

**CITY OF WHITEWATER
COMMON COUNCIL AGENDA**

Common Council Meeting
Tuesday, December 17, 2013 - 6:30 p.m.
City of Whitewater Municipal Building Community Room
312 W. Whitewater Street Whitewater, Wisconsin

CALL TO ORDER, ROLL CALL, AND PLEDGE OF ALLEGIANCE.

CONSENT AGENDA

CA-A	Approval of Council Minutes of 10/8/2013 (Joint Zoning Rewrite/Plan Commission/Common Council Minutes); 11/5/2013 and 11/19/2013
CA-B	Approval of Payment of Invoices Processed thru December 11,2013
CA-C	Acknowledgment of Receipt and Filing of the Following: *Plan Commission Minutes of 11/11/2013. *Park and Recreation Board Minutes of 11/12/2013. *Report of Manually-Produced Checks for November, 2013.
CA-D	Expedited approval of the following items, per City Staff Recommendation: C-5, C-6, C-7

STAFF REPORTS:

City Mgr.	Recognition of retiring police officer, Mike Ciardo, after 31.5 years of service.
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HEARING OF CITIZEN COMMENTS. No formal Common Council Action will be taken during this meeting although issues raised may become a part of a future agenda. Participants are allotted a three minute speaking period. Specific items listed on the agenda may not be discussed at this time; however citizens are invited to speak to those specific issues at the time the Council discusses that particular item.

CONSIDERATION:

C-1	Approval of Agreement between City of Whitewater and Teamsters Union Local 695 – Police Dispatch. (City Manager Request)
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RESOLUTIONS:

R-1	Approving Transportation Plat for Downtown East Gateway Project. (City Atty. Request).
R-2	Consideration of a Resolution Adopting the City of Whitewater Bicycle and Pedestrian Plan. (City Manager Request)
R-3	Adoption of 2014 Salary Resolution. (City Manager Request)

ORDINANCES – First Reading

O-1	Amending Chapter 19.54.052 relating to Signs. (Neighborhood Services request)
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ORDINANCES – Second Reading - None

CONSIDERATIONS:

C-2	Discussion and possible action regarding a Whitewater K-9 program. (Police Chief request).
C-3	Approval of amendment to Police Chief contract (relating to Police Chief city-owned vehicle). (City Manager Request).

C-4	Approval of Wholesale Beer License and “Class B” Beer License for Second Salem Brewing Company LLC, Christ Christon, Agent and request for waiver of ordinance requiring opening of establishment (tap room) within 60 days of approval of license. (City Clerk Request).
*C-5	Appointment of Poll Workers for Election Years 2014-2015. (City Clerk Request)
*C-6	Approval of Change of Agent (to Patricia Cruse) for Randy’s Funhunter’s Restaurant. (City Clerk Request)
*C-7	Action on request for cancellation of first meeting in January, 2014. (City Manager Request).
C-8	Councilmember Requests for Future Agenda Items.
C-9	Adjournment.

Anyone requiring special arrangements is asked to call the Office of the City Manager / City Clerk at least 72 hours prior to the meeting.

***Items denoted with asterisks will be approved on the Consent Agenda unless any council member requests that it be removed for individual discussion.**

CITY OF WHITEWATER
 JOINT CITY COUNCIL AND PLAN AND ARCHITECTURAL REVIEW COMMISSION
 Whitewater Innovation Center
 October 8, 2013

**ABSTRACTS/SYNOPSIS OF THE ESSENTIAL ELEMENTS OF THE OFFICIAL
 ACTIONS OF THE CITY COUNCIL AND PLAN AND ARCHITECTURAL REVIEW
 COMMISSION**

Call to order and roll call, and introduction.

Council President Singer called the joint meeting of the City Council and Plan and Architectural Review Commission to order at 5:30 p.m.

City Council Present: Patrick Singer, James Winship, Lynn Binnie, Ken Kidd, Stephanie Abbott, Sarah Bregant.

Plan Commission Present: Bruce Parker, Karen Coburn, Jeffrey Eppers (Alternate), Sherry Stanek (Alternate), Kristine Zaballos.

Others: Dr. Larry Witzling (Zoning Rewrite Consultant), Latisha Birkeland (City Planner), Pat Cannon (CDA Director), Wallace McDonell (City Attorney), Cameron Clapper (City Manager) Michele Smith (City Clerk).

Council President Patrick Singer noted that the Steering Committee was invited to attend to ask questions and add relevant points of history about the process or document.

Approval of the minutes of the Joint Common Council and Plan and Architectural Review Commission meeting of September 10, 2013. Moved by Winship and seconded by _____ to approve. Motion approved by unanimous voice vote.

Introduction of the zoning rewrite project

Larry Witzling explained that he felt the last meeting went very well. He felt it may be due in part to dealing with parts of the code that were not the most controversial at the Steering Committee meetings. Witzling stated that the collective goal would be to get something adopted. If it is not perfect, the next year look at it again. Keep a checklist of issues during the course of the year, and pick, for example, 5 items to take care of. Continuing to take care of smaller areas each year will save a lot of long term problems.

There were questions about including parking, plan review and Board of Zoning Appeals in this discussion. City Attorney McDonell explained that the agenda is for primarily residential sections. Anything with a remote resemblance to residential can be discussed. City Planner Birkeland stated that it was decided at the steering committee level that parking would not be considered in this zoning rewrite. Plan Commission Member Parker asked about the parking

included in the proposed overlay districts. Councilman Kidd stated that we cannot adopt without changing some of the other issues (parking and other things not here).

When asked about the process, City Attorney McDonell explained that the Plan Commission would hold a public hearing. (He suggested that the meeting be a joint public hearing with Plan Commission and City Council.) The public hearing could be one or two meetings. The Plan Commission would discuss and make recommendation to the City Council as to what is to be adopted. There could be changes made to the document the Plan Commission receives.

Larry Witzling stated that the Plan Commission can make changes and recommend them to the City Council. When handling the public hearing, people should be limited to 3 minutes of commentary, the first time. People would be able to speak a second time after everyone has a chance to speak. This seems to be the best way to work it so everything is covered.

Review of residential sections

Larry Witzling explained that he was here to help get through the residential sections of the Zoning Rewrite. Witzling went through the changes, made during the Zoning Rewrite meetings, with the City Council and the Plan Commission. There was discussion among the group and revisions were made on some of the changes. The parking/hard surface and stormwater were not to be considered in this zoning rewrite. They will be reviewed separately (stormwater/parking summit). Larry Witzling stated that the stormwater requirements should be made performance based and not standard based because it allows a lot more flexibility. Some of the major items of discussion were: Plan Commission members can be on the BZA Board, but if a Plan Commission/Board of Zoning Appeals member made a decision at the Plan Commission level for an item going to the BZA, the member should not act on the matter at BZA. The difference between the R-O Overlay Zoning and the other overlay zoning districts is that the R-O is more restrictive and can be done anywhere in the city. In all the other overlay districts, property owners can do more, but it is not city-wide. R-2A Overlay – to allow areas where there could be increased occupancy in certain areas. R-3A and R-3B Overlay Zoning Districts allow for the owner to apply to possibly increase the density of their property. R-3A being areas west of the university. R-3B being areas south of the university. With the changing of neighborhoods, the City needs lots of tools to accommodate families and students. The city needs to know how to plan for growth in the community. There was discussion regarding lot coverage for residential areas for driveway and parking areas, but it was concluded that a lot of research should be done on existing conditions before a decision is made. If people were asking for a huge area of coverage, it would be good to have at least some definition to start with. Larry Witzling was going to try to write something on this.

Next steps

The next meeting will be a joint public hearing meeting with City Council and Plan Commission to allow for public comment and review of the proposed zoning rewrite. It will probably take two meetings. The public hearing meetings will be special meetings only for the Zoning Rewrite. A Class 2 legal notice is required. Larry Witzling recommended that when voting, take certain sections out that there may be issues with, and then add them back in later. Latisha Birkeland will Doodle the City Council and Plan Commission to coordinate schedules for the next meeting.

Adjournment

The meeting adjourned at approximately 9:30 p.m.

City Council President Patrick Singer

**ABSTRACT/SYNOPSIS OF THE ESSENTIAL ELEMENTS OF THE OFFICIAL
ACTIONS OF THE COMMON COUNCIL OF THE CITY OF WHITEWATER,
WALWORTH AND JEFFERSON COUNTIES, WISCONSIN.**

November 5, 2013

The regular meeting of the Common Council was called to order at 6:30 p.m. by Council President Singer. MEMBERS PRESENT: Frawley, Abbott, Winship, Binnie, Singer, Bregant, Kidd. MEMBERS ABSENT: None.

It was moved by Binnie and seconded by Winship to approve receipt and filing of the following: Plan and Architectural Review Commission minutes of 9/9/13; Parks and Recreation Board Minutes of 7/29/13, 8/26/13 and 9/26/13; Irvin L. Young Memorial Library Board Minutes of 9/6/13; Fire Department Task Force Minutes of 4/29/13; 6/24/13; 6/26/13; and 7/24/13; Cable Television Committee Minutes of 9/11/12 and Whitewater Police Department Consolidated Monthly Report for September, 2013. AYES: Frawley, Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: None.

PAYMENT OF INVOICES. It was moved by Binnie and seconded by Winship to approve payment of city invoices in the total sum of \$74,100.97. AYES: Frawley, Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: None.

STAFF REPORTS: City Manager Clapper reported that the Fire Department Operations study will be presented in early December. Clapper also gave an update on the Wastewater Treatment Plan Request for Proposals.

CITIZEN COMMENTS: Kristine Zaballos of Walworth Avenue announced an upcoming compost workshop; Calvin, President of Minnieska Water Ski Team, expressed concern about safety conditions in Cravath Lake; he indicated there are foreign objects in the water, snapping turtles inhabiting the water, and numerous seaweeds.

APPOINTMENT OF COUNCILMEMBER TO WHITEWATER STREETSCAPE PROJECT. It was agreed that Phil Frawley would serve as council representative to the Whitewater Streetscape project.

APPOINTMENT OF CITIZEN MEMBERS TO ETHICS COMMITTEE AND BOARD OF ZONING APPEALS. It was moved by Singer and seconded by Abbott to appoint Tom Miller as an alternate member to the Board of Zoning Appeals and to appoint Bonnie Miller to the Ethics Committee. AYES: Frawley, Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: None.

2014 BUDGET PRESENTATIONS: The following budgets were presented to the Common Council: Young Memorial Public Library; Library Special Revenue Fund; Police – Administration, Patrol, Investigation, Crossing Guards, Community Service Officers, Emergency Preparedness, Communications – Dispatch; Fire / Rescue – Fire, Crash Crew, Rescue Squad, Rescue Squad Equipment / Education; Cable TV; Neighborhood Services / Planning – Neighborhood Services, Planning; Wastewater Utility; Special Revenues / Sinking Funds – Parking Permits Fund, Fire / Rescue Equipment Fund, Police Vehicle Revolving Fund. Capital Improvement Plan was delayed to the 11/19 meeting as the Council would just be reviewing the plan for the first time this evening, and CDA and TID budgets were again delayed as the CDA Director was not available for presentation of the budgets.

“INNOVATION EXPRESS” TRANSPORTATION SERVICE FUNDING. City Manager Clapper inquired whether Council was willing to continue their support of funding for the Innovation Center bus. Concerns were raised that the majority of riders use transportation to go to and from their employer, Generac. It was noted that both the City of Janesville and the City of Milton contribute towards the transportation, which has pick up/drop off spots in Janesville, Milton and Whitewater. Dave Mumma of the Janesville Transit Authority and Jeff Arnold of UW-Whitewater were present to answer questions. Jeff Arnold indicated that the University is committed to be a partner for the services, but indicated the University does not plan to contribute unless the City contributes. Milton’s Mayor encouraged the City of Whitewater to contribute. Councilmember Abbott noted that the new Blackhawk Technical College planned for Milton may increase ridership numbers. Mumma confirmed that as part of Blackhawk’s negotiation with the City of Milton, Milton must contribute to the cost of the bus service. Lengthy discussion ensued. Concerns were raised that the bus service is not being utilized by the general citizenry, but almost exclusively for commuters to the Generac facility. Councilmember Kidd indicated that a decision on Whitewater’s contribution, if any, to the service does not have to be made this evening. Councilmember Singer indicated that he is not satisfied with the information provided and requested updated information as he questions the amount of benefit Whitewater taxpayers receive from the service. Council consensus was that they would like to hear from Generac representatives, and the City Manager was requested to invite Generac representatives to the next council meeting. Additional information will be provided at the November 19th council meeting.

DOWNTOWN WHITEWATER MEMORANDUM OF UNDERSTANDING. It was moved by Binnie and seconded by Winship to approve the one-year Memorandum of Understanding with Downtown Whitewater, Inc. AYES: Frawley, Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: None.

COUNCILMEMBER REQUESTS FOR FUTURE AGENDA ITEMS. None.

ADJOURNMENT. It was moved by Winship and seconded by Abbott to adjourn the meeting. . AYES: Frawley, Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: None. The meeting adjourned at 9:59 p.m.

Respectfully submitted,

Michele R. Smith, Clerk

**ABSTRACT/SYNOPSIS OF THE ESSENTIAL ELEMENTS OF THE OFFICIAL ACTIONS OF THE
COMMON COUNCIL OF THE CITY OF WHITEWATER, WALWORTH AND JEFFERSON
COUNTIES, WISCONSIN.**

November 19, 2013

The regular meeting was called to order at 6:30 p.m. by Council President Singer. MEMBERS PRESENT: Abbott, Winshuip, Binnie, Singer, Bregant, Kidd. MEMBERS ABSENT: Frawley. CITY ATTORNEY PRESENT: McDonell.

It was moved by Binnie and seconded by Winship to approve the council minutes of 10/1/13 and to acknowledge receipt and filing of the following: Cable Television Committee Minutes of 9/11/2012; Plan Commission Minutes of 10/14/13; Report of Manually-Produced Checks for October, 2013; Financial Reports for October, 2013; Police and Fire Commission Minutes of May 9, 2013, July 25, 2013 and August 29, 2013 and CDA Minutes of 8/15/13, 8/27/13; and 10/2/13. AYES: Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: Frawley.

STAFF REPORTS. City Manager Clapper introduced new Assistant City Manager , Chris McDonell. Brienne Brown of Makerspace presented information on the group. Parks and Recreation Director Amundson updated the Council on the Kilar Field of Dreams Project.

BUDGET PRESENTATIONS: 2014 budget presentations were given by the Community Development Authority (annual operating budget) and the TIF Budgets (TIFs 4 through 9). The Capital Improvement Plan was presented as well. It was noted that the actual cost for the Fiber Master Plan was unknown, but an unconfirmed estimate of \$15,000 – 30,000 was indicated. The Strategic Plan and Wage Classification study were highlighted. City Manager Clapper indicated that the City’s Insurance carrier, CVMIC, works with communities to facilitate Strategic planning. Clapper estimated a \$10,000 cost, without a survey. Clapper estimated the Wage Study to cost approximately \$20,000 - \$25,000.

CDA Director Cannon presented their proposed 2014 budget. Councilmember Singer raised the issue that the CDA was previously funded through TIF 4 (50% of budget) and the City’s general fund (50%). Since the budget was no longer funded at those percentages, Singer questioned why the change. City Manager Clapper indicated that he was not aware of the funding arrangement. Singer indicated that \$10,547 was necessary to create a budget where CDA does not have to use their fund balance. Finance Director Saubert indicated that the only TID district able to contribute at this time is TID 6. He noted that we are in a money crunch and that the decision was to leave budgets the same. CDA Chairperson Knight explained that the CDA’s UDAG funds are limited and intended for potential business development expenses. Knight indicated that the CDA is loaning UDAG funds to the CDA’s operating budget until such time that the City’s TIF districts 5, 6 and 7 produce revenue. Finance Director Saubert indicated that the CDA’s fund 910 has millions of dollars in it, and the UDAG fund has approximately \$565,000 +/-.

In reference to the Capital Improvement Plan, it was noted that the dispatch / communications center would be addressed in 2014. It was also indicated that the Fire Department / Rescue squad presentation would be presented on December 5th. Councilmember Binnie questioned Streets and the manner in which priority for repairs is given. It was explained that both the condition of the Streets as well as the utilities below the Streets are taken into account when determination of repair dates is made. It was noted that George, Center and Tratt Streets need repair. It was noted that there is a \$9,500 savings on the Assessor’s contract; a decrease in Public Works personal protective equipment (additional \$3,000 to be used) and the State Payments for Municipal Services generated an additional \$8,680 than anticipated. It was noted that the ride share program (taxi cab service) has a fund balance of \$26,000, which is more than enough to cover costs out of that budget (additional \$10,000 to be used as potential alternative source for funding items).

Consideration of an additional Community Service Officer (“CSO”) / Neighborhood Services Officer (“NSO”) to cover Thursday evening shifts is noted. It was also noted that the \$31,000 contingency fund remains below the City’s 1% goal as recommended in the City’s Financial Policy.

City Manager Clapper indicated that Generac is considering a contribution of \$18,000 for funding of the Innovation Bus as opposed to the requested \$47,830 contribution. A lengthy discussion ensued regarding the Innovation Center Bus. Tim Burton of Generac indicated that there is some confusion over Generac requesting the bus, and that Generac was approached, asking to contribute seed money to get the bus project going. At that time, it was presented to Generac that their contribution would decrease over the years as ridership from other sources increased. Councilmembers expressed concern over the lateness of this news and the difficulty it creates in setting the 2014 budget. Discussion regarding the possibility of amending hours ensued. (Could Generac’s work hours be adjusted to coincide with Husco’s?).

PUBLIC HEARING ON 2014 CITY OF WHITEWATER BUDGETS. The Public Hearing on the 2014 budgets was opened by Council President Singer. Anne Hartwick of the Irvin L. Library Board voiced support for including the Library expansion project in the Capital Improvement Plan. The Public Hearing portion of the meeting was closed.

RESOLUTION ADOPTING 2014 CITY OF WHITEWATER BUDGETS.

After discussion regarding the 2014 budgets, it was moved by Winship and seconded by Binnie to fund the bus at \$12,000 for the next year, and have the City make a decision by August, 2014 on continued support of the business service. AYES: Winship, Binnie, Bregant, Kidd. NOES: Abbott, Singer. ABSENT: Frawley. It was then moved by Singer and seconded by Abbott to reduce the wage classification budget from \$30,000 to \$20,000; to reduce the Strategic Plan budget from \$25,000 to \$15,000; to add \$11,000 to the CDA budget to return them to the 50% funding level that has been provided in the past; and to use the remaining “extra” money (\$4,000) to increase the diminishing fund balance. AYES: Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: Frawley.

Resolution adopting the City of Whitewater 2014 Budgets

WHEREAS, the Common Council of the City of Whitewater, Walworth and Jefferson Counties, Wisconsin, has considered the detailed estimates of the money which will be required for the ensuing year for local, county, and state purposes; and

WHEREAS, the Common Council considered said estimates and those estimates have been submitted to a Public Hearing to be held on November 19, 2013, as required by § 65.90 of the Wisconsin Statutes;

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Whitewater, Walworth and Jefferson Counties, Wisconsin, that there is hereby levied upon all taxable property in said City, the following amounts for the ensuing year:

FOR THE PURPOSES, WALWORTH AND JEFFERSON COUNTIES, WISCONSIN:

\$3,017,446

BE IT FURTHER RESOLVED by the Common Council of the City of Whitewater that there is hereby appropriated out of the receipts of the City of Whitewater for 2014, including monies received from the general property tax levy, to the various purposes set forth in the budget for the purposes stated herein, the following amounts:

EXPENDITURES-	Fund	REVENUES-	Fund
General Government	\$1,599,713	General	\$6,364,000
Public Safety	3,975,215	Unrestricted	-
Public Works	953,519	Property Tax	<u>3,017,446</u>

Culture/Recreation		TOTAL	9,381,446
	1,206,64		
5			
Conserv/Development	118,207		
Debt Service	543,538		
Sinking Funds	405,303		
Solid Waste/Recycling	347,111		
Capital Projects	143,167		
Fund Balance-Reserve	-		
Contingencies	<u>89,028</u>		
	TOTAL		
	<u><u>9,381,44</u></u>		
6			

BE IT FURTHER RESOLVED that the following *Utility Budgets* were authorized for 2014:

Wastewater Utility	\$2,751,429
Water Utility	\$2,048,83
Stormwater Utility	\$772,725



BE IT FURTHER RESOLVED that the *2014 tax increments* have been calculated to be as follows:

TID #4	1,694,694
TID #5	-
TID #6	61,114
TID #7	-
TID #8	407
TID #9	226
TOTAL	<u><u>\$1,756,441</u></u>

BE IT FURTHER RESOLVED, that the tax levy increases for tax increment districts as calculated are added to the various tax levies for all taxing jurisdictions, except 'State', as follows:

	<u>Walworth County</u>	<u>Jefferson</u>	<u>Total</u>
County	224,837.71	111,238.77	336,076.48
City	279,428.33	137,542.21	416,970.54
Unified School	579,007.9	285,003.4	864,011.3
Technical	83,240.4	46,143.7	129,384.1
TOTAL	<u><u>1,166,514.4</u></u>	<u><u>579,928.1</u></u>	<u><u>1,746,442.5</u></u>

BE IT FURTHER RESOLVED, the expenditures for marketing expenses, land purchase, construction costs, professional services, and debt service have also been calculated to total the following for the 2014 budget:

TID #4	1,975,65
TID #5	150
TID #6	46,031
TID #7	150
TID #8	150
TID #9	150
TOTAL	<u><u>\$2,022,287</u></u>

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Whitewater that the Finance Director /City Treasurer is authorized to transfer sufficient funds from the City General Fund, if necessary, to the TID accounts to cover the expenditures not covered by the tax increments, and that an interest rate shall be added to the amount due the General Fund at the rate of one percent (1%) per annum for all funds owed the General Fund.

RESOLUTION introduced by Councilmember Winship, who moved its adoption. Seconded by Councilmember Abbott. AYES: Abbott, Winship, Binnie, Bregant, Kidd, Singer. NOES: None. ABSENT: Frawley. ADOPTED: November 19, 2013.

Cameron Clapper, City Manager

Michele R. Smith, City Clerk

FIRST READING OF ORDINANCE AMENDING ZONING DESIGNATION FOR 319 W. JAMES STREET. Tyler Sailsbery has requested rezoning of the property at 319 James Street to allow for a restaurant business and distillery in the former Fort Auto Body Shop at 319 W. James Street. Attorney Mitch Olson representing neighboring property owner, Beverly Stone, expressed opposition to the rezone, indicating that the ordinance indicates the rezoning should not be granted unless public necessity dictates it, and that the proposed project does not meet the standard. Olson also referred to the proposal as spot zoning, placing a business venture in a residential neighborhood. It was noted that the Public Hearing for the rezoning was held at the Plan Commission level. Beverly Stone and David Stone, both of 303 Ann Street, indicated that the proposal was an incompatible land use. David Stone referred to the City's comprehensive plan, where it indicated that incompatible land uses are to be minimized. In response to Council questions, it was stated that the restaurant would require a conditional use permit in order to serve any alcohol, and that the permit is issued to the permit applicant, and does not run with the property. Any future owner wanting to serve alcohol would be required to obtain his/her own conditional use permit. Lengthy discussion ensued. Councilmembers felt Sailsbery has worked hard to mitigate the effects on the neighborhood by reducing hours of operation and removing outside seating from the proposal.

**ORDINANCE NO. 1866 - PRELIMINARY
AMENDING THE CITY OF WHITEWATER ZONING MAP
AND ZONING CLASSIFICATION OF PROPERTY IN THE
CITY OF WHITEWATER**

The Common Council of the City of Whitewater, Walworth and Jefferson Counties, do hereby ordain, pursuant to Municipal Code Section 19.69.060, as follows:

Section 1: The property described below is hereby rezoned from R-3 (Multi-family Residence) Zoning District to B-2 (Central Business District) Zoning District. The property is described as follows:

319 W. James Street, Tax Parcel Number /TR 00025.

Section 2: The official zoning map of the City of Whitewater is hereby amended to show the above change.

Section 3: This zoning change is consistent with the City of Whitewater Comprehensive Plan.

Ordinance introduced by Councilmember Winship, who moved its adoption. Seconded by Councilmember Binnie.

AYES: Abbott, Winship, Binnie, Singer, Bregant. NOES: Kidd ABSENT: Frawley
FIRST READING APPROVED: November 19, 2013.

Cameron L. Clapper, City Manager

Michele R. Smith, City Clerk

FIRST READING OF ORDINANCE AMENDING CHAPTER 1.20 INCREASING COURT COSTS.

**ORDINANCE No. 1865 PRELIMINARY
ORDINANCE INCREASING COURT COST FEE
FROM \$28.00 TO \$38.00**

The Common Council of the City of Whitewater, Walworth and Jefferson Counties, do hereby ordain as follows:

Section 1: Whitewater Municipal Code, Chapter 1.20 Section 1.20.040, is hereby amended by adding the following language:

In a municipal court action, except for a financial responsibility violation under s. 344.62(2) or for a violation of an ordinance in conformity with s. 343.51(1m)(b) or 347.48(2m) the municipal judge shall collect a court cost fee pursuant to Wisconsin Statute §814.65(1) of \$38 on each separate matter, whether it is on default of appearance, a plea of guilty or no contest, on issuance of a warrant or summons, or the action is tried as a contested matter.

Ordinance introduced by Councilmember Winship, who moved its adoption. Seconded by Councilmember Binnie.

AYES: Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: Frawley
FIRST READING APPROVED: November 19, 2013.

Cameron L. Clapper, City Manager

Michele R. Smith, City Clerk

ACCURATE APPRAISAL ASSESSMENT CONTRACT. It was moved by Binnie and seconded by Abbott to approve a six year contract with Accurate Appraisal of Menasha, Wisconsin, at a cost of \$35,500 per year, to continue assessment services for the City of Whitewater. AYES: Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: Frawley.

RADICOM POLICE RADIO SERVICES CONTRACT. It was moved by Binnie and seconded by Abbott to approve a one-year contract with Radicom Business Communications Systems of McHenry, Illinois at a cost of \$27,099.81 (cost per advance payment option) for maintenance of the electronic equipment used for the 9-1-1 console and Plant CML equipment. AYES: Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: Frawley.

CONTRACT WITH DONOHUE ASSOCIATES FOR WASTEWATER TREATMENT FACILITY PLAN PROJECT. Wastewater Treatment Superintendent Tim Reel requested approval of a 20-year plan for the utility in order to move forward with substantial treatment process upgrades. A selection committee reviewed the proposals from the four engineering firms for the services, and the unanimous recommendation was Donohue & Associates. It was moved by Abbott and seconded by Binnie to approve a contract with Donohue & Associates in the sum of \$55,970 (\$4,745 to be set aside in discretionary fashion dependent on outcome of performance based contracting discussions). AYES: Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: Frawley.

CONTRACT WITH CGC, INC. OF MADISON FOR GEOTECHNICAL AND ENVIRONMENTAL SERVICES FOR EAST GATEWAY PROJECT. It was moved by Binnie and seconded by Abbott to approve a contract with CGC, Inc. of Madison, Wisconsin, in the sum of \$11,250 for geotechnical services (soil borings) and environmental services relating to the East Gateway project. AYES: Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: Frawley.

CONTRACTS WITH TOWNSHIPS FOR 2014 AMBULANCE SERVICE. It was moved by Binnie and seconded by Abbott to approve one-year contracts with the Townships of Richmond, Whitewater, Lima, Johnstown, Cold Spring and Koshkonong on terms and costs presented in each contract. AYES: Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: Frawley.

CLOSURE OF STREETS FOR HAPPY HOLLY DAYS PARADE. It was moved by Binnie and seconded by Abbott to approve closure of streets (commencing at Whiton and Main, thence east on W. Main Street, thence westbound on W. Whitewater Street), with the parade beginning at 6:00 p.m. AYES: Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: Frawley.

CHANGE OF AGENT FOR “CLASS A” BEER AND LIQUOR LICENSE FOR DANIELS SENTRY, 1260 W. MAIN STREET. Dennis Riley, long-time agent for the beer and liquor license for the local Sentry store, is leaving the store’s employ. Sentry is requesting that Donald Douglas be appointed as agent. It was moved by Binnie and seconded by Abbott to approve appointment of Donald Douglas as agent of Daniels of Whitewater, LLC d/b/a Sentry Foods, 1260 W. Main Street. AYES: Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: Frawley.

COUNCILMEMBER REQUESTS FOR FUTURE AGENDA ITEMS. It was recommended that the possibility of having a Community Service Officer (“CSO”) on Thursday nights be explored.

EXECUTIVE SESSION. It was moved by Singer and seconded by Binnie to Adjourn to Closed Session, NOT TO RECONVENE, pursuant to Chapter 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 and 19.85(1)c “Considering employment, promotion, compensation or performance evaluation data of any public employee over which the governmental body has jurisdiction or exercises responsibility”. Items to be discussed: Lawsuit regarding ADA compliance; and 2) Collective Bargaining Agreement with WPPA. AYES: Abbott, Winship, Binnie, Singer, Bregant, Kidd. NOES: None. ABSENT: Frawley. Being no further business to come before the meeting, the regular portion of the meeting adjourned at 10:00 p.m.

Respectfully submitted,

Michele R. Smith, Clerk

Report Criteria:

Detail report.

Invoices with totals above \$0.00 included.

Paid and unpaid invoices included.

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	GL Account Number
AMERICAN LITHOGRAPH & PUBLISHING INC						
1798	AMERICAN LITHOGRAPH & PU	246392-01	REC/WINTER & SPRING BROC	12/18/2013	1,926.00	100-55210-320
Total AMERICAN LITHOGRAPH & PUBLISHING INC:					1,926.00	
AT&T LONG DISTANCE						
4746	AT&T LONG DISTANCE	4746-121813	GEN BLDG/LONG DISTANCE	12/18/2013	17.05	100-51450-225
4746	AT&T LONG DISTANCE	4746-121813	LIBRARY/LONG DISTANCE	12/18/2013	20.84	220-55110-225
4746	AT&T LONG DISTANCE	4746-121813	STREET/LONG DISTANCE	12/18/2013	23.71	100-53230-241
4746	AT&T LONG DISTANCE	4746-121813	WATER/LONG DISTANCE	12/18/2013	4.76	610-61921-310
4746	AT&T LONG DISTANCE	4746-121813	WASTEWATER/LONG DISTANC	12/18/2013	22.75	620-62820-225
Total AT&T LONG DISTANCE:					89.11	
BALL, RICHARD						
1033	BALL, RICHARD	31762	WASTEWATER/SHOP TOWELS	12/18/2013	35.15	620-62840-340
Total BALL, RICHARD:					35.15	
BROWN CAB SERVICE INC						
47	BROWN CAB SERVICE INC	1000	CAB SVC/NOVEMBER SVC	12/18/2013	12,096.22	235-51350-295
Total BROWN CAB SERVICE INC:					12,096.22	
CORPORATE BUSINESS SYSTEMS						
7019	CORPORATE BUSINESS SYSTE	14543493	GEN ADMN/COPIER	12/18/2013	133.84	100-51450-244
7019	CORPORATE BUSINESS SYSTE	14543493	FINANCE/COPIER	12/18/2013	138.62	100-51450-244
7019	CORPORATE BUSINESS SYSTE	14543493	DPW PLANNING/COPIER	12/18/2013	138.62	100-51450-244
7019	CORPORATE BUSINESS SYSTE	14543493	POLICE/COPIER	12/18/2013	138.62	100-51450-244
7019	CORPORATE BUSINESS SYSTE	14543493	LIBRARY/COPIER	12/18/2013	253.34	220-55110-310
Total CORPORATE BUSINESS SYSTEMS:					803.04	
DEPT OF UTILITIES						
1	DEPT OF UTILITIES	NOV SVC	STREET/WATER UTILITIES	12/18/2013	224.54	100-53230-221
1	DEPT OF UTILITIES	NOV SVC	STORMWATER/JAMES ST STO	12/18/2013	11.95	630-63440-350
1	DEPT OF UTILITIES	NOV SVC	PARKS/WATER UTILITIES	12/18/2013	874.04	100-53270-221
1	DEPT OF UTILITIES	NOV SVC	PARKING LOT/STORMWATER U	12/18/2013	192.38	208-51920-650
1	DEPT OF UTILITIES	NOV SVC	NEIGHBORHOOD SVC/WATER	12/18/2013	5.70	100-52400-352
1	DEPT OF UTILITIES	NOV SVC	LIBRARY/WATER UTILITIES	12/18/2013	210.67	100-55111-221
1	DEPT OF UTILITIES	NOV SVC	LIBRARY/RENTAL WATER UTILI	12/18/2013	28.33	220-55110-227
1	DEPT OF UTILITIES	NOV SVC	INNOVATION CTR/WATER UTILI	12/18/2013	373.73	920-56500-221
1	DEPT OF UTILITIES	NOV SVC	CITY & PARKS/WATER UTILITIE	12/18/2013	1,223.96	100-51600-221
1	DEPT OF UTILITIES	NOV SVC	WATER/WATER UTILITIES	12/18/2013	41.16	610-61935-220
1	DEPT OF UTILITIES	NOV SVC	WASTEWATER/STORMWATER	12/18/2013	139.76	620-62860-220
Total DEPT OF UTILITIES:					3,326.22	
FRAWLEY OIL CO INC						
133	FRAWLEY OIL CO INC	64193	CRASH CREW/OIL ZORB	12/18/2013	312.50	100-52210-340
133	FRAWLEY OIL CO INC	NOV 2013	RESCUE/GAS	12/18/2013	128.43	100-52300-351
133	FRAWLEY OIL CO INC	NOV 2013	NEIGHBORHOOD SVC/GAS	12/18/2013	207.54	100-52400-351
133	FRAWLEY OIL CO INC	NOV 2013	STREET MTN/BULK GAS	12/18/2013	785.07	100-53300-351

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	GL Account Number
133	FRAWLEY OIL CO INC	NOV 2013	SNOW REMOVAL/GAS	12/18/2013	97.23	100-53320-351
133	FRAWLEY OIL CO INC	NOV 2013	SENIORS/GAS	12/18/2013	27.90	100-46733-55
133	FRAWLEY OIL CO INC	NOV 2013	PARKS/GAS	12/18/2013	202.76	100-53270-351
133	FRAWLEY OIL CO INC	NOV 2013	WATER/GAS	12/18/2013	462.90	610-61933-351
133	FRAWLEY OIL CO INC	NOV 2013	WASTEWATER/GAS	12/18/2013	355.46	620-62840-351
133	FRAWLEY OIL CO INC	NOV 2013	STORMWATER/GAS	12/18/2013	82.89	630-63440-351
133	FRAWLEY OIL CO INC	NOV 2013	STREET/DIESEL FUEL	12/18/2013	1,019.82	100-53300-351
133	FRAWLEY OIL CO INC	NOV 2013	ST CLEANING/DIESEL GAS	12/18/2013	465.11	100-53320-351
133	FRAWLEY OIL CO INC	NOV 2013	PARKS/DIESEL GAS	12/18/2013	156.37	100-53270-351
133	FRAWLEY OIL CO INC	NOV 2013	RECYCLING/DIESEL GAS	12/18/2013	54.78	630-63600-351
133	FRAWLEY OIL CO INC	NOV 2013	ST CLEANING/DIESEL GAS	12/18/2013	814.85	100-53320-351
Total FRAWLEY OIL CO INC:					5,173.61	
GAMETIME						
3262	GAMETIME	826073	PARKS/PLAYGROUND REPLACE	12/18/2013	718.95	100-53270-242
Total GAMETIME:					718.95	
JOHNS DISPOSAL SERVICE INC						
42	JOHNS DISPOSAL SERVICE IN	1907	CITY/BULK	12/18/2013	4,095.84	230-53600-219
42	JOHNS DISPOSAL SERVICE IN	1907	CITY/RECYCLING	12/18/2013	6,414.24	230-53600-295
42	JOHNS DISPOSAL SERVICE IN	1907	CITY/REFUSE	12/18/2013	20,582.24	230-53600-219
Total JOHNS DISPOSAL SERVICE INC:					31,092.32	
MILPORT ENTERPRISES INC						
1408	MILPORT ENTERPRISES INC	203588	WASTEWATER/ALUM	12/18/2013	5,602.96	620-62840-341
Total MILPORT ENTERPRISES INC:					5,602.96	
REGISTRATION FEE TRUST						
4619	REGISTRATION FEE TRUST	2011 CHEVY	POLICE INV/LICENSE RENEWA	12/18/2013	75.00	100-52120-340
Total REGISTRATION FEE TRUST:					75.00	
ROCHA SR, RAMON						
581	ROCHA SR, RAMON	11-20-2013	COURT/INTERPRETING SVC	12/18/2013	25.52	100-51200-219
Total ROCHA SR, RAMON:					25.52	
S & H TRUCK SERVICE						
388	S & H TRUCK SERVICE	11563	WASTEWATER/GASKETS	12/18/2013	10.64	620-62890-357
Total S & H TRUCK SERVICE:					10.64	
ST MARY'S DEAN VENTURES INC						
2068	ST MARY'S DEAN VENTURES I	549306849	FIRE/DEROSIER	12/18/2013	368.00	100-52200-340
Total ST MARY'S DEAN VENTURES INC:					368.00	
TRANSCAT INC						
5225	TRANSCAT INC	813452	WASTEWATER/FUSE	12/18/2013	28.46	620-62850-357
Total TRANSCAT INC:					28.46	
UNEMPLOYMENT INSURANCE						
274	UNEMPLOYMENT INSURANCE	000005520997	RESCUE/KIERNAN	12/18/2013	641.95	100-52300-158

CITY OF WHITEWATER

Payment Approval Report - Council
Report dates: 12/18/2013-12/18/2013Page: 3
Dec 11, 2013 01:00PM

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	GL Account Number
274	UNEMPLOYMENT INSURANCE	000005520997	GEN ADMN/HILGEN	12/18/2013	1,161.60	100-51400-158
274	UNEMPLOYMENT INSURANCE	000005520997	LEGISLATIVE/HILGEN	12/18/2013	290.40	100-51100-158
Total UNEMPLOYMENT INSURANCE:					2,093.95	
WASSEL HARVEY & SCHUK LLP						
241	WASSEL HARVEY & SCHUK LL	85551	COURT/OCT SVC	12/18/2013	125.00	100-51200-219
Total WASSEL HARVEY & SCHUK LLP:					125.00	
WCMA						
588	WCMA	2014 MEMBER	GEN ADMN/CLAPPER	12/18/2013	135.00	100-51400-320
588	WCMA	2014 MEMBER	GEN ADMN/MCDONELL	12/18/2013	30.00	100-51400-320
Total WCMA:					165.00	
Grand Totals:					63,755.15	

Dated: _____ 12/11/2013 _____

Finance Director: _____ KAREN DIETER _____

Report Criteria:

Detail report.

Invoices with totals above \$0.00 included.

Paid and unpaid invoices included.

CITY OF WHITEWATER
 PLAN AND ARCHITECTURAL REVIEW COMMISSION
 Whitewater Municipal Building Community Room
 November 11, 2013

**ABSTRACTS/SYNOPSIS OF THE ESSENTIAL ELEMENTS OF THE OFFICIAL
 ACTIONS OF THE PLAN AND ARCHITECTURAL REVIEW COMMISSION**

Call to order and roll call.

Chairperson Meyer called the meeting of the Plan and Architectural Review Commission to order at 6:00 p.m.

Present: Greg Meyer, Lynn Binnie, Bruce Parker, Cort Hartmann, Karen Coburn, Kristine Zaballos, Daniel Comfort. Absent: None. Others: Wallace McDonell (City Attorney), Latisha Birkeland (City Planner).

Hearing of Citizen Comments. There were no citizen comments.

Approval of the Plan Commission Minutes. Plan Commission Member Zaballos noted a correction to the minutes of October 14, 2013 that due to the petition being submitted against the rezone of the property located at 319 W. James Street, the Council would have to have at least a 3/4 ths vote to grant the rezone (not the Plan Commission). Moved by Binnie and seconded by Zaballos to approve the Plan Commission minutes of October 14, 2013 with the correction. Motion approved by unanimous voice vote.

Review 40 foot by 60 foot addition to the existing building located at 218 S. Elkhorn Road (Sassy Shirts) for Ben Roytn and Frank Legath, etal. (This addition is for storage.) City Planner Latisha Birkeland explained that this property is located in a B-1 Community Business District. There is no requirement for more parking as this addition is just for storage. The addition is being added to the west side of the existing building. They will be expanding the driveway hard surface to access the storage area. The proposed landscaping has met and exceeded the requirement. There will be additional lighting on the walls of the addition. When asked why Plan Commission was reviewing this proposal, Birkeland explained that it has not been established that Plan Commission would not review it. Historically, this sort of item has come to Plan Commission. It is usually determined by the size of the project. When asked about the cold storage, Birkeland explained that in order to expand their business, they needed extra storage space. Cold storage means the space is not heated.

Plan Commission Member Parker asked how close the addition came to the sewer and water easement between Clay Street and E. Milwaukee Street. He thought the easement might be 20 to 40 feet away from the addition, but asked that staff check it out to make sure there would not be a problem.

Moved by Zaballos and seconded by Comfort to approve the 40 feet by 60 feet addition to the existing building located at 218 S. Elkhorn Road (Sassy Shirts) for Ben Roytn and Frank Legath,

etal. Aye: Meyer, Binnie, Parker, Hartmann, Coburn, Zaballos, Comfort. No: None. Motion approved. (See attached Site Review Approval.)

Public hearing for consideration of a change in the District Zoning map for the parcel located at 319 W. James Street (Tax Parcel # /TR 00025) to rezone from R-3 (Multi-family Residence) Zoning District to a B-2 (Central Business) Zoning.

Public hearing for a conditional use permit (tavern and other places selling alcohol by the drink) for Tyler Sailsbery to serve beer and liquor at 319 W. James Street (for a “Class B” Beer and Liquor License) for a new restaurant, tavern and distillery (Casual Joe’s). These items were put together for discussion purposes. There would be a separate vote for each item. Chairperson Meyer opened the public hearings and informed those at the meeting of the procedure for public comment. All testimony from the prior public hearing will be included for this meeting. Meyer stated that he would allow 5 minutes each for any person in the public to speak.

City Planner Latisha Birkeland reviewed the information given to the Plan Commission for their consideration. One consideration is for rezoning of this property and the other consideration was for a conditional use to allow for the sale of alcohol on this property. Birkeland went through the changes to the proposal since the last meeting. The applicant changes included reducing the hours of operation; limits would be accepted on drink specials that could be offered; the deck was removed; screening was added to the east and west sides of the property; an enclosure was added for the dumpsters and the rear door. Parking is not required in the B-2 (Central Business) Zoning District. If the Plan Commission wanted to require parking, City Staff recommended 9 stalls, nose in parking, facing toward the building. Signage for the customer parking would be on the building. According to the Superintendents for wastewater and water, there was not a big issue with the service to the building. Any further changes to the plans would come back to the Plan Commission.

Plan Commission Members voiced concerns: having a designated outside smoking area; access to the dumpster for trash pick up; hours for serving alcohol; concern of the glass door on the west side of the building; suggested a sound barrier fence; parking out front and parking lot K; gravel driveway; how many for or against the proposal; suggested Plan Commission give the applicant the discretion on what plantings he will plant in the planters.

Tyler Sailsbery explained that he will have totes that are wheeled out to the street each week. The outside smoking area is for the cooker.

City Attorney McDonell explained that if an applicant provides a plan with limited hours for serving alcohol, the Plan Commission can approve the plan with limited hours. If the business changes owners, the owner is required to come back to the Plan Commission for a new conditional use. If this requirement could not be enforced, the new owner would need to follow the existing conditions for the business.

Tyler Sailsbery noted that at the last meeting, the Plan Commission requested that he talk with the neighbors, James and Ann Streets up to Tripp Street. He mailed information out to all the

property owners. He held three neighborhood meetings, one at City Hall and two at the Black Sheep. He developed new plans after talking with the neighbors. The glass door on the west side of the building is an emergency exit door, not an entrance door. Sailsbery is trying to avoid having any parking on Ann Street. He is urging patrons not to park in Lot K. The gravel driveway will have soil and sod put on the driveway area. Sailsbery wanted the property to be esthetically pleasing to the neighbors. His business will have a lot less noise than the auto repair business. The smoker will be fenced in. There are 14 to 15 properties that he knows are for the proposal and 5 other properties owned by 3 different owners. There will be a single entrance door on the James Street side of the building.

Attorney Mitch Olson, representing Beverly and David Stone, noted that the discussion has been mostly about the conditional use. He wanted the Plan Commission to remember that there is also a request to rezone the property. City Ordinance 19.69.010, the standards for rezone, does not include for private interest. This business would create an island with no buffer to the residences. Rezoning to B-2 (Central Business) Zoning District would allow many uses on the property that are not appropriate in the neighborhood. Attorney Olson believes that this use at this location cannot do enough to not create a nuisance to neighboring property owners or have a negative effect on property values. The outdoor seating area for the business should never be allowed. The comment was made that “this business can’t survive without alcohol”. Alcohol doesn’t mix with this neighborhood.

David Skelton, 340 W. Ann Street, gives Tyler Sailsbery credit in approaching the community. Sailsbery has made alterations in consideration of the neighbors. The business has limited hours. Sailsbery’s business reaches out to the community. Skelton stated that he can welcome the business to the community and will do what he can to support it.

Barry Wescott, 370 W. Ann Street (his property back up to W. James Street), is concerned about his property value and the quietness of the neighborhood. His wife is in favor of the proposal. Wescott has no question as to whether Tyler is a good person. The plan for 70+ people and a deck off the back of the building is not going to be quiet. No college student is going to pay \$5 to \$7 for a drink. Wescott wondered what the great big door was going to be used for. The Fire Chief explained to him that he needed the door as a fire exit or fire door. Wescott also noted that barbecue cookers really smell.

Jenae Austin, a young professional and new resident to UW-Whitewater, felt that the proposal was a good fit for the community. It would give people like her a place to go unwind after being with students all day. She wanted to give her support to Tyler. Austin stated that students like to eat, drink and act trashy. Casual Joe’s is not a place they would want to go.

Beverly Stone, 303 W. Ann Street, applauds Tyler for his efforts, but disagrees with the site. The Comprehensive Plan supports residential neighborhoods. She asked to keep this residential neighborhood a family neighborhood. Stone asked the Plan Commission to deny the rezone and conditional use permit in order to preserve safety and health and the rights of ownership for the residents.

Maria Cervantez, 236 N. Queen Street, voiced her concerns. Her sister, who has young children, lives next door to this building. This is a very quiet neighborhood. The news of the proposal to rezone and put this business there is devastating. A rezone affects the whole neighborhood. Why our neighborhood?

Marie Koch, Whitewater Chamber of Commerce, wanted to let people know the character and leadership of Tyler Sailsbery. Tyler is very involved in the downtown. He wants to bring the community together. He wants to encourage young entrepreneurs. Koch also noted that the Black Sheep does not push alcohol consumption.

David Stone, 303 W. Ann Street, asked the Plan Commission to vote to deny the rezone and vote no on the conditional use permit. The business would bring more people, cars and noise to this neighborhood. One of the standards of the conditional use permit is to conform to the purpose and intent of the Comprehensive Plan. The Comprehensive Plan says to keep compatible uses together. Page 53 talks about the neighborhood preservation strategy. Page 81; minimize incompatible land uses within or adjacent to Single-Family Residential – City areas. This rezone would substantially decrease property values of nearby homes.

Jordan Hoffman, spoke in favor of Tyler Sailsbery, wanted to address some comments that were made. The comment that “the business cannot survive without alcohol” was a misinterpretation. Nine out of ten restaurants fail. Margins on alcohol are greater than margins on food. As far as the smell, there have been no complaints at the Black Sheep. The original Casual Joe’s is in a mall and there have been no complaints of smell. The decaying building does not help property values.

Kathleen Fleming, owner of Hamilton House Bread and Breakfast and President of the Tourism Council, stated that Tyler Sailsbery has the best interest in Whitewater. He is involved in the downtown. Young professionals need a place to go that is not a college bar.

Tyler Sailsbery thanked everyone for their comments. He stated that he was not trying to disrupt the neighborhood. They wanted to make use of a vacant commercial building, designated for commercial. Jessica’s Restaurant and Novak’s Restaurant have or had full liquor licenses and have not caused issues in the community. Sailsbery wants to grow the City. He wanted to take a vacant abandoned building and repurpose it. Sailsbery stated that the building will be used for something.

Plan Commission Members voiced concerns about: a deck; outdoor congregating, overflow, smokers; and the smoker (cooking equipment).

Tyler Sailsbery stated that he removed the deck at this time. He plans to prove himself and hopes to come back at a later date to request a deck (outdoor seating). In the distillery, there is a gift store area. Patrons will be able to go there while waiting for a table. He will not encourage smokers. The cooking smoker is a double barrel system, twice the capacity as the Black Sheep.

Chairperson Meyer closed the public comment.

Plan Commission Member Binnie stated that the Plan Commission is in a position that they are not going to please everyone. Binnie supports the proposal. It is a benefit of public convenience, general welfare and economic development. There is a need for nice long term restaurants. They are an important economic driver. Our community needs more of them. Binnie appreciates the efforts of Tyler Sailsbery to listen to the neighborhood and address their concerns. The building is already a non-conforming use building. If it is rezoned as the Comprehensive Plan recommends to B-2, the list for B-2 uses contains many benign items.

Moved by Binnie and seconded by Hartmann to recommend to the City Council to rezone the property at 319 W. James Street from R-3 to B-2.

Moved by Binnie and seconded by Hartmann to approve the conditional use permit (contingent upon the rezoning granted by the City Council) for Tyler Sailsbery to serve to serve beer and liquor at 319 W. James Street (for a Class B Beer and Liquor License) for a new restaurant, tavern and distillery (Casual Joe's) subject to conditions of the City Planner, and accepting the conditions the applicant offered of closing at 11:00 p.m.; no dime taps/no drink specials; and music to end at 9:00 p.m. Owner will have the discretion for his herb gardens. The parking will be required in front of his building as the City proposed.

Plan Commission Member Parker asked about the toters being picked up on Ann Street and having a sidewalk to get them there. He also suggested to have the top soil and grass planted in the gravel driveway area as part of the condition.

City Attorney McDonell stated that the site plan is part of the approval and would need to be adhered to by the property owner. It is an appropriate consideration.

Chairperson Meyer quoted different chapters and sections of the City of Whitewater Comprehensive Plan referencing the Economic Development Policy, promoting a vital & healthy downtown, mixed use redevelopments and additional housing, not compromising residential, goal for future land use is to provide for comfortable neighborhoods, appropriate mixing of uses. The R-3 zoning in this area was meant to be. This project is not good for this area. He feels it would be a step backward to rezone this property to B-2.

Plan Commission Members voiced concerns of: the building has been vacant for quite a while and if this proposal is not approved, it will be vacant for a long time; having a hard time making this decision between the residents and the proposed restaurant; the City has made neighborhood preservation an important part of Whitewater, protecting the neighborhoods, the uses for this area should blend in with the residential properties, we should protect the adjacent residences; this is not a tavern, it is a restaurant that serves liquor.

City Planner Birkeland explained that in the Comprehensive Plan, the James Street revitalization includes three lots that if ever redeveloped, should be rezoned B-2. Birkeland explained how she came to support this project through sound planning principles, the Comprehensive Plan, and local government planning books. This area is slated for redevelopment. The area is two parcels and a parcel that is a retention pond area. This is a difficult decision for the Plan Commission. Mixed uses take on different qualities.

Binnie amended the motion to include that the driveway would be seeded and a sidewalk installed to Ann Street to take the toters to the street. Hartmann agreed.

Plan Commission Member Zaballos explained that she agreed with Binnie. The B-2 Zoning District, there are more acceptable uses to the residents. But if a restaurant was to go here, Tyler Sailsbery would be the best person to put it here. Zaballos has been a member of the Downtown Revitalization Group and feels that this project is so much in tune with what the group was going for. She has lived next door to a restaurant, in an area near the downtown dispersed with homes and small businesses in what they called an urban village (in Seattle). If there were problems, there were ordinances to follow and things were worked out. Most things that have been talked about for this proposal can be worked out. The applicant will have to prove that the restaurant fits in the neighborhood, do what he says he will do and run the establishment well. Zaballos feels convinced this will happen.

Plan Commission Member Hartmann feels that this is something that would work in the downtown area. It is a good fit. A successful business would increase property values. You need a pillar to find a way to get started. He has talked to a lot of people in Whitewater and outside Whitewater. A majority of the people support this project.

Plan Commission Members voiced: that an empty building does not help property values; would rather see Tyler's business than something else; the possibility of a deck is still a concern, any outdoor seating; concerns of parking on Ann Street; request staff to review permit parking areas, possibly move some areas to the Cravath parking area; if there are issues with this proposal, they can be addressed.

The motions were repeated with any additional conditions.

Moved by Binnie and seconded by Hartmann to recommend to the City Council to rezone the property at 319 W. James Street from R-3 to B-2. Aye: Coburn, Zaballos, Binnie, Hartmann. No: Meyer, Comfort, Parker. Motion approved.

Moved by Binnie and seconded by Hartmann to approve the conditional use permit (contingent upon the rezoning being granted by the City Council) for Tyler Sailsbery to serve to serve beer and liquor at 319 W. James Street (for a Class B Beer and Liquor License) for a new restaurant, tavern and distillery (Casual Joe's) subject to conditions of the City Planner, and accepting the conditions the applicant offered of closing at 11:00 p.m.; no dime taps/no drink specials; and music to end at 9:00 p.m. Owner will have the discretion for his herb gardens. The parking will be required in front of his building as the City proposed. The driveway would be seeded and a sidewalk installed to Ann Street to take toters to the street for weekly garbage and bi-weekly recycle pick up. Aye: Coburn, Zaballos, Binnie, Hartmann. No: Meyer, Comfort, Parker. Motion approved. (See attached Conditional Use Permit.)

Informational Items:

Zoning Rewrite. City Planner Latisha Birkeland explained that the City Manager had sent an email to City Council and Plan Commission regarding the Zoning Rewrite. Birkeland expected to receive the draft of the document tomorrow. The scheduled date for the public hearing is December 11 at 6 p.m. The Plan Commission will make a recommendation to City Council. The meeting will be held at the Municipal Building. Birkeland asked if the Plan Commission members' schedules have changed, to please let her know. The public hearing can be rescheduled if necessary.

Plan Commission Member Parker asked that the owner occupied properties of the possible overlay districts be notified so they know this is going on.

Birkeland stated that all property owners of properties being considered for a possible overlay district will be notified.

Future agenda items. City Planner Birkeland stated that on the next agenda, the Plan Commission will consider a certified survey map for a lot split on Harper Street, the Bicycle and Pedestrian Plan, an ordinance amendment to the Sign Code and a possible conversion of a duplex in an R-3 Zoning District.

Next regular Plan Commission meeting – December 9, 2013.

Moved by Hartmann and seconded by Zaballos to adjourn the meeting. Motion approved by unanimous voice vote. The meeting adjourned at approximately 8:13 p.m.

Chairperson Greg Meyer



Neighborhood Services Department
*Planning, Zoning, Code Enforcement,
 GIS and Building Inspections*

www.whitewater-wi.gov
 Telephone: (262) 473-0540

SITE REVIEW

Plan Commission Meeting Date: November 11, 2013
 Property Owner: Ben Royten/Frank Legath, etal.
 Applicant: Ben Royten & Frank Legath, etal.
 Property ID Number: /HAS 00067
 Property Address: 218 S. Elkhorn Road
 Whitewater, WI 53190

REGARDING: An approval for a site review in a B-1 (Community Business) District to allow for an addition to the building at 218 S. Elkhorn Road for Ben Royten & Frank Legath, etal.

The Plan and Architectural Review Commission approved the 40 foot by 60 foot addition to 218 S. Elkhorn Road subject to the following conditions:

1. The applicant shall make the building and site renovations in accordance with the plans dated 11/05/2013 approved by the Plan Commission.
2. All approved landscaping shall be installed no later than six months from date of Certificate of Occupancy or by August 1st, 2014.

This permit was prepared by:

Latisha Birkeland
 Neighborhood Services Manager / City Planner



Neighborhood Services Department
*Planning, Zoning, Code Enforcement, GIS
and Building Inspections*

www.whitewater-wi.gov
Telephone: (262) 473-0540

CONDITIONAL USE PERMIT

Plan Commission Meeting Date: November 11, 2013
 Property Owner: Dale Pieper
 Applicant: Tyler Sailsbery
 Property ID Number: /TR 00025
 Property Address: 319 W. James Street
 Whitewater, WI 53190

REGARDING: An approval for a conditional use permit (CUP) (tavern and other places selling alcohol by the drink) for Tyler Sailsbery to serve beer and liquor at 319 W. James Street (for a “Class B” Beer and Liquor License) for a new restaurant, tavern and distillery (Casual Joes).

Approved subject to the following conditions:

1. The conditional use shall run with the applicant and not the land. Any change in ownership will require approval of a conditional use permit for the new owner/operator from the Plan and Architectural Review Commission.
2. The applicant shall make the building and site renovations in accordance with the plans submitted to the City of Whitewater, pending any changes required by the State Building Code.
3. Recommendation of approval shall be contingent upon Common Council approval to allow parking within the public right-of way, as identified on the plans, and a maintenance agreement with the property owner. The maintenance agreement shall include, but no be limited to plowing, cleaning and surface maintenance and repair.
4. The applicant shall comply with all required City, State and Federal Codes.
5. Approval of the conditional use permit is conditioned upon an official rezone of the parcel from R-3 Multi-Family Residence District to B-2 Central Business District.
6. Approval of the conditional use permit shall incorporate all conditions from the alcohol license approval from Common Council.
7. The conditions the applicant offered of closing at 11:00 p.m.; no dime taps/no drink specials; and music to end at 9:00 p.m.

8. Owner will have the discretion for the location of his herb gardens.
9. The driveway would be seeded and a sidewalk installed to Ann Street to take garbage and recycle totes to the street.

This permit was prepared by:

Latisha Birkeland
Neighborhood Services Director / City Planner

**City of Whitewater
Parks and Recreation Board
Minutes
Monday, November 12, 2013 - 5:30pm
Cravath Lakefront Room - 2nd Floor, City Municipal Building
312 W. Whitewater St. Whitewater, WI 53190**

Call to Order and Roll Call

Nathan Jaeger, Bruce Parker, Brandon Knedler, Rachel DePorter, Ken Kidd and Jen Kaina
Staff: Matt Amundson, Abby Schyvinch

Consent Agenda: Approval of Parks and Recreation Board minutes of October 21, 2013

Bruce Parker moved to approve the consent agenda. Seconded by Nathan Jaeger. Ayes: Knedler, Jaeger, DePorter, Parker Noes: None. Abstain: None. Absent: Kaina, Kidd, Gosh. Motion passed.

Hearing of Citizen Comments:

No formal action will be taken during this meeting, although issues raised may become part of a future agenda. Participants are allotted a 3 minute speaking period. Specific items listed on the agenda may not be discussed at this time; however, citizens are invited to speak to those issues as designated in the agenda.

There were no citizen comments

Staff Reports:

Senior Coordinator: WASC Conference was in September. Good turnout at the conference and learned about environment and social media and is sharing ideas with the university planet purple program. Holiday Luncheon is wed December 11, 2013. Event will be catered in. Deb is looking for volunteers to help out.

Sports Coordinator: Youth football recently ended. We were happy with the turnout of including Elkhorn in our league this year. We have an end of season meeting with Palmyra, Elkhorn and Eagle scheduled for Thursday to review the season. Tackle football registration is now open on RecDesk and Strive. We were able to go to the end of year banquet meeting to help show people the new registration system and help them sign up for next season. Youth basketball is just beginning. We have our instruction program up and running and soon the league play will begin. WPRA conference in Green Bay was a success! I came back with many ideas about implementing various programs and ways to current and up to date on many topics. Overall, it was a great experience.

Parks & Recreation Director: Treyton's Field of Dreams Construction is running smoothly. Both parking lots were prepped today for curb and gutter placement and asphalt will be paved before the end of next week. Next step is working on tying in the path on Fremont Street to new planned path. Matt will be meeting with field turf for pre-construction meeting soon to discuss project schedule. Turtle Mound Park Playground was completed and opened on Friday. The building process went well and it is a great addition to park. WPRA Conference-Michelle and Abby attended the entire conference and Matt came up on Thursday to hand out park awards. Park Board Photo is overdue and photo will be tonight. Teri Smith has resigned and vacancy applications are due by November 21, 2013. The Park and Recreation Department is hosting an Open House from 4-7pm at the Starin Park Community Building to showcase Rec Desk and Strive to the public.

Discussion and possible action on camp site for 4th of July carnival employees

Amundson designated 3 potential sites to discuss with the 4th of July committee. The 3 sites he mentioned were the alpha cast site near Starin/Jefferson, the remote control flying field, and the tech park off of Green Way Court. Mention made by board that there is water at two sites but not at the remote control flying field. Once site is determined have to have camping permit approval from council. Knedler suggested Trippe Lake but Amundson discussed that there was concern from community about having the employees stay there as well as maintenance and programming concerns from Chuck and Michelle. 4th of July committee asked the

board to reconsider Trippe Lake as the 4th of July carnival employee site because the proximity is good and they will supply porta-potties at a site that meets their needs. The committee also stated that they are willing to address past concerns, “No matter where we go, we’ll get some complaints.” Amundson states that he will strongly push for a different site because of feedback from Chuck (maintenance) and Michelle (programming). Suggestion by Parker and Kidd that the west side of Starin Park by the pavilions and new horse shoe pit. Parker suggests that the hill at Starin would be a good fit because the employees would have water, bathrooms, flat ground, electricity, and shade. The 4th of July committee agreed to look at the Starin Park hill site. Next step to take is the committee and parks and recreation will agree on a site and bring it back to the board/council for approval.

Discussion and possible action on Bicycle & Pedestrian Master Plan

Amundson states that it is a very good and thorough plan that consists of big vision planning. The edits done to Washington Elementary and city implementations to school gives the opportunity for the public to weigh in on the plan. Citizen complaint by Tiiu Gray-Fow; refers to Pg. 43 in plan (Washington issues/recommendations) and raises a concern regarding the Dann Street bridge. Plan states that they consider moving bride to south ridge street. Gray-Fow states her house is in the vicinity of possible refurbish or rebuild of bride and explains that there is a blind intersection from Ridge Street to E Milwaukee Street and has an states there are major safety issues involved. Amundson states the significant amount of money it will take to replace the bridge and keep it in its current location versus the lower amount it would cost to move the bridge to the suggested location. The expected life cycle of current bride is not great and if it’s replaced, we will need to make it bicycle friendly and ADA compliant. Gray-Fow suggests changing the wording of the plan to say, “Consider alternative places for relocation of bridge.” Amundson and board agree to do so.

Amundson and Kidd reference Table 7:1-2 Short term Implementation

Parker mentions a side note about parking issues after bike lanes put in that it’s a community concern;

Amundson agrees to add section to the table about where that could come into play.

Amundson Refers to Table 7-5: Cost Assumptions (Bike lanes vs. Shared use path)

Knedler suggests removing bridge (blue line going across Cravath Lake) on map

Brandon Knedler made a motion to approve editorial changes discussed in board meeting and also changes made by Amundson and Kidd prior to meeting, Rachel DePorter seconded the motion. Ayes: Kaina, Jager, Parker, Knedler, DePorter, Kidd Noes: None. Abstain: None. Absent: Gosh. Motion passed.

Discussion and work session related to the Park & Open Space Plan/ Parks and Recreation Strategic Plan

Ideas mentioned by Amundson under Recommended Sustainable Practices:

Encouragement of recycling program→ May include new receptacle areas, simpler process

Eco-friendly sustainable products→ It may cost more to do projects in the short run but how will it affect the bottom line (long run) and commitment to the program

Water bottle refill stations→ Indoor/Outdoor

Ideas discussed under Goals, Objectives, & Policies

- Update goals and objectives to what the Parks and Recreation Department wants to accomplish in the next 5, 10, 15 years
- Possible Community Center discussion, Before and After School Programming (Bringing our recreation programs into the BASP, another connection with the schools). Next step is to work with the schools to do a survey about the need and want for this program

Knedler asked about alternate funding methods, partnerships, etc. The board discussed different methods.

Request for future agenda items

Next meeting – December 10, 2013 at 5:30pm

Board members to review Park & Open Space Plan and Parks and Recreation Strategic Planning.

Ash update (shareholder meeting)

Motion to adjourn at 7:31pm by Parker, seconded by Knedler. Group voice confirmation.

Respectfully submitted,

Abby Schultz

Abby Schultz



City of Whitewater
Doug Saubert, Finance Director

December 3, 2013

TO: City Manager and Council Members

FROM: Doug Saubert, Finance Director

RE: Manual and Authorized Checks Processed/Paid for November 2013

DATE: December 3, 2013

Attached is a detail listing of all manual and authorized checks processed for November, 2013. The total amount equaled \$942,215.12. The amounts per fund are as follows:

FUND	NAME	TOTAL
100	General Fund	129,974.22
200	Cable TV	485.43
215	DPW Equipment Revolving	9,686.00
220	Library Special Revenue	5,973.32
300	Debt Service Fund	528,417.50
450	CIP Project Fund	98,880.86
610	Water Utility	78,179.35
620	Sewer Utility	76,200.11
630	Stormwater Utility	1,769.11
900	CDA Operating Fund	7,739.12
920	Innovation Center	4,910.10
	TOTAL	\$942,215.12

Report Criteria:

Report type: GL detail

Check.Check number = 900009,77293-77329,77332-77345,77388-77415

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice Sequence	Invoice GL Account	Invoice Amount
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11/13	11/01/2013	77293	3568	WHITEWATER POLICE DEPT	11-01-2013	1	100-52100-310	117.64
11/13	11/05/2013	77293	3568	WHITEWATER POLICE DEPT	11-01-2013	1	100-52100-310	117.64- V
11/13	11/01/2013	77293	3568	WHITEWATER POLICE DEPT	11-01-2013	2	100-52100-340	8.00
11/13	11/05/2013	77293	3568	WHITEWATER POLICE DEPT	11-01-2013	2	100-52100-340	8.00- V
11/13	11/01/2013	77294	7036	WHITEWATER TRAVELING BAS	10-31-2013	1	100-55300-341	2,245.52
11/13	11/05/2013	77299	208	DALEE WATER CONDITIONING	11/05/2013	1	100-55111-355	5.50
11/13	11/05/2013	77310	43	PETTY CASH	PD PETTY C	1	100-52100-310	117.64
11/13	11/05/2013	77310	43	PETTY CASH	PD PETTY C	2	100-52100-340	8.00
11/13	11/06/2013	77311	252	BINNING & DICKENS INS SVC L	MAAS NOTA	1	100-51400-310	50.00
11/13	11/07/2013	77312	5410	3 RIVERS BILLING	2493	1	100-46230-52	2,567.75
11/13	11/07/2013	77312	5410	3 RIVERS BILLING	2493	2	100-46240-52	57.75
11/13	11/07/2013	77313	1841	AMERICAN MILLWORK & HARD	015152	1	100-53320-460	6,165.18
11/13	11/07/2013	77314	6380	AT&T	10-22-2013	1	100-51450-225	70.65
11/13	11/07/2013	77315	83	CITY OF WHITEWATER	OCT 2013	1	100-21690	24,758.18
11/13	11/07/2013	77317	6967	DETHE, JOSEPH	11-01-2013	1	100-21690	60.46
11/13	11/07/2013	77318	1699	HIMSEL, DAVID	12718915	4	100-53300-310	150.00
11/13	11/07/2013	77319	6123	IDING, EDWIN	11-01-213	1	100-21690	100.00
11/13	11/07/2013	77321	7038	KEARNS, LUCAS	11-04-2013	1	100-45130-52	10.00
11/13	11/07/2013	77322	756	KOLB, NEAL	143473	1	100-52110-118	57.56
11/13	11/07/2013	77323	422	LIMA, TOWN OF	11-0905	1	100-13115	20.00
11/13	11/07/2013	77323	422	LIMA, TOWN OF	12-0870	1	100-13115	308.50
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11/13	11/07/2013	77324	2274	MUNICIPAL COURT FUND	10/31-11/07/	4	100-45110-52	303.00
11/13	11/07/2013	77326	6994	SLATER, SHEENA	11-01-2013	1	100-21690	25.00
11/13	11/07/2013	77327	5574	STATE OF WISCONSIN	OCT 2013	1	100-21690	9,235.33
11/13	11/07/2013	77328	282	WALWORTH CO TREASURER	OCT 2013	1	100-21690	3,276.86
11/13	11/07/2013	77329	25	WE ENERGIES	11-16-2013	1	100-52500-340	21.35
11/13	11/07/2013	77329	25	WE ENERGIES	11-16-2013	2	100-53230-222	676.51
11/13	11/07/2013	77329	25	WE ENERGIES	11-16-2013	3	100-53300-222	1,100.95
11/13	11/07/2013	77329	25	WE ENERGIES	11-16-2013	4	100-53420-222	18,155.57
11/13	11/07/2013	77329	25	WE ENERGIES	11-16-2013	5	100-51600-224	95.87
11/13	11/07/2013	77329	25	WE ENERGIES	11-16-2013	6	100-53270-222	1,458.25
11/13	11/07/2013	77329	25	WE ENERGIES	11-16-2013	7	100-53270-224	92.66
11/13	11/07/2013	77329	25	WE ENERGIES	11-16-2013	8	100-55111-222	1,637.26
11/13	11/11/2013	77332	5669	DANE CO TREASURER	DPW TRAINI	1	100-53270-211	10.00
11/13	11/11/2013	77332	5669	DANE CO TREASURER	DPW TRAINI	2	100-53270-211	10.00
11/13	11/14/2013	77333	6380	AT&T	11-01-2013	1	100-51450-225	552.80
11/13	11/14/2013	77333	6380	AT&T	11-01-2013	2	100-53230-241	52.94
11/13	11/14/2013	77333	6380	AT&T	11-01-2013	4	100-55310-340	78.37
11/13	11/14/2013	77333	6380	AT&T	11-01-2013	8	100-51450-225	160.45
11/13	11/14/2013	77335	277	JEFFERSON CO - TREASURER	ADDL 2013	1	100-44200-51	10.50
11/13	11/14/2013	77336	4950	MILLIS, KIM	OCT 2013	1	100-52600-211	40.16
11/13	11/14/2013	77337	2274	MUNICIPAL COURT FUND	11/07-11/14/	1	100-45110-52	114.00
11/13	11/14/2013	77337	2274	MUNICIPAL COURT FUND	11/07-11/14/	2	100-45110-52	114.00
11/13	11/14/2013	77337	2274	MUNICIPAL COURT FUND	11/07-11/14/	3	100-45110-52	114.00
11/13	11/14/2013	77337	2274	MUNICIPAL COURT FUND	11/07-11/14/	4	100-45110-52	492.00
11/13	11/14/2013	77337	2274	MUNICIPAL COURT FUND	11/07-11/14/	5	100-45110-52	492.00
11/13	11/14/2013	77337	2274	MUNICIPAL COURT FUND	11/07-11/14/	6	100-45110-52	140.00
11/13	11/14/2013	77337	2274	MUNICIPAL COURT FUND	11/07-11/14/	7	100-45110-52	114.00

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice Sequence	Invoice GL Account	Invoice Amount
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11/13	11/14/2013	77339	300	SAUBERT, DOUG	NOV 2013	1	100-51500-330	58.36
11/13	11/14/2013	77341	5235	UNIVERSITY OF WI WHITEWAT	19649	1	100-55300-341	100.00
11/13	11/14/2013	77342	282	WALWORTH CO TREASURER	2013 DOG LI	1	100-44200-51	1,752.25
11/13	11/14/2013	77343	195	WI DOT TVRP	11-11-2013	1	100-52140-360	35.00
11/13	11/14/2013	77344	24	WINCHESTER TRUE VALUE HA	09-20/10-19-	1	100-51600-355	9.85
11/13	11/14/2013	77344	24	WINCHESTER TRUE VALUE HA	09-20/10-19-	2	100-52200-340	41.53
11/13	11/14/2013	77344	24	WINCHESTER TRUE VALUE HA	09-20/10-19-	3	100-53270-340	102.67
11/13	11/14/2013	77344	24	WINCHESTER TRUE VALUE HA	09-20/10-19-	4	100-53270-359	93.44
11/13	11/14/2013	77345	7040	WOOCK, JARED M	11-14-2013	1	100-44122-51	8.00
11/13	11/18/2013	77388	282	WALWORTH CO TREASURER	2013 ADDL	1	100-44200-51	8.75
11/13	11/21/2013	77391	144	CIARDO, MICHAEL	1208803	1	100-52110-118	102.23
11/13	11/21/2013	77395	411	GEMPLER, DAVID	153250	1	100-52110-118	182.95
11/13	11/21/2013	77396	5997	MZIS	596	1	100-52400-222	3,956.47
11/13	11/21/2013	77397	10	MARTIN, MICHELE P	153645	1	100-52110-118	193.57
11/13	11/21/2013	77398	2274	MUNICIPAL COURT FUND	11/14-11/21/	1	100-45110-52	114.00
11/13	11/21/2013	77398	2274	MUNICIPAL COURT FUND	11/14-11/21/	2	100-45110-52	492.00
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11/13	11/21/2013	77398	2274	MUNICIPAL COURT FUND	11/14-11/21/	4	100-45110-52	88.80
11/13	11/21/2013	77400	2	SENTRY OF WHITEWATER, DA	SEPT-OCT 2	1	100-52300-340	65.37
11/13	11/27/2013	77400	2	SENTRY OF WHITEWATER, DA	SEPT-OCT 2	1	100-52300-340	65.37- V
11/13	11/21/2013	77401	1640	SWARTZ, TIMOTHY	LAPG-19889	1	100-52110-118	149.99
11/13	11/21/2013	77402	25	WE ENERGIES	11-25-2013	1	100-53300-222	149.73
11/13	11/21/2013	77402	25	WE ENERGIES	11-25-2013	2	100-51600-222	294.25
11/13	11/21/2013	77402	25	WE ENERGIES	11-25-2013	3	100-51600-224	43.35
11/13	11/21/2013	77402	25	WE ENERGIES	11-25-2013	4	100-53270-222	9.23
11/13	11/21/2013	77402	25	WE ENERGIES	11-25-2013	5	100-53270-224	9.70
11/13	11/21/2013	77403	6439	WEBERPAL, ANDREW	NOV 2013	1	100-52400-211	175.31
11/13	11/27/2013	77404	6380	AT&T	11-13-2013	1	100-51450-225	2,892.97
11/13	11/27/2013	77405	6265	BECKER, WILLIAM	NOV 2013	1	100-52110-118	54.84
11/13	11/27/2013	77406	6424	BENHART, CASEY	2000665.002	1	100-46730-55	40.00
11/13	11/27/2013	77407	424	BUCKINGHAM, TODD	10-08-2013	1	100-53230-340	129.00
11/13	11/27/2013	77408	7043	ESCAMILLA, MARIA	1833	1	100-46730-55	500.00
11/13	11/27/2013	77409	6224	MEYER, DAN	NOV 2013	1	100-52120-118	103.65
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11/13	11/27/2013	77410	2274	MUNICIPAL COURT FUND	11/21-11/27/	3	100-45110-52	240.00
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11/13	11/27/2013	77412	2	SENTRY OF WHITEWATER, DA	10-31-2013	1	100-52300-340	252.50
11/13	11/27/2013	77414	4348	VALADEZ, SAUL	OCT-NOV 20	1	100-52120-211	19.54
11/13	11/27/2013	77415	25	WE ENERGIES	12-03-2013	1	100-53420-222	135.10
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11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	6	100-52110-340	149.99
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	7	100-52100-211	16.10-
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	8	100-52110-219	28.33
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	9	100-52600-211	26.27
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	10	100-52100-211	135.15
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	11	100-52600-211	198.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	12	100-52110-340	64.98
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	13	100-52100-219	36.26

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice Sequence	Invoice GL Account	Invoice Amount
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11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	16	100-51400-320	720.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	17	100-51400-310	31.48
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	18	100-51400-211	61.70
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	19	100-51400-340	32.95
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	20	100-51400-217	46.35
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	21	100-51100-310	28.31
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	22	100-51400-310	42.29
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	23	100-51400-217	83.43
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	24	100-51400-310	40.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	25	100-51300-219	1,694.09
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	26	100-51400-340	416.75
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	27	100-52400-310	7.61
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	28	100-51400-310	50.72
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	29	100-51100-310	6.34
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	30	100-56300-310	31.70
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	31	100-55210-310	7.61
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	32	100-53100-310	7.61
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	34	100-55310-340	7.61
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	35	100-51400-310	10.43
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	37	100-23102	360.51
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	38	100-55310-320	145.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	39	100-46733-55	1.27
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	40	100-46733-55	30.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	41	100-16500	50.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	42	100-16500	50.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	43	100-51500-310	5.29
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	44	100-51100-310	66.96
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	45	100-51500-310	42.63
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	46	100-51500-310	17.91
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	47	100-51500-310	37.31
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	48	100-16500	50.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	49	100-16500	100.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	50	100-16500	100.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	52	100-16500	100.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	53	100-51600-355	61.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	55	100-51600-225	260.22
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	56	100-51500-310	174.45
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	57	100-52400-310	16.44
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	58	100-51400-310	131.52
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	59	100-51100-310	57.54
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	60	100-56300-310	57.54
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	61	100-55210-310	16.44
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	62	100-53100-310	16.44
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	64	100-55310-340	16.44
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	65	100-52300-340	115.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	66	100-51500-310	7.71
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	68	100-51600-245	232.27
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	69	100-51600-355	40.73
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	70	100-52300-340	5.63
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	71	100-53270-245	191.31
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	73	100-52140-340	14.81
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	74	100-51400-310	88.15
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	75	100-51100-310	88.15
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	76	100-55210-310	44.08

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice Sequence	Invoice GL Account	Invoice Amount
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	77	100-51500-310	705.93
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	78	100-56300-310	754.86
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	79	100-53100-310	754.86
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	80	100-52100-310	478.88
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	81	100-51450-225	7.53
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	82	100-51400-225	39.99
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	83	100-51450-244	79.98
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	84	100-51450-244	199.95
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	86	100-53100-225	.46
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	88	100-55210-225	115.42
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	89	100-56300-225	12.60
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	90	100-52400-225	21.86
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	91	100-51400-225	55.97
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	92	100-51400-225	39.23
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	93	100-53230-241	94.65
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	95	100-55310-225	.16
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	96	100-52100-225	168.62
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	97	100-52500-225	.14
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	98	100-52200-225	204.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	99	100-52300-225	15.83
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11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	102	100-53230-340	25.25
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	103	100-52100-310	31.19
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	104	100-52100-310	111.67
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	105	100-52120-359	204.48
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	106	100-52100-340	9.22
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	107	100-52100-340	1.89
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	108	100-52100-320	137.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	109	100-52100-310	19.99
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	110	100-52110-219	760.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	111	100-52100-310	181.86
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	112	100-52110-211	113.36
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	113	100-52140-360	184.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	114	100-52120-359	60.36
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	115	100-52110-118	127.95
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	116	100-52120-219	100.90
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	117	100-52110-219	75.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	118	100-52120-359	58.68
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	119	100-52110-118	122.89
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	120	100-52100-340	24.65
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	121	100-52100-310	26.51
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	122	100-52100-310	53.21
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	123	100-52100-310	159.83
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	124	100-52110-219	283.70
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	125	100-51400-211	65.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	126	100-52110-351	53.50
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	127	100-52300-241	11.84
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	128	100-52300-241	4.44-
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	129	100-52300-241	26.43
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	131	100-53230-352	47.49
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	132	100-53230-352	470.02
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	133	100-52200-241	22.16
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	134	100-52200-241	7.36
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	135	100-52200-241	42.56
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	136	100-53230-354	10.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	137	100-53230-352	103.00

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice Sequence	Invoice GL Account	Invoice Amount
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	138	100-53300-354	61.87
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	139	100-53270-242	105.07
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	140	100-53270-242	82.51
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	141	100-53270-242	79.43-
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	142	100-53320-353	1,031.89
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	145	100-53230-352	342.77
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	147	100-53230-354	32.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	149	100-53230-354	730.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	150	100-53270-242	59.40
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	151	100-53270-242	498.67
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	152	100-53270-242	20.80-
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	153	100-53270-242	243.69
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	154	100-53270-242	34.83
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	155	100-51600-355	58.85
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	156	100-52210-810	296.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	157	100-52110-810	1,795.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	158	100-52110-810	1,050.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	159	100-52200-810	1,506.66
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	160	100-51600-340	340.60
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	161	100-55210-790	105.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	162	100-51600-340	187.65
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	163	100-55210-790	79.33
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	164	100-55210-790	21.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	165	100-55210-211	25.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	166	100-55210-211	18.91
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	167	100-55210-310	10.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	168	100-55210-211	23.96
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	169	100-55210-211	17.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	170	100-55210-310	4.02
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	171	100-55210-310	21.08
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	172	100-55210-310	41.76
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	173	100-55210-310	2.94
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	174	100-55210-310	14.65
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	175	100-55210-310	9.36
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	176	100-55210-310	87.46
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	177	100-55300-341	237.91
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	178	100-55210-310	7.36
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	179	100-55300-341	129.43
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	180	100-55210-790	135.31
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	193	100-52300-340	7,558.39
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	194	100-52300-340	115.69
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	195	100-52300-340	37.80
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	196	100-52300-340	56.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	197	100-52300-340	678.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	231	100-51450-246	588.73
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	232	100-51450-245	53.18
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	245	100-51450-225	345.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	251	100-52300-340	72.24
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	252	100-52300-211	70.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	253	100-52300-310	141.56

Total 100:

129,974.22

200

11/13	11/14/2013	77333	6380	AT&T	11-01-2013	10	200-55110-225	54.81
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	184	200-55110-343	2.07

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice Sequence	Invoice GL Account	Invoice Amount
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11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	186	200-55110-310	49.73
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	187	200-55110-340	50.76
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	188	200-55110-341	45.74
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	189	200-55110-341	25.18
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	190	200-55110-330	110.39
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	191	200-55110-359	80.34
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	192	200-55110-340	8.95
Total 200:								485.43
215								
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	36	215-53560-810	9,686.00
Total 215:								9,686.00
220								
11/13	11/05/2013	77295	148	NASCO	557526	1	220-55110-342	8.15
11/13	11/05/2013	77295	148	NASCO	557527	1	220-55110-342	53.50
11/13	11/05/2013	77296	6991	BLACKSTONE AUDIO INC	677665	1	220-55110-326	55.95
11/13	11/05/2013	77297	1998	BLOOM, CATHY	10-13 LEAR	1	220-55110-342	31.63
11/13	11/05/2013	77298	7037	BROWN, GEORGIA	REFUND	1	220-55110-350	16.99
11/13	11/05/2013	77300	286	DEMCO INC	5120753	1	220-55110-310	140.42
11/13	11/05/2013	77301	3612	SHRED IT WI	81160035	1	220-55110-310	41.20
11/13	11/05/2013	77302	1838	GALE/CENGAGE LEARNING	50606669	1	220-55110-321	69.72
11/13	11/05/2013	77303	1879	HOMETOWN NEWS LIMITED PT	30064	1	220-55110-331	44.50
11/13	11/05/2013	77304	1835	MICRO MARKETING LLC	497499	1	220-55110-323	133.49
11/13	11/05/2013	77304	1835	MICRO MARKETING LLC	497850	1	220-55110-327	23.00
11/13	11/05/2013	77304	1835	MICRO MARKETING LLC	500159	1	220-55110-323	11.00
11/13	11/05/2013	77305	4591	MORGAN BIRGE & ASSOCIATE	MC0054857	1	220-55110-225	89.00
11/13	11/05/2013	77305	4591	MORGAN BIRGE & ASSOCIATE	MC0054858	1	220-55110-225	89.00
11/13	11/05/2013	77306	6046	OFFICE COPYING EQUIPMENT	C283471	1	220-55110-242	188.86
11/13	11/05/2013	77307	1547	PONTEL, SHERRY	BLAINS FAR	1	220-55110-342	41.81
11/13	11/05/2013	77308	1924	RANDOM HOUSE INC	1088223942	1	220-55110-326	112.50
11/13	11/05/2013	77308	1924	RANDOM HOUSE INC	1088250513	1	220-55110-326	30.00
11/13	11/05/2013	77308	1924	RANDOM HOUSE INC	1088257068	1	220-55110-326	33.75
11/13	11/05/2013	77308	1924	RANDOM HOUSE INC	1088341347	1	220-55110-326	33.75
11/13	11/05/2013	77309	4630	UNIQUE MANAGEMENT SVC IN	244104	1	220-55110-319	44.75
11/13	11/07/2013	77320	2915	IRVIN L YOUNG MEMORIAL LIB	NOV 2013	1	220-55110-313	18.44
11/13	11/07/2013	77320	2915	IRVIN L YOUNG MEMORIAL LIB	NOV 2013	2	220-55110-321	20.00
11/13	11/14/2013	77333	6380	AT&T	11-01-2013	3	220-55110-225	100.93
11/13	11/14/2013	77333	6380	AT&T	11-01-2013	9	220-55110-225	271.98
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	54	220-55110-225	132.83
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	85	220-55110-225	159.46
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	198	220-55110-350	20.19
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	199	220-55110-323	47.64
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	200	220-55110-331	40.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	201	220-55110-326	55.38
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	202	220-55110-321	11.62
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	203	220-55110-327	217.48
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	204	220-55110-321	3.99-
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	205	220-55110-321	22.77
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	206	220-55110-323	763.25
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	207	220-55110-810	94.95
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	208	220-55110-810	27.98
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	209	220-55110-321	.01

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice Sequence	Invoice GL Account	Invoice Amount
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	210	220-55110-810	292.70
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	211	220-55110-321	167.30
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	212	220-55110-321	1,085.94
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	213	220-55110-810	34.76
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	214	220-55110-326	401.06
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	215	220-55110-327	14.39
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	216	220-55110-810	19.96
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	217	220-55110-327	76.97
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	218	220-55110-321	26.27
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	219	220-55110-321	10.40
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	220	220-55110-321	7.48
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	221	220-55110-321	6.40
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	222	220-55110-321	10.80
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	223	220-55110-310	50.26
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	224	220-55110-324	108.29
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	225	220-55110-322	87.09
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	226	220-55110-342	132.37
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	227	220-55110-310	58.37
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	228	220-55110-321	39.65
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	229	220-55110-310	23.97
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	230	220-55110-810	25.00
Total 220:								5,973.32
300								
11/13	11/21/2013	77389	5770	ASSOCIATED TRUST COMPAN	DEC 2013	1	300-58000-668	50,000.00
11/13	11/21/2013	77389	5770	ASSOCIATED TRUST COMPAN	DEC 2013	2	300-58000-668	81,650.00
11/13	11/21/2013	77394	222	FIRST CITIZENS STATE BANK	DEC 2013	1	300-58000-667	150,000.00
11/13	11/21/2013	77394	222	FIRST CITIZENS STATE BANK	DEC 2013	2	300-58000-667	7,775.00
11/13	11/21/2013	77394	222	FIRST CITIZENS STATE BANK	DEC 2013	3	300-58000-669	35,000.00
11/13	11/21/2013	77394	222	FIRST CITIZENS STATE BANK	DEC 2013	4	300-58000-669	2,182.50
11/13	11/21/2013	77394	222	FIRST CITIZENS STATE BANK	DEC 2013	5	300-58000-674	195,000.00
11/13	11/21/2013	77394	222	FIRST CITIZENS STATE BANK	DEC 2013	6	300-58000-674	6,810.00
Total 300:								528,417.50
450								
11/13	11/21/2013	77393	6333	E&N HUGHES CO INC	1407.070 PY	1	450-57500-863	98,880.86
Total 450:								98,880.86
610								
11/13	11/07/2013	77329	25	WE ENERGIES	11-16-2013	9	610-61620-220	13,079.31
11/13	11/14/2013	77333	6380	AT&T	11-01-2013	5	610-61921-310	56.54
11/13	11/14/2013	77340	2841	TRIEBOLD, LAURA	NOV 2013	1	610-46461-61	32.60
11/13	11/14/2013	77344	24	WINCHESTER TRUE VALUE HA	09-20/10-19-	5	610-61935-350	145.76
11/13	11/21/2013	77390	1700	AT&T	11-09-2013	1	610-61921-310	58.03
11/13	11/21/2013	77394	222	FIRST CITIZENS STATE BANK	DEC 2013	7	610-61950-610	60,710.06
11/13	11/21/2013	77394	222	FIRST CITIZENS STATE BANK	DEC 2013	8	610-61950-620	2,817.96
11/13	11/21/2013	77402	25	WE ENERGIES	11-25-2013	6	610-61620-220	8.25
11/13	11/27/2013	77404	6380	AT&T	11-13-2013	2	610-61921-310	659.83-
11/13	11/27/2013	77413	5043	US POSTAL SERVICE	DECEMBER	1	610-61921-310	243.68
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	100	610-61921-310	2.62
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	181	610-61653-350	857.35
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	182	610-61630-340	735.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	183	610-61620-350	92.02

M = Manual Check, V = Void Check

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice Sequence	Invoice GL Account	Invoice Amount
Total 610:								78,179.35
620								
11/13	11/07/2013	77316	5338	CUMMINS N POWER LLC	806-39075	1	620-62810-825	1,932.18
11/13	11/14/2013	77333	6380	AT&T	11-01-2013	6	620-62830-356	47.03
11/13	11/14/2013	77333	6380	AT&T	11-01-2013	7	620-62820-225	17.18
11/13	11/14/2013	77334	4752	GREAT LAKES TV SEAL INC	15902	1	620-62830-354	1,667.70
11/13	11/14/2013	77344	24	WINCHESTER TRUE VALUE HA	09-20/10-19-	6	620-62830-355	11.97
11/13	11/14/2013	77344	24	WINCHESTER TRUE VALUE HA	09-20/10-19-	7	620-62830-354	37.99
11/13	11/14/2013	77344	24	WINCHESTER TRUE VALUE HA	09-20/10-19-	8	620-62840-340	13.06
11/13	11/14/2013	77344	24	WINCHESTER TRUE VALUE HA	09-20/10-19-	9	620-62850-357	41.28
11/13	11/14/2013	77344	24	WINCHESTER TRUE VALUE HA	09-20/10-19-	10	620-62860-357	40.91
11/13	11/14/2013	77344	24	WINCHESTER TRUE VALUE HA	09-20/10-19-	11	620-62890-357	2.78
11/13	11/21/2013	77390	1700	AT&T	11-03-2013	1	620-62820-225	47.48
11/13	11/21/2013	77392	5338	CUMMINS N POWER LLC	806-39690	1	620-62810-825	22,316.24
11/13	11/21/2013	77394	222	FIRST CITIZENS STATE BANK	DEC 2013	9	620-62810-610	29,289.94
11/13	11/21/2013	77394	222	FIRST CITIZENS STATE BANK	DEC 2013	10	620-62810-620	1,359.54
11/13	11/21/2013	77399	5536	QUALITY DOOR & HARDWARE I	0711863-IN	1	620-62860-357	145.98
11/13	11/27/2013	77413	5043	US POSTAL SERVICE	DECEMBER	2	620-62820-310	243.68
11/13	11/27/2013	77415	25	WE ENERGIES	12-03-2013	3	620-62830-222	318.90
11/13	11/27/2013	77415	25	WE ENERGIES	12-03-2013	4	620-62840-222	13,747.54
11/13	11/27/2013	77415	25	WE ENERGIES	12-03-2013	5	620-62840-224	2,575.28
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	72	620-62860-357	78.51
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	94	620-62820-225	.82
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	130	620-62850-357	4.86
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	233	620-62890-357	25.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	234	620-62870-340	100.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	235	620-62870-340	156.25
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	236	620-62820-154	337.87
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	237	620-62820-154	312.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	238	620-62870-340	60.89-
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	239	620-62820-154	26.03
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	240	620-62870-340	7.52
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	241	620-62850-357	17.59
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	242	620-62870-340	56.85
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	243	620-62850-357	16.94
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	244	620-62840-340	75.96
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	246	620-62820-225	75.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	247	620-62840-340	73.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	248	620-62830-354	259.25
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	249	620-62830-354	720.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	250	620-62870-340	60.89
Total 620:								76,200.11
630								
11/13	11/27/2013	77413	5043	US POSTAL SERVICE	DECEMBER	3	630-63300-310	121.85
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	67	630-63310-353	278.38
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	143	630-63440-350	336.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	144	630-63440-350	336.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	146	630-63310-353	278.38
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	148	630-63440-350	418.50
Total 630:								1,769.11

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice Sequence	Invoice GL Account	Invoice Amount
900								
11/13	11/07/2013	77325	6643	REDEVELOPMENT RESOURCE	11-01-2013	1	900-56500-211	7,715.00
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	33	900-56500-310	7.61
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	63	900-56500-310	16.44
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	87	900-56500-225	.07
Total 900:								7,739.12
920								
11/13	11/07/2013	77314	6380	AT&T	10-22-2013	2	920-56500-225	254.09
11/13	11/14/2013	77344	24	WINCHESTER TRUE VALUE HA	09-20/10-19-	12	920-56500-250	51.99
11/13	11/27/2013	77415	25	WE ENERGIES	12-03-2013	6	920-56500-222	4,488.03
11/13	11/26/2013	900009	6884	JP MORGAN CHASE BANK NA	NOV 2013	51	920-56500-226	115.99
Total 920:								4,910.10
Grand Totals:								942,215.12

Report Criteria:

Report type: GL detail

Check.Check number = 900009,77293-77329,77332-77345,77388-77415

RESOLUTION

A Resolution and Relocation Order for the Laying Out, Improving, Extending and Acquiring Public Sidewalks and Right-Of-Way for Main Street, Milwaukee Street and Wisconsin Street.

WHEREAS the City of Whitewater has determined that it is necessary to undertake a public improvement project consisting of laying out, improving, extending and acquiring public sidewalks and rights-of-way along Main Street, Milwaukee Street and Wisconsin Street, and

WHEREAS the City of Whitewater Common Council now wants to proceed with this project by adopting a relocation order in accordance with Wisconsin Statutes, section 32.05 (1) (a) and approving a project transportation plat for this project in accordance with Wisconsin Statutes, section 84.095 (4) (a).

NOW, THEREFORE BE IT RESOLVED by the Common Council of the City of Whitewater that approval is hereby granted for the undertaking of the public improvement project consisting of laying out, improving, extending and acquiring public sidewalks and rights-of-way along Main Street, Milwaukee Street and Wisconsin Street and this project is deemed to be necessary, and

BE IT FURTHER RESOLVED that this Resolution is:

- (a) A Resolution of necessity in accordance with Wisconsin Statutes, section 32.07 (2);
- (b) A Relocation Order in accordance with Wisconsin Statutes, section 32.05 (1) (a);
- (c) Authorization for the project in accordance with Wisconsin Statutes, section 84.095 (4) (a) 1, and

BE IT FURTHER RESOLVED that approval is hereby granted for the design of this project as set forth in Transportation Project Plat #1407-075, a copy of which is annexed to this Resolution, and

BE IT FURTHER RESOLVED that the City Manager and City Clerk are hereby authorized to sign the Plat on behalf of the City of Whitewater and this Plat shall be recorded with the Register of Deeds of Walworth County within 20 days after it is signed, and

BE IT FURTHER RESOLVED that it will be necessary for the City to acquire interests in privately-owned real estate in order to carry out this project and the City staff and the City Attorney are hereby authorized and directed to undertake title acquisition procedures for the acquisition of the real estate needed for this project, including condemnation, if necessary, in accordance with the procedures set forth in Wisconsin Statutes, section 32.05 and such real estate shall be acquired in the name of the City of Whitewater, and

BE IT FURTHER RESOLVED that this Resolution shall be effective immediately upon its passage and publication.

Resolution introduced by Councilmember _____,
who moved its adoption. Seconded by Councilmember _____.

AYES:

NOES:

Michele R. Smith, City Clerk

ABSENT:

Cameron Clapper, City Manager

ADOPTED:

STATE OF WISCONSIN CITY OF WHITEWATER

TRANSPORTATION PROJECT PLAT TITLE SHEET

1407-075

CITY OF WHITEWATER

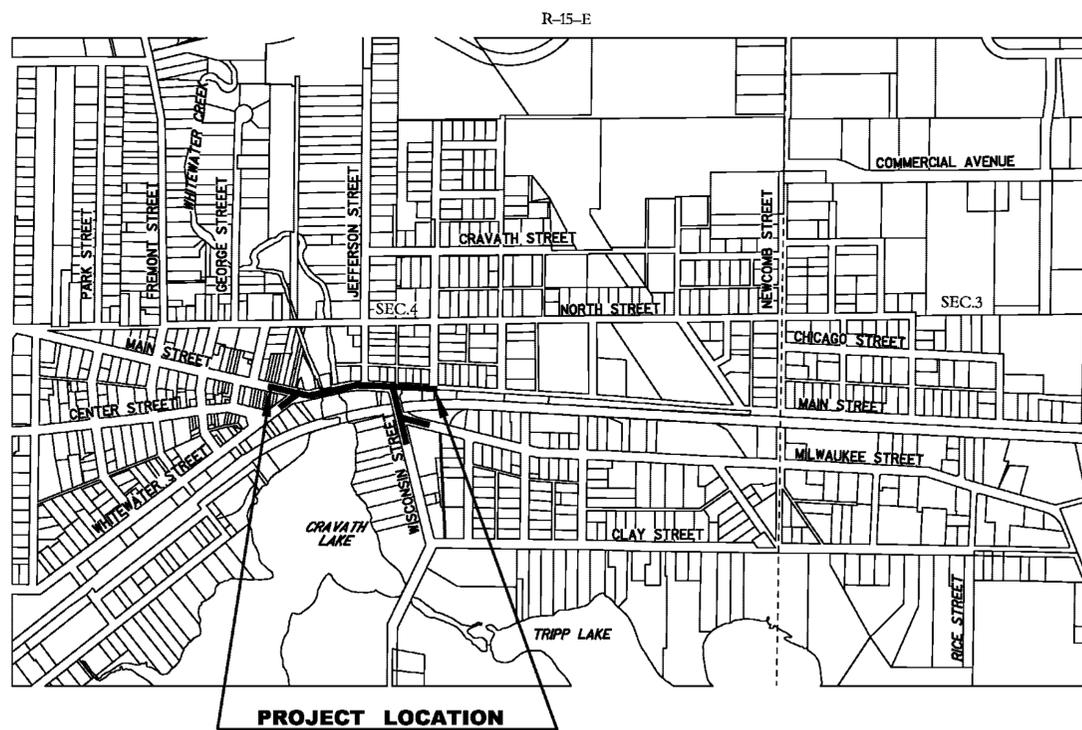
DOWNTOWN EAST GATEWAY

MAIN STREET

WALWORTH COUNTY

4

4



NOTES:

POINT NUMBERS SHOWN AS (TIE268) ARE NON-MONUMENTED POINTS THAT ARE USED TO SHOW DISTANCES ALONG SECTION OR REFERENCE LINES TO THE COGO ENVELOPE.

POINT NUMBERS SHOWN AS (TLE268) ARE NON-MONUMENTED POINTS WHICH DELINEATE THE LIMITS OF TEMPORARY LIMITED EASEMENTS.

POINT NUMBERS SHOWN AS (PRW268) ARE MONUMENTED POINTS WHICH DELINEATE LIMITS OF THE RIGHT-OF-WAY LINES.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, RACINE COUNTY ZONE, NAD83 (2011) ADJUSTMENT USING THE WISCORS NETWORK. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT. ALL DISTANCES ARE GROUND.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE 3/4" REBAR WITH CAP, UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE WHITEWATER CITY MANAGER LOCATED AT THE CITY OF WHITEWATER ADMINISTRATION BUILDING.

ALL DISTANCES SHOWN FROM BUILDINGS TO R/W LINE ARE APPROXIMATE.

A **TEMPORARY LIMITED EASEMENT (TLE)** IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A **PERMANENT LIMITED EASEMENT (PLE)** IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

A **HIGHWAY EASEMENT (HE)** IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE.

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REBAR	RBR
ACCESS RIGHTS	AR	REFERENCE LINE	R
ACRES	AC.	RELEASE OF RIGHTS	ROR
AND OTHERS	ET. AL.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
EASEMENT	EASE.	VOLUME	V.
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	P.L.		
QUARTER	QTR.		
RECORDED AS	(100')		

CURVE DATA

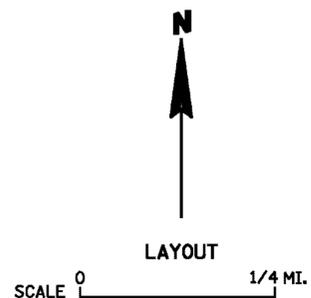
LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	(IF UNLESS NOTED)	PROPOSED R/W LINE	---
		EXISTING H.E. LINE	---
R/W MONUMENT	• (SET)	PROPERTY LINE	---
R/W STANDARD	▲ (SET)	LOT & TIE LINES	---
SIGN	ISIGN	SLOPE INTERCEPTS	---
SECTION CORNER MONUMENT	●	CORPORATE LIMITS	---
SECTION CORNER SYMBOL	○	NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	---
	○	NO ACCESS (BY ACQUISITION)	---
	○	NO ACCESS (BY STATUTORY AUTHORITY)	---
FEE (HATCH VARIES)	---	SECTION LINE	---
TEMPORARY LIMITED EASEMENT	---	QUARTER LINE	---
PERMANENT LIMITED EASEMENT	---	SIXTEENTH LINE	---
R/W BOUNDARY POINT	○	EXISTING CENTERLINE	---
PARCEL NUMBER	○	PROPOSED REFERENCE LINE	---
UTILITY PARCEL NUMBER	○	PARALLEL OFFSET	---
SIGN NUMBER (OFF PREMISE)	○		
BUILDING	---	NATIONAL GEODETIC SURVEY MONUMENT	○NGS

CONVENTIONAL UTILITY SYMBOLS

WATER	---	NON COMPENSABLE	---
GAS	---	COMPENSABLE	---
TELEPHONE	---	COMPENSABLE	---
OVERHEAD	---		
TRANSMISSION LINES	---		
ELECTRIC	---		
CABLE TELEVISION	---		
FIBER OPTIC	---		
SANITARY SEWER	---		
STORM SEWER	---		
POWER POLE	---		
TELEPHONE POLE	---		
TELEPHONE PEDESTAL	---		
ELECTRIC TOWER	---		



RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1407-075 - 4.01
SHEET 2 OF 2
AMENDMENT NO:

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW	S.F. EXISTING	TOTAL	HE SF	PLE SF	TLE SF
4	CITY OF WHITEWATER	FEE	676	---	676	---	---	---
5	DONNA JOANNE HENRY	FEE,TLE	---	1546	1546	---	---	968
6	RODERICK O. & MARY M. DALEE	TLE	---	---	---	---	---	815
7	FRAWLEY ENTERPRISES LIMITED PARTNERSHIP	FEE,TLE	92	---	92	---	---	624
8	RUTH WALTON RENTALS LLC.	FEE,TLE	404	---	404	---	---	527
15	DONNA JOANNE HENRY	AR	---	---	---	---	---	---
17	DEAN ZWEIFEL	HE,AR,TLE	---	---	---	1463	---	547
18	EA INVESTMENTS INC.	FEE,PLE,AR,TLE	1217	---	1217	---	194	1745

NOTES

NO TITLE SEARCHES WERE OBTAINED FOR TLE-ONLY PARCELS.
ALL TLE'S ARE FOR CONSTRUCTION OF SLOPES

STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WHITEWATER, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT NO. 1407-075 - 4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

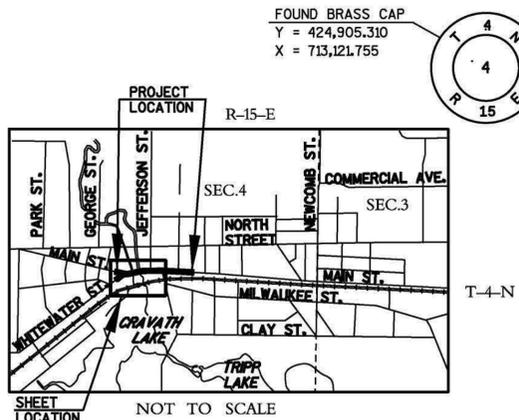
(SIGNATURE) _____ DATE _____
(PRINTED NAME) **HEATHER S. BARTELT**
(REGISTRATION NUMBER) **S - 2797**

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WHITEWATER.

(SIGNATURE) _____ DATE _____
(PRINTED NAME) _____

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1407-075 4.01
SHEET 1 OF 2
AMENDMENT NO:

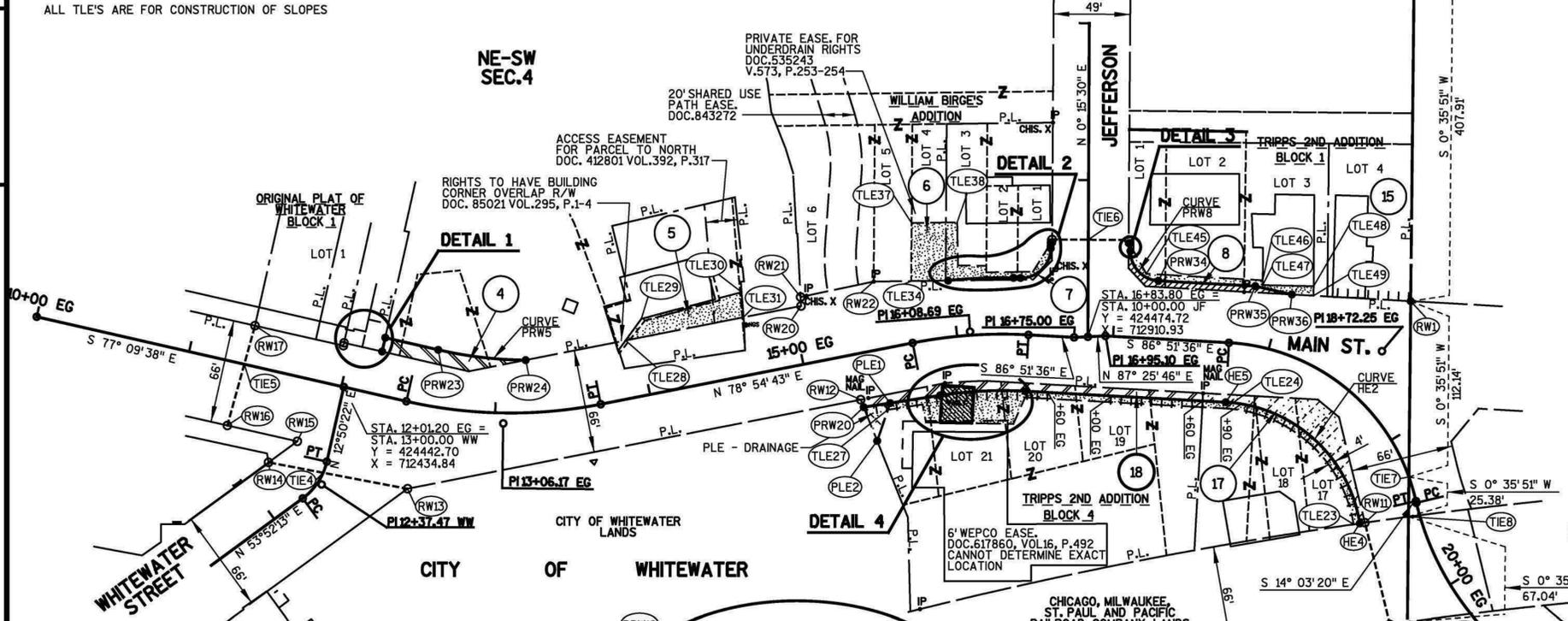
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN WALWORTH COUNTY AS SHEET 2 OF 2 OF THIS DOCUMENT.



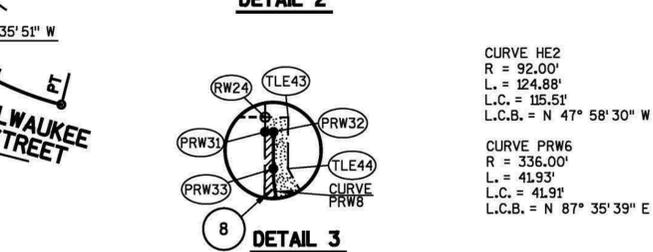
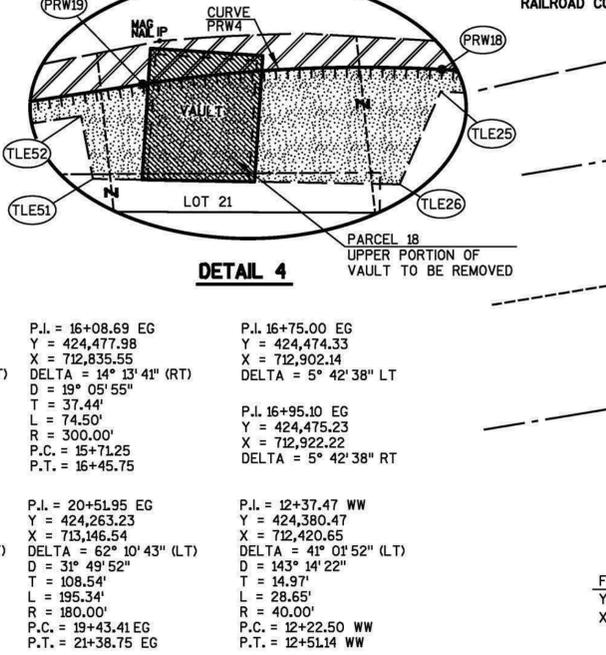
HWY	BASIS OF EXIST. R/W	WIDTH
MAIN ST.	PREVIOUS PROJECT: 3130-2-71 TRIPPS 2ND ADDITION, ESTERLY'S ADDITION, & WILLIAM BIRGE'S ADDITION & WILLIAM BIRGE'S ADDITION DOUGLAS OLSON PLAT OF SURVEY DATED 10-24-83	66'
WHITEWATER ST.	ORIGINAL PLAT OF THE VILLAGE (NOW CITY) OF WHITEWATER	66'
JEFFERSON ST.	PREVIOUS PROJECT: 3130-2-71, TRIPPS 2ND ADDITION & BIRGE'S ADDITION	66'
MILWAUKEE ST.	PREVIOUS PROJECT: 3130-2-71 & ESTERLY'S ADDITION	66'
WISCONSIN ST.	PREVIOUS PROJECT: 3130-2-71 & TRIPPS 2ND ADDITION	66'

R/W COURSE TABLE

RW25 - RW10	N 13° 49' 47" W	44.94'
RW10 - RW11	N 13° 49' 47" W	66.70'
RW11 - HE4	S 81° 54' 09" W	3.33'
HE4 - HE5	SEE CURVE DATA HE2	
HE5 - PRW18	N 86° 51' 36" W	128.34'
PRW18 - PRW19	SEE CURVE DATA PRW4	
PRW19 - PRW20	S 81° 16' 02" W	49.51'
PRW20 - RW12	N 21° 54' 46" W	5.15'
RW12 - RW13	S 78° 54' 43" W	295.44'
RW13 - TIE4	N 79° 19' 18" W	54.94'
TIE4 - RW14	N 79° 16' 22" W	35.62'
RW14 - RW15	N 53° 54' 47" W	22.84'
RW15 - RW16	N 77° 16' 48" W	45.91'
RW16 - TIE5	N 15° 31' 15" E	40.55'
TIE5 - RW17	N 15° 31' 15" E	25.53'
RW17 - RW18	S 77° 16' 48" E	58.00'
RW18 - RW19	N 12° 43' 12" E	1.85'
RW19 - PRW21	S 77° 11' 09" E	25.00'
PRW21 - PRW22	N 12° 43' 12" E	9.05'
PRW22 - PRW23	S 77° 09' 38" E	34.79'
PRW23 - PRW24	SEE CURVE DATA PRW5	
PRW24 - RW20	N 78° 54' 43" E	179.55'
RW20 - RW21	N 2° 55' 19" W	5.71'
RW21 - RW22	N 78° 03' 19" E	47.82'
RW22 - PRW25	N 89° 17' 43" E	47.59'
PRW25 - PRW26	SEE CURVE DATA PRW6	
PRW26 - PRW27	S 88° 49' 50" E	4.44'
PRW27 - PRW28	SEE CURVE DATA PRW7	
PRW28 - PRW29	N 0° 22' 51" E	3.66'
PRW29 - PRW30	S 89° 37' 09" E	0.84'
PRW30 - RW23	N 0° 22' 51" E	2.00'
RW23 - TIE6	S 89° 37' 09" E	23.15'
TIE6 - RW24	S 89° 37' 09" E	25.85'
RW24 - PRW31	S 0° 22' 51" W	2.00'
PRW31 - PRW32	S 89° 37' 09" E	1.15'
PRW32 - PRW33	S 0° 15' 30" W	5.00'
PRW33 - PRW34	SEE CURVE DATA PRW8	
PRW34 - PRW35	S 86° 51' 36" E	62.04'
PRW35 - PRW36	S 77° 12' 14" E	23.99'
PRW36 - RW1	S 86° 47' 39" E	76.14'



POINT	STATION	OFFSET	POINT	STATION	OFFSET	POINT	STATION	OFFSET
HE4	19+46.93	EG 38.32'	RW20	15+05.72	EG -36.87'	TLE47	17+89.30	EG -39.02'
HE5	17+74.19	EG 38.00'	RW21	15+06.53	EG -42.53'	TLE48	18+13.10	EG -46.85'
PLE1	15+49.75	EG 34.89'	RW22	15+54.35	EG -43.24'	TLE49	18+14.65	EG -41.15'
PRW18	16+45.75	EG 36.00'	RW23	16+57.52	EG -61.59'	TLE51	15+69.87	EG 51.37'
PRW19	15+83.58	EG 36.00'	RW24	17+06.56	EG -61.95'	TLE52	15+69.92	EG 39.73'
PRW20	15+32.63	EG 34.19'	RW25	20+32.83	EG 63.89'			
PRW21	12+20.42	EG -27.48'	TIE4	12+43.64	WW 0.00'			
PRW22	12+20.40	EG -36.53'	TIE5	11+36.23	EG 0.00'			
PRW23	12+56.93	EG -36.22'	TIE6	10+61.90	JF 0.00'			
PRW24	13+20.72	EG -33.59'	TIE7	19+26.18	EG 0.00'			
PRW25	15+97.99	EG -36.00'	TIE8	19+50.54	EG 7.14'			
PRW26	16+35.43	EG -36.00'	TIE9	20+04.99	EG 35.88'			
PRW27	16+39.40	EG -36.03'	TLE23	19+46.57	EG 42.29'			
PRW28	10+56.30	JF -24.00'	TLE24	17+74.19	EG 42.00'			
PRW29	10+59.96	JF -23.99'	TLE25	16+45.75	EG 40.00'			
PRW30	10+59.95	JF -23.15'	TLE26	16+37.64	EG 57.18'			
PRW31	10+59.85	JF 25.85'	TLE27	15+47.50	EG 38.80'			
PRW32	10+59.85	JF 27.00'	TLE28	13+91.32	EG -36.87'			
PRW33	10+54.85	JF 27.00'	TLE29	14+03.84	EG -48.43'			
PRW34	17+27.04	EG -36.97'	TLE30	14+70.09	EG -52.81'			
PRW35	17+85.76	EG -37.63'	TLE31	14+68.24	EG -36.87'			
PRW36	18+04.39	EG -37.44'	TLE32	15+77.18	EG -38.99'			
RW1	18+53.95	EG -69.18'	TLE33	16+20.11	EG -43.80'			
RW10	20+01.13	EG 46.16'	TLE34	16+19.97	EG -39.64'			
RW11	19+47.25	EG 35.02'	TLE35	15+82.50	EG -75.45'			
RW12	15+31.66	EG 29.13'	TLE36	16+05.80	EG -72.51'			
RW13	12+53.72	EG 54.49'	TLE37	16+04.32	EG -44.97'			
RW14	12+18.32	WW -31.45'	TLE38	16+46.44	EG -40.39'			
RW15	11+80.25	EG 40.41'	TLE39	10+56.30	JF -25.99'			
RW16	11+34.33	EG 40.51'	TLE40	10+61.96	JF -25.99'			
RW17	11+37.43	EG -25.50'	TLE41	10+61.84	JF 29.00'			
RW18	11+95.43	EG -25.62'	TLE42	10+54.85	JF 29.00'			
RW19	11+95.42	EG -27.47'	TLE43	17+88.92	EG -42.07'			



TRANSPORTATION PROJECT PLAT NO: 1407-075 - 4.01

MAIN STREET, CITY OF WHITEWATER
PART OF LOTS 1-4 OF WILLIAM BIRGE'S ADDITION, AND PART OF LOTS 1-4, BLOCK 1, AND LOT 17-21, BLOCK 4, OF TRIPPS 2ND ADDITION, AND OTHER LANDS LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, OF SECTION 4, TOWNSHIP 4 NORTH, RANGE 15 EAST, IN THE CITY OF WHITEWATER, WALWORTH COUNTY, WISCONSIN.

RELOCATION ORDER DOWNTOWN EAST GATEWAY, WALWORTH COUNTY
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WHITEWATER DEEM IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22 WISCONSIN STATUTES, THE CITY OF WHITEWATER HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WHITEWATER, PURSUANT TO THE PROVISIONS OF SECTION 62.22.

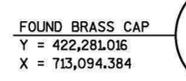
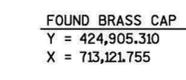
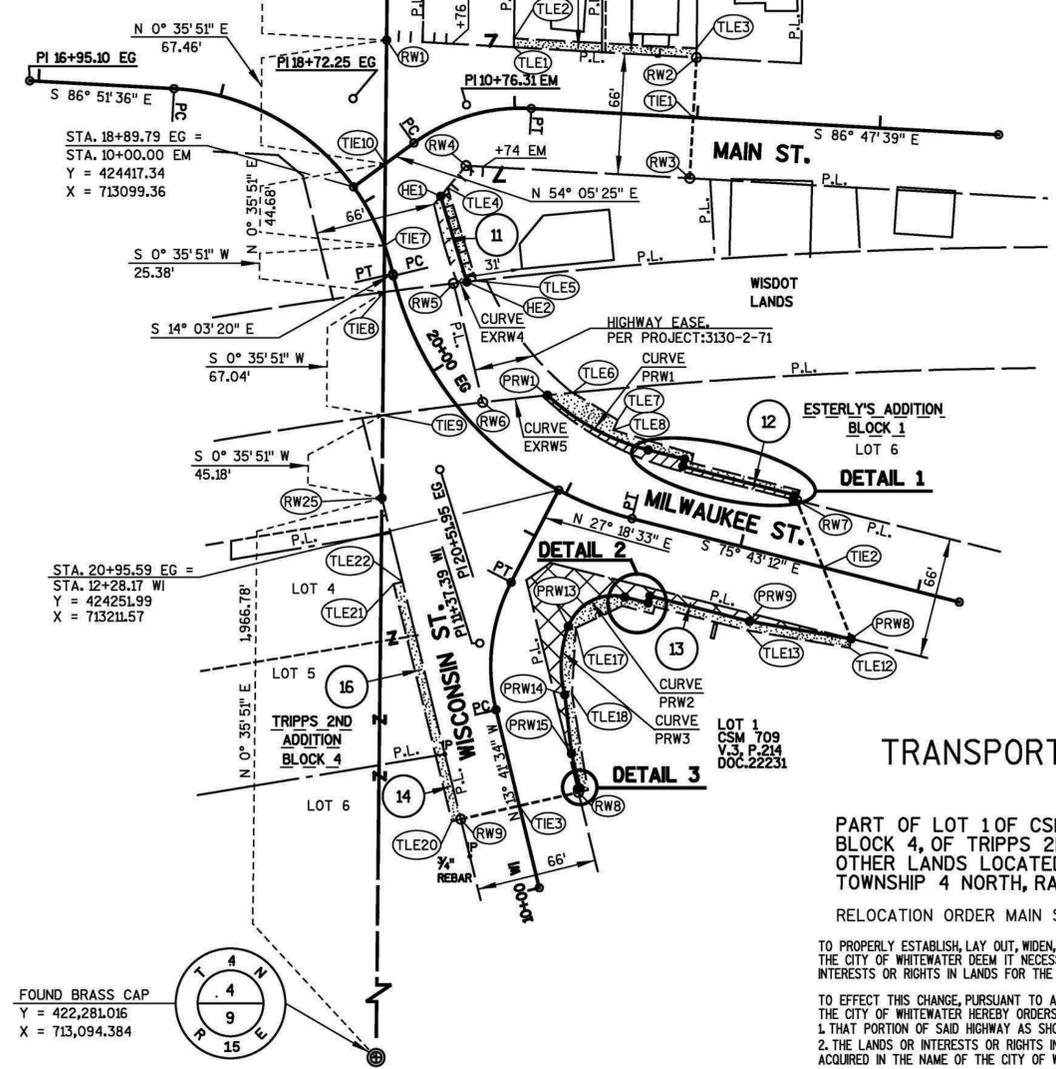
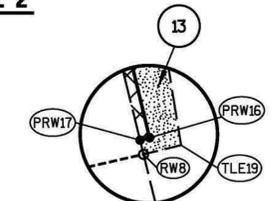
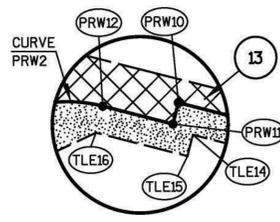
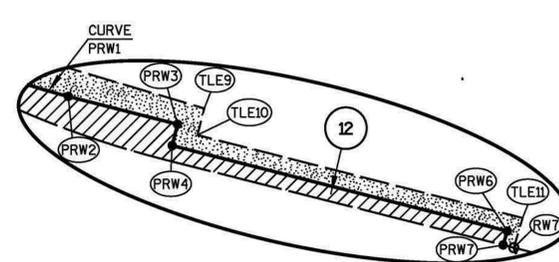
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W	S.F. REQUIRED	HE SF	PLE SF	TLE SF
9	BLGL LLC.	TLE	---	---	---	---	235
10	JOSHUA D. & OPALA C. BILHORN	TLE	---	---	---	---	257
11	DONNA JOANNE HENRY	HE,AR,TLE	---	---	255	---	255
12	D & R PARTNERSHIP LLC.	FEE,TLE	516	---	---	---	784
13	FORT COMMUNITY CREDIT UNION	FEE,TLE	2078	---	---	---	1378
14	LAND & WATER INVESTMENTS LLC.	TLE	---	---	---	---	183
16	GERALD SHROBLE ESTATES LLC.	TLE	---	---	---	---	483

POINT	STATION	OFFSET
HE1	10+35.60 EM	32.14'
HE2	19+59.34 EG	-37.77'
PRW1	20+57.32 EG	-39.54'
PRW2	21+37.85 EG	-38.50'
PRW3	21+58.61 EG	-38.50'
PRW4	21+58.61 EG	-34.50'
PRW6	22+21.64 EG	-33.95'
PRW7	22+21.55 EG	-31.87'
PRW8	22+71.07 EG	34.00'
PRW9	22+14.79 EG	38.50'
PRW10	21+58.61 EG	38.50'
PRW11	21+58.61 EG	42.50'
PRW12	21+45.40 EG	42.50'
PRW13	11+60.23 WI	38.50'
PRW14	10+99.03 WI	38.51'
PRW15	10+66.97 WI	34.50'
PRW16	10+47.54 WI	34.50'
PRW17	10+47.54 WI	33.15'
RW1	10+54.24 EM	-55.63'
RW2	11+97.72 EM	-32.82'
RW3	11+97.72 EM	33.18'
RW4	10+62.07 EM	25.05'
RW5	19+57.52 EG	-30.61'
RW6	20+30.94 EG	-11.92'
RW7	22+23.56 EG	-31.87'
RW8	10+45.54 WI	33.16'
RW9	10+46.55 WI	-32.85'
RW25	20+32.83 EG	63.89'
TIE1	11+97.72 EM	0.00'
TIE2	22+46.54 EG	0.00'
TIE3	10+46.05 WI	0.00'
TIE7	19+26.18 EG	0.00'
TIE8	19+50.54 EG	7.14'
TIE9	20+04.99 EG	35.88'
TIE10	18+89.79 EG	-21.52'
TLE1	11+00.53 EM	-33.31'
TLE2	11+00.67 EM	-38.15'
TLE3	11+97.49 EM	-37.82'
TLE4	10+41.66 EM	30.65'
TLE5	19+60.73 EG	-42.74'
TLE6	20+70.66 EG	-49.19'
TLE7	21+10.08 EG	-48.55'
TLE8	21+10.00 EG	-42.55'
TLE9	21+62.61 EG	-42.50'
TLE10	21+62.61 EG	-37.50'
TLE11	22+23.78 EG	-37.50'
TLE12	22+71.47 EG	38.98'
TLE13	22+14.99 EG	43.50'
TLE14	21+62.61 EG	43.50'
TLE15	21+62.61 EG	47.50'
TLE16	21+45.40 EG	47.50'
TLE17	11+61.43 WI	42.52'
TLE18	10+98.82 WI	42.51'
TLE19	10+45.54 WI	38.45'
TLE20	10+46.54 WI	-37.85'
TLE21	11+52.43 WI	-59.60'
TLE22	11+54.05 WI	-55.30'

R/W	COURSE	TABLE
RW1 - RW2	S 86° 47' 39" E	169.77'
RW2 - TIE1	S 3° 12' 21" W	32.82'
TIE1 - RW3	S 3° 12' 21" W	33.18'
RW3 - RW4	N 86° 47' 39" W	122.60'
RW4 - HE1	S 39° 41' 17" W	21.70'
HE1 - HE2	S 17° 00' 38" E	48.82'
HE2 - RW5	SEE CURVE DATA EXRW4	
RW5 - RW6	S 13° 49' 47" E	66.85'
RW6 - PRW1	SEE CURVE DATA EXRW5	
PRW1 - PRW2	SEE CURVE DATA PRW1	
PRW2 - PRW3	S 75° 43' 12" E	20.57'
PRW3 - PRW4	S 14° 16' 48" W	4.00'
PRW4 - PRW6	S 75° 13' 20" E	63.03'
PRW6 - PRW7	S 16° 34' 14" W	2.09'
PRW7 - RW7	S 75° 52' 35" E	2.00'
RW7 - TIE2	S 21° 31' 21" E	39.30'
TIE2 - PRW8	S 21° 31' 21" E	41.92'
PRW8 - PRW9	N 80° 17' 38" W	56.45'
PRW9 - PRW10	N 75° 43' 12" W	56.18'
PRW10 - PRW11	S 14° 16' 48" W	4.00'
PRW11 - PRW12	N 75° 43' 12" W	13.21'
PRW12 - PRW13	SEE CURVE DATA PRW2	
PRW13 - PRW14	SEE CURVE DATA PRW3	
PRW14 - PRW15	S 6° 34' 04" E	32.31'
PRW15 - PRW16	S 13° 41' 34" E	19.43'
PRW16 - PRW17	S 76° 18' 26" W	1.35'
PRW17 - RW8	S 13° 49' 47" E	2.00'
RW8 - TIE3	S 77° 11' 08" W	33.16'
TIE3 - RW9	S 77° 11' 08" W	32.85'
RW9 - RW25	N 13° 49' 47" W	180.48'



STRAND ASSOCIATES, INC.
 910 WEST WINGRA DRIVE, MADISON, WI 53715
 (608) 251-4843

I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF WHITEWATER, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1407-075-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

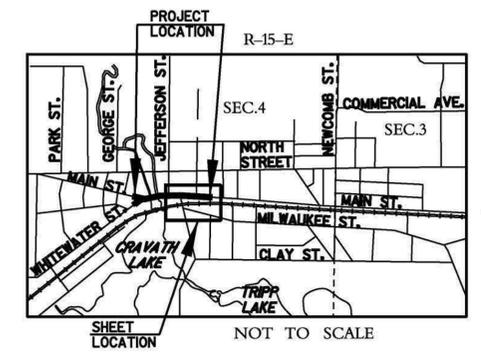
(SIGNATURE) _____ DATE _____
 (PRINTED NAME) HEATHER S. BARTELT
 (REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF WHITEWATER.

(SIGNATURE) _____ DATE _____
 (PRINTED NAME) _____

RESERVED FOR REGISTER OF DEEDS
 PROJECT NUMBER 1407-075 4.02
 AMENDMENT NO:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN WALWORTH COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER _____



CURVE	R	L	LC	LCB
CURVE EXRW4	R = 2870.36'	L = 7.31'	LC = 7.31'	LCB = S 83° 20' 4" W
CURVE EXRW5	R = 2831.93'	L = 35.62'	LC = 35.62'	LCB = N 83° 45' 38" E
CURVE PRW1	R = 129.00'	L = 63.18'	LC = 62.55'	LCB = S 61° 41' 20" E
CURVE PRW2	R = 26.00'	L = 37.87'	LC = 34.61'	LCB = S 62° 32' 56" W
CURVE PRW3	R = 61.50'	L = 38.01'	LC = 37.41'	LCB = S 3° 6' 44" W

NOTES
 NO TITLE SEARCHES WERE OBTAINED FOR TLE-ONLY PARCELS.
 ALL TLE'S ARE FOR CONSTRUCTION OF SLOPES

HWY	BASIS OF EXIST. R/W	WIDTH
MAIN ST.	PREVIOUS PROJECT: 3130-2-71 TRIPPS 2ND ADDITION, ESTERLY'S ADDITION, & WILLIAM BIRGE'S ADDITION JAMES WOODMAN PLAT OF SURVEY DATED 10-24-83 DOUGLAS OLSON PLAT OF SURVEY DATED 2-3-99	66'
MILWAUKEE ST.	PREVIOUS PROJECT: 3130-2-71 & ESTERLY'S ADDITION	66'
WISCONSIN ST.	PREVIOUS PROJECT: 3130-2-71 & TRIPPS 2ND ADDITION	66'

TRANSPORTATION PROJECT PLAT NO: 1407-075 - 4.02

MAIN STREET, CITY OF WHITEWATER

PART OF LOT 10F CSM 709 AND PART OF LOTS 5-7, BLOCK 1, AND LOTS 4, 5, AND 6, BLOCK 4, OF TRIPPS 2ND ADDITION, AND PART OF LOT 6, BLOCK 1, OF ESTERLY'S ADDITION, AND OTHER LANDS LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 4 NORTH, RANGE 15 EAST, CITY OF WHITEWATER, WALWORTH COUNTY, WISCONSIN.

RELOCATION ORDER MAIN STREET, DOWNTOWN EAST GATEWAY, WALWORTH COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF WHITEWATER DEEM IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22 WISCONSIN STATUTES, THE CITY OF WHITEWATER HEREBY ORDERS THAT:
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF WHITEWATER, PURSUANT TO THE PROVISIONS OF SECTION 62.22.



City of Whitewater Council Agenda Item Information Sheet

MEETING DATE: **12/17/2013**

ITEM: Resolution adopting the Bicycle & Pedestrian Plan

PRESENTER: **Parks & Recreation Director**

PREVIOUS ACTION, IF ANY: N/A

SUMMARY OF ITEM BEING PRESENTED:

The City previously was awarded a grant from the Department of Transportation to create a bicycle and pedestrian master plan for the community. The City contracted with Alta Planning & Design to work with a local Steering Committee to create the plan over the past 18 months. The document is a very thorough and comprehensive effort and if implemented will position Whitewater as a leader in bicycle and pedestrian planning in Wisconsin. The five elements of the plan I would like the Council to be aware of:

- Bicycle Friendly Community Benefits (page 9)
 - Significant goal of making Whitewater a “Bicycle Friendly Community”
- Future Policy Opportunities (page 13)
 - Complete Streets (page 45 has more in-depth information)
- Facility Definitions (page 26)
 - Bike Lanes
 - Shared Lane Markings
 - Neighborhood Greenways
 - Shared Use Paths/Trails
- Implementation (page 55)
- Cost Estimates of Construction (page 79)

BUDGET IMPACT, IF ANY: The plan identifies a number of infrastructure and program improvements that will need to be discussed in future capital improvement planning.

BOARD, COMMISSION, OR COMMITTEE RECOMMENDATION, IF ANY: Parks & Recreation Board approval on November 12, 2013 and Plan Commission on December 9, 2013

STAFF RECOMMENDATION:

Staff recommendation following review by the Parks & Recreation Board and Plan & Architectural Review Commission is for approval of the resolution.

RECOMMENDED MOTION:

ATTACHMENT(S) INCLUDED (If none, please state that): City of Whitewater Bicycle & Pedestrian Plan

FOR MORE INFORMATION CONTACT:

Matt Amundson

262-473-0122

mamundson@whitewater-wi.gov



UW-Whitewater Photo

City of Whitewater Bicycle and Pedestrian Plan

December 2013

PREPARED BY:
Alta Planning + Design
Madison, WI / Portland, OR
(503) 230-9862



**WISCONSIN
BIKE FED**

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Common Council

Patrick Singer, President
Stephanie Abbott
Sarah Bregant
Lynn Binnie
Phil Frawley
Dr. Ken Kidd
Jim Winship

Parks & Recreation Board

Brandon Knedler, Chairperson
Dr. Ken Kidd
Nathan Jaeger
Jen Kaina
Sarah Hansberry
Rachel DePorter
Bruce Parker
Kim Gosh, Alternate

City Staff

Matt Amundson, Director, Parks and Recreation
Michelle Dujardin, Recreation & Community Events Programmer
Latisha Birkeland, Neighborhood Services Manager
Scott Weberpal, GIS Technician
Dean Fischer, Public Works Director
Chuck Nass, Parks/Streets Superintendent
Cameron Clapper, City Manager
Kevin Brunner, Former City Manager
Lisa Otterbacher, Chief of Police
Brian Uhl, Captain
Saul Valadez, Juvenile Officer
Timothy Swartz, Patrol Officer

Steering Committee Members

Andrew Crone
David Yochum
Dick Haven
Greg Swanson
John Sotherland
Josh Clements
Dr. Ken Kidd
Latisha Birkeland
Lisa Otterbacher
Thayer Coburn
Wes Enterline
Matt Amundson

Alta Planning+Design, Wisconsin Bicycle Federation



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Executive Summary

The City of Whitewater is located in southeastern Wisconsin just west of the Kettle Moraine in the beautiful rolling countryside of Walworth and Jefferson counties.

The city has made excellent use of its waterfront by developing park land and public gathering spaces on Cravath Lake and trails along Trippe Lake and Whitewater Creek. The trails provide an excellent opportunity for Whitewater residents and visitors to enjoy the outdoors on foot or on bike.

The City of Whitewater Bicycle and Pedestrian Plan builds on efforts by the community to improve transportation options and the quality of life in Whitewater. The Plan guides the development of a network of bicycle routes linking activity centers within the City as well as to the larger regional network. The improved network will not only make bicycling a more viable mode of transportation, but will contribute to economic development opportunities and enhanced quality of life for the community. Pedestrian policies are discussed to assist Whitewater in making it easier and more pleasant to walk for transportation and recreation.

Vision

The City of Whitewater will enhance transportation choices by developing a network of on-street and off-street bicycle and pedestrian facilities that provide connections to destinations throughout the city and regionally significant assets.

Why Bicycling and Walking?

Bicycling and walking are low-cost means of transportation that are non-polluting, energy-efficient, versatile, healthy and fun. Both modes can help build physical activity into our daily lives while reducing traffic congestion and air pollution and saving money. The many advantages to walking and bicycling include:

- Bicycling and walking are good for the economy. Bicycling makes up \$133 billion of the US economy, funding 1.1 million jobs.¹
- Walkable and bikeable neighborhoods are more livable and attractive; increasing home values and property tax revenue.²
- Walking and bicycling can save families money. By replacing short car trips, bicycling and walking can help lessen personal transportation costs.³
- Walking and bicycling are good for public health. Bicycling for exercise can reduce the cost of spending on health care by as much as \$514 per person every year.⁴
- More people walking and bicycling increase safety for others. In a community where twice as many people walk, a person walking has a 66 percent reduced risk of being injured by a motorist.⁵

¹ Flusche, Darren for the League of American Bicyclists. (2009). The Economic Benefits of Bicycle Infrastructure Investments.

² Cortright, Joe for CEOs for Cities. (2009). Walking the Walk: How Walkability Raises Home Values in U.S. Cities.

³ Center for Neighborhood Technology. (2005). Driven to Spend: Pumping Dollars out of Our Households and Communities.

⁴ Feifei, W., McDonald, T., Champagne, L.J., and Edington, D.W. (2004). Relationship of Body Mass Index and Physical Activity to Health Care Costs Among Employees. *Journal of Occupational and Environmental Medicine*. 46(5):428-436

⁵ Jacobsen, P.L. (2003). Safety in numbers: more walkers and bicyclists, safer walking and bicycling. *Injury Prevention* 9:205-209.

BICYCLE AND PEDESTRIAN PLAN



Existing Conditions

Whitewater's bikeway network today consists of bike lanes along a few of the busier streets, an off street path system running along Whitewater creek and Cravath and Trippe Lake shores, connecting paths through parks, and many peaceful local streets that carry very little traffic through the city. This Plan seeks to leverage opportunities and to overcome barriers to accommodating and encouraging bicycle and pedestrian trips.

Opportunities include:

- A pedestrian- and bicycle- friendly downtown district;
- Existing walk- and bicycle-friendly streets through the local neighborhoods;
- The trail along Whitewater Creek, connecting parks, lakes, open space and the UW-Whitewater campus;
- Space in many locations to provide low-cost bicycle improvements; and
- A large base of potentially high-demand in the students of UW-Whitewater.

Constraints include:

- A bottleneck at the East Gateway over Cravath Lake makes full accommodation of all users difficult.;
- Lack of wayfinding tools along existing walkway and bikeway networks;
- Uncomfortable walking and bicycling environments along high-volume roadways, in particular Main Street.

Public Involvement

Whitewater residents, community stakeholder groups and public agency staff helped guide the development of this Plan. Public input about the opportunities and challenges to better bicycling and walking in Whitewater was obtained in several ways, including two public input workshops (June 2012 and December 2012), and through several project meetings with the plan Steering Committee from April of 2012 to March of 2013.

Implementation

The City of Whitewater Bicycle and Pedestrian Plan is a 20-year plan for completing the system of bikeways, shared-use paths and spot improvements in Whitewater. The completed network will result

EXECUTIVE SUMMARY

in a city where biking and walking for transportation and recreation are every day, safe activities that are enjoyed by residents and visitors alike. The recommended network builds upon previous and on-going local and regional planning efforts and reflects the input offered by county staff, the project Steering Committee, stakeholder groups, and Whitewater residents. Implementation of the plan will take place over many years. The implementation strategy presents a targeted methodology for how the City of Whitewater can institutionalize bicycle and pedestrian improvements into local and regional planning processes and projects.

The following strategies and action items are provided to guide the City of Whitewater toward the vision identified in the plan:

- Establish a Permanent Pedestrian and Bicycle Advisory Committee.
- Implement the wayfinding sign program on the existing trails in 2014.
- Begin a feasibility study of the “road diet” on Main Street in 2014.
- Strategically pursue infrastructure projects by obtaining capital improvement and grant

funding as well as incorporating projects into upcoming public works projects, especially the short-term bicycle improvements.

- Regularly revisit project priorities in the plan as projects are completed, conditions change and new projects are needed.
- Partner with W3 and the university to implement education, encouragement and enforcement activities to encourage more walking and bicycling in Whitewater.

Short-term Project List

- Shared Lane Markings along W Whitewater and E Main in Downtown to promote business access;
- Neighborhood Greenways on N Prince St, N Franklin St, E Clay St, W Highland St, and other low-stress neighborhood streets to offer comfortable routes close to home;
- Bike Lanes on S Wisconsin St, W Main St, and Elkhorn Rd, and other busier streets to help people reach key destinations along those corridors.

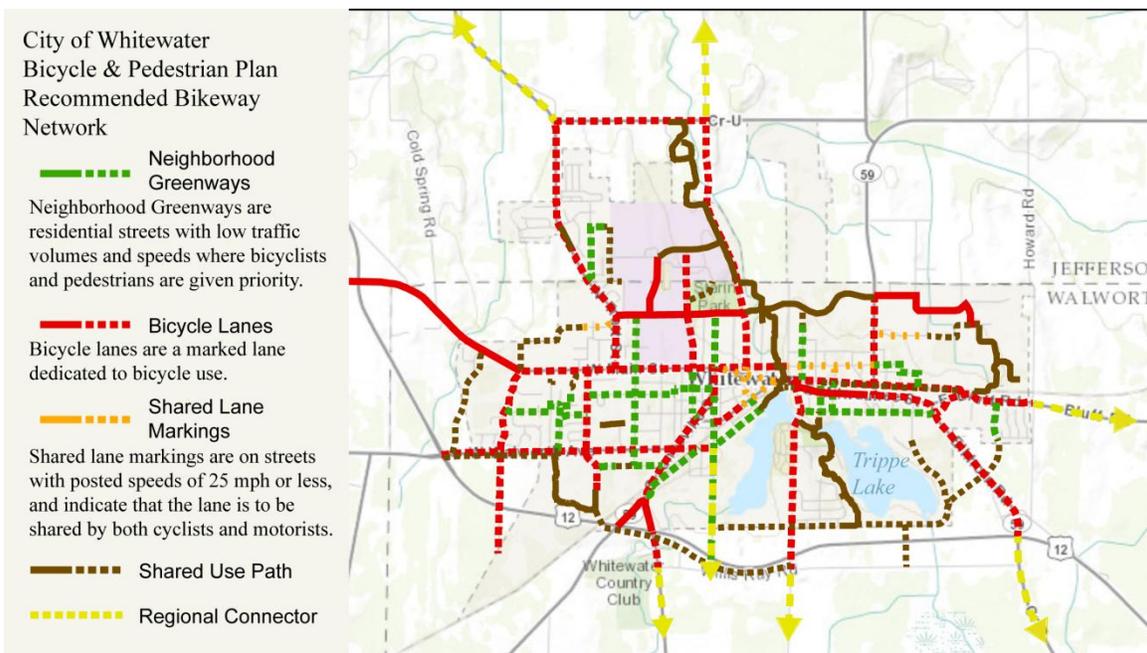


Table of Contents

- 1 Introduction..... 1**
 - Contents of the Plan.....1
 - Goals and Objectives..... 3
 - Public Involvement..... 5
 - Policy Review 6
- 2 Needs Analysis..... 7**
 - Demand Potential and Benefits 7
- 3 Existing Conditions..... 11**
 - Pedestrian Policy Assessment..... 11
 - Existing Bikeway Facilities13
 - Opportunities and Constraints 19
- 4 Recommended Bikeway Network 25**
 - Facility Definitions for the Whitewater Network 25
 - On-Street Bikeways 26
 - Shared Use Paths 39
 - Bike/Ped Bridge over Cravath Lake 41
 - Bicycle Facility Selection 41
 - Safe Routes to School Recommendations.....42
- 5 Recommended Pedestrian Policies 45**
 - The City of La Crosse Experience.....45
 - Proposed Complete Street Policies for the City of Whitewater 49
- 6 Recommended Programs..... 51**
- 7 Implementation..... 55**
 - Infrastructure Project Prioritization 56
 - Priority Project Sheets 69
 - Cost Estimates..... 79
 - Funding Sources..... 79

BICYCLE AND PEDESTRIAN PLAN

Appendix A: Best Practices Review of Vision, Goals and Objectives

Appendix B: Plan and Policy Review

Appendix C: Demand Benefits Model

Appendix D: Bicycle and Pedestrian Design Guidelines

Appendix E: Safe Routes to School Audits

Appendix F: West Main Street Safety Project

Appendix G: Funding Sources

List of Maps

Map 3-1: Existing Bikeways in Whitewater.....17

Map 3-2: Opportunities and Constraints.....23

Map 4-1: Proposed Bikeway Network37

Map 7-1: Project Prioritization: Overview.....61

Map 7-2: Project Prioritization: Short Term (0 – 5 Years).....63

Map 7-3: Project Prioritization: Medium Term (5 – 10 Years).....65

Map 7-4: Project Prioritization: Long Term (More than 10 Years).....67

List of Tables

Table 2-1: Model Estimate of Current Walking and Bicycling Trips7

Table 2-2: Future (2025) Bicycling and Walking Trips8

Table 4-1: Proposed Bike Lanes34

Table 4-2: Proposed Neighborhood Greenways.....35

Table 4-3: Proposed Shared Lane Bike Routes.....35

Table 4-4: Bicycle Facility Selection Matrix42

Table 7-1: Short Term Implementation Work Plan for Programs (see chapter 6 for descriptions)55

Table 7-2: Short Term Implementation Work Plan for Infrastructure56

Table 7-3: Bicycle Facility Prioritization Criteria57

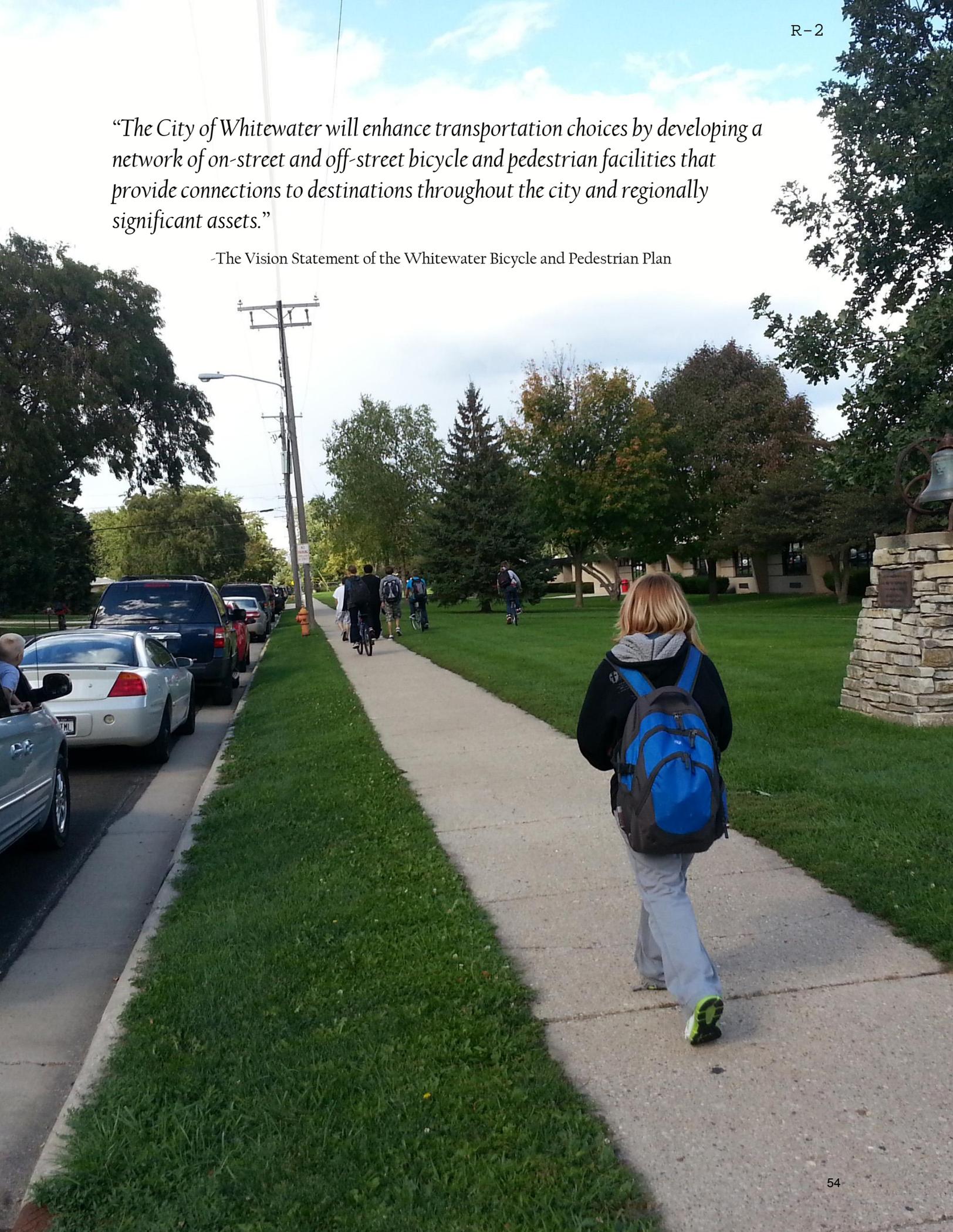
Table 7-4: Recommended Bikeway Project Phasing (Medium and Long Term).....58

Table 7-5: Cost Assumptions79

Table 7-6: Summary of Potential Funding Sources.....82

“The City of Whitewater will enhance transportation choices by developing a network of on-street and off-street bicycle and pedestrian facilities that provide connections to destinations throughout the city and regionally significant assets.”

-The Vision Statement of the Whitewater Bicycle and Pedestrian Plan





1 Introduction

Setting

The City of Whitewater is located mostly in the northwest corner of Walworth County, with the northern edge of the city in Jefferson County. In 2010 the city's population was 14,390. University of Wisconsin–Whitewater (also known as UW–Whitewater) is located in the northwest corner of the city. It is a four-year, co-educational, residential college accredited by the North Central Association of Colleges and Secondary Schools. Enrollment in 2010-11 was over 11,500. The city hosts a vibrant downtown, and two large commercial areas on the east and west ends of town. Located less than an hour to either Madison or Milwaukee, and twenty minutes from Whitewater Lake, the Kettle Moraine and other beautiful natural resources, Whitewater is a great place to live and work.

Whitewater Creek, Cravath Lake and Trippe Lake are all located within the city boundaries. The city has made excellent use of its waterfront by developing park land and public gathering spaces on Cravath Lake and trails along Trippe Lake and Whitewater Creek. The trails provide an excellent opportunity for Whitewater residents and visitors to enjoy the outdoors on foot or on bike. The rolling rural landscape surrounding Whitewater also provides fantastic biking opportunities, both on-road and off-road.

In addition to its setting that encourages active and healthy living, Whitewater is fortunate enough to have a community-based collaboration working to increase the longevity and quality of life here. Working for Whitewater's Wellness (W3) is comprised of individuals representing healthcare, school systems, and municipalities within the Whitewater community.

Contents of the Plan

The Whitewater Bicycle and Pedestrian Plan provides a path forward for expanding and enhancing the existing bicycling and path network, and guides the City toward a solid policy basis for pedestrian focused improvements. The Plan is organized as follows:

Chapter 1: Introduction, provides an overview of this plan and its purpose, and the planning context within Whitewater and Wisconsin.

Chapter 2: Needs Analysis, estimates the amount of walking and bicycling in Whitewater today, and models the benefits of potential increases of walking and bicycling in 2025.

BICYCLE AND PEDESTRIAN PLAN

Chapter 3: Existing Conditions, describes Whitewater’s existing bikeway and path network and summarizes strengths and weaknesses of the system.

Chapter 4: Recommended Bikeway Network, depicts the recommended system of bikeways and facility types to provide opportunities for cycling throughout the city.

Chapter 5: Recommended Pedestrian Policies, makes the case for a strong Complete Streets policy to support development of the pedestrian environment.

Chapter 6: Recommended Programs, describes education, encouragement, enforcement and evaluation measures the City of Whitewater and/or other local agencies should implement to promote bicycling, increase bicyclist safety, and increase the awareness of bicycling and walking as a viable travel mode.

Chapter 7: Implementation presents evaluation criteria for facilities and programs and details several top-priority projects. This chapter provides cost opinions for the recommended bicycle and trail projects and programs, and identifies potential funding strategies and supporting policies.

Goals and Objectives

The vision, goals and objectives of the Plan are principles that will guide the development and implementation of bicycle and pedestrian improvements in coming decades. Goals and objectives direct the way the public improvements are made, where resources are allocated, how programs are operated and how implementation priorities are determined. The goals and policies in this Plan were developed through an analysis of existing policies and review of best practices in other similar communities and discussion with the public and stakeholders.

Several objectives are measurable and allow tracking and benchmarking to demonstrate the extent of the City’s progress toward the goals and overall vision over time. The Plan has four levels in its framework:

Vision. Pursuit of this statement underpins all of the Plan’s goals and objectives.

Goals. The four principal goals provide guidance for achieving the Plan vision.

Objectives. Objectives guide the community on how to achieve and measure progress toward realizing each goal.

Benchmarks. Potential measureable metrics that describe Whitewater’s progress towards Plan implementation.



Goal 1. Support bicycling and walking as viable transportation modes in the City of Whitewater.

Objective 1.1. Implement the Whitewater

Bicycle and Pedestrian Plan facility recommendations to provide bicycling and walking routes to key destinations.

Objective 1.2. Seek new funding sources and strategies to support the implementation of the Whitewater Bicycle and Pedestrian Plan.

Objective 1.3. Improve bicyclists’ and pedestrians’ safety and comfort by creating a greater awareness and understanding of how these modes may be accommodated during construction or facility repair activities.

Benchmarks

- Miles of new bikeways and sidewalks completed; percentage of high-priority projects identified in the City of Whitewater Bicycle and Pedestrian Plan completed.

Planning Priorities

The most effective bicycle and pedestrian plans are holistic and consider the “Five Es” of non-motorized transportation planning: *Engineering, Education, Encouragement, Evaluation and Enforcement.*



1.) Engineering



2.) Education



3.) Encouragement



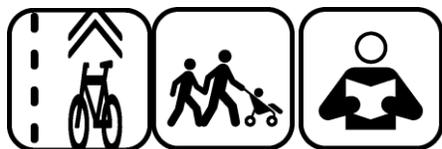
4.) Evaluation



5.) Enforcement

BICYCLE AND PEDESTRIAN PLAN

- Proportion of roadway restriping, reconstruction, and construction projects that include bicycle and/or pedestrian improvements.
- Number of grants applied for; amount of grant funding acquired.



Goal 2. Promote bicycling and walking in the City of Whitewater by improving awareness of the benefits of bicycling and walking to the entire community.

Objective 2.1. Improve public awareness of the bicycle network and presence of bicyclists.

Objective 2.2. Support education and encouragement efforts in the City.

Objective 2.3. Establish a bicycle and pedestrian count program following the National Bicycle and Pedestrian Documentation Program (NBPD) methodology.

Benchmarks

- Development of a wayfinding signage and trail naming plan;
- Number of signs installed
- Number of encouragement/safety training events in the community
- Completed Bicycle Friendly Community application; goal of initial recognition at the bronze level with a target of obtaining gold level recognition.
- Track and publish the use and change of active transportation modes over time.



Goal 3. Integrate bicycle and pedestrian planning into the City of Whitewater's planning processes.

Objective 3.1. Institutionalize bicycle and pedestrian planning into all of The City of Whitewater's planning efforts by establishing a Bicycle and Pedestrian Advisory Committee (BPAC).

Objective 3.2. Require inclusion of bicyclists and pedestrians in citywide planning efforts.

Objective 3.3. Adopt and implement a Complete Streets policy.

Objective 3.4. Encourage annual staff and decision maker attendance at conferences and other training opportunities that emphasize bicycle and pedestrian friendly design.

Objective 3.5. Coordinate with neighboring jurisdictions to develop regionally serving on- and off-street bicycle facilities.

Benchmarks

- Revised project priorities list every five years.
- Adopted Complete Streets Policy.

Public Involvement

The planning process included many opportunities for residents of Whitewater to share their experiences and knowledge of biking and walking in the city. Many people shared detailed information on where they bike and walk, things they would like to see improved and their program ideas to encourage more people to bike and walk. The information gathered from residents inspired the recommendations for both on-road and trail improvements, and ideas for programs to encourage citizens to use active transportation modes and to educate them on how to do so safely. This information has helped to create a better plan. The meeting dates are provided below.

Steering Committee

The Steering Committee followed the plan development closely, and met 6 times throughout the planning process:

- April 2012
- June 2012
- September 2012
- October 2012
- December 2012
- March 2013

Public Information Meetings

Two public meetings formed the foundation of direct outreach with the public during the planning process:

- June 2012
- December 2012

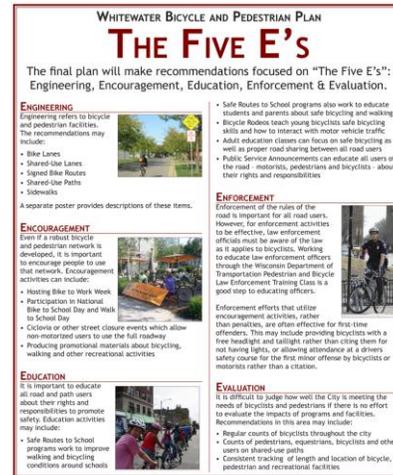


Figure 1-1: The public information meeting featured presentation boards and other plan materials to communicate concepts and proposals to the public.

BICYCLE AND PEDESTRIAN PLAN

Policy Review

Over 10 years of plans and policy documents relevant to the Whitewater Bicycle and Pedestrian Plan were reviewed to support the creation of the Plan. The review focuses on plans and studies prepared by the Wisconsin Department of Transportation (WisDOT), as well as relevant information from the City of Whitewater and related regions of Jefferson, Walworth and Rock counties.

The following plans were reviewed for this analysis. A detailed description of each plan is included in Appendix B: Plan and Policy Review.

Statewide Planning Documents

- Administrative Code Trans 75: BIKEWAYS AND SIDEWALKS IN HIGHWAY PROJECTS (2009)
- Wisconsin State Bicycle Transportation Plan 2020 (1998)
- Wisconsin Pedestrian Policy Plan 2020 (2002)
- Wisconsin Department of Transportation Guide for Path/Street Crossings (2011)
- Developing a Model for Reducing Bicycle/Motor Vehicle Crashes (2006)
- Wisconsin Bicycle Planning Guidance (2003)
- Wisconsin Bicycle Facility Design Handbook (2004)
- Wisconsin Guide to Pedestrian Best Practices (2010)

County Planning Documents

- 2010 Jefferson County Bicycle Plan (2010)

City of Whitewater Planning Documents

- City of Whitewater Comprehensive Bikeway Plan (2000)
- City of Whitewater 2009 Comprehensive Plan Community Survey (2009)



Figure 1-2: Administrative code Trans 75 aims to “ensure that bikeways and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds.”



2 Needs Analysis

Demand Potential and Benefits

To support and quantify the objectives of the Plan, analysts used a walking and biking demand model to measure the impacts of current and potential future trip activity within Whitewater. A detailed description of model assumptions and data sources is included in Appendix C: Demand Benefits Model.

This model uses Census and other national studies to extrapolate the number of bicycling or walking trips taken today within Whitewater. Comparing today’s trip making with aspirational future mode share targets can illustrate the potential benefits of achieving such changes.

Current Demand and Benefits

Table 2-1 shows the results of the model, which estimates that 2,428 bicycle and 16,765 walking trips occur in Whitewater each day for transportation purposes. The majority are utilitarian trips not related to work, which include medical/dental services, shopping/errands, family or personal business, obligations, meals, and other trips.

Table 2-1: Model Estimate of Current Walking and Bicycling Trips

	Bicycling	Walking
Work Commute Trips (Daily)	590	2,298
K-12 School Trips (Daily)	15	229
College Commute Trips (Daily)	350	1,364
Utilitarian Trips	1,473	12,874
Total Current Daily Trips	2,428	16,765

To the extent that bicycling and walking trips replace single-occupancy vehicle trips, they reduce emissions and have the tangible economic benefits of reducing traffic congestion, crashes, and maintenance costs. In addition, the reduced need to own and operate a vehicle saves families money. The current annual household transportation cost savings alone is estimated at \$280 per person. Full benefits calculations are available in Appendix C: Demand Benefits Model.

BICYCLE AND PEDESTRIAN PLAN

Future Demand and Benefits

Estimating future benefits requires additional assumptions regarding Whitewater's future population and anticipated commuting patterns in 2025, the timeframe for this planning effort. Future population predictions determined in *A Multi-Jurisdictional Comprehensive Plan for Walworth County: 2035* were used in this model. Table 2-2 shows the model results for future trip making in Whitewater.

Table 2-2: Future (2025) Bicycling and Walking Trips

	Bicycling (6% Share)	Bicycling (8% Share)	Walking
Work Commute Trips (Daily)	999	1,332	2,598
K-12 School Trips (Daily)	147	196	259
College Commute Trips (Daily)	594	792	1,545
Utilitarian Trips	2496	3328	14564
Total Current Daily Trips	4,236	5,648	18,966

The important factor to consider with these future assumptions is not the accuracy of the mode share percentages, but the benefits that would accrue to Whitewater *if* those numbers are reached. As more cities across the country track changes in bikeway mileage over time and participate in annual bicycle counts, more data will be available to better understand and refine mode share predictions.

For the 6% bicycle mode share assumption, transportation savings are estimated to accrue at a rate of \$322 per person. An 8% bicycle mode share would result in an estimated \$366 per person savings. Additional future benefit calculations are available in Appendix C: Demand Benefits Model.

Difficult-to-Quantify Benefits of Bicycling and Walking

Bicycling is a low-cost and effective means of transportation and is non-polluting, energy-efficient, versatile, healthy, and fun. Bicycles offer low-cost mobility to the non-driving public. Bicycling as a means of transportation has been growing in popularity as many communities work to create more balanced transportation systems and individuals seek to be healthier. In addition, more people are willing to bicycle more frequently if better bicycle facilities are provided.⁶

In addition to the tangible financial savings estimated above, bicycling has many other benefits that are challenging to quantify, but are increasingly the subject of study. Bike lanes can improve retail business directly by drawing customers and, indirectly, by supporting the regional economy. Patrons who bike to local stores have been found to spend more money than patrons who drive.⁷ Other studies show that bikeable and walkable communities attract the young creative class,⁸ which can help cities and counties gain a competitive edge and diversify economic base. By replacing short car trips, bicycling can help middle-class families defray

⁶ Pucher, J., Dill, J. and Handy, S. (2010). *Infrastructure, programs, and policies to increase bicycling: An international review*. Preventative Medicine 50:S106-S125.

⁷ The Clean Air Partnership. (2009). *Bike Lanes, On-Street Parking and Business: A Study of Bloor Street in Toronto's Annex Neighborhood*.

⁸ Cortright, Joe for CEOs for Cities. (2007). *Portland's Green Dividend*.

rising transportation costs. Families that drive less spend 10 percent of their income on transportation, compared to 19 percent for households with heavy car use,⁹ freeing additional income for local goods and services.

Bicycle Friendly Community Benefits

The League of American Bicyclists sponsors the Bicycle Friendly America program [bikeleague.org] to encourage businesses, cities, states and universities to provide good cycling infrastructure, education, evaluation and enforcement through a standardized review process. Typically, bicycle friendly communities are places where people want to live, work and visit. Benefits of increasing bicycle use include reduced motor vehicle traffic, greater physical health and fitness and improved air quality. People that ride bicycles more often reduce their transportation costs, have more disposable income, and achieve their recommended weekly exercise without a gym workout. Bicycle Friendly Community status can help a community understand how it relates to peers across the US and, by studying the experiences of these communities, put the potential benefits of increasing bike friendliness into perspective. 2012 Gold level BFC Communities with populations comparable to Whitewater include Steamboat Springs, CO; Jackson & Teton County, WY; and Breckenridge, CO.

⁹ Center for Neighborhood Technology. (2005). *Driven to Spend: Pumping Dollars out of Our Households and Communities*.

BICYCLE AND PEDESTRIAN PLAN

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3 Existing Conditions

This chapter describes the current on- and off-street bikeway network and local pedestrian policies in Whitewater. The chapter begins with a local pedestrian policy assessment, followed by an inventory of existing bicycle lane and shared use path facilities. An analysis of system strengths and weaknesses that highlights key areas where improvements may be needed concludes this chapter.

Pedestrian Policy Assessment

Whitewater, like all Wisconsin cities, must conform to Administrative Code Trans 75. The rule aims to “ensure that bikeways and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds.”

Local Whitewater Policy

Administrative Code

The municipal code for Whitewater contains many pedestrian-focused regulations. Specific chapters or code items are identified below, sorted according to whether they support or serve as impediments to active travel.

Supportive Code Items	
5.19 - Sidewalk Café Permit	<p>This chapter recognizes the value of active uses of the public right of way and provides guidelines for the placement and use of dining areas on sidewalks adjacent to restaurants.</p> <ul style="list-style-type: none"> • Placement restrictions identified in the code include: • Sidewalk cafés shall be located in such a manner that a distance of not less than four feet is maintained at all times as a clear and unobstructed pedestrian path. For the purpose of the minimum clear path, parking meters, traffic signs, trees, light poles and all similar obstacles shall be considered obstructions. • Shall not be placed within five feet of fire hydrants, alleys, or bike racks. Shall not be placed within five feet of a pedestrian crosswalk or corner

Supportive Code Items	
	<p>curb cut.</p> <ul style="list-style-type: none"> • Shall not block designated ingress, egress, or fire exits from or to the restaurant, or any other structures. • Shall be readily removable and shall not be physically attached, chained or in any manner affixed to any structure, tree, signpost, light pole, or other fixture, curb, or sidewalk. • No portion of an umbrella shall be less than six feet eight inches above the sidewalk.
12.20 - Sidewalks	This chapter covers the use and upkeep of sidewalks within Whitewater. It requires the owner or occupant of the adjacent property to ensure the removal of trash and obstructions from the sidewalk, as well as requires the daily removal of snow accumulation.
12.22 - Construction Standards of Sidewalks	<p>This chapter covers the construction, installation, and repair standards of sidewalks within Whitewater. Aside from key streets identified in the Code, "All sidewalks shall be laid within the street right-of-way and shall be laid one foot from the property line, and shall be four feet in width"</p> <p>All sidewalk shall be constructed in accordance with applicable provisions of the State of Wisconsin Standard Specifications for Road and Bridge Construction, 1981 Edition.</p>
Restrictive Code Items	
12.04 – General Regulations	Item 12.04.020 - Ball playing on streets prohibited, discourages active use of streets within Whitewater. While the penalty is minimal, and enforcement is unlikely, Code items prohibiting active uses may act as a barrier to encouraging pedestrian use of the right of way.
12.22 Construction Standards of Sidewalks	<p>The Code identifies four conditions in which the normal requirement for sidewalks on major roads is waived. As sidewalk provision is an important part of a complete street, waiving the construction requirements should be done after careful considerations. The identified conditions are:</p> <ul style="list-style-type: none"> • Sidewalk will not be required when the nature of the terrain creates insurmountable engineering problems. • Sidewalk will not be required where there is insufficient right-of-way. • Sidewalk will not be required if the installation would generate a safety hazard by encouraging pedestrian traffic in dangerous areas. • Sidewalks will not be required along vacant land which extends to the city limits which is not situated between areas generating pedestrian traffic, and streets on which curb and gutter has not been installed.

Future Policy Opportunities

The City of Whitewater may want to consider additional policies and programs to bolster its currently existing pedestrian-supportive regulations. These policies include:

- Creation of a network of "complete streets"
- Balancing motor vehicle mobility with bicycle and pedestrian accessibility
- Encouraging traffic calming and intersection improvements
- Prioritizing traffic calming measures over congestion management
- Assigning high priority to pedestrian and bicycle projects
- Considering establishment of pedestrian only zones
- Enforcing laws that protect pedestrians
- Ensuring that bicycling and walking facilities are provided for all demographics, including people of different ages, races, ethnicities, incomes, and different neighborhoods
- Establishing and participating in Safe Routes to School programs
- Amending Ordinance 12.04.020 so as to encourage Open Streets and other on-street events
- Minimizing impervious surface area

Existing Bikeway Facilities

Federal and state bicycle planning and design guides define bikeways as preferential roadways accommodating bicycle travel through the use of bicycle route designations, bike lane striping, or shared-use paths to physically separate cyclists from motorists. Map 3-1 shows the existing bikeway network in Whitewater.

Existing On-Street Bikeways

On-street bikeways can take several forms, depending on the speed and volume of traffic on the roadway, space available to accommodate bicyclists, and type of users expected on the facility. Currently, bike lanes are the only implemented on-street bikeway type in Whitewater. The Whitewater Bicycle and Pedestrian Plan recommends a variety of on-street bikeway facility types in addition to conventional bike lanes. These recommended bikeway types are described briefly below, and are discussed in detail in Appendix D: Bicycle and Pedestrian Design Guidelines.

- **Bike Lanes:** Designated exclusively for bicycle travel, bike lanes are separated from vehicle travel lanes with striping and also include pavement stencils. Bike lanes are most appropriate where higher traffic volumes and/or speeds warrant greater separation of bicyclists and motor vehicles.

There are approximately 4.17 miles of existing bike lanes in Whitewater. These are illustrated on Map 3-1 and detailed in Table 3-1.

Table 3-1. City of Whitewater On-Street Bikeways (Bicycle Lanes Only)

Street	From	To	Miles
Corporate Dr	N Technology Dr	Whitewater University Tech Park Path	0.06
E Executive Dr	N Newcomb St	N Prospect Dr	0.26
N Prospect Dr	E Executive Dr	N Universal Blvd	0.09

BICYCLE AND PEDESTRIAN PLAN

N Technology Dr	N Universal Blvd	Corporate Dr	0.13
N Universal Blvd	N Prospect Dr	N Technology Dr	0.31
S Janesville St	USH 12	S Janesville St	0.43
W Starin Dr	N Tratt St	N Newcomb St	1.68
Warhawk Dr	W Schwager Dr	W Starin St	0.37
Milwaukee St	S Wisconsin St	S Esterly St	0.44
E Main St	N Cherry St	N Newcomb St (2013 construction)	0.40
Total			4.17

Existing Off-Street Bikeways

Off-Street Bikeways, commonly called shared-use paths (also referred to as “trails” and “multi-use paths” or “off-street trails”) are often viewed as recreational facilities, but they are also important corridors for utilitarian trips. Off-street facilities that accommodate bicycle travel can be categorized into the following typologies: multi-use path, a facility that has an exclusive right-of-way; side path, a two-way trail on one side of the road located within the road right-of-way; and park trail, a shared-use facility located within a park.

The following section briefly describes these off-street facilities.

- **Shared-Use Paths** have exclusive right-of-way and are not directly adjacent to a roadway. They provide access across the city and connect to the regional network. Multi-use paths are frequently used by cyclists riding long distances, whether to go to work in neighboring towns and villages or to get out for a long-distance weekend ride. In addition to fast-moving cyclists, recreational riders use the shared use trails for family outings or more leisurely rides.
- **Side Paths:** Some shared-use paths in Whitewater are directly adjacent to roadways and within the street right-of-way, such as the path adjacent to East Starin Road. These ‘side paths’ serve both bicyclists and pedestrians and are wider than a standard sidewalk. Side paths provide commuter routes between residential areas and employment centers, as well as to retail areas. They are used by recreational riders mainly to access the shared use path or regional trail network. The high frequency of street crossings limits fast and continuous riding, making them less preferable to on-street bikeways for transportation-oriented riders.

Current off-street bikeways in Whitewater are a mixture of all types of paths and trails, with several facilities providing access to the University of Wisconsin-Whitewater campus. In total, there are approximately 7.5 miles of existing off-street bikeways in Whitewater. These are illustrated on Map 3-1, and identified in Table 3-2 below.



Figure3-1. Shared use paths through Brewery Hill Park accommodate bicyclists and pedestrians.

Table 3-2. City of Whitewater Off-Street Bikeways

Name	Miles
Starin Road	0.88
City Garage/Brewery Park	0.73
Whitewater University Tech Park	1.38
Prairie Village	1.34
Waters Edge South	1.37
Cravath Lakefront	0.23
Prairie Village to Lauderdale Dr	0.75
North Tratt	0.16
Schwager Drive	0.41
Whitewater Middle School Path	0.16
Total	7.41

Bicycling and Walking at the University of Wisconsin-Whitewater

Several bicycle facilities exist around and through campus including bike lanes on Warhawk Drive and West Starin Road, and off-street trails along portions of Schwager Drive and Fremont Road. The central east-west roadway through campus, West Starin Road, is a boulevard style street that accommodates cyclists, pedestrians and motor vehicles. There are periodic pullouts for motor vehicle loading and parking. In-pavement pedestrian crosswalk signs are placed in the bike lane and may create a hazard for bicycle traffic. Motor vehicle volumes in the campus area range from 4,800 ADT (Average Daily Trips) on Prince Street to 15,100 ADT on Prairie Street. Roadways such as Prince Street that are already designated bikeways, could be enhanced with additional signing, marking and potential traffic calming. Bicycles may be ridden on campus except where prohibited by posted signs or otherwise noted in the Campus Policy on Skating and Bicycling¹⁰.

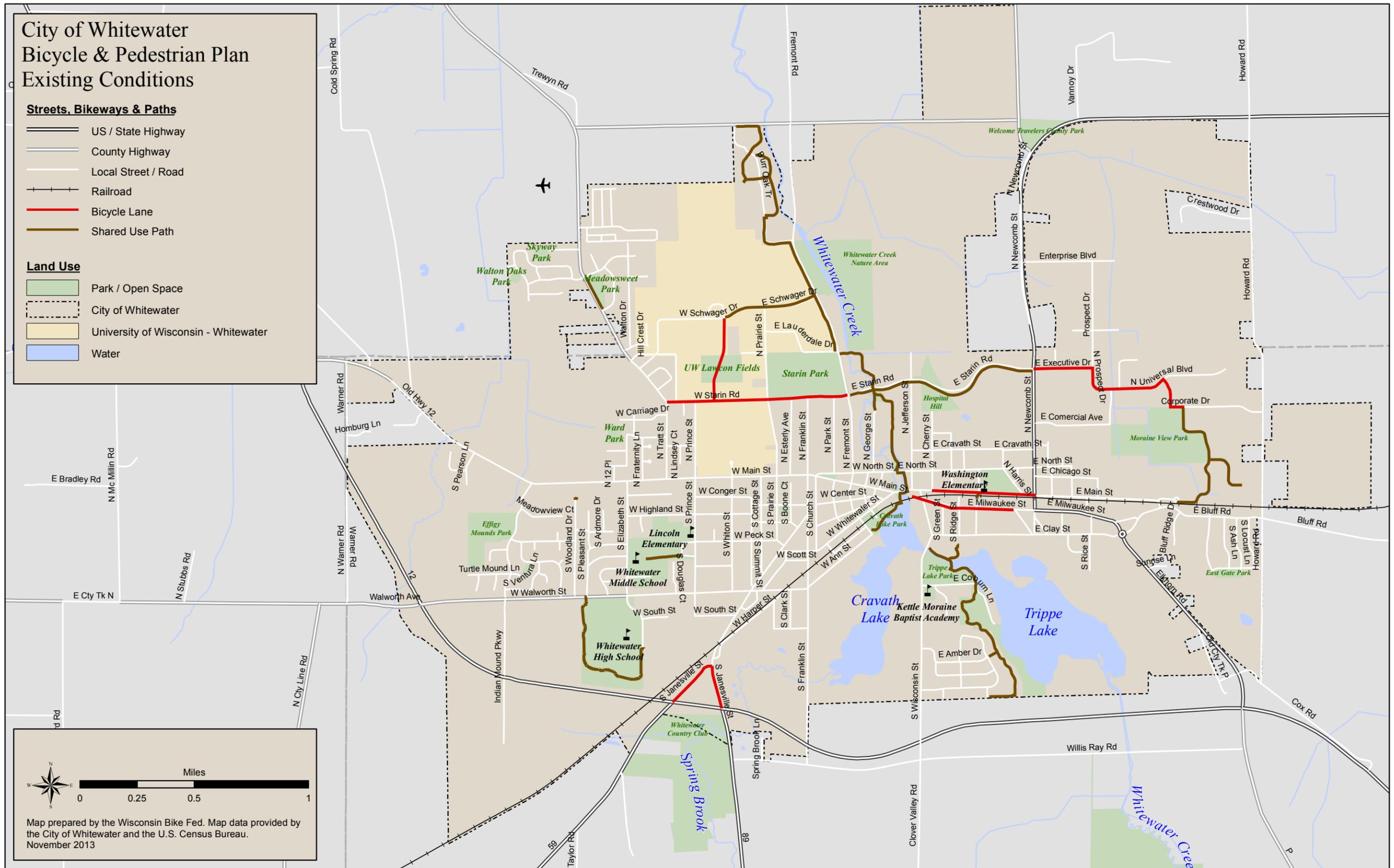
Pedestrians around the university are accommodated by sidewalks, which are generally separated from motor vehicle traffic by a wide planter strip. The bulk of pedestrian traffic occurs in the academic core, south of Starin Road and crosswalks are typically provided at all intersections. In addition to sidewalks, pedestrians are accommodated along numerous pathways connecting campus buildings. Direct access to downtown Whitewater and the Main Street Commercial Area is provided via West Main Street (Old Highway 12).

¹⁰ Office of the Vice Chancellor for Administrative Affairs. "Skating & Bicycling Policy." 2002. Web. Accessed June 6, 2012.

BICYCLE AND PEDESTRIAN PLAN

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Map 3-1: Existing Conditions



Opportunities and Constraints

Constraints

Described below, bicyclists in Whitewater face a variety of challenges. Major barriers, challenging intersections, and network gaps are identified on Map 3-2: Opportunities and Constraints.

Limited Bikeway Network

The existing network of bicycle routes is limited in scope, and does not comprehensively provide full access to common destinations. Current bikeway corridors do not serve recreational riders who want to connect quickly into the regional trail system for long recreational rides. Filling these gaps can quickly increase the effectiveness of existing bicycling infrastructure. The system also does not serve utilitarian cyclists who want to ride to a workplace or shopping center quickly. A complete network of on- and off-street bikeways would provide routes for cyclists of all abilities and trip purposes.

Barriers

The waterways in Whitewater are a barrier to comfortable bicycle travel. Bridges tend to be narrow, without adequate room for all users. Successfully implementing comfortable facilities on these corridors will be impossible if overcrossings are not made to be bicycle friendly. Overcrossings to consider for improvement include:

- Main Street
- East Starin Road

Challenging Intersections

Major intersections can be challenging for cyclists riding on the bikeway network. These challenges include:

- Intersections of existing shared use paths at arterial roadways that do not provide marked crossings, such as the shared use path through Brewery Hill Park at West North Street.
- Intersections where sidepaths end abruptly or offer inadequate transition to other bikeway types. This may be seen at the transition from the Fremont Street sidepath to a shared use trail in the northeast corner on Starin Park.
- Intersections where on-street bikeways are terminated in advance of the intersection, often done to assign roadway space to turn lanes. This can be seen at West Starin Road & North Fremont Street.

Gaps

While bicyclists in Whitewater benefit from the existence of some on- and off-street bicycle facilities, these do not offer continuous travel opportunities throughout the entire city. Even small network gaps between facilities require bicyclists to either ride on the road or on a sidewalk to access another bikeway. Filling gaps is an effective way to capitalize on existing infrastructure and was a key strategy used in both development of the cycling network and phasing of project recommendations.

Lack of Wayfinding Tools

Whitewater's bikeway system could benefit from signage and additional wayfinding tools to orient users and direct them to and through major destinations like the downtown, schools, parks, and commercial areas.

BICYCLE AND PEDESTRIAN PLAN

Currently bicycle and pedestrian wayfinding signing in Whitewater is limited and found primarily at trailheads and within some parks. As the on-street network is being developed, cyclists should be directed to key destinations along the bikeway, to raise awareness of the new facilities and to encourage more residents to try bicycling to different destinations around the city.

Side Path Safety Concerns

The *AASHTO Guide for the Development of Bicycle Facilities* generally recommends against the development of trails adjacent to roadways. Also known as “side paths,” these facilities create a situation where a portion of the bicycle traffic rides against the normal flow of motor vehicle traffic. Key concerns about shared-use paths directly adjacent to roadways (e.g., with minimal or no separation) are:

- When the path ends, cyclists riding against traffic tend to continue to travel on the wrong side of the street, as do cyclists going to the path. Wrong-way bicycle travel is a major cause of crashes.
- At intersections, motorists crossing the path may not notice bicyclists approaching from certain directions, especially where sight distances are poor.
- Ambiguity as to expected user behavior at the crossings of paths, streets, and driveways.¹¹
- Stopped vehicles on a cross-street or driveway may block the path.
- Because of the closeness of vehicle traffic to opposing bicycle traffic, barriers are often necessary to separate motorists from cyclists. These barriers serve as obstructions, complicate facility maintenance and waste available right-of-way.
- Paths directly adjacent to high-volume roadways diminish users’ experience by placing them in an uncomfortable environment. This could lead to a path’s underutilization.
- When implementing a side path, special attention should be paid to the design of intersections and driveway crossings to mitigate the concerns noted above.

When designing a bikeway network, the presence of a nearby or parallel path should not be used to preclude adequate shoulder or bike lane width on the roadway, as the on-street bicycle facility will generally be superior to the side path for experienced cyclists and those who are cycling for transportation purposes. Bike lanes should be provided as an alternate (more transportation-oriented) facility whenever possible.

Driver Behavior/Lack of Awareness of Bicycling Facilities

In Whitewater, motorists often disregard marked crosswalks and warning devices. At trail crossings, this lack of compliance requires trail users to wait until the road is clear before proceeding across the street. Motorists’ lack of compliance with posted speeds is another safety concern, particularly to bicyclists riding on the shoulder of major roads.

Opportunities

Various characteristics foster an environment where bicycling is safe and enjoyable in Whitewater. These system strengths are described below.

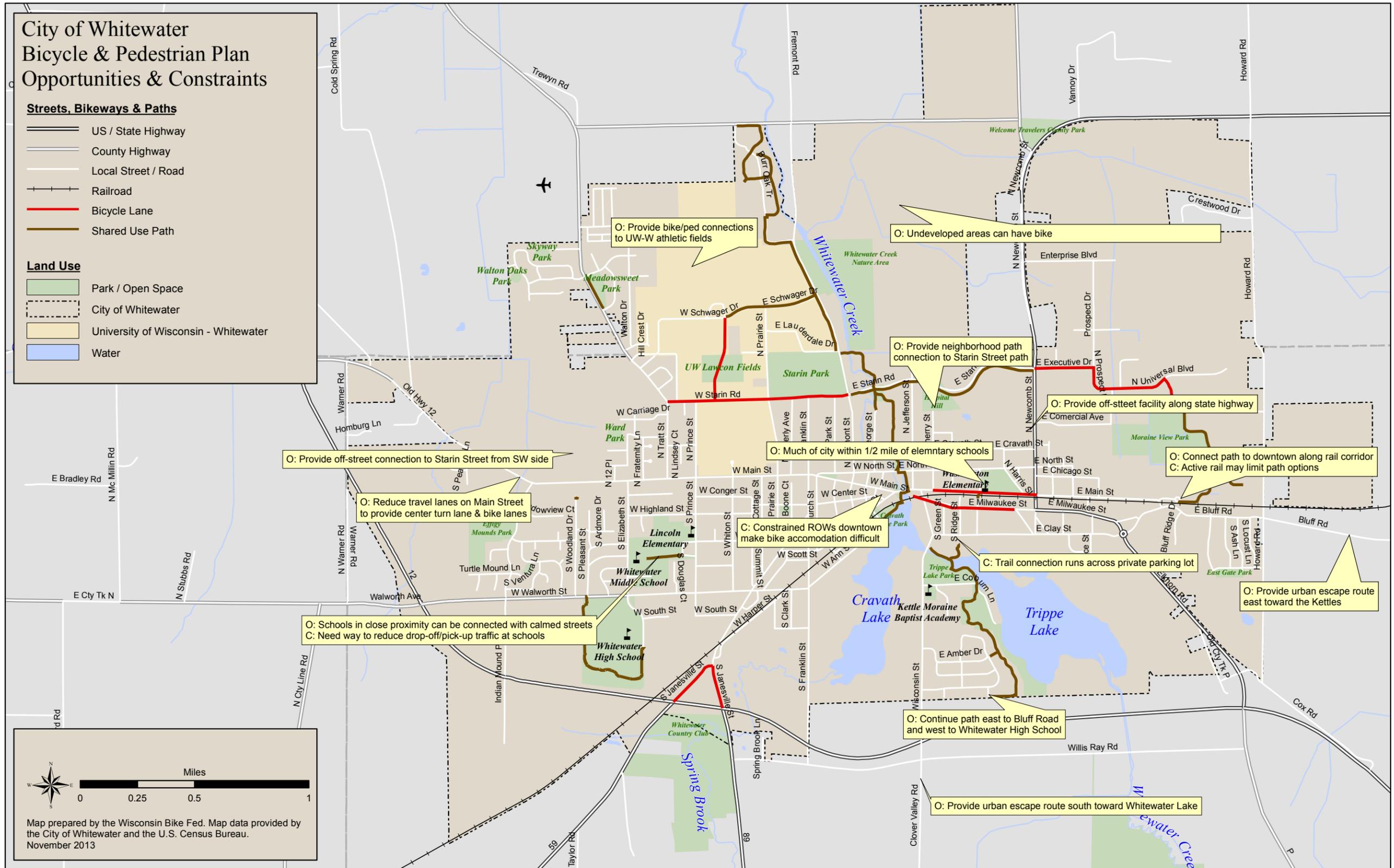
East Main Street Repaving

¹¹ Wisconsin DOT published the *Wisconsin Department of Transportation Guide for Path/Street Crossings* in 2011 to help clarify path/street crossing ambiguities, though user awareness of this guidance is likely to be limited.

BICYCLE AND PEDESTRIAN PLAN

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Map 3-2: Opportunities and Constraints





4 Recommended Bikeway Network

This chapter lays out a 20-year plan for completing the system of bikeways in Whitewater. The recommended network builds upon previous and on-going local and regional planning efforts and reflects the extensive input offered by city staff, the project Steering Committee, bicycle and pedestrian stakeholder groups, and Whitewater residents.

The recommended bikeway network includes a comprehensive and diverse set of bicycle and trail facilities connecting key destinations in and around Whitewater. System improvements include establishing a formalized on-street bikeway system, upgrading intersections for safer trail crossings, improvements to bicycle and pedestrian facilities downtown and projects to enhance safety and encourage bicycling and walking. Suggested improvements include low-cost measures yielding immediate results, such as re-striping of streets to accommodate bike lanes (Figure 4-2), map development and low cost signage. Other improvements, such as expanding the local trail system, represent longer-term strategies for transforming Whitewater into a truly bicycle- and pedestrian-friendly community.

Facility Definitions for the Whitewater Network

Many on-street bicycle facilities can be developed inexpensively with paint and signs. These facilities include bike lane restriping, shared lane markings, and neighborhood greenways. The Draft Bicycle Network for Whitewater has recommendations for four facility types: bike lanes, shared lanes, neighborhood greenways and shared use paths. Each facility type is illustrated below and describe in detail in Appendix D: Bicycle and Pedestrian Design Guidelines.

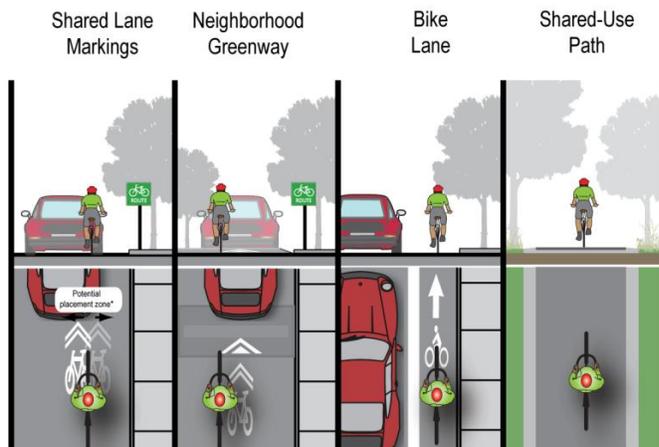


Figure 4-1: Bikeway facility types recommended in the Whitewater Bicycle and Pedestrian Plan

BICYCLE AND PEDESTRIAN PLAN

On-Street Bikeways

A list of recommended on-street bikeways was developed based on public comments, street widths, and providing an interconnected network that links schools, parks, commercial areas, paths and other attractions. Wherever possible, bike lanes were recommended over shared lane markings as they provide both bicyclists and motor vehicle operators with a higher level of comfort. However a number of streets, particularly in the downtown area, are not wide enough to provide bike lanes. In those cases, shared lane markings are recommended.

The proposed network provides formal bicycle facilities in most areas of the city, and will greatly increase the visibility of existing routes. When combined with the existing and proposed shared-use paths, the on-street bikeways will provide a comprehensive network connecting all parts of the city.

Bike Lanes

Designated exclusively for bicycle travel, bike lanes are separated from vehicle travel lanes with striping and are denoted by pavement stencils and signs. On streets in Whitewater that have higher vehicle speeds and carry higher levels of traffic, dedicated bike lanes are appropriate to separate bicyclists from motor vehicle travel and turn lanes. On many roads in Whitewater, sufficient space exists to accommodate bike lanes without removing parking or narrowing drive lanes to less than 11-foot width.



Figure 4-2. Restriping bike lanes is a cost effective infrastructure improvement.

Recommendations for Bike Lanes Requiring Construction

While several of the bike lane projects can be accomplished simply by restriping a roadway, other projects would require additional construction and engineering effort. These projects may be able to reallocate existing street width through road diets or parking reduction to accommodate bike lanes, while some projects may require road widening. Future roads should be constructed with sufficient right-of-way to accommodate bicyclists via bike lanes.

Shared Lane Markings

Shared lane markings are often used on streets where bike lanes are desirable but are not possible due to width constraints, and where motor vehicle speeds are moderate (less than 35 mph). High visibility pavement markings (MUTCD Section 9C.07) are placed in the travel lane to alert motorists of bicycle traffic, while also encouraging cyclists to ride at an appropriate distance from the



Figure 4-3. Shared lane markings alert motorists of bicycle traffic.

RECOMMENDED BIKEWAY NETWORK

“door zone” of adjacent parked cars. Placed in a linear pattern along a corridor, shared lane markings also encourage cyclists to ride in a straight line so their movements are predictable to motorists. These pavement markings have been successfully used in many small and large communities throughout the U.S.

Neighborhood Greenways

Neighborhood greenways are lower-order, lower-volume streets that employ various treatments to promote safe and convenient bicycle travel. These roadways accommodate bicyclists and motorists in the same travel lanes, often with no specific vehicle or bicycle lane delineation. Greenways assign higher priority to through bicyclists, with secondary priority assigned to motorists. These facilities can also include treatments to slow vehicle traffic to enhance the bicycling environment. Neighborhood greenways serve multiple bicyclist types, including commuter cyclists, family cyclists and less-experienced cyclists. Most of the streets selected for this treatment in Whitewater currently have low traffic volumes and low traffic speeds and will only require signage (and in some cases pavement markings) to become part of the neighborhood greenway system.



Figure 4-4. Neighborhood greenways offer a calm bicycling environment.

Shared Use Trails

A shared use trail is defined as a paved or gravel path (minimum width of 10-feet or 12- to 14-feet if heavy traffic is expected) that accommodates all sorts of non-motorized traffic such as pedestrians, bicycles, in-line skates, strollers, etc. The shared use trail may have a right of way of its own or it may share a right of way with a street or highway. A shared use path that shares right of way with a street or highway has special issues with crossing traffic and careful design is necessary to provide a safe facility. Even when the shared use path has its own right-of-way, careful design at each street or rail road crossing is necessary to assist users safely across the street.

Street Corridor Recommendations

Table 4-1, Table 4-2, and Table 4-3 list recommended on-street bike lanes, neighborhood greenways and shared lane bike routes, respectively. Figure 4-5 through Figure 4-10 depict how the bike lanes might fit with existing curb to curb street widths typically found in Whitewater. Further study will be necessary before any recommendations can be implemented. Map 4-1 provides an overview of the proposed network.

BICYCLE AND PEDESTRIAN PLAN

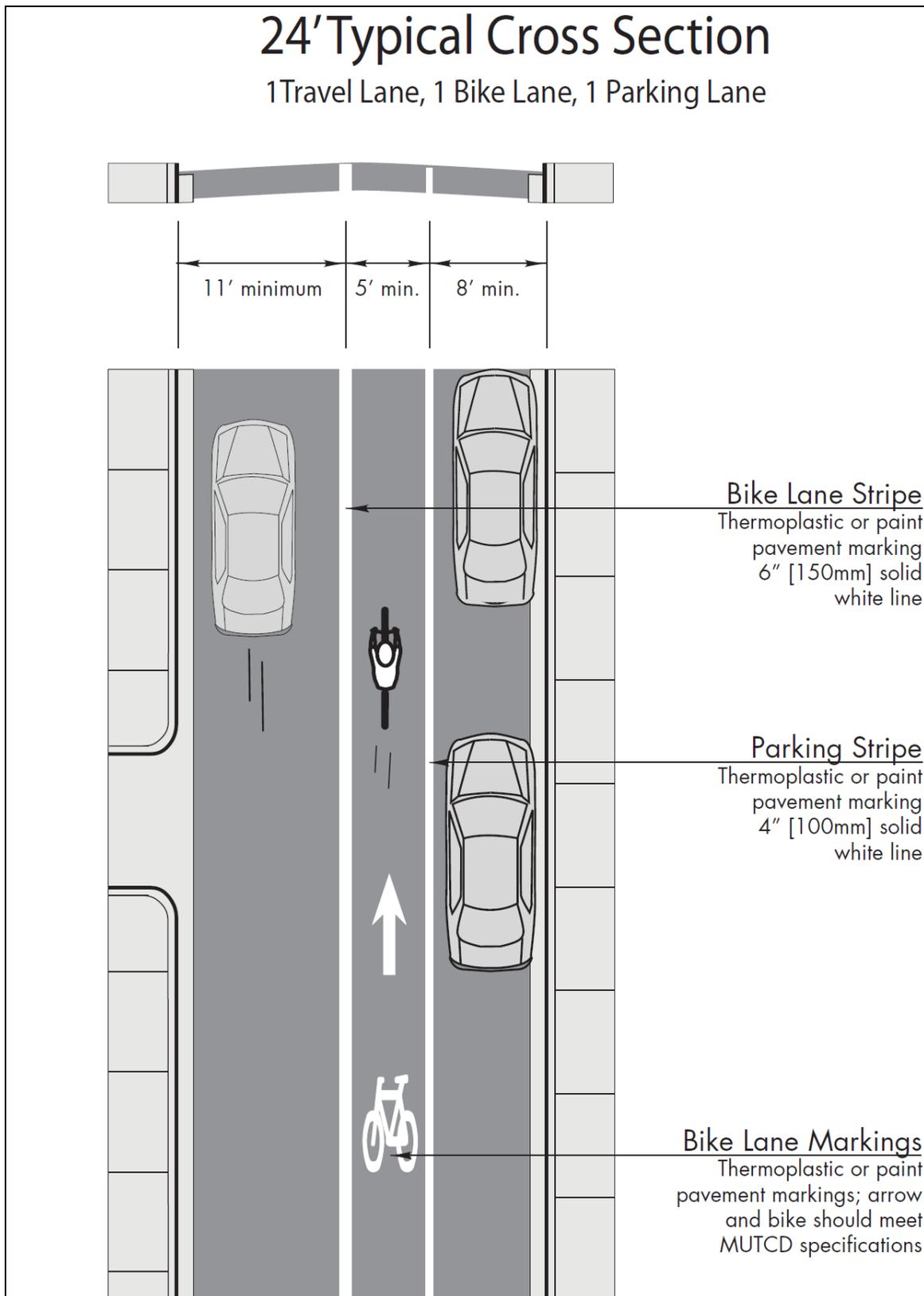


Figure 4-5: Typical 24' Wide Roadway Cross Section

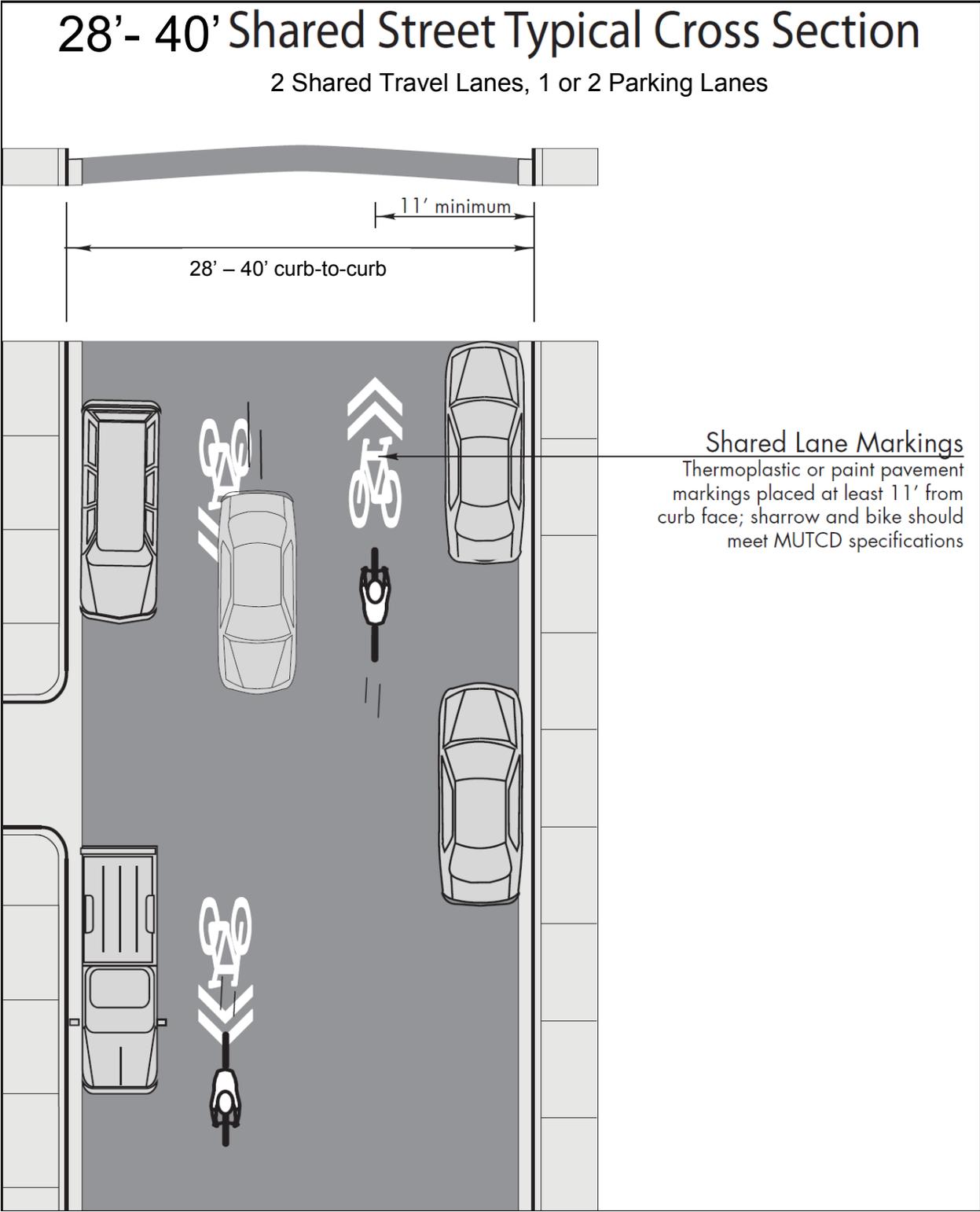


Figure 4-6: Typical 28' - 40' Wide Shared Roadway Cross Section

BICYCLE AND PEDESTRIAN PLAN

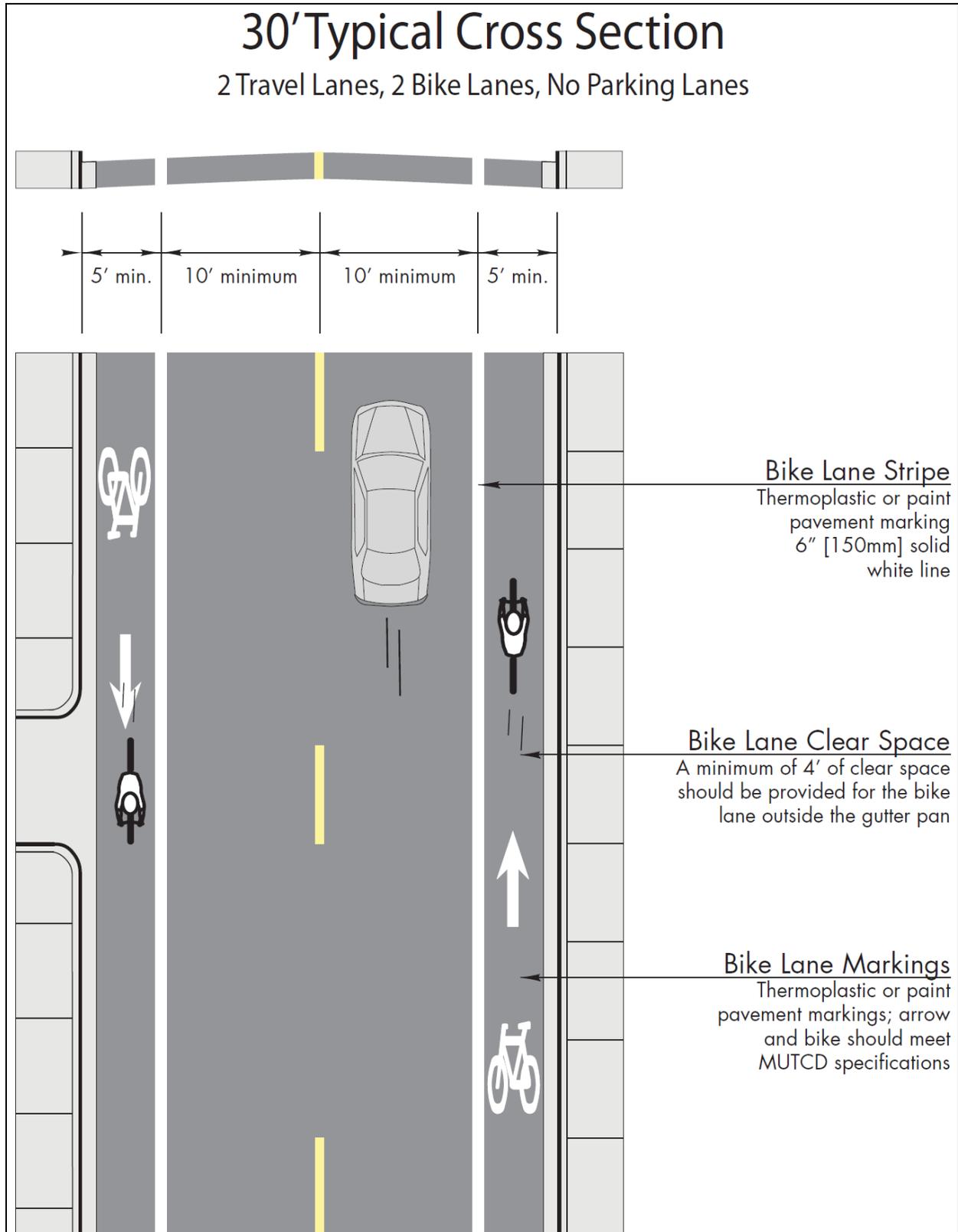


Figure 4-7: Typical 30'Wide Roadway Cross Section

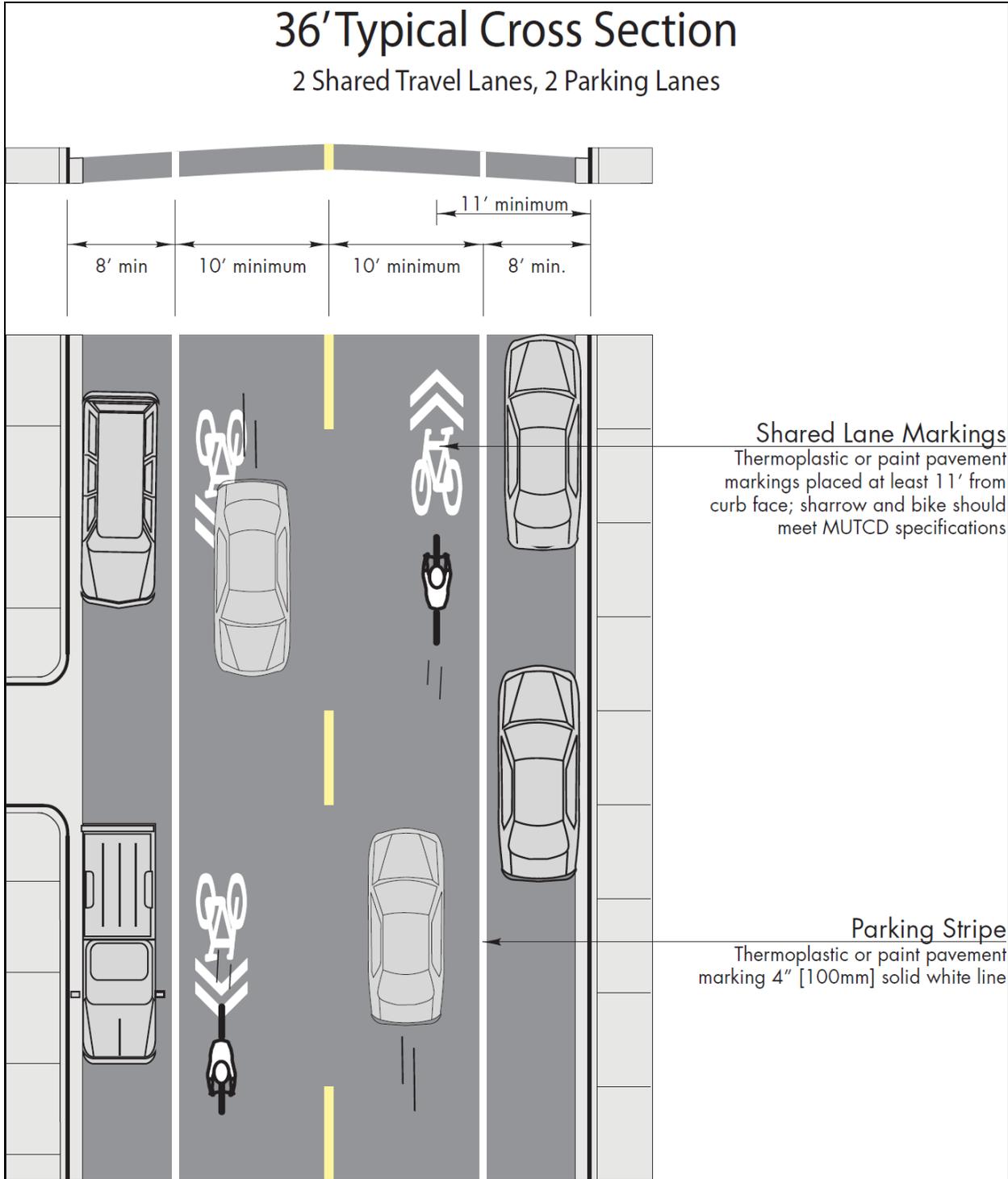


Figure 4-8: Typical 36' Wide Roadway Cross Section

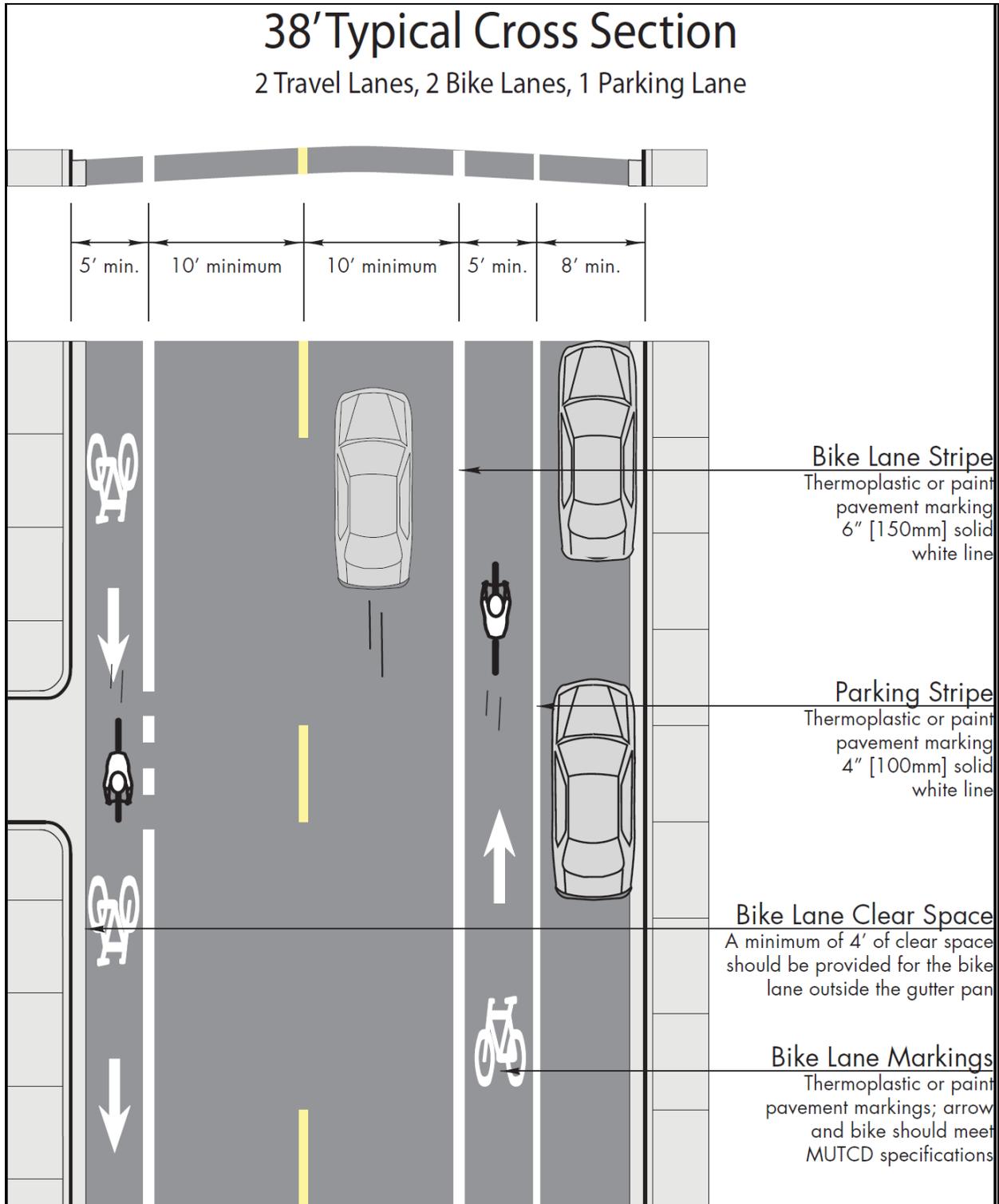


Figure 4-9: Typical 38' Wide Roadway Cross Section

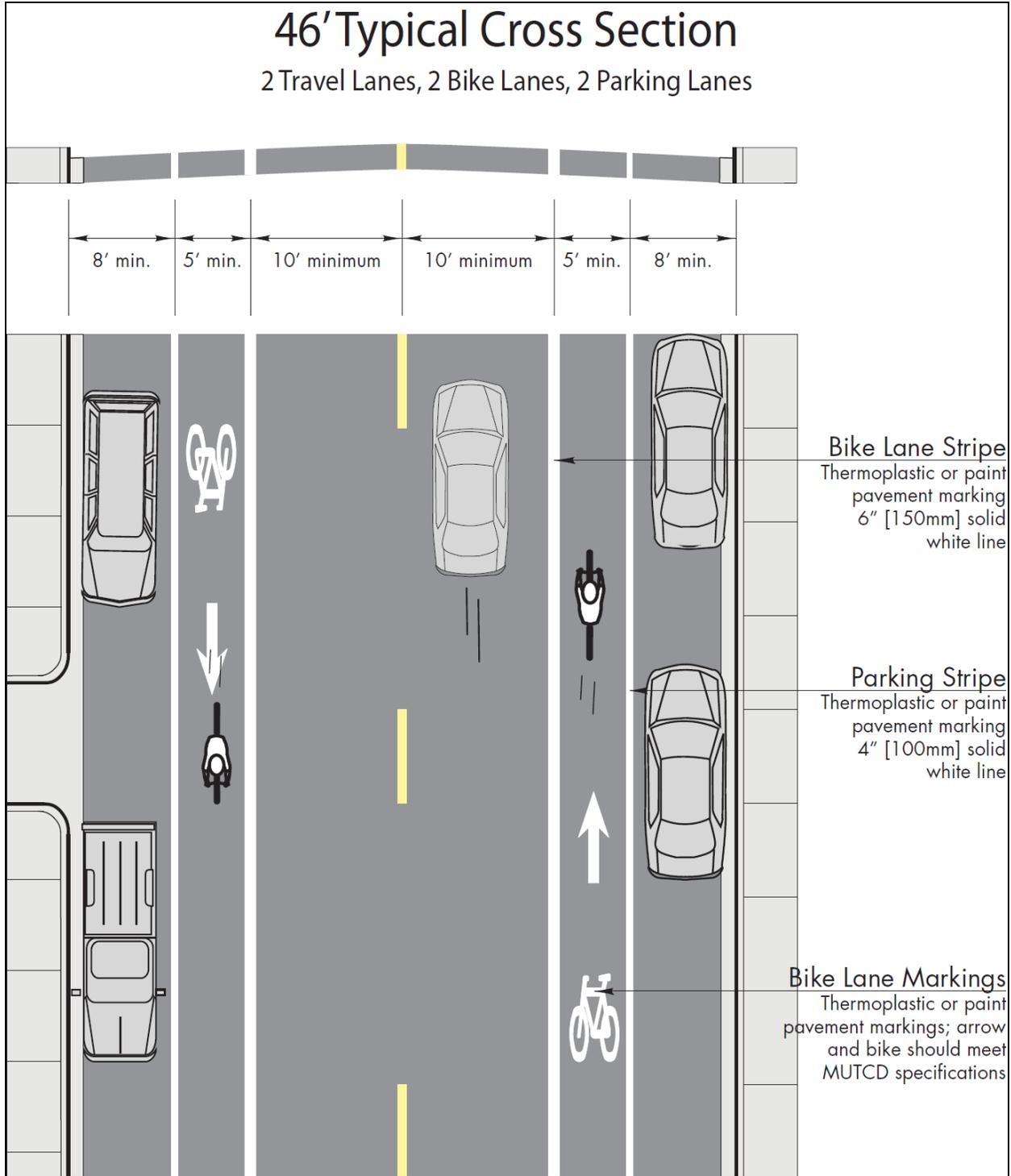


Figure 4-10: Typical 46' Wide Roadway Cross Section

BICYCLE AND PEDESTRIAN PLAN

Table 4-1: Proposed Bike Lanes

Street	From	To	Miles
CTH U	Fremont Rd	Tratt St	0.96
E Bluff Rd	Elkhorn Rd	Howard Rd	0.66
E County Line Rd	N Warner Rd	Indian Mound Pkwy	0.86
E Main St	W Main St	N Cherry St	0.21
E Main St	N Newcomb St	E Bluff Rd	0.57
E Milwaukee St	Main St	Wisconsin	0.04
E Milwaukee St	N Newcomb St	E Bluff Rd	0.41
E Milwaukee St	S Easterly St	N Newcomb St	0.09
E North St	S Franklin St	Jefferson St	0.46
Elkhorn Rd	E Clay St	Hwy 12	0.94
Indian Mound Pkwy	Southern Terminus	W Walworth St	0.63
Indian Mound Pkwy	W Walworth St	W Main St	0.54
N Fremont St	W North St	E Schwager Dr	0.8
N Fremont St	CTH U	E Schwager Dr	0.77
N Newcomb St	E Milwaukee St	E Executive Dr	0.62
N Prairie St	W Main St	E Schwager Dr	0.74
S Elizabeth St	S Elizabeth St cul-de-sac	W Main St	0.76
S Franklin St	S Janesville St	W Main St	0.96
S Wisconsin St	Willis Ray Rd	E Coburn Ln	0.76
S Wisconsin St	E Coburn Ln	E Milwaukee St	0.39
STH 89	Willis Ray Rd	STH 12	0.22
Tratt St	Bloomington Dr	CTH U	0.65
Tratt St	W Main St	Bloomington Field Dr	1
W Main St	N Tratt St	S Franklin St	0.61
W Main St	Indian Mound Pkwy	N Tratt St	0.59
W Walworth St	STH 12	Indian Mound Pkwy	0.37
W Walworth St	Indian Mound Pkwy	S Prince St	0.83
W Walworth St	S Prince St	S Franklin St	0.5
Whitewater	S Franklin St	S Fourth St	0.2
Total			16.72

RECOMMENDED BIKEWAY NETWORK

Table 4-2: Proposed Neighborhood Greenways

Street	From	To	Miles
E Clay St	S Wisconsin St	Elkhorn Rd	0.83
E North St / N Oak St / E Chicago St / N East St	N Newcomb St	E Main St	0.41
N Cherry St	E Main St	Hospital Hill Park	0.34
N Franklin St	W Main St	W Starin St	0.34
S Dann St	E Clay St	Underpass near E Main St	0.18
S Franklin St	Willis Ray Rd	S Janesville St	1.09
S Moraine View Pkwy	E Jakes Way	E Bluff Rd	0.24
S Pleasant St / W Satinwood Dr / S Ardmore Dr	W Walworth St	S Ardmore Dr	0.45
S Prairie St	W Peck St	W Main St	0.28
S Prince St	W South St	W Starin St	0.94
S Ridge St	E Clay St	Terminus of S Ridge St	0.17
S Summit St	W Highland St	W Center St	0.04
W Ann St	S Franklin St	W Whitewater St	0.45
W Center St	S Summit St	S Franklin St	0.25
W Harper St	S Janesville St	W Walworth St	0.46
W Highland St	S Elizabeth St	S Summit St	0.54
W Melrose St	S Pleasant St	S Elizabeth St	0.16
W Peck St	S Prairie St	S Janesville St	0.04
W South St	S Prince St	S Janesville St	0.18
W South St	S Elizabeth St	Terminus of W South St	0.11
W Wildwood Rd / S Woodland Dr / W Satinwood Dr	Indian Mound Pkwy	S Pleasant St	0.39
Walton Dr / Shaw Ct	CTH N	Terminus of Shaw CT	0.43
Total			8.32

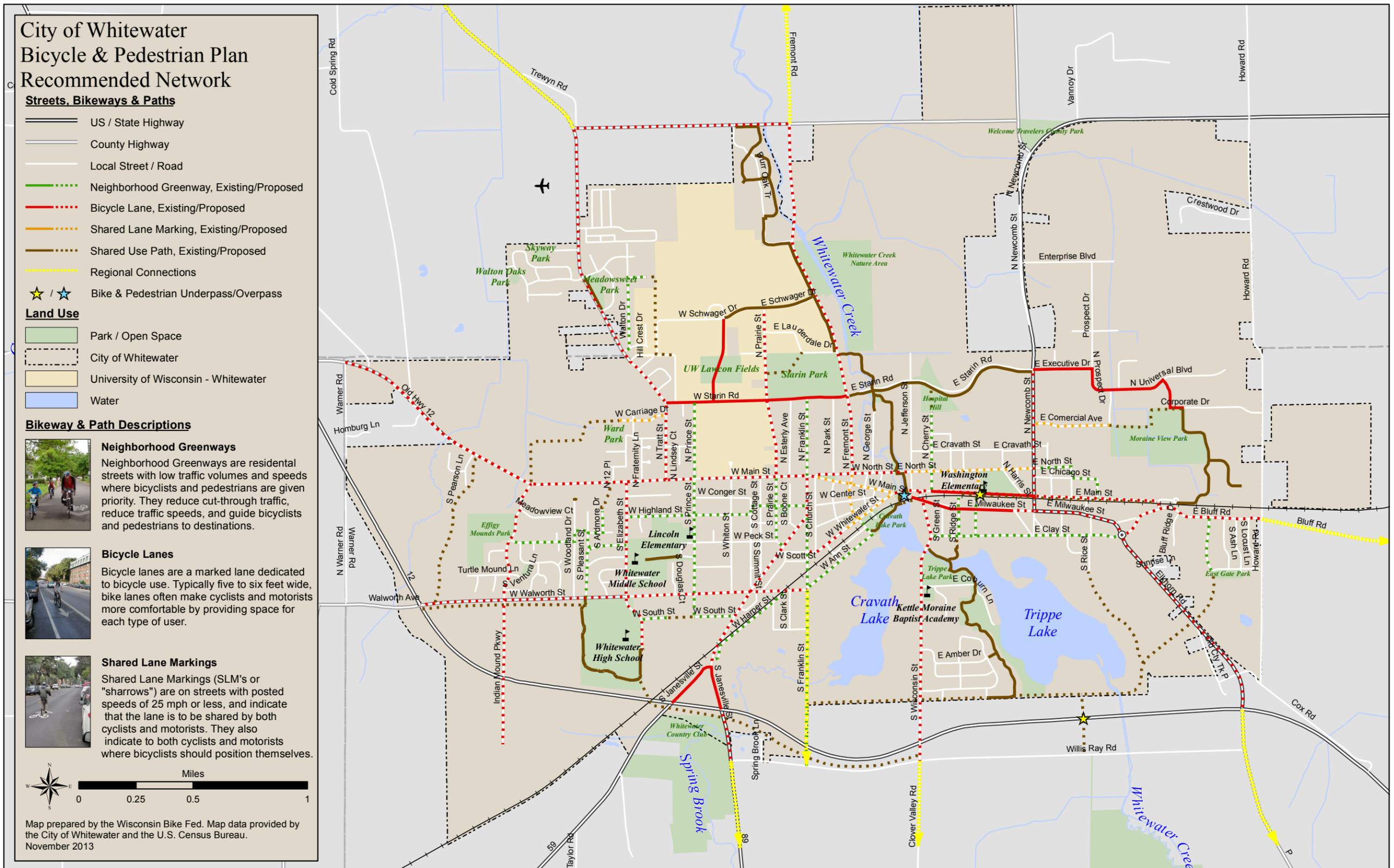
Table 4-3: Proposed Shared Lane Bike Routes

Street	From	To	Miles
E Commercial Ave	N Newcomb St	Industrial Dr	0.33
E North St	N Jefferson St	N Newcomb St	0.54
N Fonda St	E Main St	E North St	0.10
S Fremont St	W Whitewater St	W North St	0.21
W Carriage Dr	W Carriage Dr	N Tratt St	0.21
W Main St	W North St	W Whitewater St	0.35
W Whitewater St	S Fourth St	E Main St	0.27
Total			2.01

BICYCLE AND PEDESTRIAN PLAN

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Map 4-1: Recommended Bikeway Network



Shared Use Paths

A number of shared use paths are recommended for Whitewater. These paths range from short segments of a few hundred feet to longer paths of up to two miles. All of these paths serve the same purpose: they increase bicycle and pedestrian access in areas where access does not currently exist, or where users do not feel safe or comfortable using existing streets.

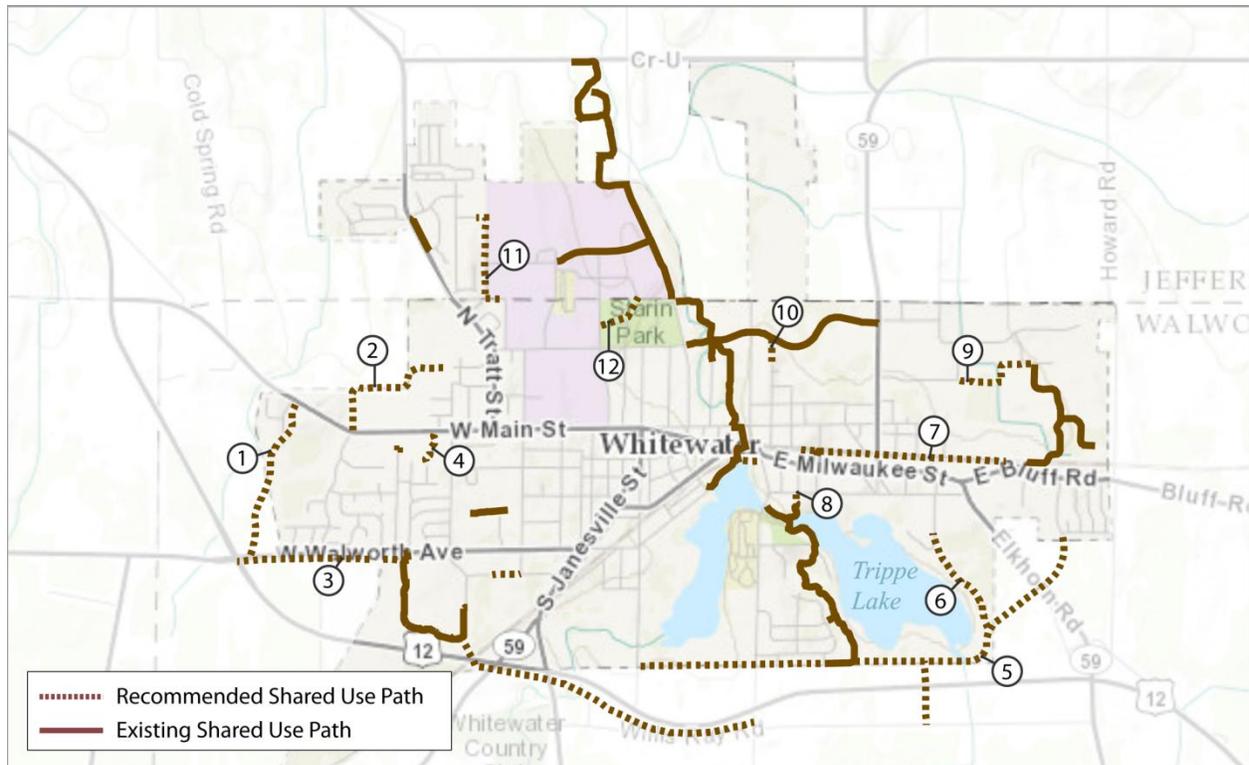


Figure 4-11. Recommended shared use paths. Key path segments are numbered and described below.

1. West Walworth – West Main Connector

This 0.68 mile path will provide an off-street connection between West Walworth Avenue and West Main Street, west of the Effigy Mounds Park. This connection would create a pleasant north/south connection in the city as well as provide access to the park via a spur.

2. West Main to West Carriage Drive Connector

This path will connect users from the proposed bike lane on Indian Mound Parkway to the proposed shared lane markings on West Carriage Drive. The proposed 0.62 mile trail will allow users to avoid West Main Street when accessing the southwest part of the UW campus.

3. West Walworth Street Trail

This 0.36 mile proposed trail will allow users to connect off street from the proposed bike lanes on Indian Mound Parkway to the trail that circumnavigates Whitewater High School. Providing this connection will allow for students to ride their bikes to school in a more comfortable atmosphere.

4. South Ardmore Street Extension

This short segment (0.07 miles) will allow users to connect from the proposed Neighborhood Greenway on South Ardmore Drive to the back of St. Patrick's Catholic Church, where they can continue on to access West Main Street.

5. South Franklin Street/East Gate Park Connector

This proposed 1.2 mile trail will travel parallel to the city boundary on the southeast side and connect the proposed neighborhood greenway on South Franklin to East Gate Park. It will utilize a segment of the existing trail located on the west side of Trippe Lake. From East Gate Park, cyclists will be able to access Moraine View Park to the north, where many recreational and youth sports events are held.

6. Spur connection from East Gate Park Trail to S. Rice Street

This 0.48 mile path will connect from the proposed trail mentioned above (East Gate Park) to South Rice Street, on the east side of Trippe Lake. This connection will help to complete a Trippe Lake off-street loop.

7. East Main Street Rail with Trail

This 0.86 mile trail will run alongside the active rail line from the new pedestrian/bicycle bridge to the existing trail located at the end of East Main Street on the city's northeast side. This trail will facilitate traffic to Washington Elementary School and allow for convenient access to Moraine View Park, home to many sporting events.

8. East Clay Street Connector

This very short 0.04 mile connection will fill the gap between the existing trail segment that travels to the east of the Trippe Lake condominium development, and East Clay Street.

9. East Commercial Avenue/Corporate Drive Connector

This 0.39 mile path will provide access from the current terminus of the trail in Moraine View Park to East Commercial Avenue, utilizing existing City of Whitewater parkland. East Commercial Avenue is slated to receive shared lane markings as well.

10. Hospital Hill Extension

This 0.11 mile proposed trail will connect the proposed Neighborhood Greenway on North Cherry Street to the existing trail that parallels West Starin Street.

RECOMMENDED BIKEWAY NETWORK

11 . Shaw Court Extension

This trail extension, 0.45 miles, will formalize the footpath between Shaw Court and the UW Whitewater Miller Stadium, located on the northwest side of campus (Figure 4-12). The trail will continue to the n/s portion of Koshkonong Drive.

12 . Treyton’s Field of Dreams Trail

This 0.3 mile trail is a part of the Treyton’s Field of Dreams project in Starin Park.



Figure 4-12. The footpath/desire line pictured was created by students accessing campus from Shaw Court.

Bike/Ped Bridge over Cravath Lake

This bike/ped bridge would connect the two sides of the lake, traveling parallel to the existing railroad crossing. This bridge would directly connect the residential neighborhood on the east side of the lake to downtown and could be a landmark icon for the city.

Bicycle Facility Selection

The Table 4-4 on the following page is provided to assist the City of Whitewater in making decisions in the future as to which facility to use for streets with various posted speed limits and average daily traffic (ADT) levels. Guidance from the Minnesota Department of Transportation (MNDOT) was used as a basis for these recommendations. Other factors beyond speed and volume which affect facility selection include traffic mix of automobiles and heavy vehicles, the presence of on-street parking, intersection density, surrounding land use, and roadway sight distance. These factors are not included in the facility identification chart above, but should always be a consideration in the facility selection and design process.

Table 4-4: Bicycle Facility Selection Matrix

2 Lane, ADT	<500	500-1,000	1,000-2,000	2,000-5,000	5,000- 10,000
4 Lane, ADT	<2,000	2,000 to 4,000	4,000 to 10,000	10,000 to 20,000	20,000+*
25 MPH	RSO/NG	RSO/NG	SLM	5' BL	6' BL
30 MPH	RSO/NG	SLM	5' BL	5' BL	6' BL
35 MPH	SLM	SLM	5' BL	5' BL	6' BL
40 MPH	5' BL	5' BL	5' BL	6' BL	6' BL
45 MPH	5' BL	5' BL	6' BL	6' BL	6' BL

RSO/NG Route Signs Only/Neighborhood Greenway

SLM Shared Lane Marking

BL Bike Lane, width increases to six feet at higher speeds and ADTs

Source Based on guidance provided by Minnesota Department of Transportation

It should be noted that providing bicycle lanes on certain streets or designating certain streets as shared signed routes does not imply that bicycles should not be accommodated on all streets. The majority of bicycling takes place on undesignated city streets within neighborhoods. Bicyclists are legally allowed on all city streets and roads regardless of whether the roads are designated as a bikeway or not.

Safe Routes to School Recommendations

As a part of the Whitewater Bicycle and Pedestrian Plan, a condensed SRTS audit was performed for two schools in the City of Whitewater. These audits included establishing the existing conditions of a school site and operations, assessing the existing conditions and proposing a series of recommendations.

Recommendations are based around the 5 E's (see page 3). Summarized recommendations for each school are included on the following pages and the full audit reports are available in Appendix E: Safe Routes to School Audits.

Washington Elementary School SRTS Issues/Recommendations



Washington Elementary List of Issues and Recommendations

Key	Location	Issue/Problem	Recommendation
A	Dann Street Pedestrian Bridge	Bridge is old and not ADA compliant, trails/sidewalks leading to the bridge are in rough condition	Replace the bridge, consider alternatives, replace the trails and sidewalks leading to the bridge.
B	E Main Street crosswalk	Key SRTS crosswalk	Upgrade to a ladder crosswalk and consider its maintenance a high priority.
C	Back parking lot	Currently a mix of student drop off and staff parking	Do not allow parents to drop off here. (Completed)
D	Fonda Street	Parent drop off area, congested	Consider loading the cars in platoons and adding student or staff safety patrols.
E	Fonda Street and E North Street	Key SRTS crosswalk	Upgrade to a ladder crosswalk and consider its maintenance a high priority.
F	E Main Street from Fonda St to N Harris Street	School zone area	Formalize school zone pavement markings and signing following MUTCD guidance.
G	E Main Street near school entrance	Parents dropping off on Main along with the buses	Formalize parent pick up area on Fonda Street, add written policy, and enforce it. (Completed.)
H	E North Street from Fonda Street to N Harris Street	Lack of sidewalk on the campus side	Install sidewalks on the campus side of E North Street. Explore alternatives such as retaining walls or extending the curb to resolve issues with grade.
I	Dann Street and Milwaukee	Recent improvements are an asset	
J	Ridge Street and Milwaukee St	Recent improvements are an asset	
K	Cravath Lake Park parking lot	Parking lot about 3.5 blocks from the school is an asset	Consider a Walking Wednesdays program where students are walked into the campus from here with an adult escort.

BICYCLE AND PEDESTRIAN PLAN

LINCS SRTS Issues/Recommendations



LINCS List of Issues and Recommendations

Key	Location	Issue/Problem	Recommendation
A	Peck Street and South Prince Street	Congestion at arrival and pick up, skewed crosswalk makes crossing longer, parked cars on Peck and Lincoln cause sight distance issues for the guard	Sign and enforce "no parking" for 50 feet east from the intersection of Peck and Prince, (at least during arrival and pick up hours), consider constructing bump outs on the north east and southeast corners of Peck Street to lessen the crossing distance, add a crosswalk to the east leg of intersection.
B	Trail through campus	Paved trail exists on campus but it is not a direct route to Middle School	Consider formalizing the dirt trail the students use between campuses to provide a more direct connection.
C	Trail connection at Middle School	Paved trail deadends into the parking lot/driveway on the east side of the building	Install a formal paved path to connect to the school and the sidewalk on S Elizabeth Street.
D	S Elizabeth and W Melrose	Due to students crossing into neighborhoods west of here, this is a key SRTS crossing	Install crosswalks and associated pedestrian crossing signs, place location high on the maintenance list.
E	S Elizabeth and W Court	Due to students crossing into neighborhoods west of here, this is a key SRTS crossing	Install crosswalks and associated pedestrian crossing signs, place location high on the maintenance list.
F	S Elizabeth and W Court	Due to students crossing into neighborhoods west of here, this is a key SRTS crossing	Install crosswalks and associated pedestrian crossing signs, place location high on the maintenance list.
G	Parking lot on W Highland Street	Due to its location close to the north parking lot and the connection via the running track, this would be an excellent place for remote drop off or pick up	Formalize the connection between the north lot and this lot, train staff to watch for students from this location, encourage parents to consider dropping or picking up their student from here rather than use the north lot.
H	School Driveway on north end of campus on S Prince Street	Key location for SRTS	Continue to staff this driveway to help students cross during arrival and dismissal, consider a cross walk and maintain the stop bar/stop sign combination.
I	North parking lot	Lot is congested during arrival and dismissal	Consider platooning the cars for drop off and pick up, ask the parents not to idle their motors while waiting in the afternoons, encourage car pooling to decrease the numbers of private cars on campus.



5 Recommended Pedestrian Policies

In order to fulfill the vision outlined for this plan and create a safe, connected pedestrian system, an update to City policies should be pursued to establish a Complete Streets policy. This policy would be in support of State of Wisconsin Complete Street legislation, and further advance the needs of pedestrians and bicyclists in Whitewater.

A Complete Street is a roadway that, in addition to general purpose vehicular travel lanes, includes sidewalks, bike lanes or shoulders, bus lanes, transit stops, crosswalks, median refuges, curb extensions, appropriate landscaping, and other features that add to the usability and livability of the street as determined by context. Complete streets principles aim to provide a balanced transportation system for all modes of travel providing transportation options that are safe, comfortable, and convenient for anyone to travel by foot or bicycle, with mobility devices, on transit, and in automobile regardless of age or ability. Most importantly, complete streets are based on community desires and are the outcome of good planning and design.

The City of La Crosse Experience

Wisconsin's Pedestrian and Bicycle Accommodations law addressing complete streets was codified in 2009 as State statute SS 84.01(35) and later into administrative rule as Transportation 75 (Trans-75). The rule aims to “ensure that bikeways and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds.”

In 2011 the City of La Crosse became the first local municipality in Wisconsin to adopt a complete streets policy. This major milestone was the natural partner to the state- and county-level complete streets policy.

Figure 5-1 on the following page displays the full text of the policy passed by the City of La Crosse, and identifies the key elements of their policy. The City of Whitewater should use the language and content of the La Crosse policy as a starting point for a Whitewater specific Complete Streets policy.

BICYCLE AND PEDESTRIAN PLAN

Figure 5-1: Breakdown of a city-level complete streets policy

City of La Crosse Municipal Code 5.18 GREEN COMPLETE STREETS

(A) PURPOSE

The purpose of the City’s Green Complete Street regulation is to establish standards to safeguard life and property and promote and preserve public welfare and community aesthetics and to allow citizens to enjoy the use of streets and corridors within the city of La Crosse by the establishment of comprehensive standards, regulations and procedures governing the planning, design and construction or major construction of corridors within the City. The regulations found in this section attempt to balance the needs of all users of city streets and corridors including motorists, transit users, pedestrians and cyclists. The purpose of this ordinance is to ensure that the streets of the City of La Crosse provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation, encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people with disabilities. This ordinance is further intended to provide a mechanism to combine the principles of complete streets and traffic calming with improving the stormwater quality and quantity problems that the City faces by incorporating stormwater considerations into each and every complete street or traffic calming activity where feasible.

(B) FOCUS AREAS

The City shall focus Green Complete Streets implementation in areas where the Green Complete Streets infrastructure is most immediately needed such as missing links in sidewalks, along transit routes and stops, areas where non-motorized transportation modes are common or anticipated to become common, corridors which provide primary access to significant destinations such as parks, schools, commercial areas, or employment centers, and streets/intersections which have high pedestrian and/or bicycle crash rates. In addition to focus areas, all corridor projects shall be considered for Green Complete Streets. Green Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the Council’s intent that all sources of transportation funding be drawn upon to implement Green Complete Streets. The City believes that maximum financial flexibility is important to implement Green Complete Streets principles.

(C) DEFINITIONS

The following words and phrases, whenever used in this ordinance shall have the meanings defined in this section unless the context clearly requires otherwise:

(1) Green Complete Streets. Green Complete Streets are streets that safely accommodate all users of the right-of-way, including pedestrians, people requiring mobility aids, bicyclists and drivers and passengers of transit vehicles, trucks, automobiles and motorcycles, while at the same time incorporating best management practices for addressing stormwater runoff.

Examples of green complete street design features that contribute to a safe, convenient, or

Vision and Goals

Description and Clarification

RECOMMENDED PEDESTRIAN POLICIES

comfortable travel experience for users, include but are not limited to incorporating a combination of treatments such as: sidewalks; shared use paths; bicycle facilities; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes, as well as stormwater and native vegetation features such as curb cuts to vegetation and permeable pavements, and those features identified in the City of La Crosse Bicycle/Pedestrian Master Plan.

(2) Corridor. Any right of way, public or private, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.

(3) Projects. The Construction, reconstruction, retrofit, alteration, or repair of any corridor, including the planning, design, approval, and implementation processes, but does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.

(4) Users. People of all ages and abilities that use corridors, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders and drivers.

(D) REQUIREMENT OF INFRASTRUCTURE ENSURING SAFE TRAVEL

(1) The City Engineering Department, Street Department, Board of Public Works and Planning Department shall make Green Complete Streets practices a routine part of everyday operations and shall approach every transportation project and program as an opportunity to improve public and private corridors and the transportation network for all user groups, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Green Complete Streets.

(2) Every corridor project on public or private property shall incorporate Green Complete Streets infrastructure sufficient to enable reasonable safe travel along and across the right of way for each category of use; provided, however, that such infrastructure may be excluded, upon written approval by the Board of Public Works where documentation and data indicate that:

- (a) Use by non-motorized users is prohibited by law;
- (b) The cost would be excessively disproportionate (greater than 20 percent) to the need or probable future use over the long term (stormwater and facilities for non-motorized users are weighted equally);
- (c) There is a demonstrable absence of current or future need;
- (d) Inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project, or because it would be contrary to public safety;
- (e) Loss of on-street parking shall not be considered a singular criterion for exclusion of a Green Complete Street Project.

Actions to Achieve Complete Streets

Including discussion of Planning, Design, Operations and Construction standards

Exceptions

BICYCLE AND PEDESTRIAN PLAN

- (f) Public transit facilities are not required on streets not serving as transit routes.
- (g) For repairs made pursuant to the pavement openings and restorations or to ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes;
- (h) Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight shall be the major priority on streets classified as truck routes. Green Complete Street improvements that are consistent with freight mobility but also support other modes shall be considered on these streets.
- (3) The City of La Crosse shall incorporate Green Complete Streets infrastructure into existing and future public and private streets to improve the safety and convenience of users, construct and enhance the transportation network for each category of users, and create employment.
- (4) If the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping, or signalization operations on public or private streets, such projects shall implement Green Complete Streets infrastructure to increase safety for users.
- (5) Trainings in how to integrate, accommodate, and balance the needs of each category of users shall be provided for planners, civil and traffic engineers, project managers, plan reviewers, inspectors, and other personnel responsible for the design, construction, and maintenance of streets.

Exceptions (cont.)

(E) DATA COLLECTION, STANDARDS, AND PUBLIC INPUT

- (1) The City of La Crosse shall collect data measuring how well the streets of The City of La Crosse are serving each category of users. Data may include latent demand, existing levels of service for different modes of transport and users, collision statistics, bicycle and pedestrian injuries and fatalities, or others.
- (2) The City of La Crosse shall put into place performance standards with measurable benchmarks reflecting the ability of users to travel in safety and comfort. Performance standards may include transportation mode shift, miles of new bicycle facilities or sidewalks, percentage of streets with tree canopy and low design speeds, public participation, or others.
- (3) The City of La Crosse shall establish procedures to allow full public participation in policy decisions and transparency in individual determinations concerning the design and use of streets.
- (4) The City of La Crosse shall incorporate Green Complete Street principles into all appropriate plans, zoning and subdivision codes, laws, manuals, rules, regulations and programs as appropriate; including Confluence The La Crosse Comprehensive Plan and the Bicycle/Pedestrian Master Plan; to integrate, accommodate, and balance the needs of all users on public and private streets.

Process and Assessment

Proposed Complete Street Policies for the City of Whitewater

To achieve a roadway network that is safe, comfortable, and attractive for all users, the City of Whitewater should adopt a complete streets policy that is consistent with Trans-75 and considers the following topics:

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> • Planning • Design • Construction | | <ul style="list-style-type: none"> • Operations • Exceptions |
|--|--|--|

Action items listed below can form the basis for either a formally adopted policy, or an informal action plan.

Planning

1. Regularly discuss current roadway projects to provide seamless transitions between existing facilities.
2. Adopt a green transportation hierarchy as a common basis for transportation planning.
3. Review and provide comment on the Transportation Plans of Jefferson and Walworth Counties
4. Coordinate trail development with Jefferson and Walworth Counties to prioritize trail segments that provide connectivity to the regional system.

Design

1. When appropriate, consider roadway design that slows motor vehicles and/or limits access so as to provide greater safety for cyclists, pedestrians, and motorists (e.g. lane narrowing or the reduction of lanes; reduction of access etc.).
2. Adopt consistent design principles for cyclists and pedestrians as recommended in this Plan and other Statewide planning documents.
3. Evaluate existing and potential on-road bicycle use in all repaving and re-striping projects (i.e. striping of bicycle lanes, wide curb lanes, paving of roadway shoulders or widening of curb lanes) as well as new roadway construction and reconstruction projects.
4. Evaluate the effectiveness of narrowing pedestrian crossing distances at intersections where high motor vehicle counts and high pedestrian counts are expected.
5. Provide appropriate bicycle accommodation on and along all highway, arterial and collector streets.
6. Maintain the function of existing freight corridors, but evaluate design treatments to improve function of the corridor for cyclists and pedestrians.
7. Provide pedestrian accommodation in the form of sidewalks or shared-use paths adjacent to all arterial, highway and collector streets.
8. Develop a complete streets checklist to guide the development of individual transportation projects.¹²

Construction

1. Provide alternate routes for cyclists and pedestrians during construction, reconstruction, and repair of streets.
2. Develop standards to maintain pedestrian and cyclist access during construction activities.

Operations

¹² A sample checklist from the Metropolitan Transportation Commission in the San Francisco, CA area can be found here: http://www.mtc.ca.gov/planning/bicyclespedestrians/Routine_Accommodation_checklist_FINAL.pdf

BICYCLE AND PEDESTRIAN PLAN

1. Time traffic signals to provide adequate/comfortable pedestrian and cyclist crossing time.
2. In pedestrian areas, provide audible and countdown signal heads. Consider exclusive pedestrian timing or leading pedestrian intervals where appropriate.
3. Provide bicycle signal detection at all actuated signals along bikeways and major roads typically used as cycling routes.
4. Develop a coordinated maintenance schedule or program to address bikeway, sidewalk, and shared use path maintenance needs.
5. Establish performance metrics to track the implementation of this policy. These metrics should be consistent with or included in the Policy, Vision, Goals, Objectives and Benchmarks and could include:
 - a. Miles of bikeways, shared use paths, and sidewalks in relation to miles of roadway
 - b. Reduced collisions involving people who ride bikes or pedestrians
 - c. Improvements to air quality
 - d. Reduced transportation system maintenance costs
 - e. Increased numbers of people walking and riding bicycles (counted annually)
 - f. Increased percentage of traffic signals with countdown signalization and/or bicycle detection

Exceptions

Not every street can be ideal for every traveler. However, it is still important to provide basic, safe, and direct access for users regardless of the design strategy used.

Exceptions to the complete streets policy should be made by Common Council or other transportation authority where:

1. A suitable or more desirable alternative is available within a reasonable distance based on public and staff input or criteria defined in Trans-75.
2. The cost of accommodation would be excessively disproportionate to the need or probable use as defined by Trans-75.



6 Recommended Programs

The infrastructure recommendations in the Plan provide safer, more comfortable places for further growth in bicycling and trail use. While improving infrastructure is critical to increasing walking and bicycling rates, the importance of non-infrastructure strategies should not be underestimated. This chapter contains recommendations for education, encouragement, enforcement, and evaluation programs that should be pursued in conjunction with infrastructure investments.

Safe Routes to School (SRTS) Program

A SRTS program in Whitewater should address all "Five E's": Engineering, Education, Encouragement, Enforcement, and Evaluation. Several potential partners are already working on or have expressed willingness to address one or more of the E's. The Working for Whitewater's Wellness (W3) organization, a community-based coalition of healthcare, school systems and municipalities within the community, is the right forum for determining the correct next step in light of the organization's mission and membership, especially since the school district is already a partner. The City will take leadership in the Engineering component of SRTS by pursuing funding for school-specific infrastructure recommendations that emerge from this Plan; the School District will actively support this effort. The City should further support the School District as they develop leadership around the remaining 4 E's together. The School District should assign high-level leadership to this effort and plan to support the program on a site-specific level as the program may begin locally with interested parents and teachers rather than the district level. W3 can provide additional support, particularly in the health and encouragement components. Potential first steps include promoting walking school buses and park-and-walk routes and implementing infrastructure recommendations at LINCS, Whitewater Middle School and Washington Elementary School.



Figure 6-1. Walking schoolbuses are an effective programmatic component of SRTS programs.

BICYCLE AND PEDESTRIAN PLAN

Whitewater Biking Map

This biking map, which was created as part of this Plan, should be oriented at residents (rather than planners), and should show both biking routes as well as destinations. The City will print and distribute copies of the map, but online distribution will be an important way to extend the reach of the product, including exploring the option of offering it for use on mobile devices. There would be great benefit in having the City partner with the University to print and distribute additional copies of the map as part of university orientation, as well as at other community events. Other potential partners for printing and distribution include the Whitewater Tourism Council, the Whitewater Area Chamber of Commerce, and Downtown Whitewater, Inc.

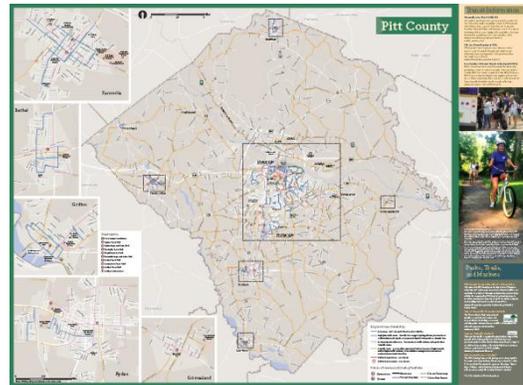


Figure 6-2. Sample biking map

UW-Whitewater New Student Orientation

Incoming students (at least freshmen, but preferably all students annually) should receive the walking/biking map and a list of existing community resources, rides, and classes (e.g. Everyone's Biking Group, Lady Flyer's Biking Group, and volunteer opportunities). In addition, workshops and clinics could be offered, such as Bike Commuting 101, flat tire and basic maintenance clinics, or women's biking classes.

Crosswalk Enforcement Actions and Speeding Enforcement Campaigns

The goal of these campaigns is to reduce vehicle speeding, increase yielding to pedestrians by both drivers and cyclists, and reduce jaywalking. These campaigns should be organized to garner maximum media attention (e.g. a "Santa sting" in costume during December) and should focus on the beginning of the school year and the end of daylight savings. Main/Old Hwy 12 south of campus should be one priority corridor for these campaigns. For campaigns specific to school traffic safety, state Safe Routes to School grants may be able to fund police overtime for the purposes of enforcement activities.

Bicycle/Pedestrian Counts

The City should identify key locations for bicycling and walking, and organize consistent annual counts at these locations. The counts should follow the National Bicycle and Pedestrian Documentation Project guidelines, and could be manual counts (supported by W3 and local volunteers), automated counts, or a combination of the two. A volunteer training should be coordinated with a professional who is familiar with count procedure (Figure 6-3).



Figure 6-3. Volunteers can be trained to assist with annual bicycle and pedestrian counts.

RECOMMENDED PROGRAMS

Pedestrian and Bicycle Advisory Committee (PBAC)

It is recommended that the City formalize the current Plan advisory committee as a standing quarterly or bimonthly committee that advises the City on walking and bicycling issues (Figure 6-4). If a City bicycle/pedestrian coordinator is identified, that person should be the staff liaison to the PBAC.

Bicycle/Pedestrian Coordinator

Identify a single staff person at the City who is the community liaison for answering walking/bicycling questions, working with W3 and other community organizations, and coordinating Plan implementation.



Figure 6-4. Ongoing community input and support is critical for Plan implementation.

Professional Development Courses for Engineers and Planners

The City should continue to allow staff to participate in Wisconsin Active Communities Action Institute trainings, and other webinars and on-site trainings (such as webinars offered by the Association of Pedestrian and Bicycle Professionals). These opportunities can support City staff by imparting technical expertise on pedestrian and bicycle infrastructure issues.

Annual Report Card

The City should publish an annual report summarizing accomplishments (both infrastructure and programs), partnerships, and count results. This report should be co-authored by the PBAC and reviewed by W3 for presentation by the Bicycle/Pedestrian Coordinator to the City Council. The goal is to celebrate accomplishments and raise the overall profile of bicycling and walking efforts in the community (Figure 6-5).



Figure 6-5. Tracking plan implementation progress is useful for the community, staff and visitors alike.

Walk & Bicycle Friendly Community Designation

The City, assisted by W3, should apply for both Bicycle Friendly Community (BFC) and Walk-Friendly Community (WFC) designations, and celebrate the awards with media outreach and a public event (e.g. group ride or walk) when they are received. The application process is involved but very valuable. To reduce the impact on City staff, it is recommended that BFC and WFC applications be completed during different years, and supported by partners from W3.

BICYCLE AND PEDESTRIAN PLAN

Bike/Pedestrian Resources Website

The City website should include all official planning documents and reports related to bicycling and walking in Whitewater, including the adopted Plan, any updates about implementation of the Plan, media releases (e.g. about crosswalk enforcement actions), bike/ped counts, the annual report card, and PBAC agendas/minutes. In addition, the City website should include any bicycle and pedestrian events in the community as well as the network map. There should be coordination between the City website and the W3 website and events calendar to reduce duplication of effort.

Open Streets Event

Open Streets Events (also called Summer Streets, Ciclovias, or Play Streets) are periodic street closures (usually on Sundays) that create a park-like experience on the street, encouraging walking, bicycling, dancing, hula hooping, roller skating, and more. The purpose of the event is to promote walking and biking to the general public by providing a car-free street event, an especially effective strategy in neighborhoods without close access to parks. The city should partner with W3 and interested downtown businesses to identify the appropriate roadway corridor and time of year for an open street event. W3 can take the lead on coordination with support from city staff.



7 Implementation

The Whitewater Bicycle and Pedestrian Plan is a 20-year plan that city residents and decision makers can use to guide Whitewater’s progress towards becoming a great place to walk and bike. This chapter highlights short-term infrastructure recommendations and associated costs, discusses programmatic actions that should be implemented first and provides a suggested timeframe for various actions recommended in previous chapters. Table 7-1 and Table 7-2 provide a summary of key recommended Plan actions and priority projects, along with implementation timeframes.

Table 7-1: Short Term Implementation Work Plan for Programs (see chapter 6 for descriptions)

Project	2013	2014	2015	2016	2017	2018	2019	2020
Programs (see chapter 6)								
User Map Creation	✓							
UW-W New Student Orientation		✓	✓	✓	✓	✓	✓	✓
Volunteer Bike/Ped Coordinator		✓	✓	✓	✓	✓	✓	✓
Bike/Ped Advisory Committee		✓	✓	✓	✓	✓	✓	✓
Annual Report Card		✓	✓	✓	✓	✓	✓	✓
Safe Routes to School Program		✓	✓	✓	✓	✓	✓	✓
Bicycle Friendly Community Application		✓						
Open Streets Event				✓	✓	✓	✓	✓

Table 7-2: Short Term Implementation Work Plan for Infrastructure

Project	Facility Type/ Street Width*	Description	2013	2014	2015	2016	2017	2018	2019	2020
Infrastructure										
E Main Street bike lanes	Bike Lanes / 48 ft	W Main St to N Cherry Street		✓						
Treyton's Field of Dreams	Shared Use Path	Shared Use Path		✓						
East Gate Project	Shared Use Path; Bike Lanes/ 28 ft	Shared Use Path / Bike lanes on Wisconsin St from Milwaukee St to Tripp Lake Path			✓					
W Main Street	Bike Lanes /48 ft	N Tratt St to S Franklin Street			✓					
Advocacy with Walworth Co. and WisDOT	Pedestrian Connection	Ped improvements on CTY N for connections to mobile home park and to HWY 26 Shared Use Path Network			✓					
E North Street	Bike Lanes/ 34 ft	S Franklin Street to N Newcomb Street			✓					
Indian Mound Parkway	Bikes Lanes/ 44 ft	W Walworth Street to W Main Street				✓				
W Walworth Street	Bike Lanes / 38 ft	STH 12 to S Franklin Street				✓				
S Elizabeth Street	Bikes Lanes / 36 ft	Whitewater High School to W Main Street				✓				
N Fremont Street	Bike Lanes / 26 ft	W North Street to E Schwager Drive					✓			
N Newcomb Street	Bike Lanes / 36 ft	E Milwaukee Street to E Executive Drive					✓			
E Bluff Road	Bike Lanes / 38 ft	Elkhorn Road to Howard Road					✓			
W Main Street	Bike Lanes / 48 ft	Indian Mound Parkway to N Tratt Street					✓			
N Tratt Street	Bike Lanes /29 ft	W Main Street to Bloomingfield Drive						✓		
E Milwaukee Street	Bike Lanes / 38 ft	Easterley Street to E Bluff Road						✓		
Elkhorn Road Resurfacing - Bike Lane Markings	Bike Lanes / 48 ft							✓		
Indian Mound Parkway	Bike Lanes / 38 ft	South of W Walworth Street							✓	
Dann Street Bridge Replacement	Shared Use Path								✓	
STH 89	Bike Lanes / 38 ft	Willis Ray Road to STH 12								✓
Shaw Court Ext Path	Shared Use Path									✓
South Franklin/East Gate Path/S Rice	Shared Use Path	Grants, Include in CIP								✓

* Bike lane street width measurements are estimates from aerial photography or city supplied databases. Measurements represent the distance between curb face and/or edge of pavement. Measurements may vary along the length of the project may change at intersections.

Infrastructure Project Prioritization

The Whitewater Bicycle and Pedestrian plan provides a comprehensive set of trail and on-street infrastructure recommendations that Whitewater and other project partners can implement, allowing residents and visitors alike to walk and bike more safely and comfortably. The order in which projects in this plan are constructed will depend on many factors including budget and grant availability, community support and various city policies.

While all projects represent important steps for improving Whitewater's cycling environment, prioritizing projects will allow the City to program limited financial and staff resources in the most strategic fashion. Project prioritization was driven by data and knowledge of future planned construction, available funding, and local priorities. Projects were first prioritized using objective criteria and then reviewed by city staff to develop the short term implementation plan that is presented in Table 7-2.

The objective project scoring criteria are shown in Table 7-3. Points were assigned and then scores for each criterion were weighted, based on input from the steering committee.

Table 7-3: Bicycle Facility Prioritization Criteria

Steering Committee Ranking*	Criterion	Description	Scoring Definitions
1	System Connectivity	To what degree does the project fill a missing gap in the bicycle system?	Projects will receive five points if they fill a gap of less than one-quarter mile and 3 points for gap measuring between one-quarter and one-half mile.
2	Safety and Comfort	How well can the project potentially improve bicycling on routes that will likely be used by children and the elderly,	Projects within one-quarter mile of a school receive 5 points; projects within one-half mile of a school receive 2 points.
3	Provides Access to Community Destinations	Score each project based on its proximity to commercial areas, parks and civic areas. Projects receive a higher score if they are located closer to community destinations.	Projects within one-half mile of a park, school or commercial area receive 5 points; projects within one mile receive 3 points.
4	Roadway Function	Does the street become more complete with a dedicated bicycle facility? Projects are scored based on roadway types. Projects on arterials score higher than projects on local roadways.	Projects will receive 5 points if they are located on a state or county highway, 3 points if they are located on a local roadway and 1 point if they are a pathway.

BICYCLE AND PEDESTRIAN PLAN

The proposed bikeway system is comprised of about 80 projects which have been organized into three tiers representing the relative project priority and a suggested construction timeframe:

- Short Term (0 – 7 Years) – listed on Table 7-2
- Medium Term
- Long Term

Project prioritization is shown on Map 7-1 through 7-4 and described in Table 7-2 and Table 7-4:

Recommended Bikeway Project Phasing. The City should regularly revisit the project list to schedule near term projects, as there are many factors that can and should affect project implementation, including:

- Any changes to existing grant programs, or creation of new grant or funding programs that affect the type or number of large-budget projects that can be implemented
- Any changes in City policy that could affect how local, state or federal funds can be spent
- Changes to zoning and land use that will affect where and how development occurs in Whitewater
- Changes to staff capacity to manage project implementation
- Community input (e.g., through the Bicycle Advisory Committee)
- Directives (policy or otherwise) from elected officials and other governing bodies
- Interest from partners (i.e., University of Wisconsin-Whitewater) in implementing projects that are partially or entirely within their jurisdiction

Table 7-4: Recommended Bikeway Project Phasing (Medium and Long Term)

Name	From	To	Facility Type / Street Width*	Length (Mi.)	Priority
CTH U	N Tratt St	Fremont Rd	Bike Lane / 24 Ft	0.96	Medium
E Cty Line Rd	N Warner Rd	Indian Mound Pkwy	Bike Lane / 30 Ft	0.98	Medium
E Milwaukee St	E Main St	S Wisconsin St	Bike Lane / 48 Ft	0.04	Medium
E Milwaukee St	S Esterly St	S Newcomb St	Bike Lane / 46 Ft	0.09	Medium
Elkhorn Rd	E Clay St	Hwy 12	Bike Lane / 40 Ft	0.94	Medium
N Fremont St	CTH U	E Schwager Dr	Bike Lane / 24 Ft	0.77	Medium
N Prairie St	W Main St	E Schwager Dr	Bike Lane / 33 Ft	0.74	Medium
S Franklin St	S Janesville St	W Main St	Bike Lane / 36 Ft	0.96	Medium
N Tratt St	Bloomington Dr	CTH U	Bike Lane / 28 Ft	0.65	Medium
W Whitewater St	S Franklin St	S Fourth St	Bike Lane / 36 Ft	0.20	Medium
E Clay St	S Wisconsin St	Elkhorn Rd	Neighborhood Greenway	0.83	Medium
E North St / N Oak St / E Chicago St / N East St	N Newcomb St	E Main St	Neighborhood Greenway	0.41	Medium
N Cherry St	E Main St	Hospital Hill Park	Neighborhood Greenway	0.34	Medium
N Franklin St	W Main St	W Starin St	Neighborhood Greenway	0.34	Medium
S Moraine View Pkwy	E Jakes Way	E Bluff Rd	Neighborhood Greenway	0.24	Medium

IMPLEMENTATION

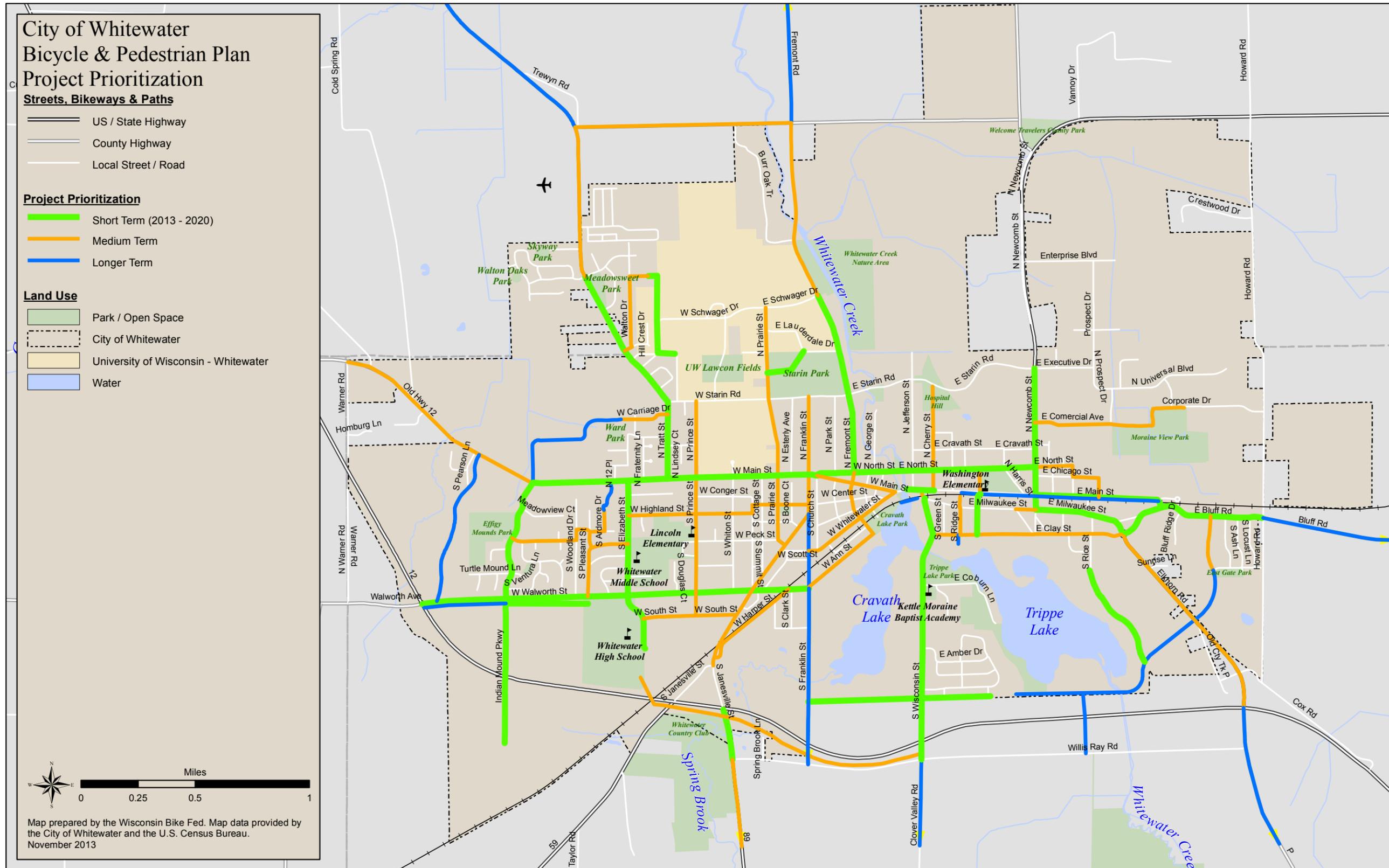
Name	From	To	Facility Type / Street Width*	Length (Mi.)	Priority
S Pleasant St / W Satinwood Ln / S Ardmore Dr	W Walworth St	S Ardmore Dr	Neighborhood Greenway	0.45	Medium
S Prairie St	W Peck St	W Main St	Neighborhood Greenway	0.28	Medium
S Prince St	W South St	W Starin St	Neighborhood Greenway	0.94	Medium
S Ridge St	E Clay St	Terminus of S Ridge St	Neighborhood Greenway	0.17	Medium
S Summit St	W Highland St	W Center St	Neighborhood Greenway	0.04	Medium
W Ann St	S Franklin St	W Whitewater St	Neighborhood Greenway	0.45	Medium
W Center St	S Summit St	S Franklin St	Neighborhood Greenway	0.25	Medium
W Harper St	S Janesville St	W Walworth St	Neighborhood Greenway	0.46	Medium
W Highland St	S Elizabeth St	S Summit St	Neighborhood Greenway	0.54	Medium
W Melrose St	S Pleasant St	S Elizabeth St	Neighborhood Greenway	0.16	Medium
W Peck St	S Prairie St	S Janesville St	Neighborhood Greenway	0.04	Medium
W South St	S Prince St	S Janesville St	Neighborhood Greenway	0.18	Medium
W South St	S Elizabeth St	Terminus of W South St	Neighborhood Greenway	0.11	Medium
W Wildwood Rd / S Woodland Dr / W Satinwood Dr	Indian Mound Pkwy	S Pleasant St	Neighborhood Greenway	0.39	Medium
Walton Dr / Shaw Ct	CTH N	Terminus of Shaw CT	Neighborhood Greenway	0.43	Medium
E Commercial Ave / Moraine View Park	Industrial Dr	Corporate Dr	Off Street Trail	0.39	Medium
Hospital Hill Trail Extension	N Cherry St	Existing Trail	Off Street Trail	0.11	Medium
W South St Connector	200' E of Elizabeth St	S Prince St	Off Street Trail	0.12	Medium
WHS-S Franklin Path	Hwy 12	S Wisconsin St	Off Street Trail	1.36	Medium
STH 89	Willis Ray Rd	Regional destination	Regional Connection	0.44	Medium
E Commercial Ave	N Newcomb St	Industrial Dr	Shared Lane Marking	0.33	Medium
N Fonda St	E Main St	E North St	Shared Lane Marking	0.10	Medium
S Fremont St	W Whitewater St	W North St	Shared Lane Marking	0.21	Medium
W Carriage Dr	W Carriage Dr	N Tratt St	Shared Lane Marking	0.21	Medium

BICYCLE AND PEDESTRIAN PLAN

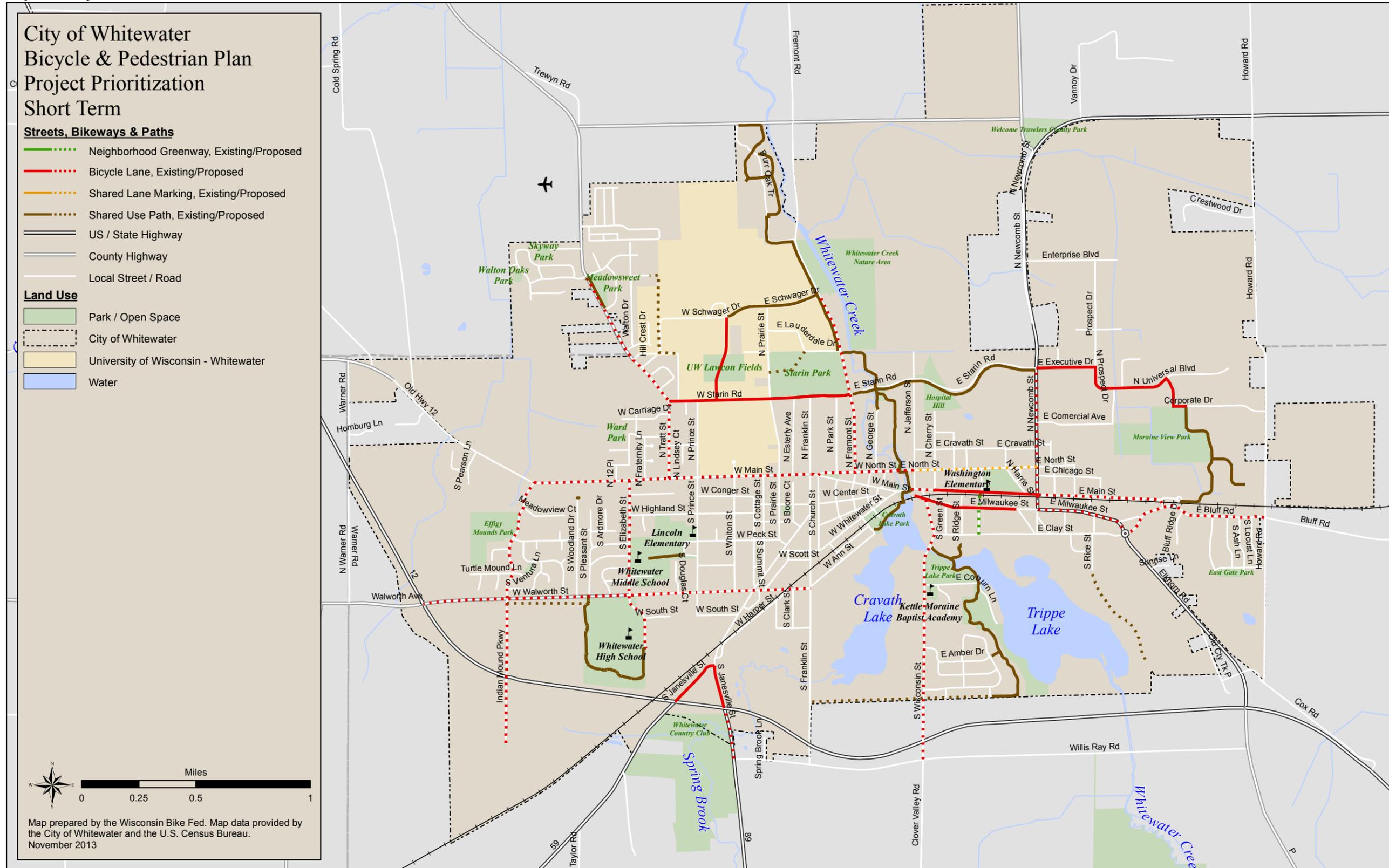
Name	From	To	Facility Type / Street Width*	Length (Mi.)	Priority
W Main St	W North St	W Whitewater St	Shared Lane Marking	0.35	Medium
W Whitewater St	S Fourth St	E Main St	Shared Lane Marking	0.27	Medium
S Franklin St	Willis Ray Rd	S Janesville St	Neighborhood Greenway	1.09	Long
Cravath Lake bike/ped bridge	Cravath Lake Park		Off Street Trail	0.22	Long
E Main Street St Rail with Trail	S Ridge St	E Main St Terminus	Off Street Trail	0.86	Long
S Ardmore St Extension	S Ardmore Dr	Church Property	Off Street Trail	0.07	Long
South Franklin/East Gate Path/S Rice Extension	Existing MUP	S Morraine View Pkwy	Off Street Trail	1.19	Long
South Franklin/East Gate Path/S Rice Extension	Willis Ray	Proposed MUP	Off Street Trail	0.26	Long
W Walworth St Trail	Hwy 12	Indian Mound Pkwy	Off Street Trail	0.36	Long
West Main-West Carriage Drive Connector	W Main St	W Carriage Dr	Off Street Trail	0.62	Long
West Walworth-West Main Path	Walworth Ave	W Main St	Off Street Trail	0.68	Long
Bluff Rd	Howard Rd	Regional destination	Regional Connection	0.59	Long
Clover Valley Rd	Willis Ray Rd	Regional destination	Regional Connection	0.38	Long
CTH P	Hwy 12	Regional destination	Regional Connection	0.62	Long
Fremont Rd	CTH U	Regional destination	Regional Connection	0.56	Long
S Franklin St	W Walworth St	Regional destination	Regional Connection	0.77	Long
N Tratt St	CTH U	Regional destination	Regional Connection	0.86	Long
W Clay St Connector	Existing Trail	E Clay Street	Off Street Trail	0.04	Long

* Bike lane street width measurements are estimates from aerial photography or city supplied databases. Measurements represent the distance between curb face and/or edge of pavement. Measurements may vary along the length of the project may change at intersections.

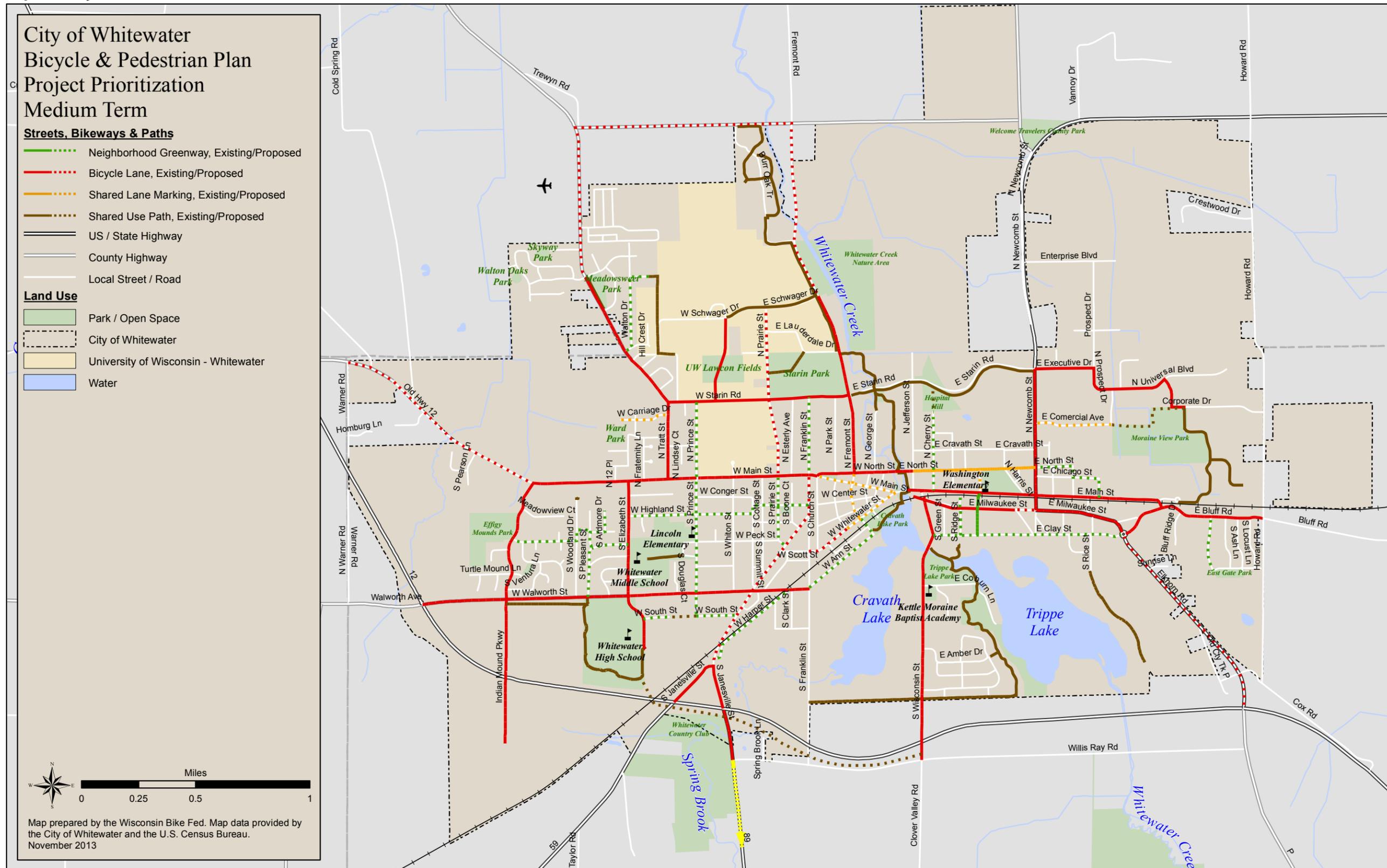
Map 7-1: Project Prioritization: Overview



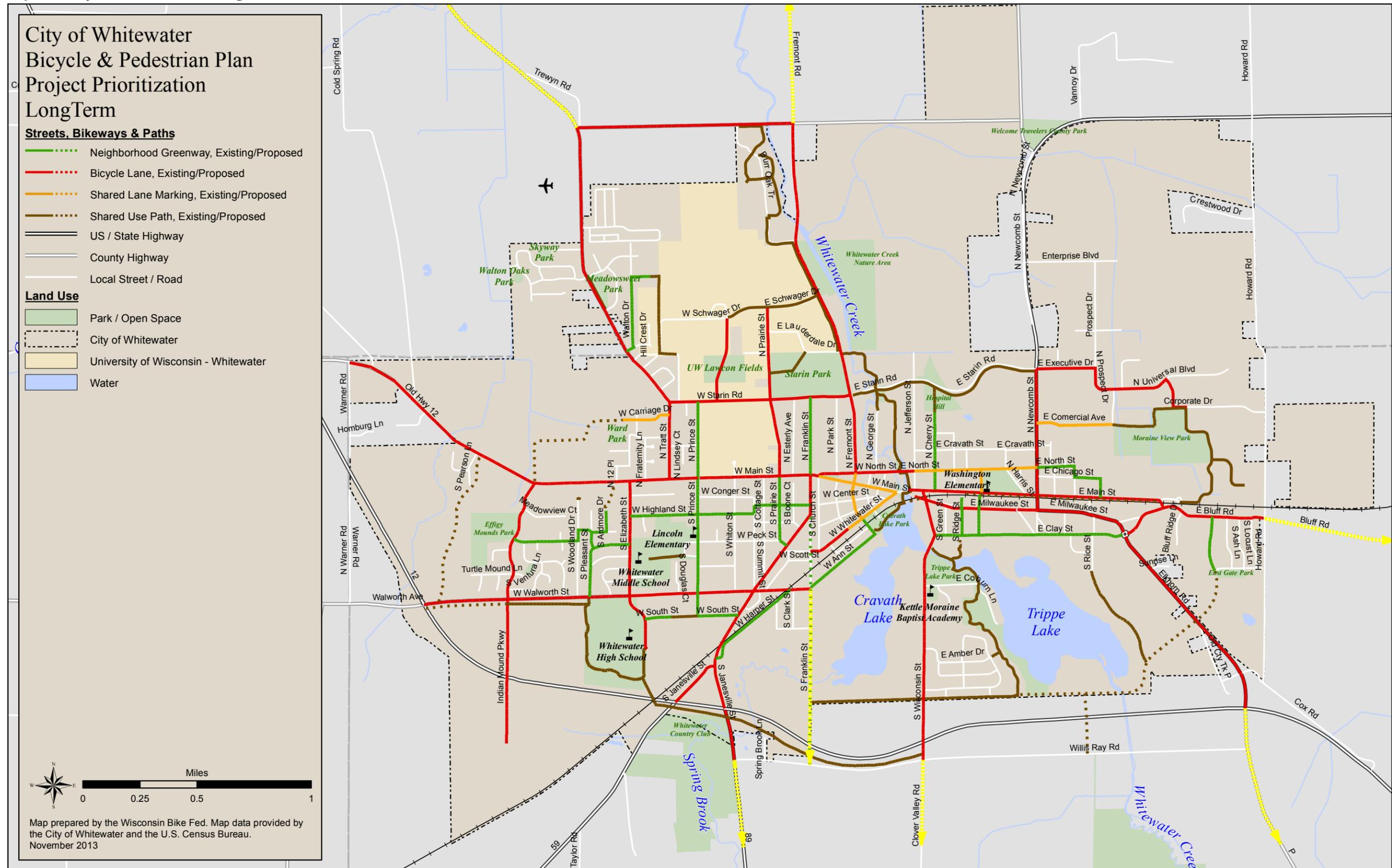
Map 7-2: Project Prioritization: Short Term (0 - 5 Years)



Map 7-3: Project Prioritization: Medium Term



Map 7-4: Project Prioritization: Long Term



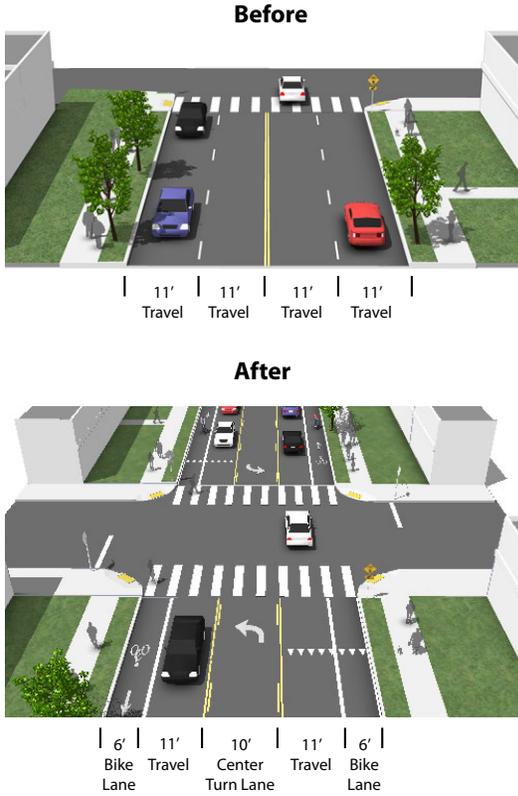
Priority Project Sheets

The following pages provide project description sheets with specific recommendations and maps for three high priority projects, which represent the first stage of Plan implementation. Specific recommendations were based on field visits, high-resolution aerial photos, and discussions with local and regional planning staff and system users. Each map depicts the recommended bikeway or trail under focus, as well as selected nearby connections. Please refer to the larger system maps for each project's context within the overall surrounding bikeway and trail networks.

Appendix F: West Main Street Safety Project provides a more detailed description and needs analysis for improvements on West Main Street, including detailed planning level cost estimates.

BICYCLE AND PEDESTRIAN PLAN

Roadway Reconfiguration Cross Section Dimensions:



Description:

The West Main Street Traffic Safety Project proposes a series of related roadway improvements to reduce excessive speeding, promote smooth traffic flow, and increase safety and mobility for non-motorized transportation. This project proposes the following:

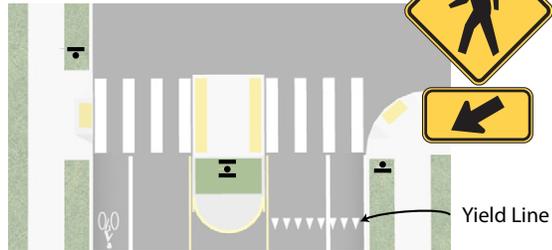
- **Roadway reconfiguration**
Going from 4 lanes to 3 lanes to provide a two-way center turn lane provides dedicated space for turning vehicles, encourages consistent through travel speed and removes the “double threat” at pedestrian crossings.
- **New bicycle lanes**
- **One new mid block pedestrian crossing.**
- **Three new median refuge islands**
Median Refuge islands enhance new and existing unsignalized marked pedestrian crossings.
- **High Visibility Striping**
Black backing striping will be used to increase the contrast and visibility of roadway markings.

The plan is separated into three phases. Phase I implements striping changes from Franklin to Tratt. Phase II introduces median refuge islands. Phase III extends the treatment to Indian Mound Parkway.

Planning Level	Franklin to Tratt (Phase I)	\$80,000
Cost Opinion:	Franklin to Tratt (Phase II)	\$20,000
	Tratt to Indian Mound Pkwy (Phase III)	\$142,000

Typical Signing at Median Refuge Island Crossing:

W11-2, W16-7p

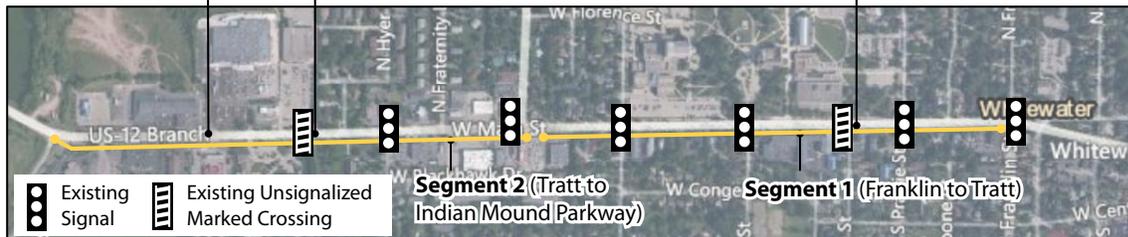


Pedestrian Crossing Enhancement Locations:

New midblock crossing and median Island on west side of crossing

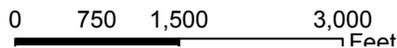
Relocate crossing to west side of intersection, add median refuge island

Median refuge island on west side of crossing

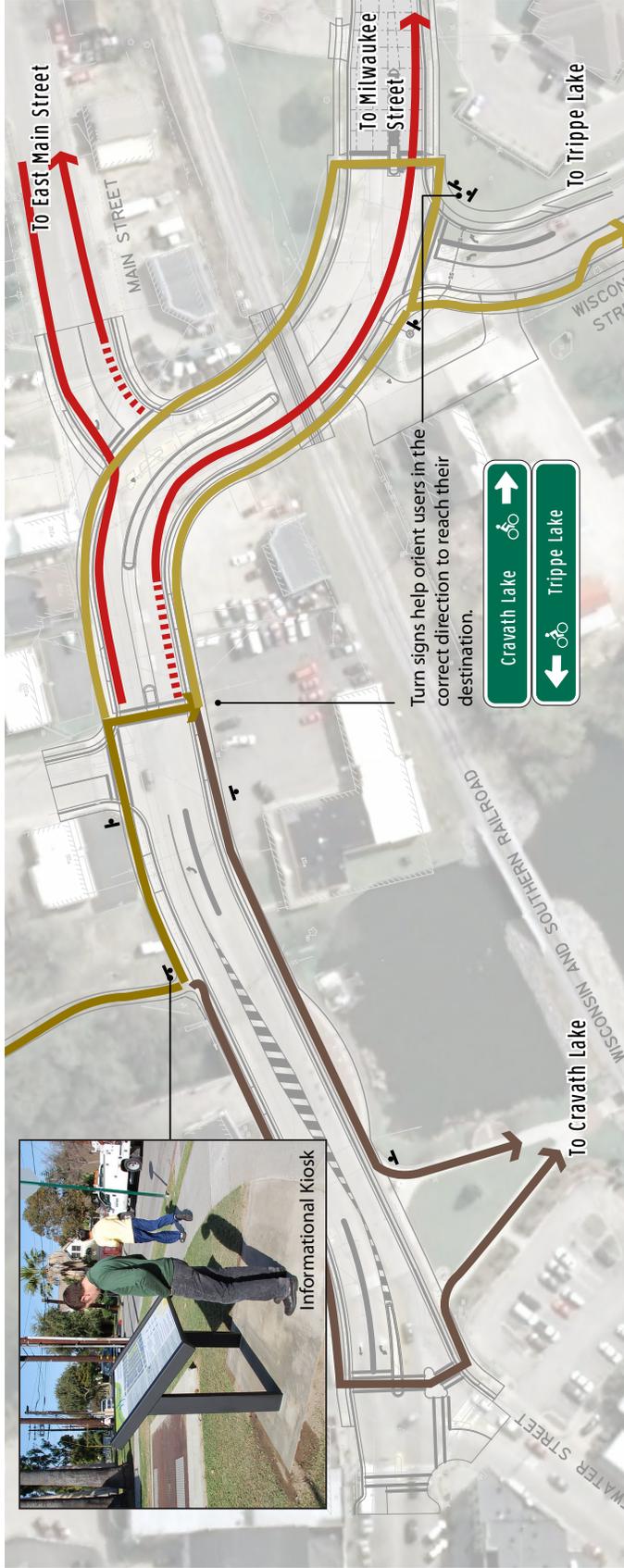


Project Sheet: West Main Street Traffic Safety Project

City of Whitewater
Whitewater Bicycle and Pedestrian Plan



IMPLEMENTATION



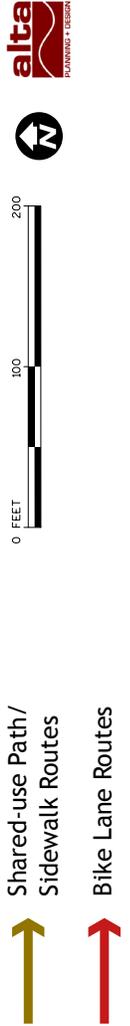
Informational Signs: Clear wayfinding and informational signs should direct users onto and off of the path where it joins Main Street. There are many potential routings bicyclists may use to reach destinations, and an informational sign including a map may help users identify the most appropriate route to their destination. Likely routes to the two lakes are described below:

To Cravath Lake: Path users should travel east toward the intersection with Jefferson Street; cross on the marked crosswalk when safe and continue westbound along the south side of Main Street to connect with Cravath lake pathways. Alternatively, users may take the north-side sidewalks to cross at the intersection of Whitewater St.

To Trippe Lake: Path users should cross to the south side of Main Street at the Jefferson Street marked crosswalk. Continue along Main Street until it becomes Milwaukee Street. Head south on Wisconsin Street to connect with the Trippe Lake pathways.

East Gateway Bicycle Circulation

City of Whitewater
 Whitewater Bicycle and Pedestrian Plan
 Source: Downtown East Gateway: Street Reconstruction Concept, City of Whitewater, 2013.
 Author: NF
 Date: December 2013

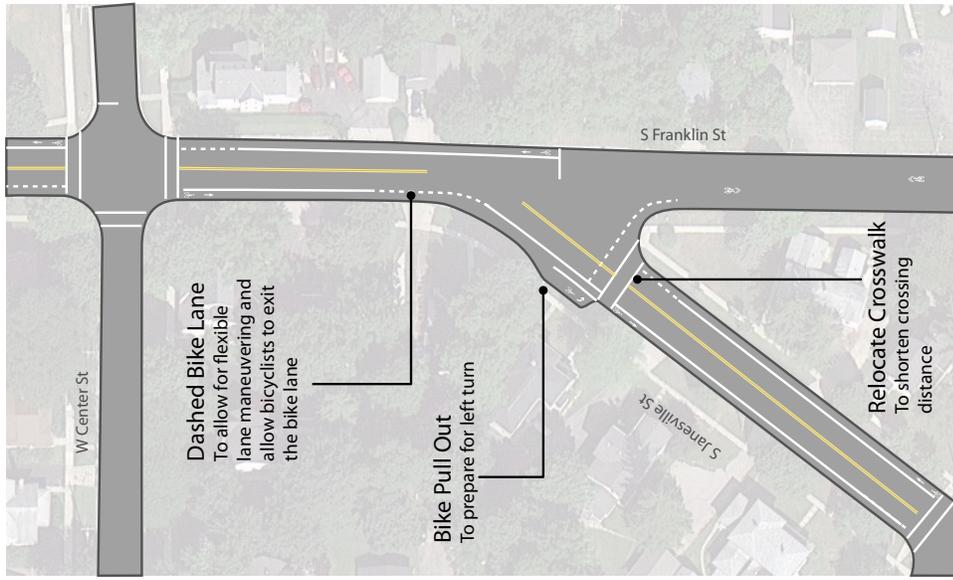


BICYCLE AND PEDESTRIAN PLAN

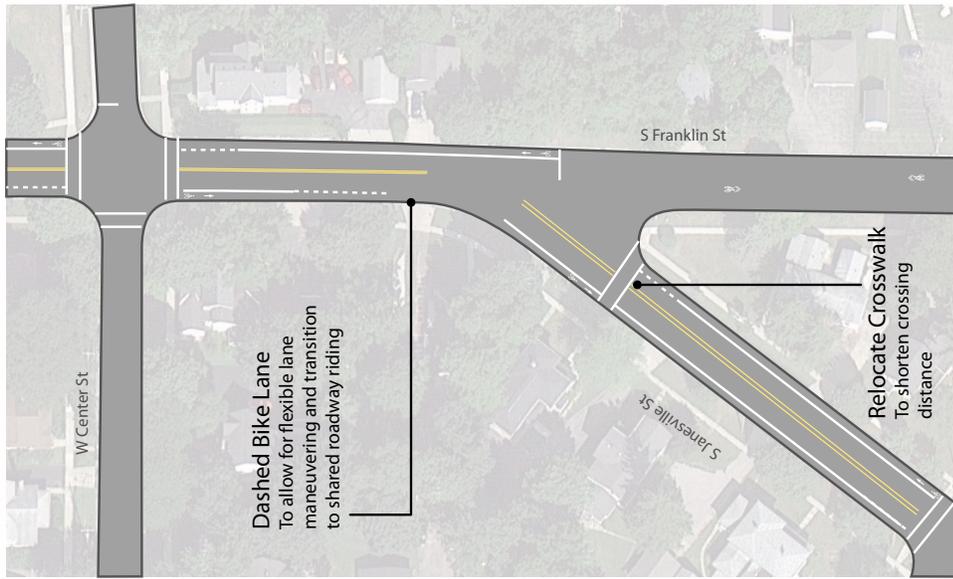
Description:

South Janesville Street intersects with South Franklin Street at an angle from the southwest. Most vehicles traveling south on South Franklin, take the easy right and continue south on South Janesville; most bicyclists, however, will wish to cross South Janesville here, and continue south on South Franklin. This plan presents two options to make that movement more comfortable for the bicyclist. In either case, the bicyclist will need to look back at traffic coming from South Franklin, wait for a gap in traffic from behind, then continue south on South Franklin.

Option 2 - Two Stage Turn



Option 1 - Drop Bike Lane



Project Sheet: Intersection of South Franklin Street and South Janesville Street

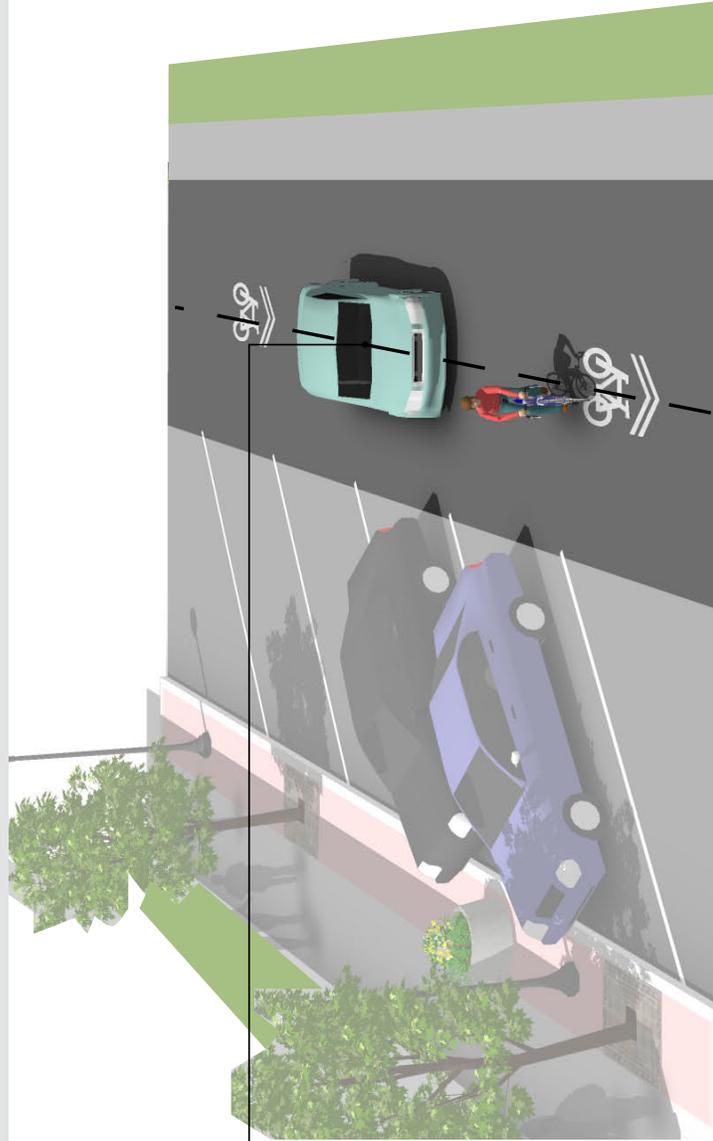
City of Whitewater
Whitewater Bicycle and Pedestrian Plan
Author: NF
Date: December 2013



North Fonda Street is a narrow, one-way street with front-in angled parking. The best bicycle facility on this street is to provide a shared-roadway marked with Shared Lane Markings. This configuration differs from a neighborhood greenway due to a lack of traffic calming, wayfinding, and other enhancements designed to provide a higher level of comfort for a broad spectrum of users.

Conventional front-in diagonal parking is not compatible or recommended with the provision of bike lanes, as drivers backing out of conventional diagonal parking have limited visibility of approaching bicyclists. Under these conditions, shared lane markings should be used to guide bicyclists away from reversing automobiles.

Project Length: 0.1 mi
Medium Term (5-10 Years)



Place Shared Lane Markings in the center of the roadway to encourage single-file operation.



North Fonda Shared Lane Markings (E Main St. to E. North St.)

City of Whitewater
 Whitewater Bicycle and Pedestrian Plan

Author: NF
 Date: June 2013



North Franklin St. is a local neighborhood street connecting W Main St. to Starin Park. The best bicycle facility to take advantage of the low-stress setting is a neighborhood greenway.

Neighborhood greenways are low-volume, low-speed streets modified to enhance bicycling by using treatments such as signage, pavement markings, traffic calming and/or traffic reduction, and intersection modifications. These treatments allow through movements of bicyclists while discouraging similar through-trips by non-local motorized traffic.

Potential design features are illustrated below (not all will be appropriate for North Franklin St):

Project Length: .34 mi
Medium Term (5-10 Years)



Signs and Pavement Markings identify the street as a bicycle priority route.

Enhanced Crossings use signals, beacons, and road geometry to increase safety at major intersections.

Partial Closures and other volume management tools limit the number of cars traveling on the bicycle boulevard.

Speed Humps manage driver speed.

Curb Extensions shorten pedestrian crossing distance.

Mini Traffic Circles slow drivers in advance of intersections.



North Franklin Neighborhood Greenway (W Main St. to W Starin St.)

City of Whitewater
Whitewater Bicycle and Pedestrian Plan

Author: NF
Date: December 2013



West Walworth St is a fast street, and extra separation from moving vehicles may improve bicyclist comfort. With relatively no street crossings on the south side of the street, a two-way shared use path is an appropriate bicycle facility at this location. Shared-use paths allow for two-way, off-street bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

This path will connect to an existing path at Whitewater High School and proposed bike lanes at Indian Mound Parkway.

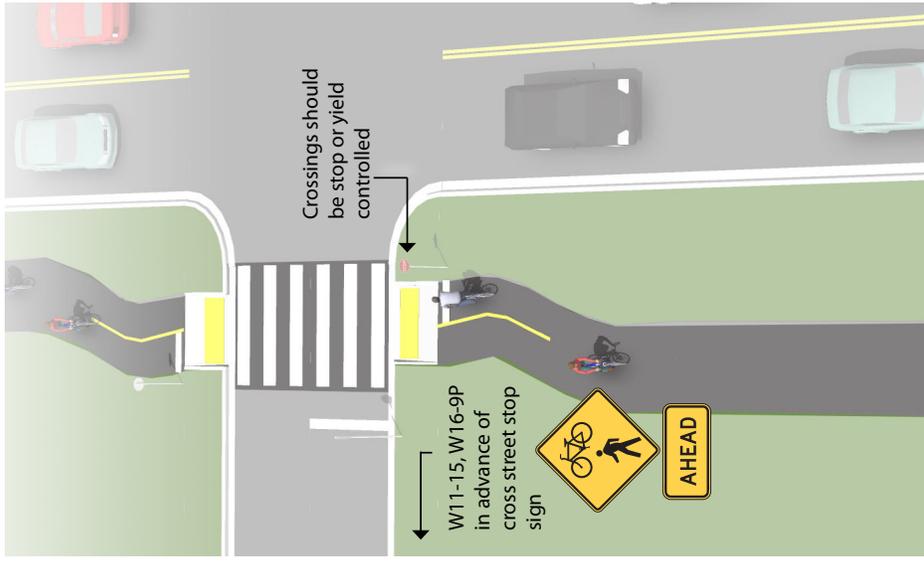
Key features of shared use paths include:

- Access points from the local road network.
- Directional signs to direct users to and from the path.
- A limited number of at-grade crossings with streets or driveways.
- Terminating the path where it is easily accessible to and from the street system.

Project Length: .36 mi
Medium Term (5-10 Years)



Pay special attention to the entrance/exit of the path as bicyclists may continue to travel on the wrong side of the street.



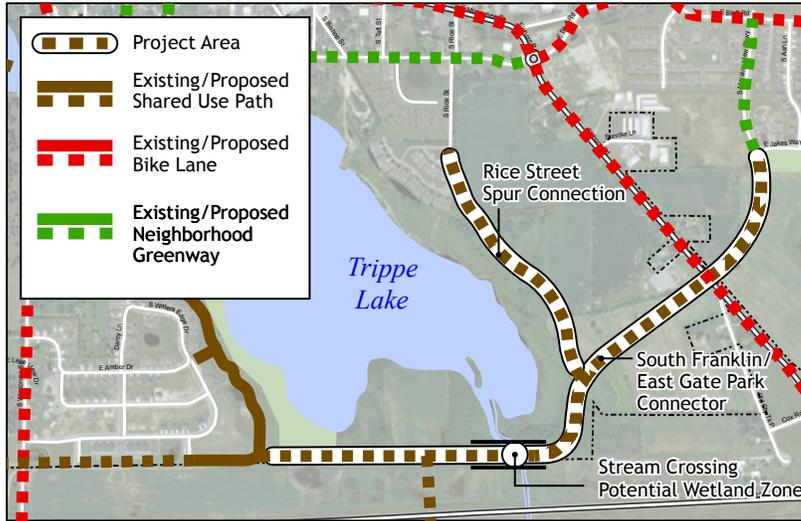
West Walworth Street Shared Use Path (Indian Mound Pkwy. to Whitewater High School)

City of Whitewater
 Whitewater Bicycle and Pedestrian Plan

Author: NF
 Date: December 2013



IMPLEMENTATION



A shared use path loop around Trippe Lake could serve both transportation and recreational purposes in Whitewater. The project consists of two parts as identified in the Whitewater Bicycle and Pedestrian Plan:

South Franklin Street/East Gate Park Connector (2 miles)

This proposed 2 mile trail will travel parallel to the city boundary on the southeast side and connect the proposed neighborhood greenway on South Franklin

Typical Shared Use Path



to East Gate Park. It will utilize a segment of the existing trail located on the west side of Trippe Lake.

This project will require a stream crossing of Whitewater Creek at the southeast corner of the lake.

Rice Street Spur Connection (0.48 miles)

Spur connection from East Gate Park Trail to S. Rice Street This 0.48 mile path will connect from the proposed trail mentioned above (East Gate Park) to South Rice Street, on the east side of Trippe Lake.

Typical Boardwalk



The path alignment close to Trippe Lake brings the potential of traveling through wetland areas. Boardwalk path designs are available to reduce impacts to natural areas such as wetlands, and may be required in environmentally sensitive areas. Cost estimates presented here assume .1 miles of wetland boardwalks.

Shared-Use Path 2.25 mi	\$2,800,000
Boardwalk Segments (.1 mi)*	\$450,000
Stream Crossing (50 ft)	\$900,000
Total	\$4,150,000

Implementation Phasing: The Whitewater Bicycle and Pedestrian Plan identifies two separate projects to result in the Trippe Lake loop. If construction of the loop is a high priority, it is possible to implement only a portion of the South Franklin Street/East Gate Park Connector project necessary to connect to the Rice Street Spur Connection.

*Precise length of boardwalk and stream crossing segments to be determined with further analysis.

These cost opinions were developed based on initial planning-level examples and industry averages. These costs are fully burdened estimates provided in 2013 dollars rounded to the nearest ten thousand and do not include costs for right-of-way acquisition, wayfinding signs or other site-specific costs.

Project Sheet: Trippe Lake Shared Use Path Loop

City of Whitewater
 Whitewater Bicycle and Pedestrian Plan
 Source: Bing Maps
 Author: NF
 Date: December 2013



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Cost Estimates

A project cost for each type of on-street bicycle and trail facility is shown in Table 7-5: Cost Assumptions. These cost opinions were developed based on initial planning-level examples of similarly constructed projects and industry averages. These costs are fully burdened estimates provided in 2012 dollars rounded to the nearest thousand and do not include costs for right-of-way acquisition, wayfinding signs or other site-specific costs.

Table 7-5: Cost Assumptions

Facility Type	Cost Per Mile	Annualized On-Going Costs*	Notes
Shared Lane Markings	\$20,000	\$7,000	Assumes SLM marking every 200' each direction, regulatory signage every 400' each direction. May reduce on-going costs by using thermoplastic markings.
Neighborhood Greenways	\$100,000	\$7,000	Assumes an "Average" treatment, including speed humps, median refuge islands, curb extensions and sidewalk curb ramps as needed along the corridor.
Bike Lane	\$36,000	\$29,000	Assumes striping removal and restriping. Bike lane markings every 800' in both directions. May reduce on-going costs by using thermoplastic markings.
Shared-Use Path	\$1,250,000	Varies***	Assumes 12' path. Estimates do not include ROW acquisition costs; costs for potentially required bridges or retaining walls; or costs for amenities including lighting, benches, bicycle parking, interpretive kiosks, etc.

*Costs include engineering (25%), contingency (15%), and design (20%) allowances.

**Annualized costs assume repainting stripes and pavement markings twice per year.

*** Asphalt paths typically require repaving every 7 – 15 years and concrete pathways every 25

Maintenance Costs

On-street bikeways and trails require regular maintenance and repair. On-street bikeways are typically maintained as part of standard roadway maintenance programs, and extra emphasis should be placed on keeping bike lanes and roadway shoulders clear of debris and keeping vegetation overgrowth from blocking visibility or creeping into the roadway.

Funding Sources

Acquiring funding for projects and programs is considerably more likely if it can be leveraged with a variety of local, state, federal and public and private sources. This section identifies potential matching and major funding sources available for bicycle and trail projects and programs. A detailed description of these funding programs is available in Appendix G: Funding Sources.

Moving Ahead for Progress in the Twenty-First Century (MAP-21)

The largest source of federal funding for bicycle and pedestrian projects is the United States Department of Transportation's (US DOT) Federal-Aid Highway Program, which Congress has reauthorized roughly every six years since the passage of the Federal-Aid Road Act of 1916. The latest act, Moving Ahead for Progress in the Twenty-First Century (MAP-21) was enacted in July 2012 as Public Law 112-141.

BICYCLE AND PEDESTRIAN PLAN

MAP-21 authorizes funding for federal surface transportation programs including highways and transit until September 2014. There are a number of programs identified within MAP-21 that are applicable to bicycle and pedestrian projects. These programs include:

- Transportation Alternatives (TAP)
 - Transportation Alternatives
 - Recreational Trails
 - Safe Routes to School
 - Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation/Air Quality Program (CMAQ)
- New Freedom Initiative
- Pilot Transit-Oriented Development Planning

Other Federal Grant Programs

- Partnership for Sustainable Communities
- Community Development Block Grants
- Community Transformation Grants
- Land and Water Conservation Fund
- Rivers, Trails, and Conservation Assistance Program

The City of Whitewater should track federal communications and be prepared to respond proactively to announcements of grant availability.

State Funding Sources

The State of Wisconsin has historically funded bicycle and pedestrian projects above and beyond Federal Transportation Enhancement (TE) dollars through two State grant programs: the Bicycle and Pedestrian Funding Program (BFPF) and the Surface Transportation Program – Discretionary (STP-D). Funding levels and cycles for both programs has been somewhat sporadic since the early 1990s. In 2002 the Surface Transportation Program – Discretionary (STP-D) was dismantled, but the Bicycle and Pedestrian Funding Program (BFPF) still exists.

WisDOT Bicycle and Pedestrian Funding Program (BFPF)

The most recent funding cycle of the BFPF in 2010 provided more than half a million dollars for bicycle and pedestrian planning and design throughout the state. Funding through the program is competitive – a

IMPLEMENTATION

committee ranks projects and makes funding recommendations to the Wisconsin Department of Transportation Secretary.

All BFPF funds have been awarded through FY 2014. Information on the next BFPF funding cycle will be posted on the WisDOT Bicycle and Pedestrian Facilities Program webpage in 2013: <http://www.dot.wisconsin.gov/localgov/aid/bike-ped-facilities.htm>.

State Recreation Grant Programs

The Wisconsin Department of Natural Resources administers several grant programs that may support bicycle and pedestrian facilities that provide a recreational benefit to the state. Grants are due on May 1st of each year. With the exception of the Recreational Trail Aids program, each program below is part of the Knowles-Nelson Stewardship Program, a fund created by the Wisconsin Legislature in 1989 to “preserve valuable natural areas and wildlife habitat, protect water quality and fisheries, and expand opportunities for outdoor recreation.”

- Acquisition & Development of Local Parks
- Friends of State Lands
- Habitat Area
- Recreational Trail Aids (RTA)
- State Trails
- Urban Green Space
- Urban Rivers

Private Foundations

Private foundations are an increasingly important source of funds for bicycle and pedestrian planning and implementation. For example, planners in Ozaukee County successfully secured a \$10,000 grant from the Bikes Belong Coalition and a \$25,000 grant from the Wisconsin Energy Corporation Foundation to partially fund the Ozaukee Interurban Trail.

To read a case study of the Ozaukee Interurban Trail, visit:

<http://www.bicyclinginfo.org/library/details.cfm?id=4154>

For more information on private foundations, including an extensive list of national foundations visit:

<http://www.foundationcenter.org/>

Table 7-6: Summary of Potential Funding Sources

		Planning Design and/or Construction				
		Funding Program	On-Street Pedestrian Facilities	On-Street Bicycle Facilities	Off-Street Shared-Use Paths	Non-Infrastructure Programs
Federal Sources	MAP-21	Transportation Alternatives (TAP)	✓	✓	✓	✓
		Recreational Trails Program (RTP)			✓	
		Safe Routes to School (SRTS)	✓	✓	✓	✓
		Surface Transportation Program (STP)	✓	✓	✓	
		Highway Safety Improvement Program (HSIP)	✓	✓	✓	✓
		Congestion Mitigation/Air Quality (CMAQ)	✓	✓	✓	✓
		New Freedom Initiative	✓		✓	✓
	Pilot Transit-Oriented Development (TOD)					
	Partnership for Sustainable Communities	✓	✓	✓		
	Community Development Block Grants (CDBG)	✓			✓	
	Community Transformation Grants (CTG)	✓	✓	✓	✓	
	Land and Water Conservation Fund (LWCF)			✓	✓	
	Rivers, Trails, and Conservation Assistance (RTCA)			✓		
	State Sources	DNR	WisDOT Bicycle and Pedestrian Funding Program (BFPF)	✓	✓	✓
Acquisition & Development of Local Parks					✓	
Friends of State Lands					✓	
Habitat Area					✓	
Recreational Trails Aids (RTA)					✓	
State Trails					✓	
Urban Green Space					✓	
Urban Rivers					✓	
		Private Foundations	✓	✓	✓	✓

Appendices

This report references detailed appendix items for additional data and support of Plan recommendations. The following appendices are available:

Appendix A: Best Practices Review of Vision, Goals and Objectives

Appendix B: Plan and Policy Review

Appendix C: Demand Benefits Model

Appendix D: Bicycle and Pedestrian Design Guidelines

Appendix E: Safe Routes to School Audits

Appendix F: West Main Street Safety Project

Appendix G: Funding Sources

The appendices to this plan may be viewed at:

City of Whitewater Parks and Recreation Department

<http://www.whitewater-wi.gov/departments/recreation>

312 W Whitewater Street

Whitewater, WI 53190

**CITY OF WHITEWATER COMMON COUNCIL RESOLUTION
ADOPTING THE CITY OF WHITEWATER BICYCLE AND PEDESTRIAN PLAN**

WHEREAS, City staff, the City Park and Recreation Board, the Bicycle and Pedestrian Plan Steering Committee and City of Whitewater residents and other stakeholders have participated in drafting the City of Whitewater Bicycle and Pedestrian Plan after several meetings for public input and workshops, and

WHEREAS, the City Plan and Architectural Commission recommended on December 9, 2013, that the City Council adopt an ordinance to make the City of Whitewater Bicycle and Pedestrian Plan a part of the City of Whitewater Comprehensive Plan.

Now, therefore, **BE IT RESOLVED** that the City of Whitewater Common Council hereby adopts the City of Whitewater Bicycle and Pedestrian Plan as a planning guide for development in the City of Whitewater and directs the City staff to prepare an ordinance and the proper notice of a public hearing for the amendment to the City of Whitewater Comprehensive Plan for the purpose of adopting the City of Whitewater Bicycle and Pedestrian Plan as a component of the City of Whitewater Comprehensive Plan.

Resolution introduced by Councilmember _____, who moved its adoption. Seconded by Councilmember _____.

AYES: _____
Cameron Clapper, City Manager

NOES:

ABSENT: _____
Michele R. Smith City Clerk

ADOPTED:



City of Whitewater Council Agenda Item Information Sheet

MEETING DATE: **12/17/2013**

ITEM: **2014 Salary Resolution**

PRESENTER: **City Manager**

PREVIOUS ACTION, IF ANY: **None.**

SUMMARY OF ITEM BEING PRESENTED:

This resolution outlines the wages scheduled for each position within the City and will be the basic foundation from which all salaries and wages will be determined for municipal employees in 2014.

This resolution includes three changes in wage rates and/or pay grades for municipal employees. These adjustments were made after considering the workload for each position as well as the current average rate of pay for similar positions in other Wisconsin municipalities.

Changes include:

- 1. Changing the Management Analyst wage rate in Schedule IX to from \$12.00/hour to \$16.00/hour.**
- 2. Moving the Water Superintendent position from Grade I to Grade J in Schedule II.**
- 3. Changing Grade F and Grade G to Grade G and Grade H in Schedule V and adding a new Grade F which includes a \$1.34 increase above Grade E for the Lab Manager Position.**

BUDGET IMPACT, IF ANY: The change in wages for the Management Analyst was anticipated in the payroll plan for the 2014 Municipal Budget. The wage adjustments for the other two positions will be accommodated in their respective utilities budgets.

BOARD, COMMISSION, OR COMMITTEE RECOMMENDATION, IF ANY: N/A

STAFF RECOMMENDATION: N/A

RECOMMENDED MOTION: N/A

ATTACHMENT(S) INCLUDED (If none, please state that):

Proposed 2014 Salary Resolution

FOR MORE INFORMATION CONTACT:

Cameron Clapper, cclapper@whitewater-wi.gov, 262.473.0100.

**City of Whitewater
2014 SALARY RESOLUTION**

WHEREAS, the City of Whitewater, Walworth and Jefferson Counties, Wisconsin, sets forth the wage and salary schedule for employees for 2014, in which wages are established.

NOW THEREFORE, BE IT RESOLVED by the Common Council of the City of Whitewater, Walworth and Jefferson Counties, Wisconsin, that the following ranges and numbers of employees in the 2014 Wage and Salary Schedule are hereby adopted pursuant to Wisconsin Statutes; and

BE IT FURTHER RESOLVED that the contents of this resolution shall supersede such previously adopted schedules where the subject matter between the two shall be in conflict, and the changes contained herein shall be effective beginning January 1, 2014.

**SCHEDULE I
ADMINISTRATIVE POSITIONS**

Position	# of Positions	Effective	Salary
City Manager	1	10/03/2012	90,000.00
		01/01/2014	91,800.00
Chief of Police	1	01/01/2012	87,870.00
		01/01/2014	89,627.40
Municipal Judge	1	01/01/2012	19,772.53
		01/01/2014	20,167.98
City Attorney	1	01/01/2012	53,056.56
		01/01/2014	54,117.69

**SCHEDULE II
PROFESSIONAL AND TECHNICAL EMPLOYEE PAY PLAN**

Pay Grade	# of Positions	Classification Titles	Pay Grade	# of Positions	Classification Titles
A*	3/4	Senior Coordinator (Part-time)	E	1	Community TV/Media Services Manager
	2	Administrative Assistant II - Records Technician		1	Recreation & Community Events Programmer
	1	Confidential Executive Assistant	F	1	City Clerk
B*	1	Accounting Technician II - Payroll & Accounts Payable	G		
	1	Accounting Technician II - Utilities	H	1	Neighborhood Services Director
	1/2	Accounting Technician II - Utilities (Part-time)	I	1	Chief Information Officer
	1	Administrative Assistant I - Neighborhood Services	J	1	Water Superintendent
	1	Deputy Clerk		1	Streets, Parks & Forestry Superintendent
	1/2	Clerk of Court (Part-time)		1	Parks & Recreation Director
		1		Wastewater Treatment Plant Superintendent	
C	1	GIS Technician			
D	1	Support Services Manager	K	1	Assistant City Manager
	1	Finance Support Services Manager	L	1	Finance Director

*Non-Exempt Positions

**SCHEDULE II
PROFESSIONAL AND TECHNICAL EMPLOYEE PAY PLAN**

Pay Grade		1	2	3	4	5
A*	Hourly Wage 2080 Hours	15.38 31,993.73	15.85 32,969.66	16.53 34,391.14	17.24 35,855.04	17.91 37,255.30
B*	Hourly Wage 2080 Hours	16.48 34,287.24	17.24 35,855.04	17.97 37,382.59	18.72 38,947.42	19.47 40,500.82
C	Salary	37,252.62	38,945.12	40,637.87	42,332.13	44,024.88
D	Salary	40,231.10	42,060.37	43,887.07	45,716.09	47,546.90
E	Salary	44,153.49	46,160.04	48,166.32	50,174.14	52,181.68
F	Salary	47,604.70	49,768.39	51,931.06	54,096.28	56,258.69
G	Salary	51,055.65	53,377.01	55,697.08	58,015.61	60,336.97
H	Salary	54,506.85	56,983.06	59,461.82	61,936.50	64,416.78
I	Salary	57,956.78	60,591.67	63,225.03	65,858.90	68,493.78
J	Salary	61,406.46	64,197.48	66,990.03	69,779.77	72,572.07
K	Salary	64,858.94	67,806.08	70,754.77	73,700.65	76,649.31
L	Salary	68,308.88	71,413.43	74,519.51	77,623.04	80,730.15

*Non-Exempt Positions

**SCHEDULE III
LIBRARY POSITIONS**

Pay Grade	# of Position	Classification Titles	Step				
			1	2	3	4	5
A1	2	Library Aide*	12.27	12.82	13.39	13.39	13.39
A2	5	Library Assistants*	13.33	13.94	14.56	15.15	15.76
A3	3	Library Technical Assistants*	15.15	15.86	16.54	17.23	17.91
	3	Library Associates*					
A4	1	Youth Service Librarian	37,252.62	38,945.37	40,637.87	42,332.13	44,024.88
A5	1	Assistant Library Director	47,604.70	49,768.39	51,931.06	54,091.38	56,258.69
A6	1	Library Director	61,406.46	64,197.48	66,990.03	69,779.77	72,572.07

*Non-Exempt Positions

**SCHEDULE IV
WHITEWATER POLICE DISPATCH UNION**

Position	# of Positions	Step			
		1	2	3	4
Communications Manager	1	19.21	20.22	21.28	21.52
<i>Per 2,080 Hours</i>		39,952.49	42,059.92	44,256.09	44,766.31
Dispatch / Records Communications Aide	7	17.28	18.17	19.13	19.33
<i>6 @ Per 1947 Hours</i>		33,639.36	35,383.63	37,252.48	37,626.25
<i>1 @ Per 976 Hours</i>		16,862.87	17,737.25	18,674.07	18,861.44

**SCHEDULE V
Public Works Department**

Pay Grade	Classification Title	Step					
		1 0-11 mos.	2 12-23 mos.	3 24-35 mos.	4 36-47 mos.	5 48-59 mos.	6 60+ mos.
A	Chemist Assistant	12.96	13.59	14.23	14.23	14.23	14.23
B	Custodian/Groundskeeper <i>Per 1,040 Hours</i>	15.41 16,029.23	16.00 16,637.08	16.58 17,244.93	17.14 17,830.26	17.72 18,426.86	18.29 19,023.45
C	Laborer II <i>Per 2,080 Hours</i>	18.01 37,461.57	18.59 38,677.27	19.17 39,870.45	19.74 41,063.64	20.33 42,279.34	20.89 43,450.01
D	Building Maintenance <i>Per 2,080 Hours</i> <i>Per 1,560 Hours</i>	20.16 41,941.65 31,456.23	20.75 43,157.35 32,368.01	21.30 44,305.51 33,229.13	21.91 45,566.23 34,174.67	22.47 46,736.91 35,052.68	23.05 47,952.61 35,964.45
E	Engineering Technician Laborer I Laborer I - Mechanic Code Enforcement/Building Maintenance Water Operator - no certification (1) Wastewater Operator - no certification (1) Wastewater Operator - Lab Technician no certification (1) <i>Per 2,080 Hours</i>	22.56 46,917.01	23.06 47,975.12	23.56 49,010.72	24.07 50,068.82	24.57 51,104.42	25.09 52,185.04

(1) Additional twenty cents (\$.20) per hour upon completion and receipt of Grade I certification and one (1) subgrade

Grade F: Lab Manager/Operator additional \$1.34 per hour of Pay Grade E

Grade G: Successful completion of Grade II and all Grade II subgrades required by Wisconsin Administrative Code for the City of Whitewater Wastewater Utility.

Wastewater Operator \$25.88 53,830.40

Grade H: Successful completion of Grade IV and all Grade IV subgrades required by Wisconsin Administrative Code for the City of Whitewater Wastewater Utility.

Wastewater Operator \$26.15 54,392.00

**SCHEDULE VI
WHITEWATER PROFESSIONAL POLICE ASSOCIATION UNION**

Position	# of Positions	Effective Date	Hourly Wage	<i>Per 2,080 Hours *Patrol (2,008 Hours)</i>
Sergeant*	3	01/01/2012	31.01	62,268.08
Detective Sergeant	1	01/01/2012	31.01	64,500.80
Detective	2	01/01/2012	29.65	61,672.00
Juvenile Officer	1	01/01/2012	29.65	61,672.00
Patrol Officer I*	14	01/01/2012	28.38	56,987.04
Patrol Officer II*		01/01/2012	25.71	51,625.68
Patrol Officer III*		01/01/2012	24.26	48,714.08

**SCHEDULE VII
FIRE-RESCUE**

Position	# of Positions (Part-time)	Wage
Fire-Inspector	3	\$11.00 per hour
Volunteer Fire	42	\$8.00 per call
Rescue Squad Captain	1	\$10.00 per call
Rescue Squad Lieutenant	4	\$9.00 per call
Rescue Squad Maintenance	1	\$100.00 per month
Rescue Squad EMT's		\$8.00 per call
EMT Driver		\$16.00 per hour
EMT Basic		\$17.50 per hour
EMT Intermediate		\$20.00 per hour
EMT On-Call Pay (Truck 1)		\$1.00 per hour
EMT On-Call Pay (Truck 2)		\$1.00 per hour
Fire Chief	1	\$15.00 per call
1st Asst. Fire Chief	1	\$13.00 per call
2nd Asst. Fire Chief	1	\$11.00 per call
Fire Vehicle Maintenance	6	\$50.00 per month
Fire Vehicle Maintenance	1	\$75.00 per month

**SCHEDULE VIII
PART-TIME EMPLOYEES**

Position	# of Positions	Effective Date	Hourly Wage
Community Service Officer	2	01/01/2014	\$10.75
Neighborhood Services Officer	1	01/01/2014	\$10.75
CDA Support Research Specialist	1	01/01/2014	\$15.00
Sports Coordinator	1	01/01/2014	\$12.24
Management Analyst	1	01/01/2014	\$16.16

**SCHEDULE IX
PART-TIME SEASONAL EMPLOYEES**

Position	Step				
	1	2	3	4	5
Election Inspectors	10.00	10.00	10.00	10.00	10.00
Chief Election Inspectors	12.00	12.00	12.00	12.00	12.00
Crossing Guards	10.96	10.96	10.96	10.96	10.96
Cable TV Camera Operator	7.65	7.80	7.96	8.12	8.28
Activity Leaders	9.25	9.50	10.00	10.50	11.50
Program Attendants	7.25	7.50	7.75	8.00	8.25
Certified Instructors	10.00	11.00	12.00	13.00	15.00
Activity Instructors	7.75	8.00	8.25	8.50	8.75
Sport Officials	20.00	21.00	22.00	24.00	25.00
Wastewater/ Water Seasonal Labor	9.00	9.00	9.00	9.00	9.00
Seasonal Laborer	7.25	7.50	8.00	8.75	9.75

Resolution introduced by Councilmember _____, who moved its adoption.
Seconded by Councilmember _____.

AYES:

NOES:

ABSENT:

ADOPTED:

Cameron Clapper, City Manager

Michele R. Smith, City Clerk

City of Whitewater Council Agenda Item Information Sheet

Meeting Date: 12-17-13

ITEM: Consideration of a change to the City of Whitewater Municipal Codes: Chapter 19 Sign Ordinance, specifically Section 19.54.052 Maximum sign sizes, addressing the M-1 (General Manufacturing) M-2 (Manufacturing and Miscellaneous Use), and WUTP (Whitewater Technology Park) Zoning Districts signage requirements for on premise directional signs to allow for nine (9) square feet of signage on each side of the directional sign.

PRESENTER: Latisha Birkeland

PREVIOUS ACTION AND SUMMARY:

The Plan and Architectural Review Commission reviewed and recommended approval of proposed sign change with a 6-to-0 vote.

BUDGET IMPACT, IF ANY: None

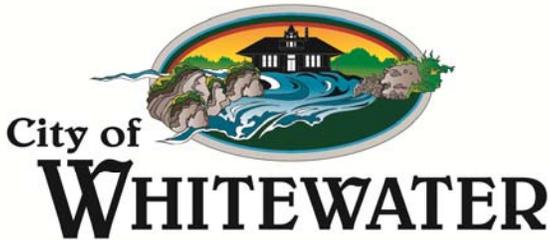
STAFF RECOMMENDATION:

I recommend that the Common Council approve the request to change Section 19.54.052 Maximum sign sizes, addressing the M-1 (General Manufacturing) M-2 (Manufacturing and Miscellaneous Use), and WUTP (Whitewater Technology Park) Zoning Districts signage requirements for on premise directional signs to allow for nine (9) square feet of signage on each side of the directional sign.

ATTACHMENT(S) INCLUDED:

Application and letter from the CDA, staff report and a portion of Chapter 19 Sign ordinance.

FOR MORE INFORMATION CONTACT: Latisha Birkeland at 262-473-0143 or lbirkeland@whitewater-wi.gov



Neighborhood Services Department
*Planning, Zoning, Code Enforcement, GIS
 and Building Inspections*

www.whitewater-wi.gov
 Telephone: (262) 473-0540

To: City of Whitewater Common Council
 From: Latisha Birkeland, Neighborhood Services Director / City Planner
 Meeting Date: 12/17/2013
 Re: Consideration to change the City of Whitewater Municipal Codes: Chapter 19 Sign Ordinance, specifically Section 19.54.052 Maximum sign sizes, addressing the M-1 (General Manufacturing) M-2 (Manufacturing and Miscellaneous Use), and WUTP (Whitewater Technology Park) Zoning Districts signage requirements for on premise directional signs to allow for nine (9) square feet of signage on each side of the directional sign.

Background

The Whitewater Community Development Authority has submitted an application to amend the City Ordinance 19.54.052 (Maximum sign sized and types). This request is to amend the ordinance to allow for nine (9) square feet of signage on each side of directional signs.

The existing code allows directional signs to be a maximum of nine (9) square feet, shared between both sides. Allowing each side of the directional sign a maximum of nine (9) square feet will allow for proper signage for vehicles in both directions. Specifically changing this Code for the M-1, M-2 and WUTP Districts will be especially helpful for truck traffic entering and exiting receiving areas.

All other sign requirements would remain the same, including vision triangle setbacks, etc.

Recommendation

I recommend that the Common Council approve the request to change Section 19.54.052 Maximum sign sizes, addressing the M-1 (General Manufacturing) M-2 (Manufacturing and Miscellaneous Use), and WUTP (Whitewater Technology Park) Zoning Districts signage requirements for on premise directional signs to allow for nine (9) square feet of signage on each side of the directional sign.

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Plan and Architectural Review Commission of the City of Whitewater, Walworth and Jefferson Counties, Wisconsin, will consider a change of the City of Whitewater Ordinance regulations, to enact the proposed amendments to the City of Whitewater Municipal Codes: Chapter 19 Sign Ordinance, specifically Section 19.54.052 Maximum sign sizes, addressing the M-1 (General Manufacturing), M-2 (Manufacturing and Miscellaneous Use), and WUTP (Whitewater University Technology Park) Zoning Districts signage requirements for on-premise directional signs to allow for nine (9) square feet of signage on each side of the directional signs.

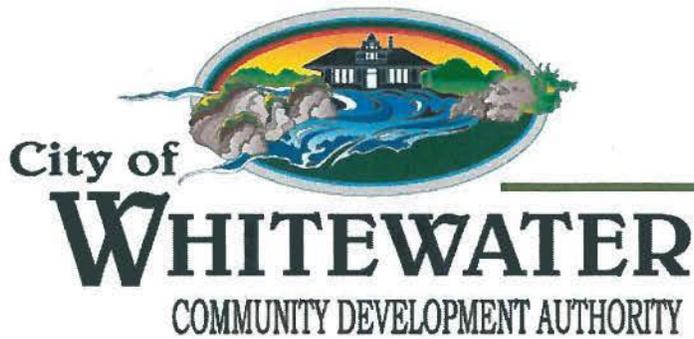
The proposed ordinance changes are on file in the office of the City Clerk and the document is open to public inspection during office hours Monday through Friday, 8:00 a.m. to 5:00 p.m.

NOTICE IS FURTHER GIVEN that the Plan and Architectural Review Commission of the City of Whitewater will hold a public hearing at the Municipal Building Community Room in said City, on Monday, December 9, 2013, at 6:00 p.m. to hear any person for or against said change.

Dated: November 19, 2013

Publish: November 21, 2013 and November 28, 2013 (two times)
in the Whitewater Register

Michele Smith, City Clerk



Patrick A. Cannon
Executive Director
P.O. Box 178
312 W. Whitewater Street
Whitewater, WI 53190

O-1

PHONE: (262) 473-0148
FAX: (262) 473-0549
Email: pcannon@whitewater-wi.gov
WEBSITE: www.whitewater-wi.gov

November 14, 2013

Ms. Latisha Birkeland
Neighborhood Services Director
City of Whitewater
312 W. Whitewater St.
Whitewater, WI 53190

RE: Proposed Zoning Ordinance Change
19.54.052

Dear Ms. Birkeland:

On behalf of the Whitewater Community Development Authority, I would like to submit the attached application to amend City Ordinance 19.54.052 (Maximum signs sizes and types).

Under the current ordinance, a directional sign in the M1, M2 and WUTP district is limited to a total of nine (9) square feet of signage. The current square footage allotment is to be shared by both sides of the sign. The need for a directional sign that can be seen from two sides is then limited to a maximum of four and one half square feet (4.5) per side.

The request is to amend the ordinance to allow for nine (9) square feet of signage on both sides of the directional signs. This will allow for proper signage for vehicles in both directions. The end result will be a better traffic flow through the directional signage.

We hope that your office will support this request. If you have any questions or need any additional information, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick Cannon", written over a horizontal line.

Patrick Cannon
Executive Director

City of Whitewater
Application for Amendment to Zoning District or Ordinance

IDENTIFICATION AND INFORMATION ON APPLICANT(S):

Applicant's Name: Whitewater Community Development Authority

Applicant's Address: 312 West Whitewater St _____
 Whitewater, WI 53190 _____ Phone # 262 473 0148 _____

Owner of Site, according to current property tax records (as of the date of the application):
 N/A

Street address of property:
 N/A

Legal Description (Name of Subdivision, Block and Lot or other Legal Description):

Agent or Representative assisting in the Application (Engineer, Architect, Attorney, etc.)

Name of Individual: Patrick Cannon

Name of Firm: Whitewater CDA

Office Address: see above

Phone: _____

Name of Contractor: _____

Has either the applicant or the owner had any variances issued to them, on any property? ~~YES~~ NO
 If YES, please indicate the type of variance issued and indicate whether conditions have been complied with.

EXISTING AND PROPOSED USES:

Current Zoning District or Ordinance to be Amended: 19.54.052 Maximum Sign sizes and types _____

Proposed Zoning District or Ordinance

Change of ordinance to allow for directional signs within districts to be 9 square feet per side. Current ordinance only allows for 9 square feet total

Zoning District in which property is located: M1 , M2 & WUTP _____

Section of City Zoning Ordinance that identifies the proposed land use in the Zoning District in which the property is located: 19.54.052

PLANS TO ACCOMPANY APPLICATION

Applications for permits shall be accompanied by drawings of the proposed work, drawn to scale, showing, when necessary, floor plans, sections, elevations, structural details, computations and stress diagrams as the building official may require.

PLOT PLAN

When required by the building official, there shall be submitted a plot plan in a form and size designated by the building official for filing permanently with the permit record, drawn to scale, with all dimension figures, showing accurately the size and exact location of all proposed new construction and the relation to other existing or proposed buildings or structures on the same lot, and other buildings or structures on adjoining property within 15 feet of the property lines. In the case of demolition, the plot plan shall show the buildings or structures to be demolished and the buildings or structures on the same lot that are to remain.

STANDARDS

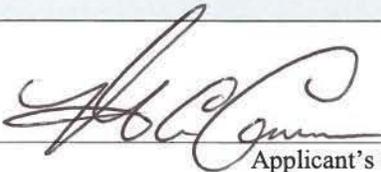
STANDARD	APPLICANT'S EXPLANATION
<p>A. The proposed amendment for future structure, addition, alteration or use will meet the minimum standards of this title for the district being proposed;</p>	<p>The proposed amendment will allow for increased visibility for signage to serve as directional informational signs for truck traffic</p>
<p>B. The proposed development will be consistent with the adopted city master plan;</p>	<p>The proposed changes are consistent with City Master Plan</p>
<p>C. The proposed development will be compatible with and preserve the important natural features of the site;</p>	<p>N/A</p>
<p>D. The proposed use will not create a nuisance for neighboring uses, or unduly reduce the values of an adjoining property;</p>	<p>Proposed change will allow for more orderly flow of traffic</p>

STANDARD	APPLICANT'S EXPLANATION
E. The proposed development will not create traffic circulation or parking problems;	Will allow for better traffic flow
F. The mass, volume, architectural features, materials and/or setback of proposed structures, additions or alterations will appear to be compatible with existing buildings in the immediate area;	Will follow Park Covenants
G. Landmark structures on the National Register of Historic Places will be recognized as products of their own time. Alterations which have no historical basis will not be permitted;	N/A
H. The proposed structure, addition or alteration will not substantially reduce the availability of sunlight or solar access on adjoining properties.	N/A

CONDITIONS

The City of Whitewater Zoning Ordinance authorizes the Plan Commission to hold a public hearing and make recommendation to the City Council for the proposed changes (Section 19.69).

[Empty rectangular box for conditions]



Applicant's Signature

Nov 14, 2013
Date

APPLICATION FEES:

Fee for Amendment to Zoning or Ordinance: \$200

Date Application Fee Received by City _____ Receipt No. _____

Received by _____

TO BE COMPLETED BY CODE ENFORCEMENT/ZONING OFFICE:

Date notice sent to owners of record of opposite & abutting properties: _____

Date set for public review before Plan & Architectural Review Board: _____

ACTION TAKEN:

Public Hearing: _____ Recommendation _____ Not Recommended by Plan & Architectural Review Commission.

CONDITIONS PLACED UPON PERMIT BY PLAN AND ARCHITECTURAL REVIEW COMMISSION:

Signature of Plan Commission Chairman

Date

19.54.052 Maximum sign sizes and types.

A. Signage regulations for most zoning districts. Table 19.54.052(1) summarizes the sign regulations for the following zoning districts: R-1, R-1x, R-2, R-3, R-4, B-1, B-3, M-1, M-2, WUTP, AT, and I. The more detailed requirements contained elsewhere in Chapter 19.54 shall also apply.

Table 19.54.052(1):
General Sign Regulations (not B-2 district)

Zoning District	Type of Sign	Size	Location	Height	Exception	Total # of Signs
R-1, R-1x, R-2	Identification	3 sq. ft.	Main entrance or street yard	6' max (for freestanding sign)	If planned residential development, different signage levels may be allowed by conditional use	1 per lot
	Conditional uses in Section 19.18.030	32 sq. ft.	Driveway or main sidewalk	8' max (for freestanding sign)	On-premises directional signs also allowed (9 sq. ft. max.)	1 per lot
R-3	Identification					
	1-4 units	3 sq. ft.		Main entrance or street yard	1 per unit for 1-4 unit buildings; 1 per lot for others	
	5-11 units	6 sq. ft.	8' max	8' max		
	12+ units	32 sq. ft.	8' max	8' max		
	On-premises Directional	9 sq. ft.	Driveway or main sidewalk	6' max (for freestanding sign)		
Conditional uses in Section 19.21.030	32 sq. ft.	Main entrance or street yard	8' max	If planned residential development, different signage levels may be allowed by conditional use	1 per lot, except by CUP or PRD	
R-4	Identification	See R-3	See R-3	8' max		1 per development
	On-premises Directional	9 sq. ft.	Main entrance; each street	6' max (for freestanding sign)		
AT, B-1, B-3, I	Wall or window	10% (A) (C) Max 50 sq. ft.	Above or next to main building entrance or on street wall	First floor area	Use may substitute one additional wall sign for freestanding sign	1 per building, but see exception
	Wall for multi-tenant	10% (A) max (B)	Above or next to main business entrance or on street wall	First floor area	Location may vary by conditional use. Building name sign also allowed if total wall sign area ≤10%	Same as number of tenants
	Freestanding	100 sq. ft. per side; for a multi-occupant development, add 20 sq. ft. per additional occupant in a separated space, up to max of 160 sq. ft./side	In street yard, setback equal to height from any side yard lot line and 5'	20' max for pylon sign	Pylon sign allowed by conditional use only	1 per lot

			from street right-of-way line			
				10' max for monument or arm/post(s) sign	Use may forego freestanding sign for one additional wall sign	See also Section 19.54.050
	On-premises Directional	9 sq. ft.		6' max (for freestanding)		
M-1, M-2, WUTP	Wall or window (C)	20% of wall area up to max of 100 sq. ft.	Front wall (street address side)	First floor area	Corner lots may have second sign by conditional use	1 per building
	Freestanding, monument or arm/post only	80 sq. ft. per side	10' from any lot line	10' max	Except as required in business park covenants	1 per lot
	On-premises Directional	9 sq. ft.		6' max (for freestanding)		

NOTES:

(A) Building wall area is determined by using the square footage of the exterior wall of the first floor area to be signed (including window and door openings).

(B) Permitted wall signage shall be divided among each tenant space. Maximum total size equals ten percent of the first floor area of the building wall upon which the signs will be placed.

(C) Window sign area cannot exceed one-third of each individual window glass area on or in which the window signs are located.

(D) Signage for projects with a PCD planned community development district shall be as specified by the approved specific implementation plan for each particular project. Sign requirements for PCD districts shall generally be based on the signage requirements in the most comparable standard zoning district.

B. B-2 central business district sign regulations.

1. Each business in the B-2 district shall be permitted a maximum of two permanent business signs, which may be any combination of the following sign configuration types: wall sign (includes awning/canopy sign), window sign, projecting sign, and freestanding sign, subject to the following qualifications:
 - a. For freestanding signs, see also the limitations in Section 19.54.050D.
 - b. Any number of window signs used shall count as only one sign in total against this maximum. If the only window signs used are those allowed under Section 19.54.050H., then such signs shall not count against this maximum.
 - c. Any sign for a business included within a group sign, as defined in Section 19.54.020C., shall count as one sign against the total number of permanent business signs permitted, except that for cases where a business has or shares more than one public building entrance, an additional group sign shall be permitted which indicates that and other businesses.
 - d. Sandwich board/pedestal signs, directional signs, auxiliary signs, and "ghost" signs not related to the current business operation shall not count against the total number of permanent business signs permitted.
2. For corner lots, permitted signage may be placed on either or both facades facing a public street.
3. Pylon signs, internally illuminated signs, electronic message center signs, and restoration of "ghost" signs shall be allowed in the B-2 district by conditional use, except for sign face/component changes on pre-existing signs of these types, which instead may be accomplished through the site plan review process under [Chapter 19.63](#). Upon receipt of a completed conditional use permit application for any such new sign in the B-2 district, the zoning administrator shall forward such application to the Downtown Whitewater Design Team. If the design team chooses to provide a recommendation, such recommendation must be provided in a timeframe that allows plan and architectural review commission action on the conditional use permit request under the requirements of [Chapter 19.66](#)

4. Electronic message center signs shall meet the technical requirements of Section 19.54.050L., and shall not exceed twelve square feet in area in the B-2 district.
5. Internally illuminated signs in the B-2 district shall be designed and constructed with an opaque background and translucent letters or symbols, or with a colored background and lighter letters or symbols.
6. Exposed neon tube signage, and other signage that uses another technology that is designed to replicate neon tube signs, is permitted within the B-2 district.
7. In addition to meeting the requirements of [Section 19.57.150](#), all exterior lighting of signage in the B-2 zoning district, regardless of wattage, shall use shielded lighting fixtures as that term is defined in [Section 19.09.623](#). All wall-mounted exterior lights shall be mounted above the sign they are intending to illuminate and the illumination shall be directed exclusively towards the sign.
8. No wall sign shall be painted directly on a masonry building surface.
9. Within the B-2 district, the regulations listed in Table [19.54.052\(2\)](#) shall apply:

Table [19.54.052\(2\)](#): B-2 Sign Regulations for Permanent Signs

Type of Sign	Maximum Size	Location	Maximum Height
Wall Sign	50 square feet, max. 10% (A)	Within first floor area of building	
Window Sign	1/3 of window area in or on which the sign is placed	Within first floor area of building	
Projecting Sign	12 square feet per side	A minimum of 20 feet from any other projecting sign on another building No less than 8 ½ feet above ground	Within first floor area of building
Freestanding Sign	48 square feet per side	Within the street yard, not less than 5 feet from street right-of-way line.	8 feet for monument or arm/post(s) sign
		Minimum setback from interior side yard lot line at least equal to sign height	16 feet for pylon sign (by conditional use only)
On-Premises Directional Sign	9 square feet per side	On private property	Max: 6 feet for freestanding
Type of Sign	Maximum Size	Location	Maximum Height

NOTES:

(A) The combined total area of all wall signs for all tenants shall not exceed ten percent of the first floor area of the façade upon which the signs are placed. First floor façade area is determined by calculating the square footage of the entire exterior wall of the first floor area of the façade to be signed (including window and door openings).

(Ord. 1577A § 9, 2005; Ord. 1452 § 15, 2000; Ord. 1364 § 13, 1997; Ord. 1269 § 2, 1993; Ord. 1263 § 1(part), 1993).

(Ord. No. 1746A, § 17, 9-15-2009)

Illustration 2

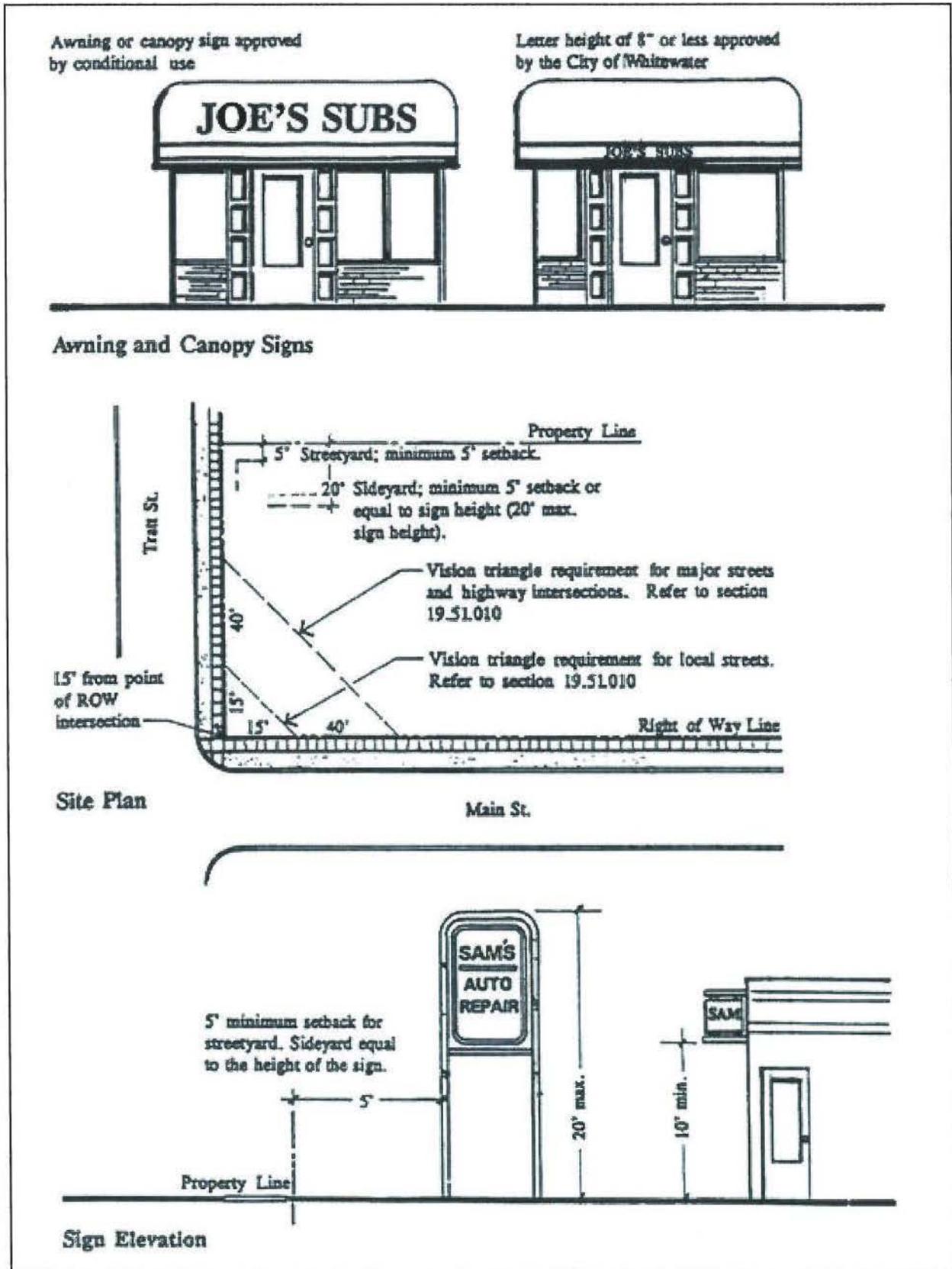
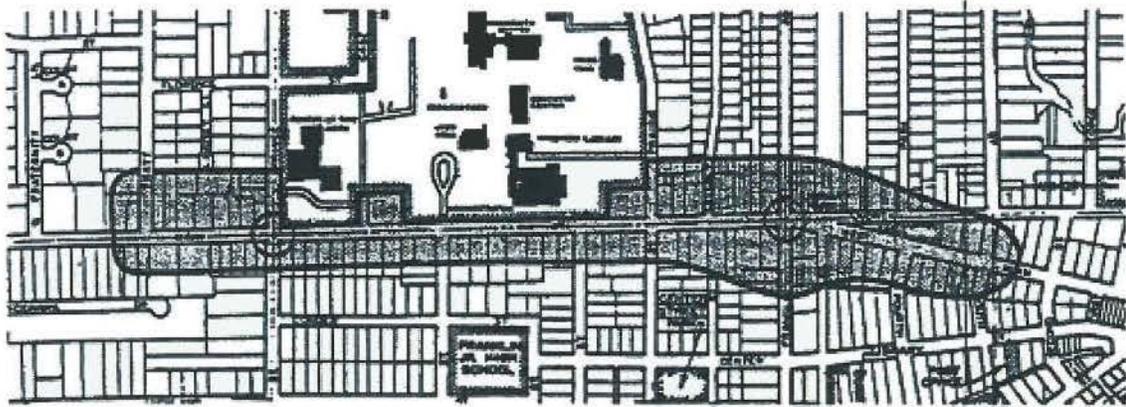
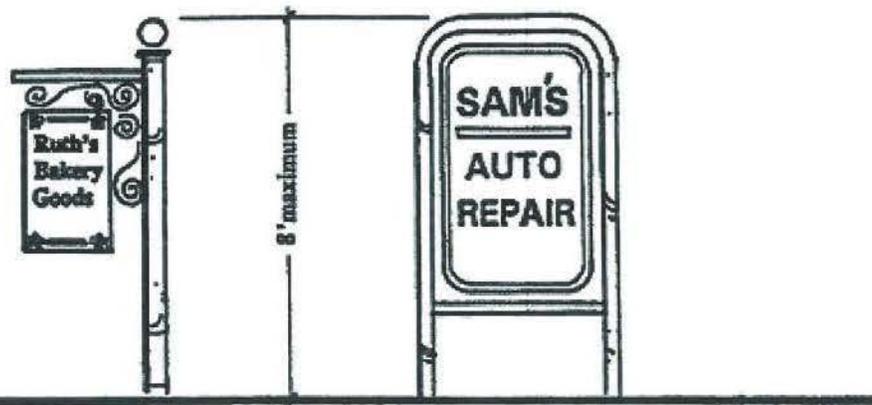


Illustration 3

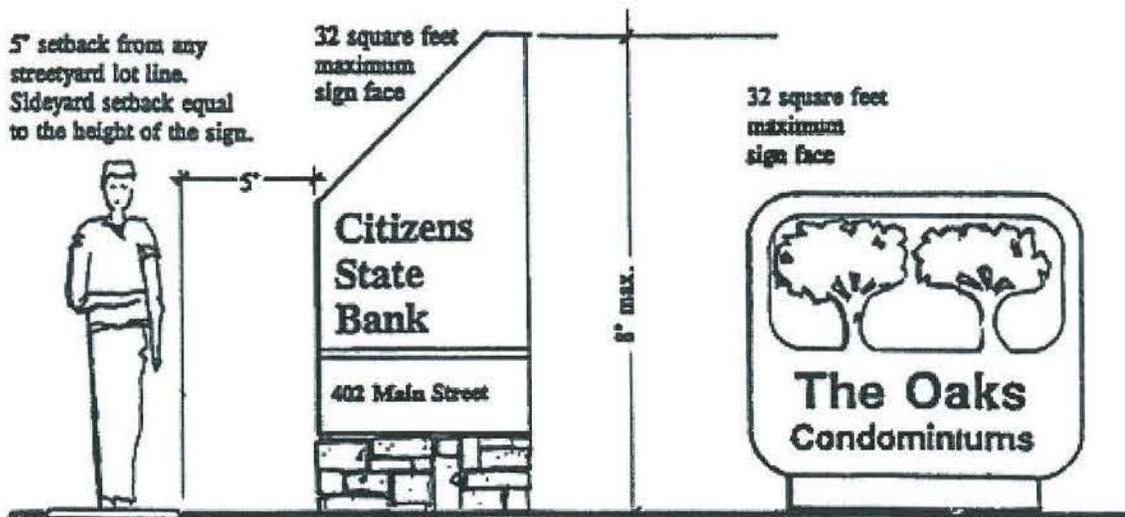


Residential/Business Signage Area

West Main Street from Fremont Street to Tratt Street, fronting on Main Street and all other residential properties.



Arm/Post Type Signage



Monument Type Signage

ORDINANCE NO. _____

ORDINANCE AMENDING SECTION 19.54.052 CONCERNING
MAXIMUM ON-PREMISES DIRECTIONAL SIGN SIZES ORDINANCE
IN THE M-1, M-2, AND WUTP ZONING DISTRICTS

The City Council of the City of Whitewater, Walworth and Jefferson County, Wisconsin, do hereby ordain as follows:

SECTION 1. Whitewater Municipal Code Chapter 19.54, Section 19.54.052, is amended to provide that on-premises directional signage in the M-1 (General Manufacturing), M-2 (Manufacturing and Miscellaneous Use), and WUTP (Whitewater University Technology Park) Zoning Districts shall be allowed to have nine (9) square feet of signage on each side of on-premises directional signs.

Ordinance introduced by Councilmember _____, who moved its adoption. Seconded by Councilmember _____.

AYES:

NOES:

ABSENT:

ADOPTED:

Cameron Clapper, City Manager

Michele R. Smith, City Clerk

AGREEMENT

BETWEEN

**CITY OF WHITEWATER
POLICE DISPATCH**

AND

TEAMSTERS UNION LOCAL NO. 695



January 1, 2014 — December 31, 2014

AGREEMENT

This Agreement made effective as of January 1, 2014, at the City of Whitewater, Wisconsin by and between the City of Whitewater, a municipal corporation, as municipal employer (the "City") and the representative of certain non-sworn employees of the City as hereinafter set forth:

ARTICLE 1. RECOGNITION

Section 1. The City recognizes Teamsters Local Union No. 695 (the "Union") as the exclusive bargaining representative of all non-sworn employees for the purpose of negotiations in relation to wages.

Section 2. The City also recognizes the Union as the exclusive bargaining representative of certain non-sworn employees in its employ, including Dispatchers, Records Communication Coordinator and the Parking/Community Support.

ARTICLE 2. WAGES AND CLASSIFICATIONS

Position	2014
Records Communications Coordinator	\$21.52
Dispatch/Records Communications Aide	\$19.33

ARTICLE 3. TERMINATION

THIS AGREEMENT shall go into effect on January 1, 2014 and continue until December 31, 2014.

IN WITNESS THEREOF, the respective parties have hereunto set their hands this 20th day of November, 2013

FOR THE EMPLOYER
City of Whitewater


Cameron Clapper
City Manager

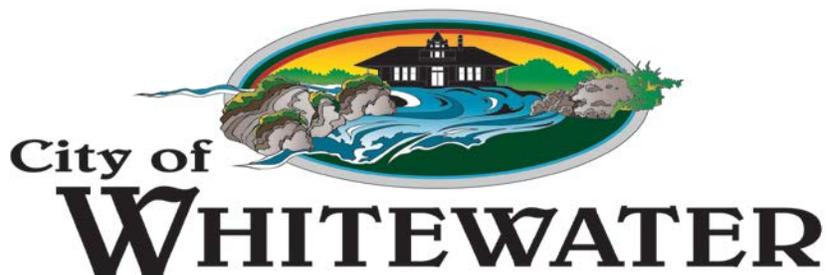

Lisa Otterbacher

FOR THE UNION
Teamsters Local Union No. 695


Al Fladhammer
Business Representative


Marsha Petersen, Union Steward


Melody Lentz, Union Steward



MEETING DATE: December 16, 2013 **ITEM:** Consideration

PRESENTER: Chief Otterbacher

TITLE: Implementation of a K9 Unit

PREVIOUS ACTION: The plan was presented to the City Council in December of 2012.

ISSUE SUMMARY: The Whitewater Police Department identified a need and effective use of a K9 unit in the City of Whitewater. K9 units are proving to be one of the fastest growing tools for police to use in the fight against drug sales, use and possession. A Whitewater K9 unit will be used in the detection of narcotics throughout the community and in schools, as well as for tracking missing people. In analyzing the number of drug arrests and related deaths there is more need for trained canine units now more than ever before. The Whitewater Police Department will continue to work closely with the Walworth and Jefferson County Sheriff Offices with their K9 units for tracking and pursuing fleeing suspects and similarly related crimes, but Whitewater continues to have a need for daily K9 capabilities that are offered through a non-bite dog.

BUDGET IMPACT: Most of the budgetary expenses have been met through fundraising efforts. Through donations and fundraising efforts the department has raised \$33,000 in K9 funds. The department is approximately \$15,000 shy of the original goal. Two reoccurring expenses will be veterinary expenses and food costs; both of which have been covered through donations. Nestle Purina (Jefferson, WI) will cover annual food costs and the Animal Medical Center of Whitewater will cover the annual veterinary costs. The remaining reoccurring costs will be training and any associated overtime costs which will need to be covered by the city budget.

BOARD, COMMISSION, OR COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATION:

RECOMMENDED MOTION: Endorse the Whitewater Police Department to move forward with implementation of a K9 Unit.

ATTACHMENT(S): Supporting documentation on drug arrests.

WHITEWATER POLICE DEPARTMENT

Drug Facts from June 2011 to December 31, 2012 by the numbers

- **Marijuana** = 2,650.7 grams = \$45,440.00 street value
- **Hash Oil** = 103.1 grams = \$5,155.00 street value
- **Psilocin Mushrooms grow** = 44.5 pounds = \$10,375.00 street value
- **Marijuana grow** = 88 plants = \$189,200.00
- **Psilocin Mushrooms** = \$780.00 street value
- **Oxycodone** = 84 pills = \$840.00 street value
- **Adderall** = 116 pills = \$290.00 street value
- **Cocaine** = 1 grams cocaine = \$60 street value
- **Methamphetamine** = 9.4 grams = \$500.00 street value
- **Ecstasy** = 26 pills = \$260.00 street value
- **LSD** = 11 tabs = \$110.00

Total street value of drugs confiscated = \$253,010.00

- 7 vehicles seized from drug dealers
- \$13,165.00 money seized from drug dealers
- 2 juveniles arrested from the Whitewater High School for dealing drugs
- = 145 felony charges
- = 43 misdemeanor charges
- Total 188 criminal charges
- 3 cases of known heroin overdoses, 1 resulted in a death
- 2 cases of known Oxycodone/hydrocodone overdoses, 2 resulting in deaths
- 1 case of death involving psilocybin mushrooms

WHITEWATER POLICE DEPARTMENT

Drug Facts from January 2013 – December 2013 by the numbers

- **Marijuana** = 995.1 grams = \$17,058.00 street value
- **Oxycodone** = 43 pills = \$955.00 street value
- **Adderall** = 57 pills = \$285.00 street value
- **Cocaine** = 43.6 grams cocaine HCl = \$4,360.00 street value
- **Crack Cocaine** = 3.5 grams = \$1,050.00 street value
- **Methamphetamine** = 4.9 grams = \$490.00 street value
- **Ecstasy** = 18 pills = \$450.00 street value
- **Liquid Steroids** = 10 ml = \$150.00 street value
- **Steroid Pills** = 522 pills = \$900.00 street value
- **Heroin** = 6.8 grams = \$680.00 street value
- **Psilocybin Mushrooms** = 68.4 grams = \$1,172.00
- ****Additional street drugs of Suboxone/Narcan also collected and recovered from heroin addicts to include on one (1) incident alone a large brown grocery sized paper bag filled with used syringes/alcohol wipes.**

Total street value of drugs confiscated = \$27,550.00

- 17 vehicles seized from drug dealers
- \$6,152.00 money seized from drug dealers (\$27,000.00 pending from case us and UW-PD worked together)
- 113 felony charges
- 36 misdemeanor charges
- Total 149 criminal charges
- 1 case of overdose from PCP involving battery to Officers (no deaths)
- 3 cases of heroin overdoses
 - 1 death
- 3 cases of cocaine overdoses
 - 1 death with cocaine and opiates in system
 - 1 death related to self-inflicted gunshot wound after ingestion
- 1 case of steroid overdose coupled with medical issue
- 1 case of Oxycontin overdose death



City of Whitewater Council Agenda Item Information Sheet

MEETING DATE: **12/17/2013** ITEM: **PD Chief Employment Agreement Amendment**

PRESENTER: **City Manager**

PREVIOUS ACTION, IF ANY: **None.**

SUMMARY OF ITEM BEING PRESENTED:

Per her employment agreement, Chief of Police, Lisa Otterbacher was required to move to a residence within city limits prior to being granted the ability to drive the Chief's Squad home at the end of the day. This benefit is typically provided to the police chiefs and allows the chief to respond to a scene at any hour directly from home in an authorized vehicle. This benefit is beneficial to the City because it would provide Chief Otterbacher the ability to provide a similar response when needed as well as cutting down on employee travel time when she is called away to trainings and professional meetings in other communities. Earlier this year, the Council expanded the residency requirement to include the catchment area of the Whitewater Unified School District, which includes the residence of Chief Otterbacher. Since that time, state law has eliminated the ability of a municipality in Wisconsin to require residency for any employee with a few minor exceptions for public safety employees.

Because the agreement has not been updated, Chief Otterbacher remains unable to drive her police vehicle to her residence overnight. The language change in the proposed amendment would allow Chief Otterbacher the ability to take the squad car to her residence and keep it there overnight.

BOARD, COMMISSION, OR COMMITTEE RECOMMENDATION, IF ANY: **N/A**

STAFF RECOMMENDATION: **City Manager requests approval**

RECOMMENDED MOTION: **N/A**

ATTACHMENT(S) INCLUDED (If none, please state that):

Proposed Employment Agreement Amendment

FOR MORE INFORMATION CONTACT:

Cameron Clapper, cclapper@whitewater-wi.gov, 262.473.0100.

ADDENDUM TO EMPLOYMENT AGREEMENT BETWEEN
THE CITY OF WHITEWATER, WISCONSIN, AND THE CITY OF WHITEWATER
POLICE CHIEF, LISA OTTERBACHER

03-14-13 – 11:15 a.m. Draft

THIS ADDENDUM AGREEMENT is made and entered into this 19th day of March, 2013, by and between the City of Whitewater, Wisconsin, sometimes hereinafter referred to as the "City", and Lisa K. Otterbacher, sometimes hereinafter referred to as the "Employee".

WITNESSETH:

WHEREAS, the City and the Employee have reached an agreement amending the Employment Agreement dated September 27, 2011.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the City and the Employee agree as follows:

A. Section 5, Automobile Provision, shall be amended to read as follows:

The City shall provide the Employee with an unmarked squad car in acknowledgement of the Employee's need to perform her duties as Police Chief. If the Employee is a resident of the City of Whitewater, the Employee will be allowed to drive the vehicle to her residence and keep the vehicle at her residence. If the Employee is not a resident of the City of Whitewater, the unmarked squad car will be allowed to be taken home by Employee if the Employee intends to leave from her residence and go to a City business related matter outside of the City of Whitewater. Also, the Employee may take the squad car home if the Employee goes to her residence after attending a City business related matter which takes place outside the City of Whitewater and then the Employee returns to her residence before going to the City of Whitewater.

B. Section 10, Moving Expenses, shall be amended to read as follows:

If the Employee establishes her residence within the corporate limits of the City of Whitewater, Employer shall pay to Employee a lump sum payment to pay for the reasonable cost of Employee's packing and moving expenses with a maximum cap of \$2,500.00. This payment will be paid to Employee when the said monies are payable to the selected moving company.

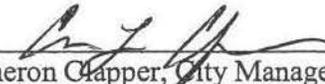
C. Section 13, Residency, shall be amended to read as follows:

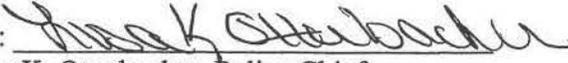
As a condition of employment, the Employee is required to be a resident of the Whitewater Unified School District.

IN WITNESS WHEREOF, the parties hereto have executed this instrument.

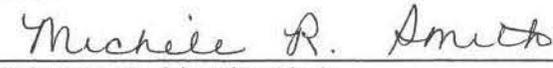
CITY OF WHITEWATER

EMPLOYEE

By: 
Cameron Clapper, City Manager

By: 
Lisa K. Otterbacher, Police Chief

Attest:


Michele R. Smith, City Clerk

CITY OF WHITEWATER, WISCONSIN
EMPLOYMENT AGREEMENT FOR POLICE CHIEF

THIS EMPLOYMENT AGREEMENT, sometimes hereinafter referred to as the "Agreement" made and entered into this 27th day of September, 2011, is made and entered by and between the CITY OF WHITEWATER, WISCONSIN, sometimes hereinafter referred to as the "City" and Lisa Otterbacher, sometimes hereinafter referred to as the "Employee".

WITNESSETH:

WHEREAS, the City Police Commission desires to hire and retain Employee as Police Chief and is recommending to the Common Council on behalf of the City of Whitewater that an employment agreement be established between the City and Employee for the purpose of such hiring; and

WHEREAS, the City desires to make provisions for the employee's duties, compensation, benefits, and other conditions of employment; and

WHEREAS, it is the desire of the Common Council of the City (hereinafter at times referred to as the "Council") to retain the services of the Employee, to make possible and provide inducement for her to remain in such employment and to make possible full work productivity by assuring the Employee's peace of mind with respect to future security for the periods specified herein.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the City and the Employee agree as follows:

Section 1. Employment and Duties.

1.1 The City shall and does hereby agree to employ Employee on a full time basis as Police Chief, and the Employee does and hereby agrees to employment with the City as Police Chief and to perform the duties and responsibilities of Police Chief on a full time basis.

1.2 As Police Chief, the Employee shall perform all duties and activities associated with the position of Police Chief as set forth under the laws of the United States, the statutes of the State of Wisconsin and the ordinances of the City of Whitewater, as they all maybe amended from time to time.

Section 2. Term and Termination.

2.1 Subject to the termination provisions set forth below, the term of this Agreement shall be four (4) years from September 27, 2011 to September 30,2015. In the event, that Employee serves as Police Chief beyond September 30, 2015, thereafter, the Agreement shall be automatically be reviewed for extension six (6) months prior to the expiration periods, unless terminated by either party pursuant to the provisions of this Agreement.

2.2 The Whitewater Police Commission shall have the right to terminate Employee's employment for just cause at any time upon written notice to Employee pursuant to Wisconsin State Statute 62.13(3) as amended and/or renumbered from time to time (the "Removal Statute"). In the event Employee is terminated for cause as defined in the Removal Statute, Employee will be afforded such due process rights as may be required by law.

2.3 The parties agree that the Employee may terminate this Agreement subject to Section 2.1 above upon not less than sixty (60) calendar days written notice prior to the Employee's final day of employment. The Employee's final day of employment shall be defined as the last day of actual full time work in service to the City. Failure by Employee to give proper and timely notice as required herein shall constitute forfeiture by Employee of any right, if any, Employee may have to accrued vacation and/or sick leave which is otherwise payable to Employee upon termination.

Section 3. Compensation.

3.1 Effective on the Commencement Date, the City shall pay a salary to the Employee for her services as Police Chief in the amount of \$87,000 on an annual basis. Said base salary shall remain in effect until December 31, 2012.

3.2 Beginning January 1, 2013, and for all times thereafter while this Agreement is in full force and effect, the Employee shall receive salary increases consistent with the across the board percentage wage increases, granted to all other salaried employees. In addition, Employee may receive a merit pay increase that may be determined by the City Manager/Common Council on an annual basis after a performance evaluation is conducted beginning January 1, 2013 and each January 1 thereafter while this agreement is in full force and effect.

3.3 The Employee waives all rights to longevity compensation.

Section 4. Vacation and Sick Leave.

4.1 Effective September 1, 2011, the City shall credit the Employee with sixty-four (64) hours of vacation time that was previously earned and accrued by the Employee during work performed during 2010. Thereafter, beginning on January 1, 2012 she will be granted twenty-two (22) days vacation annually. On January 1, 2015 the employee will be granted 25 days of vacation annually. Each year Employee shall have the right to carry over up to but no more than two (2) vacation days, with the approval of the city manager.

4.2 Effective September 1, 2011, Employee will have six hundred twenty-two (622) hours of sick leave, previously accumulated during her previous term of employment with the City. The Chief is entitled to maintain existing sick-time balance, and continue to accumulate a balance as defined by city ordinance and/or city policy that may be in effect, until the time of

retirement. The City will pay the Chief fifty percent (50%) of that entire employee's accumulated sick leave, up to a maximum of ninety (90) days except for discharge for just cause. This payout may be used to purchase health insurance after retirement. In the case of death of the Chief, while on active duty, one hundred percent (100%) of the value of accumulated sick leave will be paid to the Chief's estate.

Section 5. Automobile Provision.

5.1 Upon commencement of this agreement, the City shall provide the Employee with an unmarked squad car in acknowledgement of the Employee's need to perform her duties as Police Chief. Such unmarked squad car will be allowed to be taken home by Employee but only after the Employee has established residency within the City of Whitewater corporate limits.

Section 6. Memberships, Conferences, and Training.

6.1 The City shall pay for the Employee's annual association dues to the International Chiefs of Police Association (hereinafter referred to ICPA) and the Wisconsin Chiefs of Police Association (hereinafter referred to as the WCPA).

6.2 The City shall provide an annual budget for the registration, travel, and lodging for the annual conferences held by the ICPA (every other year attendance) and the WCPA (annual attendance).

6.3 The City shall provide an annual budget sufficient for the Employee to participate in approximately two (2) regional one-or-two-day seminars annually.

Section 7. Insurance.

7.1 The Employee shall have the right, at her option, to participate in the same manner as other salaried employees in the City's group health insurance program as may be amended from time to time by the City. If the Employee elects not to participate in the City's group health insurance program, the Employee will be entitled to incentive payments in accordance with any "opt-out" program made available to other City employees.

7.2 The City shall provide the Employee with term life insurance equal to two times the Employee's base salary.

Section 8. Retirement Benefit.

8.1 The City shall provide payment of all costs related to the Employee's enrollment in the State of Wisconsin Retirement Plan except any percentage required to be paid by state and local government employees. Salaried as well as all other non-sworn police officers are required, beginning January 1, 2012, to contribute 50% of the total retirement contribution. Employee will be required to pay the same amount, notwithstanding what may be specified by state law for sworn police officers. Contributions will be deducted from Employee's "pre-tax" as designated for federal and state income tax purposes. In 2011, the state required contribution is 11.6%; the city contribution is 5.8% and the employee contribution is 5.8% (the state required percentage is subject to change annually).

Section 9. Uniform, Equipment and Clothing Allowance.

9.1 A clothing allowance of \$600.00 per year shall be provided to the employee for suitable clothing and/or uniformed attire, whether uniform or business attire, as required by the Chief's position. Other specialty items may be authorized by the city manager. The allowance may also be used for dry cleaning or other clothing maintenance services.

Section 10: Moving Expenses:

10.1 Employer shall pay to Employee a lump sum payment to pay for the reasonable cost of Employee's packing and moving expenses with a maximum cap of \$2,500.00. This payment will be paid to Employee when the said monies are payable to the selected moving company.

Section 11: Cell Phone:

11.1 The city will provide to Employee a cellular telephone and corresponding data plan for Employee's business use.

Section 12. Other Benefits.

12.1 The City shall pay, or reimburse the Employee for other current and future benefits, or expenses extended and common to all other salaried employees of the City as established by ordinance and that are not specifically otherwise modified by this Agreement.

Section 13. Residency.

13.1 The Employee is required to establish residency within the corporate limits of the City of Whitewater within one (1) year of the effective date of this agreement. The employee will make every attempt to sell their home and relocate to the City of Whitewater within one (1) year. The Employee will give monthly reports to the city manager regarding her efforts to establish such residence. Given the current state of the housing market an extension of one (1) year will be granted if it is found that reasonable attempts have been made to sell their

property and have been unsuccessful. If residency is not established within the above noted time frame, the employee and city manager will meet with the city council prior to the employee incurring the cost of a dual mortgage.

Section 14. Indemnification.

14.1 The City shall defend, indemnify, and hold harmless the Employee against any and all civil claims, demands, suits, actions or proceedings of any kind or nature arising out of the performance of reasonable acts within the scope of his duties as Police Chief. This indemnification shall not apply to any criminal proceedings, which may be filed against the Employee.

Section 15. Binding Effect.

15.1 This Agreement shall be binding on the City and the Employee and the successors, assigns and heirs of each respectively, upon approval by the Council and execution by both parties hereto.

Section 16. Severability.

16.1 If any clause or provision herein shall be adjudged invalid or unenforceable by a Court of competent jurisdiction or by operation of any applicable law, it shall not affect the validity of any other clause or provision, which shall remain in full force and effect. This agreement may be terminated at the will of either party for due process in accordance with chapter 62.13. This agreement does not create any right to continued employment and the independent review process outlined in State Statutes 62.13.

Section 17. Waiver of Breach.

17.1 The waiver by the City of a breach of any provision of this Agreement by the Employee shall not operate or be construed as a waiver of any subsequent breach by the Employee.

IN WITNESS WHEREOF, the parties hereto have duly executed this instrument to become effective as of the date on which this Agreement is approved by the Common Council of the City.

City of Whitewater



Kevin M. Brunner, City Manager

Employee



Lisa Otterbacher, Police Chief

ATTEST:

Michele Smith

Michele Smith, City Clerk

ORIGINAL ALCOHOL BEVERAGE RETAIL LICENSE APPLICATION

Submit to municipal clerk.

For the license period beginning _____ 20____ ;
ending _____ 20____ ;

TO THE GOVERNING BODY of the: Town of }
 Village of } Whitewater
 City of }

County of Walworth Aldermanic Dist. No. 1 (if required by ordinance)

Applicant's Wisconsin Seller's Permit Number: 456-1028258398-02	
Federal Employer Identification Number (FEIN): 46-3516254	
LICENSE REQUESTED ▶	
TYPE	FEE
<input type="checkbox"/> Class A beer	\$
<input checked="" type="checkbox"/> Class B beer	\$ 100
<input type="checkbox"/> Class C wine	\$
<input type="checkbox"/> Class A liquor	\$
<input type="checkbox"/> Class B liquor	\$
<input type="checkbox"/> Reserve Class B liquor	\$
Publication fee	\$ 5
TOTAL FEE	\$ 105

1. The named INDIVIDUAL PARTNERSHIP LIMITED LIABILITY COMPANY
 CORPORATION/NONPROFIT ORGANIZATION

hereby makes application for the alcohol beverage license(s) checked above.

2. Name (individual/partners give last name, first, middle; corporations/limited liability companies give registered name): Second Salem Brewing Company LLC

An "Auxiliary Questionnaire," Form AT-103, must be completed and attached to this application by each individual applicant, by each member of a partnership, and by each officer, director and agent of a corporation or nonprofit organization, and by each member/manager and agent of a limited liability company. List the name, title, and place of residence of each person.

Title	Name	Home Address	Post Office & Zip Code
President/Member	Member / Thayer A. Coburn	/ 509 S. Franklin St. / Whitewater	53190
Vice President/Member	Member / Joseph O. Coburn	/ W4044 Piper Road / Whitewater	53190
Secretary/Member	Member / Christ G. Christon	/ 274 Woodland Dr. / Whitewater	53190
Treasurer/Member	Member / Karl W. Brown	/ 156 N. Fremont St. / Whitewater	53190
Agent ▶	<u>Christ Christon, 274 Woodland,</u>		
Directors/Managers	LLC is Managed by Members		

3. Trade Name ▶ Second Salem Brewing Company LLC Business Phone Number 262-949-5671
4. Address of Premises ▶ 111 W. Whitewater St. Post Office & Zip Code ▶ Whitewater 53190

5. Is individual, partners or agent of corporation/limited liability company subject to completion of the responsible beverage server training course for this license period? Yes No
6. Is the applicant an employe or agent of, or acting on behalf of anyone except the named applicant? Yes No
7. Does any other alcohol beverage retail licensee or wholesale permittee have any interest in or control of this business? Yes No
8. (a) **Corporate/limited liability company applicants only:** Insert state Wisconsin and date 8/26/2013 of registration.
(b) Is applicant corporation/limited liability company a subsidiary of any other corporation or limited liability company? Yes No
(c) Does the corporation, or any officer, director, stockholder or agent or limited liability company, or any member/manager or agent hold any interest in any other alcohol beverage license or permit in Wisconsin? Yes No
(NOTE: All applicants explain fully on reverse side of this form every YES answer in sections 5, 6, 7 and 8 above.)
9. Premises description: Describe building or buildings where alcohol beverages are to be sold and stored. The applicant must include all rooms including living quarters, if used, for the sales, service, and/or storage of alcohol beverages and records. (Alcohol beverages may be sold and stored only on the premises described.) front rooms (ie street side) of 111 W. Whitewater St.
10. Legal description (omit if street address is given above): _____
11. (a) Was this premises licensed for the sale of liquor or beer during the past license year? Yes No
(b) If yes, under what name was license issued? _____
12. Does the applicant understand they must file a Special Occupational Tax return (TTB form 5630.5) before beginning business? [phone 1-800-937-8864] Yes No
13. Does the applicant understand a Wisconsin Seller's Permit must be applied for and issued in the same name as that shown in Section 2, above? [phone (608) 266-2776] Yes No
14. Does the applicant understand that they must purchase alcohol beverages only from Wisconsin wholesalers, breweries and brewpubs? Yes No

READ CAREFULLY BEFORE SIGNING: Under penalty provided by law, the applicant states that each of the above questions has been truthfully answered to the best of the knowledge of the signers. Signers agree to operate this business according to law and that the rights and responsibilities conferred by the license(s), if granted, will not be assigned to another. (Individual applicants and each member of a partnership applicant must sign; corporate officer(s), members/managers of Limited Liability Companies must sign.) Any lack of access to any portion of a licensed premises during inspection will be deemed a refusal to permit inspection. Such refusal is a misdemeanor and grounds for revocation of this license.

SUBSCRIBED AND SWORN TO BEFORE ME

this 4th day of November, 2013

Nancy Stanford
(Clerk/Notary Public)

My commission expires 8-21-17

Christ Christon
(Officer of Corporation/Member/Manager of Limited Liability Company/Partner/Individual)

Christ Christon
(Officer of Corporation/Member/Manager of Limited Liability Company/Partner)

Christ Christon
(Additional Partner(s)/Member/Manager of Limited Liability Company if Any)

TO BE COMPLETED BY CLERK

Date received and filed with municipal clerk	Date reported to council/board	Date provisional license issued	Signature of Clerk / Deputy Clerk
Date license granted	Date license issued	License number issued	

MEMORANDUM

TO: Michele Smith, City Clerk

FROM: Lisa K. Otterbacher, Chief of Police

DATE: December 12, 2013

REF: ALCOHOL BEVERAGE LICENSE APPLICATION
Second Salem Brewing Co, LLC
111 W. Whitewater Street
Agent: Christ G Christon

Effective December 12, 2013, the following information is being supplied on an official basis concerning the license application of the above named party. Only that information which would bear upon this application is recorded. Traffic Violations are excluded.

Pertinent records of the appropriate local and state agencies have been searched as of this date with the following results:

No information was disclosed that would hinder the issuance of the above requested license.

LKO/cas

City of Whitewater Council Agenda Item Information Sheet

MEETING DATE: 12/17/13 ITEM: Appointment of Poll Workers

PRESENTER: Consent Agenda – Michele Smith / Cameron Clapper

ACTION, IF ANY: N/A – Required every two years

SUMMARY OF ITEM BEING PRESENTED:

Every two years, the City is required to adopt a slate of poll workers for the next two-year period. Clerks are required to use individuals nominated by the two political parties receiving the most votes at the last general election. (Has always been the Republicans and Democrats since I have worked here). This year, only the Republicans submitted worker nominations. Once the Clerk has exhausted the 1st choice nominees, she has the ability to hire “unaffiliated” workers.

BUDGET IMPACT, IF ANY: None.

BOARD, COMMISSION, OR COMMITTEE RECOMMENDATION, IF ANY:

None.

STAFF RECOMMENDATION:

Recommend adoption of poll worker list, including use of poll workers as tabulators, and appointment of Board of Canvass members (Joyce Follis, Beverly Stone, Marion Burrows).

RECOMMENDED MOTION:

Clerk recommends approval.

ATTACHMENT(S) INCLUDED (If none, please state that)

FOR MORE INFORMATION CONTACT: Michele Smith

(262) 473-0102

Bilgen, Jan	Unaffiliated	206 Park Street
Binnie, Cheryl	Unaffiliated	1315 Satinwood Ln.
Binnie, Lynn	Unaffiliated	1315 Satinwood Ln.
Bowker, Diane	Unaffiliated	634 Walton Dr.
Bruch, Joanne	Unaffiliated	409 E. Milwaukee
Burkhardt, Sue	Unaffiliated	
Burrows, Marion	Unaffiliated	435 W. Starin Rd. #314AA
Coburn, Virginia	Unaffiliated	2 Coburn Ln.
Cooper, Nancy	Unaffiliated	1127 W. Walworth
Coulthart, Jo	Unaffiliated	1680 S. Turtle Mound La.
Endisch, Colleen	Republican 1st choice nominee	897 Acorn Ridge
Endisch, William	Republican 1st choice nominee	897 Acorn Ridge
Epps, Virginia	Unaffiliated	970 W. Highland St.
Fassl, Jeanine	Unaffiliated	
Fischer, Margie	Republican 1st choice nominee	228 N. Park St.
Follis, Joyce	Republican 1st choice nominee	252 S. Ardmor
Fuerstenberg, Louise	Republican 1st choice nominee	1214 W. Court St.
Gray-Fow, Tiiu	Unaffiliated	120 S. Ridge St.
Hass, Sandy	Unaffiliated	P.O. Box 274
Henry, Donna	Republican 1st choice nominee	347 S. Janesville St.
Hiscox, Sue	Unaffiliated	
Jacobson, Pat	Unaffiliated	
Kienbaum, Chris	Unaffiliated	
Knuteson, Darlene	Unaffiliated	1155 W. Blackhawk Dr.
Koenitzer, Dottie	Unaffiliated	315 N. George St.
Leaver, Rosemary	Unaffiliated	180 N. Esterly Ave.
Linn, Sarah	Unaffiliated	253 N. Fremont St.
Long, Ellen	Unaffiliated	1259 N. Satinwood
Long, Everett	Unaffiliated	1259 N. Satinwood
Loomer, Linda	Unaffiliated	726 E. Cravath St.
Lyon, Bruce	Republican 1st choice nominee	203 N. Jefferson St.
Masterson, Karla	Unaffiliated	
McCarthy, Sharon	Unaffiliated	244 N. Franklin St.
McDonell, Kim	Unaffiliated	1660 Mound View Pl
McKinnon, Kevin	Unaffiliated	716 W. Peck St.
McKinnon, Marcia	Unaffiliated	716 W. Peck St.
Meikle, Mary	Unaffiliated	618 Foxglove Lane
Messier, Shirley	Republican 1st choice nominee	1061 Blackhawk
Miller, Bonnie	Unaffiliated	221 S. Prince
Murray, Betty	Republican 1st choice nominee	936 W. Highland St.
Murray, Lee	Republican 1st choice nominee	936 W. Highland St.

Newhouse, Arlene	Unaffiliated	747 E. Clay
Newhouse, John	Unaffiliated	747 E. Clay
Obmascher, Jean	Unaffiliated	
Penwell, Ellen	Unaffiliated	417 N. Fremont St.
Peoples, Deb	Unaffiliated	221 S. Prince
Ponyicsanyi, Kathy	Unaffiliated	1155 Blackhawk
Roselle, Rita	Unaffiliated	658 Waters Edge Dr.
Rowley Nancy	Republican 1st choice nominee	902 Acorn Rdige
Rowley, Curt	Unaffiliated	
Rowley, Sally	Unaffiliated	787 E. Clay St. #3
Schmeling, Jan	Unaffiliated	646 Foxglove Ln.
Schneider, Evie	Unaffiliated	213 Hazelyn Ct.
Schneider, Nathan	Unaffiliated	213 Hazelyn Ct.
Schumacher, Kathy	Republican 1st choice nominee	1694 Turtle Mound La.
Sederholm, Emma Lou	Unaffiliated	424 S. Elizabeth
Smith, Michele	Unaffiliated	212 N. Fremont
Smith, William	Unaffiliated	212 N. Fremont
Spurgat, Dorothy	Unaffiliated	
Stone, Beverly	Unaffiliated	P.O. Box 291
Zaballos, Kristine	Unaffiliated	1143 Walworth Ave
BOARD OF CANVASS:		
Joyce Follis		
Beverly Stone		
Marion Burrows		
TABULATORS		
Marion Burrows		
Michele Smith		
Bonnie Miller		

MEMORANDUM

TO: Michele Smith, City Clerk

FROM: Lisa K. Otterbacher, Chief of Police

DATE: November 27, 2013

REF: SCHEDULE FOR APPOINTMENT OF AGENT - ALCOHOL BEVERAGE LICENSE
Fun Hunter's Brewery
841 E. Milwaukee Street
Agent: Patricia S Cruse

Effective November 27, 2013, the following information is being supplied on an official basis concerning the license application of the above named party. Only that information which would bear upon this application is recorded. Traffic Violations are excluded.

Pertinent records of the appropriate local and state agencies have been searched as of this date with the following results:

No information was disclosed that would hinder the issuance of the above requested license.

LKO/cas

SCHEDULE FOR APPOINTMENT OF AGENT BY CORPORATION/NONPROFIT ORGANIZATION OR LIMITED LIABILITY COMPANY

Submit to municipal clerk.

All corporations/organizations or limited liability companies applying for a license to sell fermented malt beverages and/or intoxicating liquor must appoint an agent. The following questions must be answered by the agent. The appointment must be signed by the officer(s) of the corporation/organization or members/managers of a limited liability company and the recommendation made by the proper local official.

To the governing body of: Town Village of Whitewater County of Walworth City

The undersigned duly authorized officer(s)/members/managers of ~~Beer~~ Fun Hunters LLC (registered name of corporation/organization or limited liability company)

a corporation/organization or limited liability company making application for an alcohol beverage license for a premises known as Randy's (trade name)

located at 841 E. Milwaukee St

appoints PATRICIA S. CRUSE (name of appointed agent)

17907 Hwy P Whitewater WI 53190 (home address of appointed agent)

to act for the corporation/organization/limited liability company with full authority and control of the premises and of all business relative to alcohol beverages conducted therein. Is applicant agent presently acting in that capacity or requesting approval for any corporation/organization/limited liability company having or applying for a beer and/or liquor license for any other location in Wisconsin?

Yes No If so, indicate the corporate name(s)/limited liability company(ies) and municipality(ies).

Is applicant agent subject to completion of the responsible beverage server training course? Yes No

How long immediately prior to making this application has the applicant agent resided continuously in Wisconsin? 20+

Place of residence last year see above (Grandfathered)

For: Fun Hunters LLC (name of corporation/organization/limited liability company)

By: see below (signature of Officer/Member/Manager)

And: see below (signature of Officer/Member/Manager)

ACCEPTANCE BY AGENT

I, Patricia Cruse (print/type agent's name), hereby accept this appointment as agent for the

corporation/organization/limited liability company and assume full responsibility for the conduct of all business relative to alcohol beverages conducted on the premises for the corporation/organization/limited liability company.

Patricia Cruse (signature of agent) 11-26-13 (date) Agent's age 63
see above (home address of agent) Date of birth [REDACTED]

APPROVAL OF AGENT BY MUNICIPAL AUTHORITY (Clerk cannot sign on behalf of Municipal Official)

I hereby certify that I have checked municipal and state criminal records. To the best of my knowledge, with the available information, the character, record and reputation are satisfactory and I have no objection to the agent appointed.

Approved on _____ (date) by _____ (signature of proper local official) Title _____ (town chair, village president, police chief)

Place of Birth: Chicago, Illinois