMENT

Concession Agreement made on _____, between the City of Lake Geneva ("City"), and _____, DBA _____, Inc. ("Concessionaire"),

For valuable consideration, City grants to Concessionaire the privilege of operating a concession stand on park grounds of the City at Veteran's Park to be located in the concession/bathroom building on the following terms and conditions:

1. Concessionaire agrees to pay the City the amount of _____, made in one installment by June 1st each year.

2. Concessionaire agrees to have the concession stand open during the 2018 and 2019 spring and summer seasons (April 15th through September 15th), or later as mutually agreed upon by both parties. As a minimum, Concessionaire shall establish post and comply with, weekend and/or daily hours of business during seasonal organized sports activities. The agreement may be extended to the 2020 season upon agreement of both parties.

3. Concessionaire agrees to supply for sale of sufficient vendible articles of a ballpark type and sufficient quantities to satisfy demands of patrons of the park at the times when organized sport activities are conducted until closing at end of each season.

4. Concessionaire shall procure at his or her own costs and expense all necessary licenses and permits necessary for carrying out provisions of this contract.

5. Concessionaire shall provide adequate and appropriate containers which are not unsightly for the temporary storage of trash and garbage and provide, as necessary, for the regular pick up of such trash and garbage, and shall not permit any unattractive or unsanitary accumulation of trash, debris or litter on the premises hereto relevant at all times during which concessions are operated within the park. The piling of boxes, cartons, drums, can or similar items, shall not be permitted outside of designated concession areas. The City shall be responsible for removal of the normal trash and garbage.

6. All notices and orders given to concessionaire shall be sent to _____.

7. Prior to termination of this Agreement or on or before October 1st of 2019, unless approved specifically by the City, Concessionaire shall remove from the concession stand at Veteran's Park all personal property, supplies, goods and effects. On his or her failure to do so, City, and/or its employees, officers and agents, may cause such removal to be made and the property, supplies, goods and effects

shall be stored at cost and expense of Concessionaire. City may exercise lien rights thereon for cost and expense of such removal and storage.

8. No improvement shall be made to City property without the City's consent. Any permanent on-site improvements made during the course of the Agreement are to revert to the City at termination of the contract. Any City provided improvements shall be operated and properly maintained by the Concessionaire.

9. The Concessionaire shall pay all license fees and taxes that may be imposed by any City, State or Federal authorities.

10. Concessionaire will procure and maintain during the entire term of this Agreement, or any renewal or extension period thereof, a public liability insurance policy which covers liability for products made or sold by Concessionaire, with the City stated as an additional insured. Liability insurance shall be provided at all times in a minimum amount of One Million (\$1,000,000) Dollars single limits coverage, per person, and per occurrence, covering death, personal injury and property loss or damage.

11. The Concessionaire shall hold the City harmless from the payment of all claims or demands arising out of this Agreement. The Concessionaire shall indemnify the City from all suits or actions brought against the City or on the account of injury or damages received or sustained by any party or parties by or from the said Concessionaire, his servants or agents, in the exercise of the rights and privileges granted in this Agreement, including all attorney fees incurred by the City in defense of such claims or demands.

12. The City reserves the right to cancel or terminate this Agreement, upon ten (10) days advance written notice.

CONCESSIONAIRE

CITY OF LAKE GENEVA

By: _____
Concessionaire

By: _____
Mayor

Attest:

By: _____
City Clerk



WisDOT 2020-2024

Transportation Alternatives Program (TAP) Application

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

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

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

Application Type

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

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

If none of the above, project application is from:

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

Project Applicant

Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: **City of Lake Geneva**

Sponsor Type (Check appropriate box):

Local government (check one): County City Village Town

Regional transportation authority Transit agency
 State or federal natural resource/public land agency
 School district or school(s) Tribal Nation

Project Title: **South Street Trail**

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

County: **Walworth**

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

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

Project Contact

Primary Public Sponsor Agency Contact Information:

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

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

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

Organization / Agency Name:

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

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

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

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

MPO, if applicable

Select one, if applicable,

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

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

MPO Project Prioritization

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

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

Project Activity

TAP Eligibility Category:

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

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

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

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

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

Project Benefit

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

- ENVIRONMENTAL**
 - Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
 - Increases access and connection to the natural environment.
- PUBLIC HEALTH** - Project would have a demonstrable impact upon public health of applicant community.
- ECONOMIC JUSTICE** - Project would go beyond community enhancement to address a specific “communities of concern,” including elderly, disabled, minority, and low-income population? The project within ½ mile of affordable housing complex(s). The project improves low income access to transit, jobs, education, and essential services.
- SAFETY** - Project addresses a specific safety concern. The project contains or addresses:
 - Collision data
 - Lack of adequate safe crossing or access
 - Lack of separated facility
 - High speed/volume
 - Provides sidewalk or pathway, with curb-cuts
 - Provides bike lanes, markings, and signage
 - Implements traffic calming measures
 - Signage and/or markings directed to safety concern
 - Provides crosswalk enhancement (striping, refuge island, signal, etc.)

For SRTS Projects there is:

 - Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
 - Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
 - Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
 - High level of parental concern documented in survey data.
 - Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
 - Children are walking but application shows that unsafe conditions exist.
- HISTORICAL AND/OR PRESERVATION SIGNIFICANCE** – Project would have strong historical or preservation benefit.
- ECONOMIC DEVELOPMENT** – Project facilitates economic development by increasing bicycle/pedestrian traffic in commercial corridors or by creating a destination that will help retail.

Local Resolution of Support

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

Yes No

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

WisDOT History of the Project Area

- Is the proposed project on a State Highway? Yes No
Name of State Highway:
- Does the proposed project intersect a State Highway? Yes No
Name of State Highway:
- Has there been, or will there be a road improvement project in this project area? Yes No

If yes, year:

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

Describe:

Existing Facilities & Projects that Impact the Proposed Project

Rail Facilities:

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

If yes, specify: **SELECT**

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

Will an easement from OCR be required? Yes No

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

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

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

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

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

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

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

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

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

Will any exceptions to standards be requested? Yes No

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

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

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

If yes, please explain.

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

(none)

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

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

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

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

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

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

(none)

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

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

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

Yes No

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

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

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

Yes No

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

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

Environmental/Cultural Issues

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

Through/adjacent to tribal land
Comments:

Yes No Not Investigated

Miscellaneous Issues

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

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

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

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

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

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

Will the facility be snowplowed in the winter? Yes No

Comment:

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

Comment:

Anticipated fee for trail use: Yes No

Comment:

Anticipated equestrian use on trail: Yes No

Comment:

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

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

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

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

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

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

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

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

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

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

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

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

CONFIDENTIAL INFORMATION

Project Costs, Priorities, and State Fiscal Years:

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

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

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

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

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

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

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

Construction:

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

Schedule Preference: FY 2023 FY 2024

Construction (minimum \$200,000):

| | |
|---|----------------------------------|
| Federal Share of the Participating Construction Cost (80%) | \$739,479.82 |
| Local Share of the Participating Construction Cost (20%) | \$184,869.96 |
| Non-Participating Construction Cost (100% Local) | \$0.00 |
| A. Subtotal Construction Costs | \$924,349.78 |
| B. State Review for Construction (Contact WisDOT Region) | Percentage: % \$15,600.00 |
| Construction with State Review Cost Estimate (sum lines A and B) | \$939,949.78 |

Design:

100% Locally Funded (state review is required to be included as 100% locally funded) **OR**
 80% Federally Funded ("state review only" projects are not allowed)

FY 2021 FY 2022 FY 2023

| | | |
|---|-------------------------|---------------------|
| A. Plan Development (Contact WisDOT Region) | Percentage: 16 % | \$147,895.96 |
| B. State Review for Design (Contact WisDOT Region) | Percentage: % | \$11,760.00 |
| Design with State Review Cost Estimate (sum lines A and B) | | \$159,655.96 |

Real Estate: (Recommend funding with local funds.)

FY 2021 FY 2022 FY 2023 FY 2024

Total Real Estate Cost (round to next \$1,000) **\$100,000**

Utility: (Compensable utility costs must be \$50,000 minimum per utility.)

Recommend funding with local funds.

FY 2021 FY 2022 FY 2023 FY 2024

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

\$4,000

Other: (Planning or SRTS Programming):

FY 2021 FY 2022 FY 2023 FY 2024

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

\$

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

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

Narrative Response

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

1. PROJECT DESCRIPTION AND OVERVIEW.

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

2. PROJECT PLANNING & PREPARATION & LOCAL SUPPORT

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

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

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

4. PROJECT UTILITY & CONNECTIVITY

For Infrastructure Projects

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

For Planning Projects

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

For Safe Routes to School Programming Projects

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

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

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

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

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

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

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

Key Program Requirements Confirmation

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

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

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

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

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

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

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

Name: David Nord

Title: City Administrator

Accepted (please initial here): DN

Fiscal Authorization and Signature

Application prepared by a consultant? Yes No

If yes, consultant information and signature required below.

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

Consultant Signature (electronic only): Jaclyn A. Mich

Date: 1/24/2020

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

Sponsor Agency: **City of Lake Geneva**

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

Title: **City Administrator**

Address: **626 Geneva Street**

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

Email: **cityadmin@cityoflakegeneva.com**

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

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

Date: 1/24/2020

Application and Attachments

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

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

OPTIONAL Attachment

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

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

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

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

WisDOT Region comments on application, including eligibility concerns:

Region Reviewer's Name:

Reviewer's Title:

Date Received:

Narrative Response Questions

One. Narrative Summary of Project

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

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

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

Two. Project Planning & Preparation & Local Support

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

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

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

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

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

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

Lake Geneva South Street Trail

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

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

Four. Project Utility & Connectivity

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

Lake Geneva South Street Trail

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

Five. Project Benefit

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

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

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

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

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

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

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

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

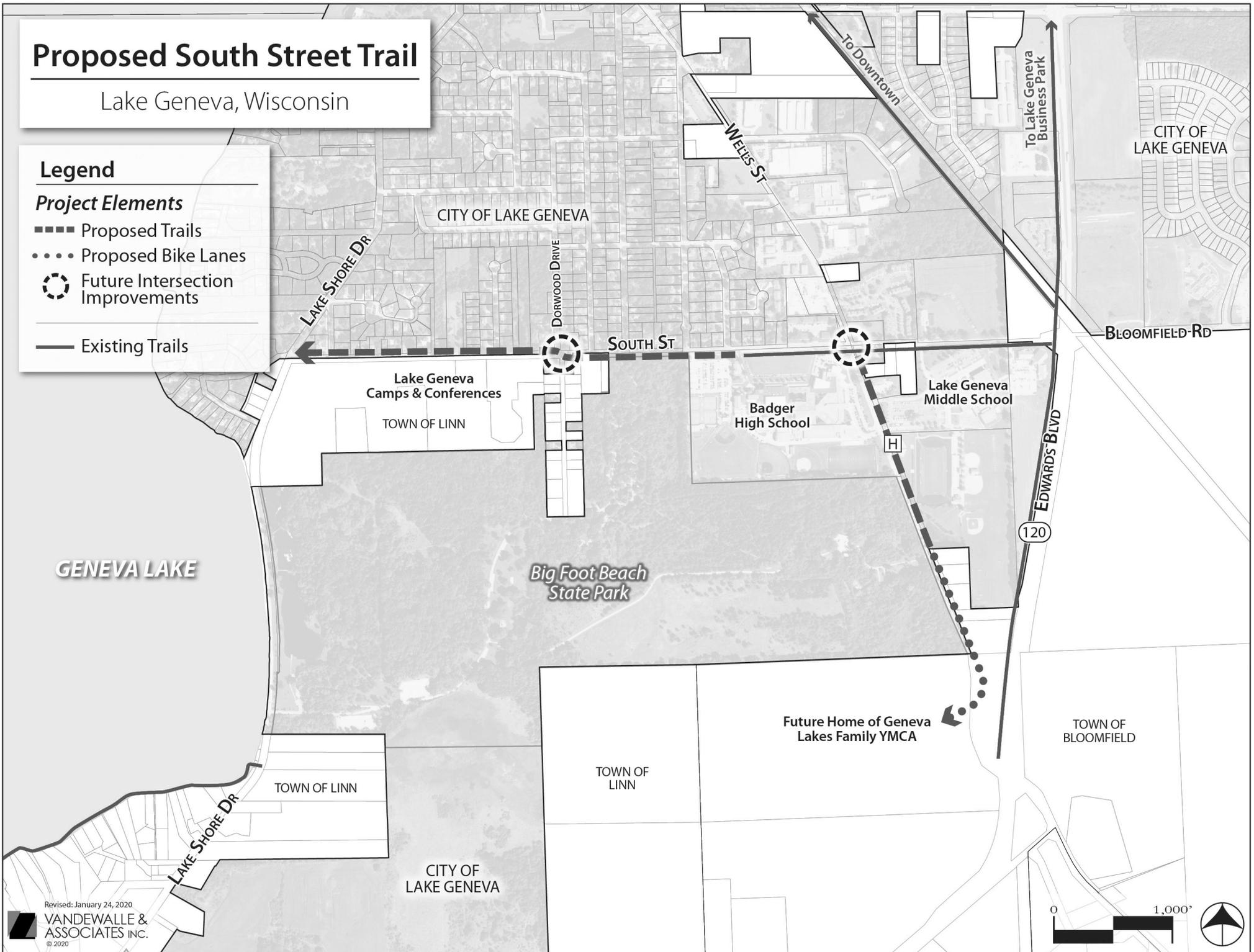
Proposed South Street Trail

Lake Geneva, Wisconsin

Legend

Project Elements

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



GENEVA LAKE

CITY OF LAKE GENEVA

CITY OF LAKE GENEVA

TOWN OF BLOOMFIELD

TOWN OF LINN

TOWN OF LINN

Future Home of Geneva Lakes Family YMCA

Big Foot Beach State Park

Badger High School

Lake Geneva Middle School

Lake Geneva Camps & Conferences

TOWN OF LINN

120

EDWARDS BLVD

BLOOMFIELD RD

SOUTH ST

LAKE SHORE DR

DORWOOD DRIVE

WELLS ST

To Downtown

To Lake Geneva Business Park



VANDEWALLE &
ASSOCIATES INC.

August 6, 2020

Dave Nord, City Administrator
City of Lake Geneva
Lake Geneva City Hall
626 Geneva Street
Lake Geneva, WI 53147

Dear Mr. Nord,

I hope this letter finds you well. In order to maintain eligibility for the Wisconsin DNR Stewardship Grant Program and other funding sources, the City must update the Park Plan every five years. It is time for a refresh; your current 5-Year Park Plan will no longer be eligible for Department of Natural Resources Stewardship Grant Program funding at the end of 2020.

Our update process includes public participation events. Our cutting edge online engagement tools are used for protection of the public due to COVID-19. We have also found that online engagement tools improve the outreach and engagement of citizens. The new plan will also update existing conditions, identify issues, and prioritize future needs. We will deliver an updated document with text and maps that satisfies all WisDNR requirements.

NEW THIS YEAR: We are offering an Interactive Park & Trail Map which can be added to your City website. If we produce your Park Plan, the online map can be developed at a very reasonable cost since we will already have your maps updated and ready to go!

As you look ahead, please consider the following for the 2021 City Budget:

Required 5-Year Update of Park and Open Space Plan: \$20,000 - \$30,000

Overall, our firm has **completed over 100** Comprehensive Plans and Park and Open Space Plans in Wisconsin that have *all satisfied the state's requirements*.

We appreciate the trust you have placed in us in the past and hope to continue to work closely with you in the future. We look forward to the opportunity to help you update your plan and work with you to build the future of your community.

Sincerely,

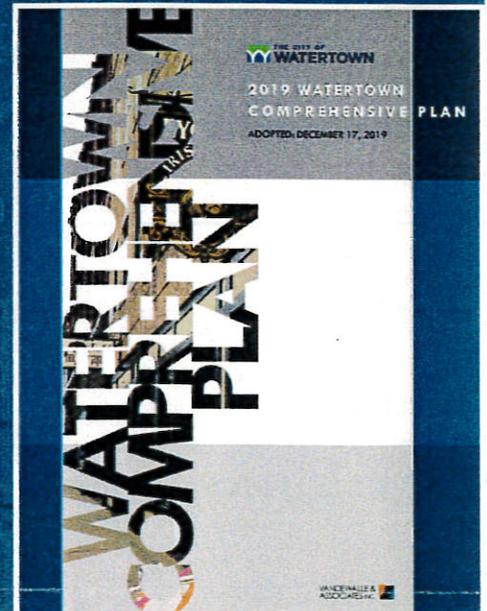
Mike Slavney, FAICP, Principal Planner
Phone: (608) 255-3988, ext. 246
mslavney@vandewalle.com

COMPREHENSIVE PLANNING from V&A

Seeking new uses for vacant retail space?
Aiming to improve bike and pedestrian paths?
Readjusting spaces for a post-pandemic world?
Repurposing vacant commercial corridors?
Reevaluating your TIF?

Vital components of your next Comprehensive Plan or Park Plan.

Comprehensive and Park Plans from Vandewalle & Associates are visionary, innovative, and actionable. We use community engagement tools (appropriate for COVID-19 concerns), ensuring equitable opportunities to engage and meet the growing needs of low income and historically underserved communities. We realistically address the changing world as communities adapt to modern requirements of connectivity and sustainability. Our extensive team of Certified Planners are thought leaders in the best practices of municipal growth and economic revitalization.



Have your plan do more.

A Comprehensive Plan will identify opportunities for redevelopment and recovery as your community positions itself for short-term and long-term economic vibrancy.

A Park Plan can deliver sustainable outcomes for your community as well as the potential for growth in tourism.

Added-value TIF Check!

With every Comprehensive Plan, V&A now includes a **TIF Check at no cost**. Our TIF Team provides a complimentary review and recommendations for TIF management and optimization including: a review of district finances, identifying priority development sites, public improvement needs, and strategies for leveraging your TIDs for maximum impact.



Glendale 2040 Vision

Build a unified Glendale identity

- Create an accessible, shared-use gathering place for all Glendale neighborhoods and residents
- Connect all neighborhoods to the Glendale identity
- Emphasize consistency for branding and construction to Glendale's vision and mission for communication
- Build community events that distinguish Glendale and their community pride

Capitalize on Glendale's central location and grow its role in the region

- Continue to grow and enhance the gateway vision on Glendale and its connection to the regional system
- Continue partnerships with North Shore communities to solidify transit, transit-oriented and local districts
- Promote Glendale as a community of choice as a diverse, active and sustainable place to live, work, and raise a family
- Maintain transportation and regional infrastructure connectivity by encouraging high-quality roads, infrastructure, trails, and transit

Cultivate strong, connected neighborhoods

- Promote strong housing maintenance and rehabilitation standards
- Encourage neighborhoods to bond across and collaborate to bring other parts of the community to their neighborhood
- Find ways to remove boundaries and help Glendale neighbors get to know each other across neighborhoods
- Review local and national programs to help Glendale and help neighboring communities with safety and livability

Expert A. Glendale 2040 Vision

10 Glendale Comprehensive Plan 2040 DRAFT

Why plan with V&A?

Visionary, innovative, actionable plans.

- For communities that are **space-constrained**, we have creative, market-tested strategies for redevelopment.
- For communities that are **growing** in geography, we can help you manage growth so your citizens maintain the lifestyle they want while you optimize the tax base, identify new growth areas to accommodate business growth, and create new sustainable neighborhoods
- We can identify **catalytic reinvestment** projects and the redevelopment of newly vacant or underutilized properties and corridors.
- Our experienced Design Team can help enhance community livability with **green spaces and bike/pedestrian paths**.
- We can help you modify urban spaces and parks to adapt to **COVID-19** social distancing restrictions, community health and fitness, and increased bike and pedestrian infrastructure.

Experienced and cost-competitive.

Over the past 10 years, we have created hundreds of plans for Midwest cities like yours. Our actionable and visual plans make your next steps simple. Let's work together to develop the future of your community.

Issues and Opportunities

Natural Resources and Environmental Sustainability

Cultural Resources and Community Identity

Land Use

User-friendly.

Our plans offer quick-read summaries, color-coded tabs, and a pull-out implementation table for easy reference and sharing.

Figure 10. Implementation Progress and Recommendations

| Category | Recommendation | Reference | 2040 Vision Principle | Implementation Timeline | | |
|--|---|-----------|-----------------------|-------------------------|-------------------------|-----------------------|
| | | | | Short Term (2020-2022) | Medium Term (2023-2025) | Long Term (2026-2040) |
| Agriculture, Natural Resources, and Environmental Sustainability | Implement MUSD Resilient Plan | Chapter 2 | | █ | | |
| | Partner with neighboring communities to advance best practices in community management, energy efficiency, and community resilience | Chapter 2 | | | █ | |
| | Form an Environmental Action group of citizens and leaders | Chapter 2 | | | █ | |
| | Complete a climate event risk assessment | Chapter 2 | | | █ | |
| | Create a Vulnerable Area study | Chapter 2 | | | █ | |
| | Create a community-wide board for green practices | Chapter 2 | | | █ | |
| | Advance relevant goals at City Hall and other community sectors | Chapter 2 | | | █ | |
| | Create a vacant land inventory | Chapter 3 | | | █ | |
| | Partner with property owners in the classification, assessment, remediation, and reuse of brownfield sites | Chapter 3 | | | █ | |
| | Reduce Impervious cover and participate in green infrastructure programs | Chapter 3 | | | █ | |
| Cultural Resources and Community Identity | Encourage green building and commission and mediation, including a water reduction program for corporations and government | Chapter 2 | | | █ | |
| | Update the Commission Management and Resiliency Plan | Chapter 2 | | | █ | |
| | Complete a strategic and community identification plan that includes branding and signage | Chapter 3 | | | █ | |
| | Complete a branding and identity strategic process | Chapter 3 | | | █ | |
| | Support and sponsor events that distinguish Glendale and reinforce diversity | Chapter 3 | | | █ | |
| | Invite public art in the City and create opportunities for traditional arts in all city districts | Chapter 3 | | | █ | |
| | Revisit open data policies and platform | Chapter 3 | | | █ | |
| | Create and support leadership agencies that assist development in City business making | Chapter 3 | | | █ | |
| | Develop procedures and metrics to track and evaluate success | Chapter 3 | | | █ | |
| | Add staff or welcome calendar to increase visibility | Chapter 3 | | | █ | |

Jump-start the momentum.

V&A also offers reduced pricing for follow-on packages and services from our specialized teams to support the execution of your plan and bring your community vision to life!

- Commercial Corridor Redevelopment
- Brownfield Reuse
- Repurposing Vacant Retail and Office Sites
- Community Vision Rollout
- Community Branding and Tourism Campaign
- Grant Analysis and Administration Services
- TIF Plan, Adoption & Implementation
- Downtown Development Plan
- Pedestrian/Bike/Park Plan plus Online Park & Trail Map
- Interactive Development Tracking Map
- Community Vision
- High Priority Project Development Vision
- High-Priority Public Project Development Vision
- Community Read/Assessment

Additional Plans/Services



**COST-EFFECTIVE V&A PRODUCTS & SERVICES TO ADD VALUE,
JUMP-START IMPLEMENTATION AND MOMENTUM**

Ready to jump-start the next planning phase and bring your community vision to life?
Consider other services from the specialized teams at V&A!

DESIGN SERVICES

- Pedestrian/Bike Path/Park Design with Online Park & Trail Map
- Community Vision Rollout Package
- Placemaking Analysis/Placefinding Map for Residents & Tourists
- Community Branding and Tourism Package
- Geographic Analysis & GIS Services
- High Priority Project Development Vision

TIF SERVICES

- TIF Plan, Adoption and Implementation Services

GRANT FUNDING ANALYSIS

- Grant Analysis Services
- Grants Roadmap

ECONOMIC DEVELOPMENT PLANNING

- Commercial Corridor Redevelopment
- Downtown Development
- Brownfield Reuse
- Repurposing Vacant Retailer and Office Sites
- Waterfront Development
- Mixed-Use and Residential Development
- Economic Opportunity Analysis
- Downtown/Areawide Plans and Strategies

GROWTH MANAGEMENT SERVICES

- Zoning and Subdivision Codes
- Comprehensive Plans
- Park and Open Space Plans
- Development Review
- Interactive Development Tracking Map
- Urban Service Area Amendment

6 Steps to Stimulus Funding Success:

THOMAS K. ROZENBERGER

Prepare your Grant to create jobs and enhance community resiliency and recovery

- 1 Identify the right project**
Uncover and prioritize possible projects by pursuing those with the highest impact in your community.
- 2 Coordinate with the funding entity**
Ensure your project is visible and meets funding objectives
- 3 Build strategic partnerships and position the project**
Create the art of the possible by identifying stakeholders and outlining how the project impacts the economy
- 4 Perform technical analysis & cost estimating**
Careful economic analysis & detailed cost estimates to ensure you request the proper funding
- 5 Submit the grant**
Write a compelling application, coordinating critical elements such as state and local letters of endorsement
- 6 Manage the project**
"Work" the project and conduct ongoing Grant administration

Vandewalle & Associates has supported client communities in securing **\$91 million** in funding, including during the past economic downturns. Let us help you prioritize projects and position your community for success.

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VANDEWALLE & ASSOCIATES, INC.
Shopping places, shaping change



September YMCA Veterans Park

| SUN 30 | MON 31 | TUE Sep 1 | WED 2 | THU 3 | FRI 4 | SAT 5 |
|-----------------------|---------------------|--------------------|---------------------|-----------------------|---|--------------------------------------|
| 6 | 7 | 8 | 9 ● 4pm SC Wave | 10 | 11 ● 4pm SC Wave | 12 ● 7am WI Light ● 10am YMCA |
| 13 ● 7am WI Light | 14 ● 4pm SC Wave | 15 ● 4:30pm YMC | 16 ● 4pm SC Wave | 17 ● 4:30pm YMC | 18-19 YMCA Skeleton Softball Tourney: F ● 4pm SC Wave ● 10am YMCA | |
| 20 YMCA Skeleto | 21 ● 4pm SC Wave | 22 ● 4:30pm YMC | 23 ● 4pm SC Wave | 24 ● 4:30pm YMC | 25 ● 4pm SC Wave | 26 Softball Tourne ● 10am YMCA |
| 27 Softball Tourne | 28 ● 4pm SC Wave | 29 ● 4:30pm YMC | 30 ● 4pm SC Wave | Oct 1 ● 4:30pm YMC | 2 ● 4pm SC Wave | 3 ● 10am YMCA |

October YMCA Veterans Park

| SUN 27 | MON 28 | TUE 29 | WED 30 | THU Oct 1 | FRI 2 | SAT 3 |
|-----------------|---------------|--------------|---------------|--------------|---------------|-------------|
| Softball Tourne | ● 4pm SC Wave | ● 4:30pm YMC | ● 4pm SC Wave | ● 4:30pm YMC | ● 4pm SC Wave | ● 10am YMCA |
| 4 | ● 4pm SC Wave | ● 4:30pm YMC | ● 4pm SC Wave | ● 4:30pm YMC | ● 4pm SC Wave | ● 10am YMCA |
| 11 | ● 4pm SC Wave | ● 4:30pm YMC | ● 4pm SC Wave | ● 4:30pm YMC | ● 4pm SC Wave | ● 10am YMCA |
| 18 | ● 4pm SC Wave | ● 4:30pm YMC | ● 4pm SC Wave | ● 4:30pm YMC | ● 10am SC Wav | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

September 2020

September 2020

October 2020

| Su | Mo | Tu | We | Th | Fr | Sa |
|----|----|----|----|----|----|----|
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | | | |

| Su | Mo | Tu | We | Th | Fr | Sa |
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| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|---|--|--|---|---|--|--|
| Aug 30 | 31 | Sep 1 | 2 | 3 8:00am Farmer's Market Holy Communion ((See attached for 8:00am LG Farmers Market (Horticultural | 4 8:00am Farmer's Market Holy Communion 8:00am LG Farmers Market (Horticultural | 5 |
| 6 | 7 | 8 | 9 4:00pm VP: (multi dates) SC Wave Walworth Soccer (Veteran's Park, Field 1A) - Nancy Elder | 10 8:00am Farmer's Market Holy Communion 8:00am LG Farmers Market (Horticultural | 11 3:00am SP: Elizabeth & Mack Rehearsal Dinner (See attached for details) - Nancy | 12 VP: Softball Tournament V |
| 13 | 14 | 15 VP: (multi dates) SC Wave Walworth Soccer (Veteran's Park, Field 1A) - Nancy Elder | 16 | 17 8:00am Farmer's Market Holy Communion 8:00am LG Farmers 4:30pm Juvenile Court | 18 | 19 7:00am LP: Alzheimer's Walk (Library Park 10:00am CP: Peralta 6:30pm CP: Warren |
| 20 | 21 | 22 VP: (multi dates) SC Wave Walworth Soccer (Veteran's Park, Field 1A) - Nancy Elder | 23 | 24 | 25 | 26 |
| 4:00pm FIP: Lakeland Church Youth Group UNITE (Flat Iron Park) - Nancy Elder | | | | 8:00am Farmer's Market Holy Communion 8:00am LG Farmers Market (Horticultural | 8:00pm LP: GLAS Autumn Equinox Star Party (Library Park) - Nancy Elder | |
| 27 | 28 VP: (multi dates) SC Wave Walworth Soccer (Veteran's Park, Field 1A) - Nancy Elder | 29 | 30 | Oct 1 | 2 | 3 |

October 2020

October 2020

November 2020

| | | | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| | | | | | | | 29 | 30 | 31 | | | | |

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|--------|--------|--|-----------|--|--------|--|
| Sep 27 | 28 | 29 | 30 | Oct 1 | 2 | 3 |
| | | | | VP: (multi dates) SC Wave Walworth Soccer (Veteran's Park, Field 1A) - Nancy Elder 8:00am Farmer's Market Holy Communion 8:00am LG Farmers Market (Horticultural) | | |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | VP: (multi dates) SC Wave Walworth Soccer (Veteran's Park, Field 1A) - Nancy Elder | | 8:00am Farmer's Market Holy Communion 8:00am LG Farmers Market (Horticultural) | | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | | VP: (multi dates) SC Wave Walworth Soccer (Veteran's Park, Field 1A) - Nancy Elder | | 8:00am Farmer's Market Holy Communion 8:00am LG Farmers Market (Horticultural) | | FP: Grover/Gage Wedding (Flat Iron Park) - Nancy Elder |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | | VP: (multi dates) SC Wave Walworth Soccer (Veteran's Park, Field 1A) - Nancy Elder | | 8:00am Farmer's Market Holy Communion 8:00am LG Farmers Market (Horticultural) | | 8:00am YMCA 5K Fall Run/Walk (See Attached Permit) - Nancy Elder |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| | | | | 8:00am Farmer's Market Holy Communion ((See attached for 8:00am LG Farmers Market (Horticultural) | | |

December 2020

December 2020

| | | | | | | |
|----|----|----|----|----|----|----|
| Su | Mo | Tu | We | Th | Fr | Sa |
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| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

January 2021

| | | | | | | |
|----|----|----|----|----|----|----|
| Su | Mo | Tu | We | Th | Fr | Sa |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | | | | | | |

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|--------|--------|---------|-----------|----------|-----------|----------|
| Nov 29 | 30 | Dec 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | Jan 1, 21 | 2 |

CNTR ST: Christmas Parade