



## PUBLIC WORKS COMMITTEE

**TUESDAY, JANUARY 16, 2018– 4:30PM**

**CITY HALL CONFERENCE ROOM 2A**

### AGENDA

1. Meeting called to order by Chairman Kordus
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 3 minutes
4. Approve the regular Public Works Committee meeting minutes from December 19, 2017 as prepared and distributed
5. Approve the minutes from the special joint Public Works and Utility Commission meeting on January 3, 2018 as prepared and distributed
6. Director of Public Works Report
7. Discussion/Review of Draft Bicycle & Pedestrian Plan and Online Survey results as presented by Vandewalle & Associates, Inc
8. Discussion/Recommendation on approval of Kapur Task Order #13 for \$66,684.00 for Engineering Services for 2018 Street Improvement Program
9. Discussion/Recommendation on updating the Storm Water ordinance section 78-247 to meet current minimum standards as recommended by Kapur & Associates, Inc
10. Discussion/Recommendation on July 12, 2017 unreimbursed storm expenses
11. Adjourn

*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.*

Agenda posted 1/11/18

cc: Aldermen, Mayor, Administrator, Attorney

**PUBLIC WORKS COMMITTEE MINUTES  
TUESDAY, DECEMBER 19, 2017 – 4:30 P.M.  
CITY HALL, MEETING ROOM 2A**

Meeting was called to order by Ald. Kordus at 4:30 p.m.

**Roll call: Present:** Alderman Kordus, Hedlund, Skates and Flower. Ald. Straube arrived late at 4:45pm. **Also present:** City Administrator Oborn and DPW Earle.

**Comments from the public limited to 3 minutes.** None.

**Approval of Public Works Committee meeting minutes from November 21, 2017 as prepared and distributed.** Skates/Hedlund motion to approve. Passed 4-0.

**Director of Public Works Report**

Earle gave an update on the White River Disc Golf Bridge, the Main Street Reconstruction Project and the 2018 Road Program. VISIT Lake Geneva is looking to close Wrigley Drive for a longer period than in the past for Winterfest. Earle has no issue with this. Discussion followed. Earle reported that the Utility Commission requested a joint meeting to approve the Main Street Reconstruction & Water Main Project.

Ald. Straube arrived at 4:45pm.

**Update on Equipment listed on WI Surplus for Auction**

Earle detailed the items that were sold and how much they sold for. The Utility Commission also listed items. The total amount in sales for City owned items was \$55,161.00.

**Discussion/Action on allocating Auction proceeds to Equipment Replacement Fund**

Kordus/Flower motion to put \$55,161.00 into the Equipment Replacement Fund. Passed unanimously.

**Discussion/Action on Concrete Sidewalk Installation at the SE corner of Bloomfield and Wells**

Earle reported that multiple parents have approached him with safety concerns of kids standing in the road to cross at the crosswalk. He would like to extend the sidewalk in this area and has already approached the owner of the corner lot who has no objection. Discussion followed.

Flower/Skates motion to continue the concrete sidewalk installation at the SE corner of Bloomfield and Wells until the bike and pedestrian plan is completed. Passed unanimously.

**Discussion/Recommendation on Payne & Dolan's Pay Request #2 for the 2017 Street Improvement Program in the amount of \$29,918.38 funded from Capital Projects**

Earle stated that this is the final payment for the 2017 Road Program.

Skates/Flower motion to approve. Passed unanimously.

**Discussion/Recommendation on Payne & Dolan's Pay Request #4 for the Main Street Widening Project for \$19,086.37 funded from Capital Projects**

Earle stated that this will be the final payment for this project.

Skates/Hedlund motion to approve. Passed unanimously.

**Discussion/Action on Winter Maintenance for the Bike Path**

Earle stated that this item is on here for informational purposes. He explained that we only plow these paths, we do not salt them. As more bike paths are added, more people are calling requesting maintenance so they

can be used in the winter. Earle wanted to make sure that this is taken into consideration for future pedestrian and bike trails. It may be that we have to buy new equipment that can properly maintain these paths and sidewalks. Direction given to consider core area for winter usage and maintenance.

**Discussion/Recommendation on 2017/2018 Equipment Replacement Budget**

Oborn and Earle detailed the breakdown of the Equipment Replacement Budget.

Kordus/Hedlund to approve the 2017/2018 Equipment Replacement Budget. Passed unanimously.

**Discussion/Recommendation on 2017/2018 Capital Improvement Budget**

Oborn and Earle detailed the breakdown of the Capital Improvement Budget.

Kordus/Straube motion to approve the Public Works component of the 2017/2018 Capital Improvement Budget. Passed unanimously.

**Discussion/Recommendation on payment to B&J Tree & Landscape Service, Inc in the amount of \$18,600.00 for Beach Retaining Wall from Lakefront Fund**

Hedlund/Skates motion to approve. Skates stated for the record that the wall is complete. Passed unanimously.

**Adjournment**

Flower/Kordus motion to adjourn at 5:29 p.m. Passed unanimously.

/s/ Jo Busch, Utility Office Manager

**THESE MINUTES ARE NOT OFFICIAL UNTIL APPROVED BY THE PUBLIC WORKS COMMITTEE**

**Special Joint Meeting of Utility Commission & Public Works Committee Minutes**  
**Wednesday January 3, 2018 5:00 PM**  
**Conference Room 2A, City Hall – 626 Geneva Street**

**Call Utility Commission Meeting to Order-** by President Lyon at 5:03pm

**Roll Call – Utility Commission members present:** President Lyon, Mayor Kupsik, Ald. Hedlund, Ald. Flower, Brett Stanczak, Mark Johnson **Absent:** Ann Esarco

**Call Public Works Committee Meeting to Order –** by Chairman Kordus at 5:03pm

**Roll Call – Public Works Committee members present:** Chairman Kordus, Ald. Flower, Ald. Hedlund **Absent:** Ald. Straube and Ald. Skates

**Staff in attendance:** Josh Gajewski, Jo Busch, Blaine Oborn, Dan Draper and Tom Earle.

**Election of Joint Committee Chairperson**

Hedlund/Kupsik motion to elect Lyon as joint chairperson. Passed 7-0.

**Comments from the Public as allowed by Wis. Statutes §19.84 (2), Limited to Items on this Agenda Except for Public Hearing Items. Comments will be limited to 5 Minutes.** None

**Closed Session**

Hedlund/Kordus motion to go into closed session pursuant to Wis. Stat 19.85 (1) (g) conferring with legal counsel for the governmental body who is rendering oral or written advice concerning strategy to be adopted by the body with respect to litigation in which it is or is likely to become involved pertaining to Main Street Reconstruction Project Bids (City Attorney Draper) and include Oborn, Gajewski, Busch, Earle & Draper.

**Roll Call:** Lyon, Flower, Hedlund, Stanczak, Johnson, Kordus, Kupsik – Yes. Passed 7-0.

The Joint Committee entered closed session at 5:06pm

**Open Session**

Kordus/Flower motion to return to open session pursuant to Wis. Stat. 19.85 (2) and take action on any items discussed in closed session.

**Roll Call:** Lyon, Flower, Hedlund, Stanczak, Johnson, Kordus, Kupsik – Yes. Passed 7-0.

The Joint Committee returned to open session at 5:36pm.

Hedlund/Flower motion for the Utility Commission to award the Main Street Water Main & Reconstruction bid to Willkomm Excavating & Grading Inc with a not to exceed amount of \$335,812.63 paid by the Utility Commission. Passed 6-0. (The cost breakdown is \$320,812.63 to Willkomm for the project and \$15,000.00 to Kapur for engineering services.)

Kordus/Flower motion for the Public Works Committee to approve the expenditure of the Utility Commission in an amount exceeding 250K for the Main Street Water Main & Reconstruction bid. Passed 3-0.

Kordus/Flower motion for the Public Works Committee to award the Main Street Water Main & Reconstruction bid to Willkomm Excavating & Grading Inc with a not to exceed amount of \$372,584.17 paid from 2018 Street Improvement Program. Passed 3-0. (The cost breakdown is \$334,116.17 to Willkomm for the project and \$38,468.00 to Kapur for engineering services.)

**Adjourn**

Hedlund/Stanczak motion to adjourn the Utility Commission meeting. Passed 6-0.

Kordus/Hedlund motion to adjourn the Public Works Committee meeting. Passed 3-0.

Meeting was adjourned at 5:40 p.m.

/s/ Jo Busch, Office Manager

**THESE MINUTES ARE NOT OFFICIAL UNTIL APPROVED BY THE LAKE GENEVA UTILITY  
COMMISSION & THE PUBLIC WORKS COMMITTEE**

#7

# City of Lake Geneva Bicycle and Pedestrian Plan

January 16, 2018

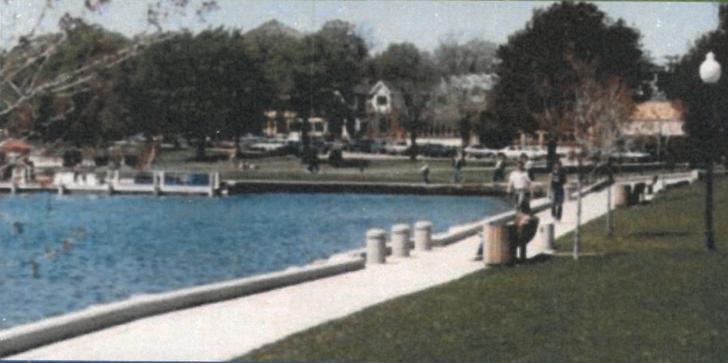
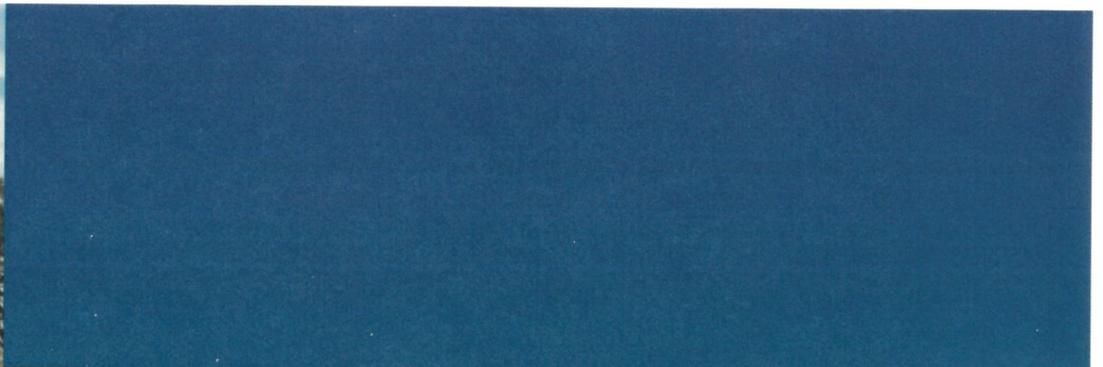
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1. Welcome and Introductions
2. Public Participation Outcomes
3. Preliminary Plan Recommendations:
  - a. White River Trail
  - b. White River County Park and State Trail
  - c. Urban Escape Routes
  - d. Hackmatack/Northern Illinois Connection
  - e. Geneva Lake Loop
  - f. State Highways 50 and 120
  - g. Downtown/Intersections
  - h. Pedestrian Recommendations - Key Sidewalks
4. Implementation:
  - a. Short-Term Recommendations
  - b. Long-Term Recommendations
  - c. Funding Sources and Strategies
5. Discussion
6. Next Steps:
  - a. Wednesday, January 31: Draft Plan Open House (6:00 to 8:00 PM)
  - b. Tuesday, February 20: Public Works Committee Meeting to Recommend Draft Plan
  - c. Monday, March 19: Plan Commission Hearing to Approve Draft Plan
  - d. Monday, March 26: Common Council Vote to Certify Plan

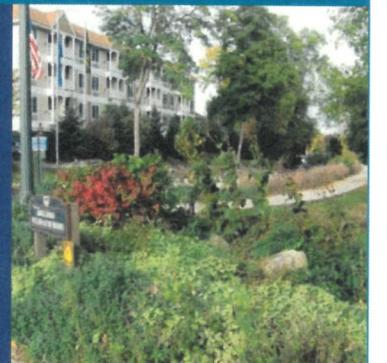
## Lake Geneva Bicycle and Pedestrian Plan

Task	Target Date
Task 3.7	Ongoing
Task 1	October 1-30
Task 3.1	October 30
Task 2.1	October 30
Task 2.2	November 6 - December 1
Task 4.1	December 21
Task 3.3	Jan 19
Task 3.2	January 17-19
Task 2.3	January 31
Task 3.4	February 20
Task 4.2	February 28
Task 3.5	March 19
Task 4.3	March 20 (if needed)
Task 3.6	March 26
Task 4.4	April 2

Revised: 12/14/2017



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





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## Chapter 1. Introduction

### Importance of Bicycle and Pedestrian Planning

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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 Wisconsin<sup>1</sup>. 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.

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

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<sup>1</sup> 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>

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

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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

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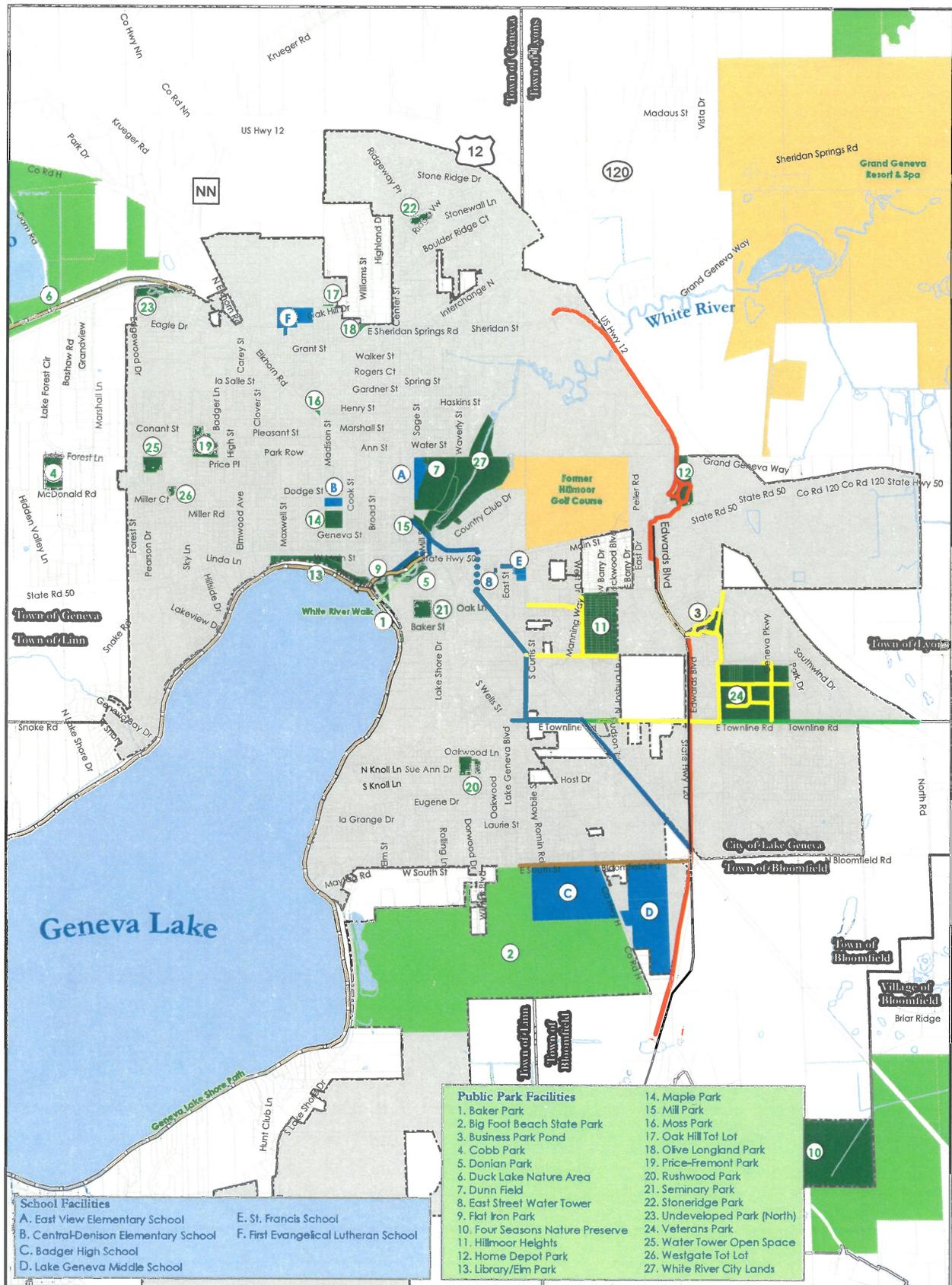
While some neighborhoods are well served by sidewalks, other areas have limited walkability. A 2013 Study of Sidewalk Construction Needs led to the creation of an inventory of trails and sidewalks in Lake Geneva. The study includes an inventory of existing sidewalks and paths. See Figure 1. As seen in 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

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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**
- 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

VANDEWALLE & ASSOCIATES INC.  
Shaping ideas. Shaping change.



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

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### **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

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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

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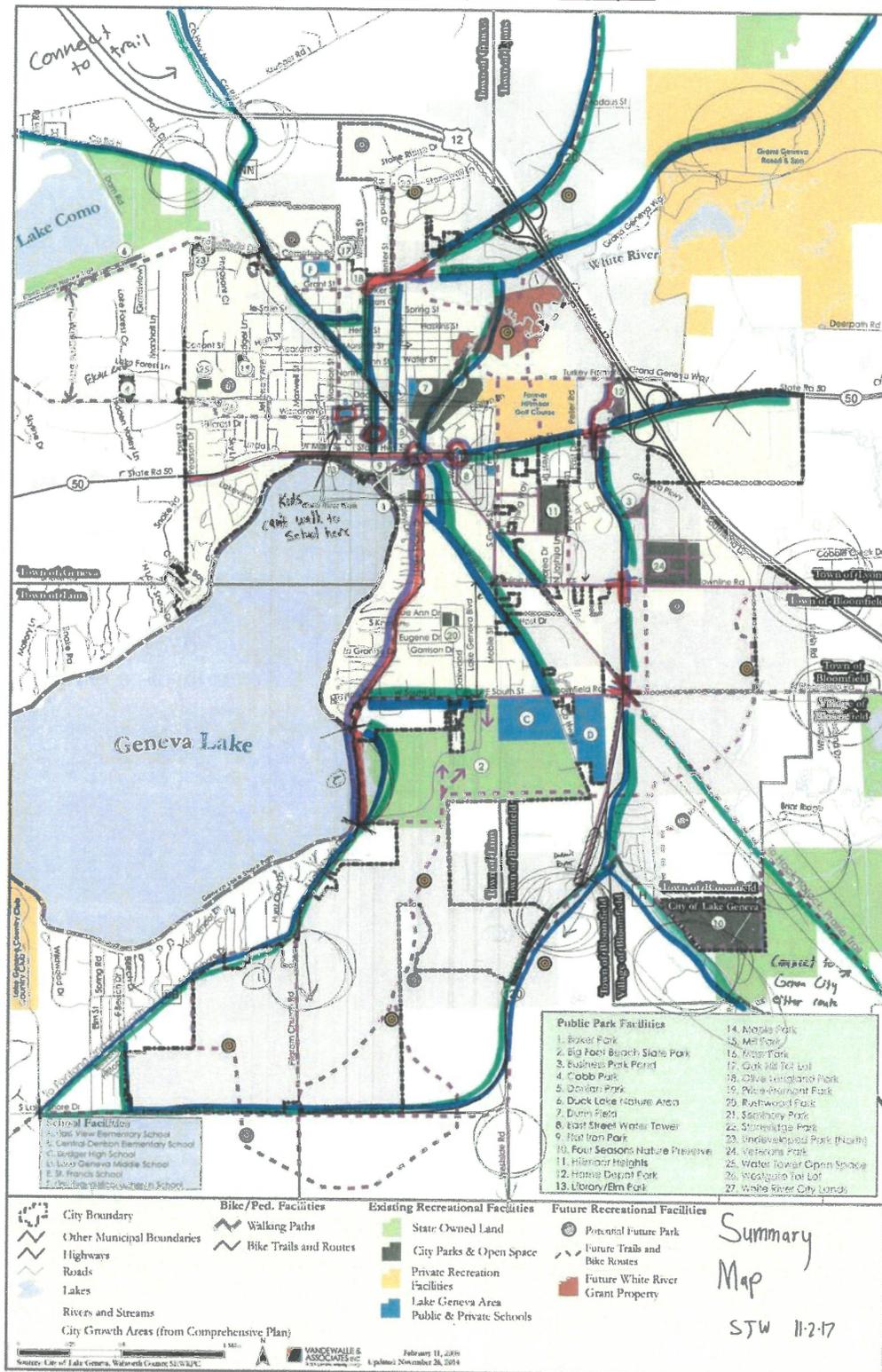
The City held a Bicycle and Pedestrian Visioning Workshop on October 30, 2017. The purpose of the workshop was to identify a future vision for the City bicycle and pedestrian network, identify gaps in existing bicycle and pedestrian infrastructure, and highlight opportunities for future infrastructure 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

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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

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**To be completed following the Open House**

## Draft Plan Review Meetings and Public Hearing

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**To be completed following the Public Hearing**

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## Chapter 4. Goals and Objectives

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

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#### 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 safe 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

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#### 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

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#### 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

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**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.
- 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 with 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.

Figure 4. On-Street Bike Lanes



Where bike lanes are 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

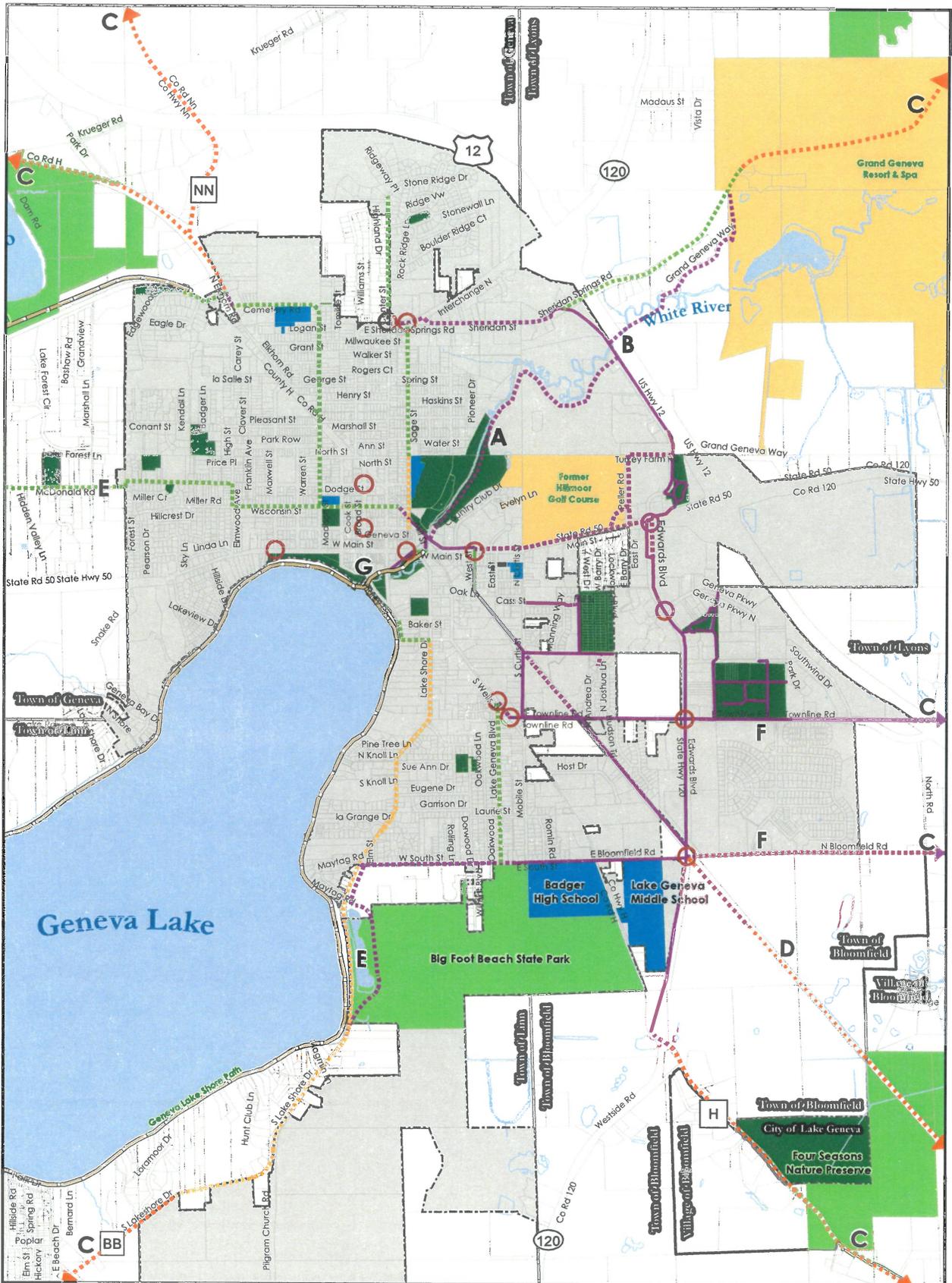
Intersection improvements include a variety of design features that increase safety when crossing the street. Examples include curb bump-outs, improved crosswalk paint, and pedestrian-activated crossing signals. Curb bump-outs reduce the distance a pedestrian must walk from one end of a crosswalk to another. They reduce the perceived width of a street from a motorist's perspective, so they also cause traffic to move more slowly than it otherwise would. Finally, pedestrian-activated crosswalks feature signs and strobing lights that warn motorists to stop for pedestrians in a crosswalk. The most practical form of pedestrian-activated crosswalk is the Rectangular Rapid Flash Beacon (RRFB), which features crosswalk signs and rectangular LED lights that flash brightly when a pedestrian presses a button prior to crossing the street. The lights continue to flash for the duration of the pedestrian's crossing time.

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



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**Recreational Facilities**

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

**VANDEWALLE & ASSOCIATES INC.**  
shaping places, shaping change

- 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

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

City of Lake Geneva



**Bicycle and Pedestrian Plan**  
 Map 2: Planned Facilities

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## Regional Recommendations

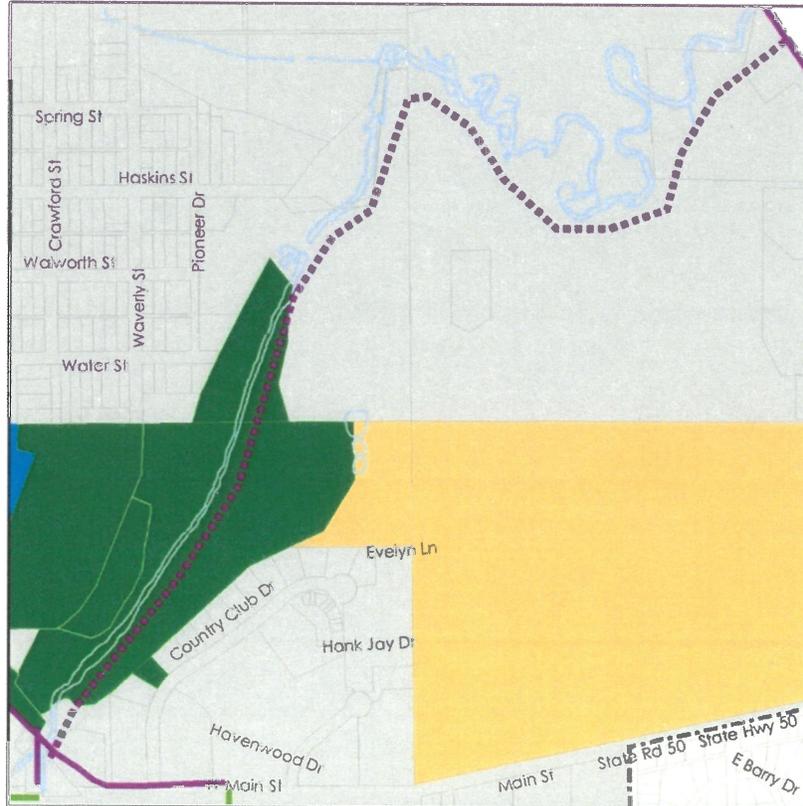
This Plan recommends several Regional Tourism Connections that connect Lake Geneva to nearby communities and other regional recreational destinations. These connections consist mainly of signed bicycle routes, incorporating bike lanes and off-street facilities where possible. As many regional destinations 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.

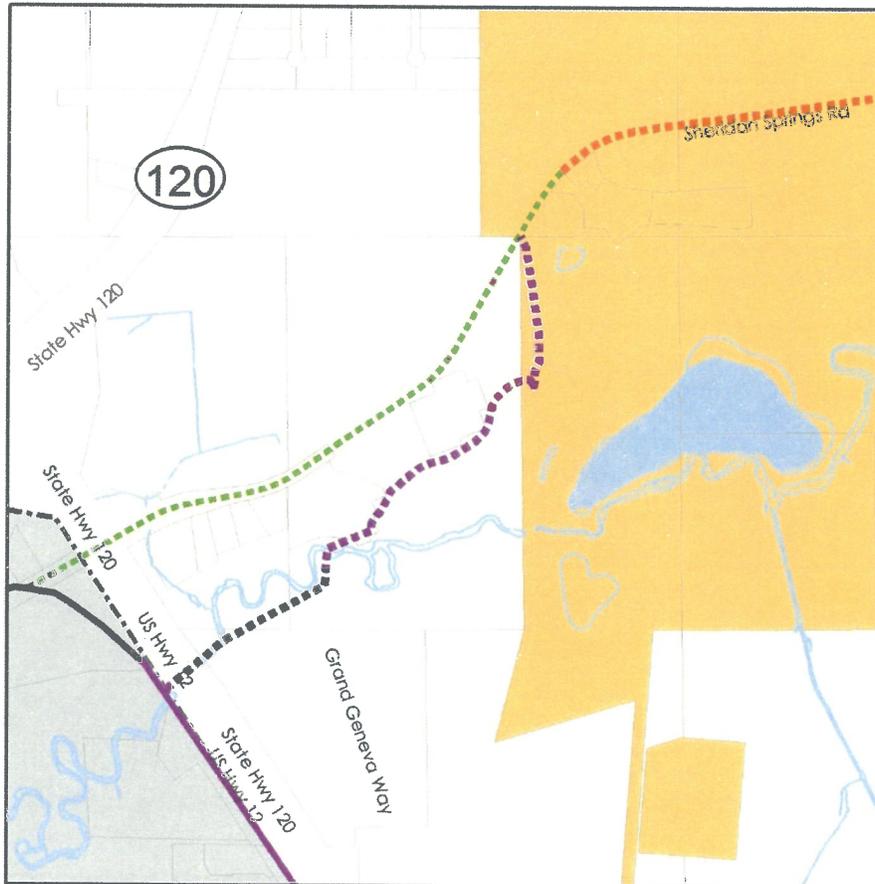
Figure 7. White River Trail



**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 12 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 12 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

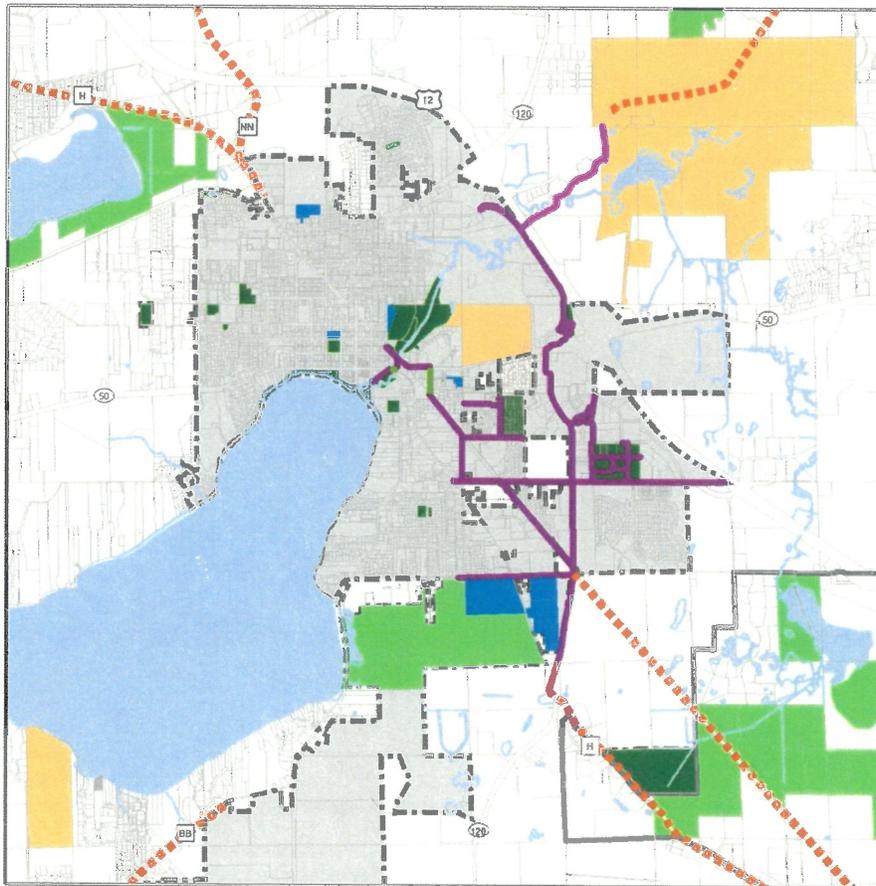


### Urban Escape Routes (C)

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

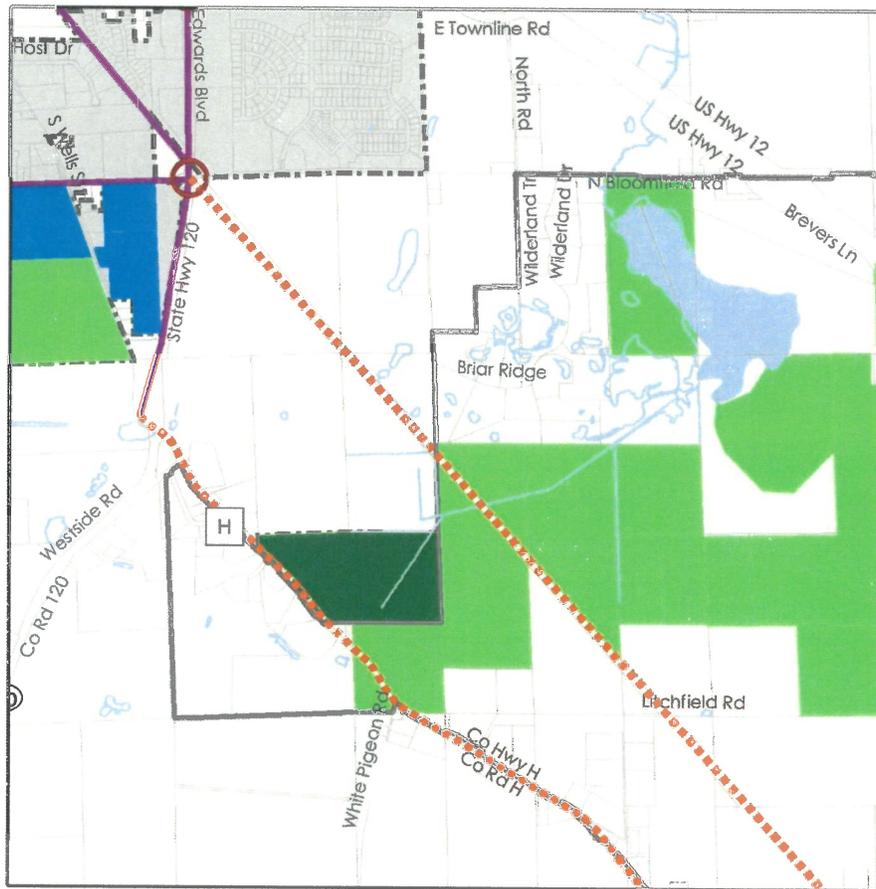
Figure 9. Urban Escape Routes



**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

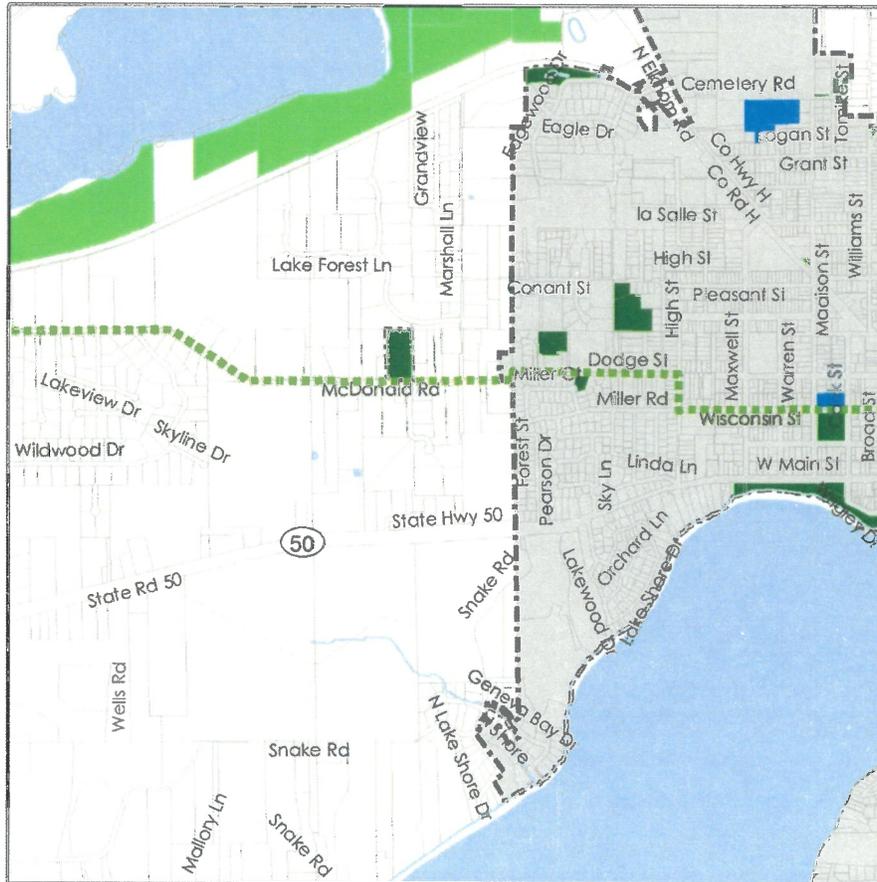
This Plan recommends connections to important local destinations that will improve the quality of life for Lake Geneva residents, encourage tourists to travel by foot or by bike, as well as enhance City's the outdoor recreation experience.

### 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.

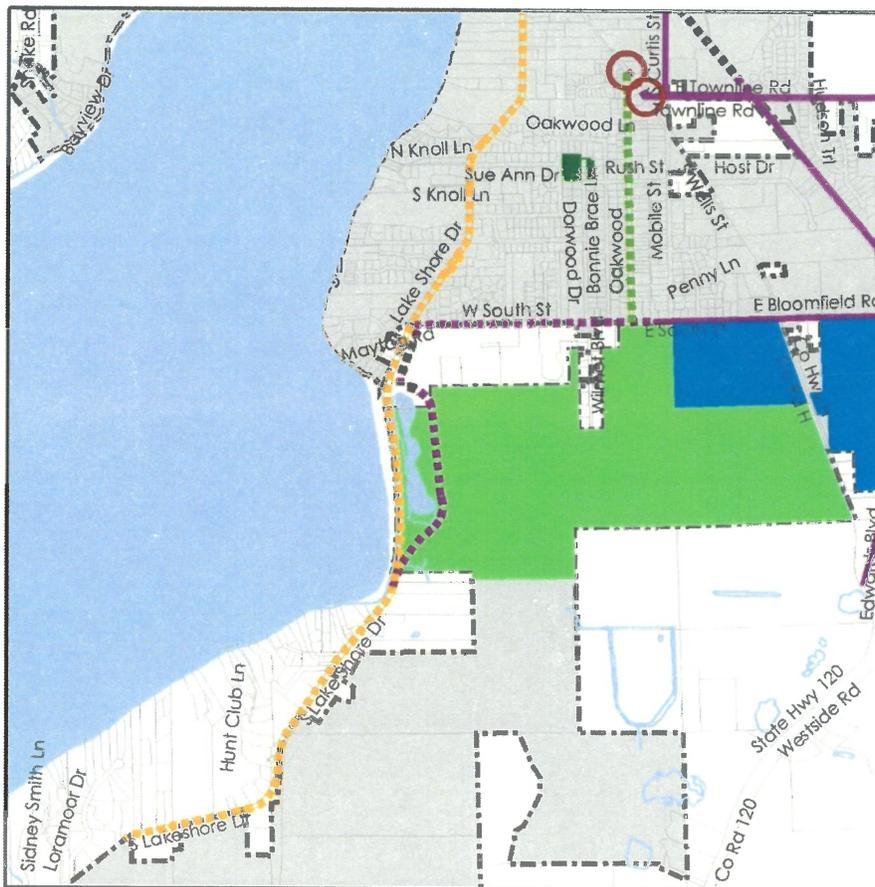
Providing a northern route around Geneva Lake along State Highway 50 would be a challenge due to high traffic volumes and speeds. An urban escape route on McDonald Road provides a safer alternative. This route connects to Downtown Lake Geneva via Dodge Street and Wisconsin Street. Following calm streets, 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 Lake Shore Drive and associated traffic. Due to safety and erosion concerns along the lakefront, the long-range plan for this area involves rerouting Lake Shore Drive to the east of the marsh and adding a separate bicycle and pedestrian trail alongside the new road. 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



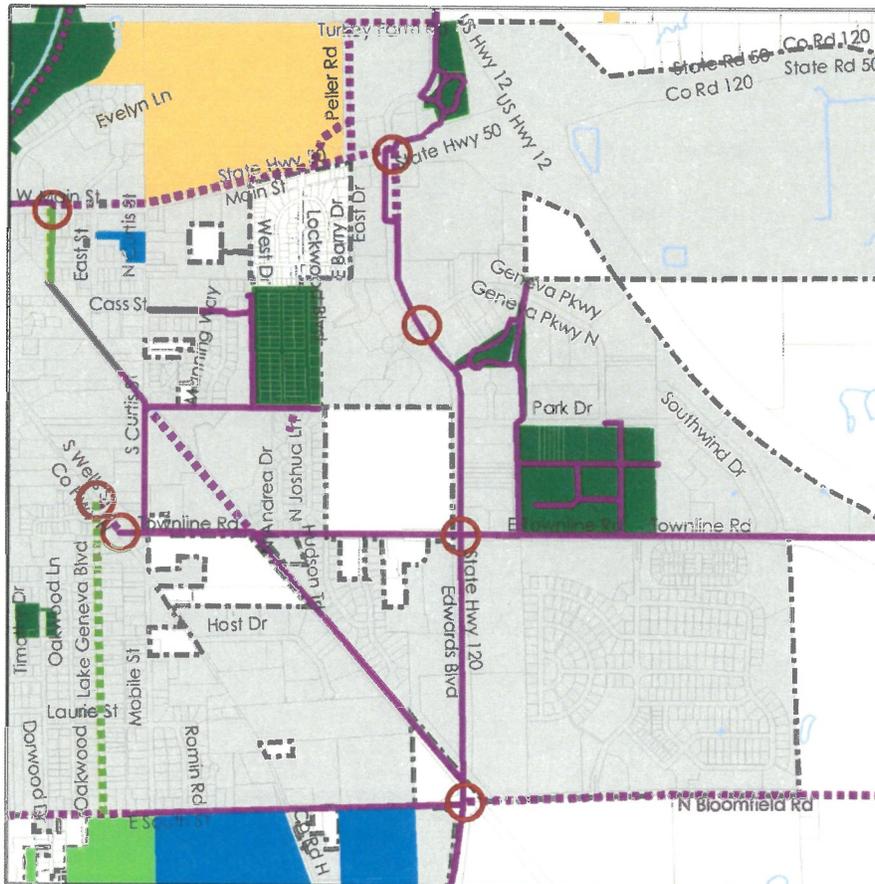
Since this road reconstruction project will not likely occur immediately, it is important to take measures to improve bicycle and pedestrian safety in the meantime. For example, it is possible to add bicycle facilities on Lake Shore Drive that connect Big Foot Beach State Park with Downtown Lake Geneva until Lake Shore Drive is rerouted around the marsh.

### 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 development 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 safe place while enjoying the various businesses and sights that Downtown Lake Geneva has to offer.

Intersections improvements in the Downtown will also provide a safer street-crossing experience for pedestrians. Such improvements may include Rectangular Rapid Flash Beacons, which are described further on page 17. Five downtown intersections are identified on the map for future intersection improvements:

- Broad Street and Geneva Street
- Dodge Street and Broad Street
- West Street and Main Street
- W. Main Street and Maxwell Street
- W. Main Street and Mill 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:

- 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

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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 RRFB 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 signals, Rectangular Rapid Flash Beacons, raised crosswalks, curb bump-outs, and extending the crossing time of existing crosswalks.

#### 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

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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 with 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.

#### *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.

#### *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.

#### *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.

#### *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.

#### *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."

#### *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



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## Chapter 6. Implementation

### Priority and Phasing of Investments

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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

##### *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 Rectangular Rapid Flash Beacons (RRFBs), high-visibility crosswalk striping, curb bump-outs, or other enhancements. To this end, the City should prioritize improvements the other Downtown intersections, including Broad Street and Geneva Street, Dodge Street and Broad Street, W. Main Street and Maxwell Street, and W. Main Street and Mill 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

#### *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

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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 of Bicycle and Pedestrian Facilities

Facility	Estimated Cost per Mile (2017 Dollars) <sup>1</sup>
<b>On-Street Bike Route<sup>2</sup></b>	\$16,000
<b>On-Street Bike Lane<sup>3</sup></b>	\$96,000
<b>Off-Street Multi-Use Path<sup>4</sup></b>	\$132,000
<b>Concrete Sidewalk<sup>5</sup></b>	\$153,000 (\$29 per linear foot)
<b>Rectangular Rapid Flashing Beacons (RRFBs)</b>	\$16,000 per beacon

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 30<sup>th</sup>, 2017 at City Hall:

We want your opinions! We will use your answers to make sure that the City of Lake Geneva focuses on developing bicycle and pedestrian systems that meet the needs of residents. Please leave this sheet at the meeting. Thanks so much for your participation.

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 Octoberfest 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 land 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

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**Appendix C: Funding Sources**

Program		Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
<b>Wisconsin Stewardship Programs</b>							
Aids for the acquisition and development of local parks (ADLP)	To acquire or develop public nature-based outdoor recreation areas and facilities.	<ul style="list-style-type: none"> <li>50% local match per project.</li> <li>\$4M available each year.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>A comprehensive outdoor recreation plan is required.</li> <li>Priority for land acquisition.</li> <li>Projects must comply with ADA.</li> </ul>	Wisconsin DNR	Cheryl Housley South Central Region (608) 275-3218	
Urban Greenspace Program (UGS)	To acquire land to provide natural space within or near urban areas, or to protect scenic or ecological features.	<ul style="list-style-type: none"> <li>50% local match per project.</li> <li>\$1.6M available each year.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>A comprehensive outdoor recreation plan is required.</li> <li>Projects must comply with ADA.</li> </ul>	Wisconsin DNR	Cheryl Housley South Central Region (608) 275-3218	
Acquisition of Development Rights	To acquire development rights for nature-based outdoor recreation areas and facilities.	<ul style="list-style-type: none"> <li>50% local match per project.</li> <li>\$1.6M available each year.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>Funds are available to acquire development rights (easements) in areas where restrictions on residential, industrial, or commercial development are in place.</li> <li>May include enhancements of nature-based outdoor recreation.</li> </ul>	Wisconsin DNR	Cheryl Housley South Central Region (608) 275-3218	
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.	<ul style="list-style-type: none"> <li>50% local match per project.</li> <li>\$800,000 available each year.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>A comprehensive outdoor recreation plan is required to participate.</li> <li>Projects must comply with ADA.</li> </ul>	Wisconsin DNR	Cheryl Housley South Central Region (608) 275-3218	
<b>Federal Programs</b>							
Land and Water Conversation Fund (LAWCON)	To acquire or develop public outdoor recreation areas and facilities.	<ul style="list-style-type: none"> <li>50% local match per project.</li> <li>Land acquisition.</li> <li>Development of recreational facilities.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>A comprehensive outdoor recreation plan is required to participate.</li> </ul>	Wisconsin DNR with TEA-21 funds.	Cheryl Housley South Central Region (608) 275-3218	

City of Lake Geneva Bicycle and Pedestrian Plan

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
Recreational Trails Act	To provide funds for maintenance, development, rehabilitation, and acquisition of land for motorized, non-motorized, and diversified trails.	<ul style="list-style-type: none"> <li>50% local match per project.</li> <li>Maintenance and restoration of existing trails.</li> <li>Development and rehabilitation of trailside and trailhead facilities and trail linkages.</li> <li>Construction of new trails (with certain restrictions on federal lands).</li> <li>Acquisition of easement or property for trails purchase.</li> </ul>	May 1	<ul style="list-style-type: none"> <li>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</li> <li>Funds may be used on trails which are referenced in a statewide comprehensive outdoor recreation plan.</li> </ul>	Wisconsin DNR with TEA-21 funds.	Cheryl Housley South Central Region (608) 275-3218
<b>Statewide Multi-Modal Improvement Program (SMIP)</b>						
Transportation Enhancements Program (TE)	Providing facilities for pedestrians and bicyclists. This program includes rehabilitating and operating historic transportation buildings and structures/restoring railway depots, as well as streetscaping "Main Streets" and landscaping near transportation facilities	<ul style="list-style-type: none"> <li>Funded through TEA-21.</li> <li>80%/20%.</li> <li>20% required match (funds are not awarded upfront, but are reimbursed).</li> </ul>	February 25	<ul style="list-style-type: none"> <li>Non-construction projects over \$25,000.</li> <li>Construction projects over \$100,000.</li> </ul>	WisDOT	District 1 Office (608) 246-3800
Surface Discretionary Grant Program (SD)	Provides flexible funds, which can be spent on a wide variety of projects, including roadway projects through the Federal-aid highway system, bridges, transit facilities, and bicycle and pedestrian facilities.	<ul style="list-style-type: none"> <li>Funded through TEA-21.</li> <li>80%/20%.</li> <li>20% required match (funds are not awarded upfront, but are reimbursed).</li> </ul>	February 25	<ul style="list-style-type: none"> <li>Any project that fosters alternatives to single-occupancy vehicle trips.</li> <li>Facilities for pedestrians and bicycles.</li> <li>System-wide bicycle planning.</li> <li>Non-construction projects over \$25,000</li> <li>Construction projects over \$100,000</li> </ul>	WisDOT	District 1 Office (608) 246-3800

City of Lake Geneva Bicycle and Pedestrian Plan

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
<b>Federal Transit Administration Grants</b>						
Section 5309 (old Section 3 discretionary funds)	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.	<ul style="list-style-type: none"> <li>20% local match per project.</li> </ul>	Early spring	<ul style="list-style-type: none"> <li>Funding for this program is allocated on a discretionary basis.</li> <li>Congress /Administration can pick the projects although the authorization bill contains a list of specific earmarks.</li> </ul>	WisDOT Bureau of Transit.	John Duffe (608) 264-8723
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.	<ul style="list-style-type: none"> <li>50% local match per project.</li> </ul>	Early April	<ul style="list-style-type: none"> <li>Limited to Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowoc, Walworth, and Door Counties</li> </ul>	United States Department of Transportation.	Mary Frigge, District 2 (262) 548-8763
<b>Section 402-Highway Safety Funds</b>						
Community Programs Empowerment Program Enforcement Program	For bicycle and pedestrian safety education and training projects, including helmet promotion and purchases, sponsorship of rodeos, classes, and development of brochures.	<ul style="list-style-type: none"> <li>20% local match per project.</li> <li>Bicycle and pedestrian education and enforcement projects.</li> <li>Non-construction projects (e.g.; helmet purchase, brochure development).</li> </ul>	October to December	<ul style="list-style-type: none"> <li>Communities with higher than average pedestrian and/or bicycle may be contact WisDOT regarding the use of funds</li> <li>Engineering and maintenance work not eligible for funding.</li> </ul>	WisDOT Bureau of Transportation Safety	District 1 Office (608) 246-3800
Highway Safety Program (Section 403)	Available for bicycle /pedestrian education. May also be used to develop safety classes for bicycle/pedestrian offenders.	<ul style="list-style-type: none"> <li>20%-50% local match per project.</li> </ul>	February	<ul style="list-style-type: none"> <li>Communities that can document bicycle crashes related to motor vehicle violations</li> <li>Funds new enforcement programs up to \$1,000.</li> </ul>	WisDOT Bureau of Transportation Safety	District 1 Office (608) 246-3800
Research Projects	Funds the research needed to substantiate unique local needs for additional safety funding.	<ul style="list-style-type: none"> <li>20% local match per project.</li> </ul>	February	<ul style="list-style-type: none"> <li>A study of transit needs on public lands to assess the feasibility of alternative transportation modes. (Section 3039).</li> </ul>	WisDOT Bureau of Transportation Safety	District 1 Office (608) 246-3800

City of Lake Geneva Bicycle and Pedestrian Plan

Program	Purpose	Funding Details	Deadline	Notes	Admin. Agency	Contact
<b>Other Programs</b>						
Wisconsin Main Street Community Program	Comprehensive downtown revitalization program, which includes streetscape improvements.		No specific date.	<ul style="list-style-type: none"> <li>■ General downtown program.</li> <li>■ May benefit trail enhancements through streetscaping.</li> </ul>	National Main Street Center 202/673-4219	Wisconsin Dept. of Commerce, Bureau of Downtown Dev. (608) 266-7531
Surface Transportation-Environment Cooperative Research Program	Federal program designed to evaluate transportation control measures, improve understanding of transportation demand factors, and develop performance indicators that will facilitate the analysis of transportation alternatives.	<ul style="list-style-type: none"> <li>■ 20% local match per project.</li> </ul>		<ul style="list-style-type: none"> <li>■ \$500,000 is made available for the development of a national bicycle safety education curriculum.</li> <li>■ \$500,000 per year is made available for grants to a national not-for-profit organization engaged in promoting bicycle and pedestrian safety to operate a national clearinghouse, develop informational and education programs, and disseminates techniques and strategies for improving bicycle and pedestrian safety.</li> <li>■ \$200,000 is made available for a study of the safety issues attendant to the transportation of school children to and from school and school-related activities by various transportation modes.</li> </ul>	FHWA	U.S. Department of Transportation 202-366-4000