



PUBLIC SAFETY & WELFARE COMMITTEE MEETING AGENDA

WEDNESDAY, JUNE 05, 2024 AT 5:00 PM

ROOM 0041, LOWER LEVEL, MUNICIPAL BUILDING, 106 JONES STREET, WATERTOWN, WI

Virtual Meeting Info: <https://us06web.zoom.us/join> Meeting ID: 543 850 6085 Passcode: license One tap mobile +16469313860

<https://us06web.zoom.us/j/5438506085?pwd=2BzI5YIFWz8CJhn4zgXM1kDcE0mHoL.1>

All public participants' phones will be muted during the meeting except during the public comment period.

1. CALL TO ORDER

2. RECIEVE COMMENTS FROM THE PUBLIC

Each individual who would like to address the Committee will be permitted up to three minutes for their comments

3. APPROVAL OF MINUTES

- A. Public Safety minutes from May 1, 2024
- B. Public Safety minutes from May 21, 2024

4. BUSINESS

- A. Informational Item: 1015 Meadow Street Raze Order
- B. Review and take Action: Special Event-American Legion 4th of July Celebration
- C. Review and take action: Special Event-Moose Lodge Car Show
- D. Review and take action: Special Event Koine Concert-St. Lukes Church
- E. Review and take action: Special Event-Fiesta at the Park
- F. Review and take action: Special Event-Craft Beer Walk
- G. Review and take action: Special Event- Donut Dash
- H. Review and take action: Allowing utility terrain vehicles (UTVs) on select city streets
- I. Review and take action: Vehicle parking on front lawn

5. ADJOURN

Persons requiring other reasonable accommodations for any of the above meetings, may contact the office of the City Clerk at mdunneisen@watertownwi.gov, phone 920-262-4006

A quorum of any City of Watertown Council, Committee, Board, Commission, or other body, may be present at this meeting for observing and gathering of information only

PUBLIC SAFETY & WELFARE COMMITTEE

May 1, 2024

5:00 p.m.

1. CALL TO ORDER

Members Present	Also in Attendance	Citizens Present
<ul style="list-style-type: none"> • Dana Davis, Chair • Brad Blanke • Steve Board • Eric Schmid 	<ul style="list-style-type: none"> • Chief Brower • Andrew Beyer • Kristine Butteris • Stephanie Juhl 	Zack Goodrow

1. CALL TO ORDER

2. RECEIVE COMMENTS FROM THE PUBLIC

There were no comments from the public at this time.

3. APPROVAL OF MINUTES

Public Safety Minutes from April 3, 2024

- [Public Safety Meeting Notes 4.3.24.pdf](#)
- Motion to approve by Blanke. Seconded by Board. Motion passed unanimously.

4. BUSINESS

A. Review and take possible action: Town Square/S. Water Street Event Site Security

- [2024.0501_S Water Street Street Closure Draft.pdf](#) (0.08 MB)
- [August 2023 PSW Meeting Minutes.pdf](#) (0.19 MB)
- [Barrier System Photos.pdf](#) (0.30 MB)
- [November 2023 PSW Meeting Minutes.pdf](#) (0.13 MB)

Andrew Beyer provided an update regarding options for closing Water Street. At the November 2, 2023 PS&W, the Committee approved the purchase of swing gates up to \$25,000. Andrew says that the staff have not been able to secure funding for the gates and have, upon further research, determined that the swing gates will not provide the necessary security to prevent a car from entering Water St. The staff believe the best option to close the street in the most efficient manner and to prevent a vehicle from entering the street is a barrier system that will cost \$125,000.

MOTION: Board made a motion to amend November 2, 2023 motion to approve the purchase of swing gates and instead direct staff to continue to investigate the barrier system and possible funding sources. Motion was seconded by Schmid. Blanke made a motion to amend to add that that the staff also continue to investigate options that will keep people from walking into Water St. instead of using the crosswalk at the corner. Board agreed to the amendment and the motion carried unanimously.

B. Update, no action required: Town Square safety measures during Main Street Bridge Construction

- [20240312002plan.pdf](#) (0.22 MB)
- [Main St Bridge Traffic Control Plan.pdf](#) (0.35 MB)
- [PSW - Participant Safety Memo.pdf](#) (0.59 MB)
- [EAP for BFTS 2024.pdf](#) (0.07 MB)

No Action Taken

C. Review and take action: Special Event - Entertainment Night

- [Memo re PSW St. Marks.pdf](#) (0.05 MB)
- [2024-11 Application Redacted.pdf](#) (0.50 MB)
- [2024-11 Map.pdf](#) (0.10 MB)

MOTION: Motion to approve by Blanke and seconded by Board. Motion passed unanimously.

D. Review and take action: Special Event - Memorial Day Ceremony

- [Memo re PSW Memorial Day Ceremony.pdf](#) (0.05 MB)
- [2024-15 Application Redacted.pdf](#) (0.42 MB)
- [2024-15 Map.pdf](#) (0.10 MB)

MOTION: Motion to approve by Board and seconded by Schmid. Motion passed unanimously.

E. Review and take action: Special Event - Tour Da Goose

- [Memo re PSW SPECIAL EVENTS.pdf](#) (0.05 MB)
- [2024-10 Application Redacted.pdf](#) (0.48 MB)
- [2024-10 Map.pdf](#) (0.88 MB)

MOTION: Motion to approve by Blanke and seconded by Schmid. Motion passed unanimously.

5.ADJOURN

ADJOURNMENT: There being no additional business to come before the Committee, a motion was made by Schmid to adjourn and seconded by Blanke. The motion carried unanimously.

Respectfully Submitted - Dana Davis, Chairperson

PUBLIC SAFETY & WELFARE COMMITTEE

May 21, 2024

6:45 p.m.

1. CALL TO ORDER

Members Present	Also in Attendance	Citizens Present
<ul style="list-style-type: none">Dana Davis, ChairBrad BlankeSteve BoardEric Schmid	<ul style="list-style-type: none">Andrew BeyerSteven Chesebro	

2. RECEIVE COMMENTS FROM THE PUBLIC

There were no comments from the public at this time.

3. BUSINESS

- A. Review and take possible action: ordinance to prohibit boating near the Main Street (Cole Memorial) Bridge during construction
 - o [Ord #24-XX - Ordinance to Regulate Boating Upon the Rock River Reviewed by Steven as of 051424.pdf](#) (0.02 MB)
 - o [2024.0521_Navigational Waterway Markers.pdf](#) (0.09 MB)
 - o [Site Map.pdf](#) (0.78 MB)

MOTION: Blanke made a motion to approve the creation of Ord. 247-5(D): Ordinance to Regulate Boating Upon the Rock River. Motion was seconded by Board and passed unanimously.

4. ADJOURN

There being no additional business to come before the Committee, a motion was made by Schmid to adjourn and seconded by Blanke. The motion carried unanimously.



Main Office
920-262-4060

Brian Zirbes
920-262-4041

Mark Hady
920-342-0986

Nikki Zimmerman
920-262-4045

Dell Zwieg
920-262-4042

Doug Zwieg
920-262-4062

Dennis Quest
920-262-4061

MEMO

To: City of Watertown Public Safety & Welfare Committee

From: Brian Zirbes, Zoning Administrator

Date: May 29th, 2024

RE: 1015 Meadow Street

I have been asked to inform this committee about the situation at 1015 Meadow Street. Building, Safety, and Zoning has received several complaints about this property. The first complaint dates back to 2003 for siding and other items blowing into adjacent yards. In 2008 we received a complaint for junk in the yard and raccoons entering and exiting the property. Again, in June of 2020 we received two complaints for an abandoned structure with the front entry door being open, holes in the siding and soffit, and a detached garage in disrepair. In response to these complaints, four letters have been sent to the property owner, 3 citations have been issued, 10 on-site inspections have been documented, and several discussions regarding tax liens have been conducted with Jefferson County.

The property remains vacant and no attempt has been made to correct any of the violations on the property. The neighboring property owners are frustrated that there is nothing being done to improve the situation.

Our Code Compliance Officer provided the following notes regarding the subject property on January 8, 2024 (the letter to the property owner is also attached for your reference):

“Due to the long-standing vacancy and code violations of this property, City Attorney Steve Chesebro recommended sending a request for objections to an interior inspection of the subject property. The interior inspection was suggested to determine the extent of damage and deterioration to the interior living space. A letter was drafted and sent to the property owner, Dennis R Sotebeer. The letter was dated and sent on December 14, 2023. The property owner made no objections to the interior inspection in the 15 plus days allowed and the interior inspection was completed on January 4, 2024. During said inspection, it was determined that there has been long-term harborage of vermin, birds, etc. There is clear evidence of nesting materials from both exterior and interior views. There are areas where nesting materials are bulging out of and through interior walls, and evidence of vermin food particles and feces. There is good reason to believe that the finished flooring and/or sub flooring have been contaminated with rodent urine and feces. Additionally, it is likely that areas of the electrical wiring in the wall cavities have been compromised by various vermin/rodent harborage. It is also evident that the house currently has no utilities and has not for several years. The interior would essentially need to be stripped to the bare studs to ensure safe wiring; the plumbing and air ducts would need to be checked and cleaned for safe operation as well. In short, the HVAC, plumbing, electrical and all interior finishes would have to be replaced to make

the structure habitable. Repairs to the exterior siding (entrance/exit doors) and re-insulating would also b cost to repair the structure would exceed 50% of the improvement value. Condemnation and razing of the structure are therefore recommended. The service door on the detached garage would need to be replaced as well. The door currently is compromised and there is evidence of vermin harborage in said garage."

The raze order (attached for your reference) was sent by our Building Inspector on March 11, 2024. The deadline to hear back from the owner was May 1, 2024. We did not receive a response. The Building Inspector has given an additional 30 days to the property owner before proceeding with razing of the building. If no action is taken by the owner, the city will proceed with razing the building. This does come with expenses to the city; those expenses get assessed to the property via a special assessment on their property tax bill. A budget amendment, or use of contingency, will be necessary to complete the razing of the building.

Thank-You
Brian Zirbes

Zoning and Floodplain Administrator
Building, Safety and Zoning

RAZE ORDER

In the Matter of the Razing of a Principal Structure Situated on Premises Located in the County of Jefferson, State of Wisconsin, Legally Described as:

1015 Meadow Street, Watertown, Wisconsin, on premises described as:

Lot 1 of Certified Survey recorded June 1, 1978 Vol. 4 page 8 of Certified Survey Maps, as Document #751927, Jefferson County records, being part of Lot 7, Block 3 of G. Werlich's Fourth Addition to the City of Watertown. (PIN: 291-0815-0522-039).

OWNER:

Dennis R. Sotebeer
1669 Forest Glen
Green Bay, WI 54304

INTERESTED PARTIES:

Jefferson County Clerk
Jefferson County Courthouse
311 S. Center Avenue, Room C2050
Jefferson, WI 53549

Jefferson County Treasurer
Jefferson County Courthouse
311 S. Center Avenue, Room C1030
Jefferson, WI 53549

City Clerk/Treasurer
City of Watertown
106 Jones Street
Watertown, WI 53094

Pursuant to sec. 66.0413(1), Wis. Stats., and on the finding by the Building Inspector of the City of Watertown that the principal structure located on the above-described premises is so dilapidated, damaged and out of repair as to be dangerous, unsafe, unsanitary or otherwise unfit for human habitation, occupancy or use; and on the determination by said Building Inspector that the cost of such repairs would exceed fifty (50) percent of the assessed value of such buildings divided by the ratio of the assessed value to the recommended value as last published by the Department of Revenue for this municipality in that said improvements were last assessed at one hundred and seventy-four thousand one hundred (\$174,100) dollars, which assessment was at 88.6% of full value level, thus making the full assessed value of the principal and accessory structure one hundred and ninety-six thousand five hundred dollars (\$196,500). The necessary repairs for said principal and accessory structure would exceed fifty (50) percent of this amount.

NOW, THEREFORE, IT IS HEREBY ORDERED that the principal structure located at:

1015 Meadow Street, Watertown, Wisconsin, on premises described as:

Lot 1 of Certified Survey recorded June 1, 1978 Vol. 4 page 8 of Certified Survey Maps, as Document #751927, Jefferson County records, being part of Lot 7, Block 3 of G. Werlich's Fourth Addition to the City of Watertown. (PIN: 291-0815-0522-039).

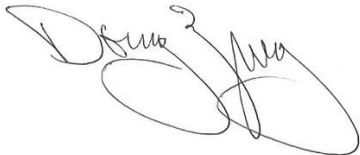
be razed and removed and the site restored to a dust-free and erosion-free condition by the owner of said premises within thirty (30) days of service of this Order.

NOTICE IS HEREBY GIVEN that, in the event of failure or refusal to comply with this Order within the time prescribed herein, the principal and accessory structures shall be razed and removed and the site restored to a dust-free and erosion-free condition in accordance with sec. 66.0413(1)(f), Wis. Stats., and the cost of such razing, removal and restoration of the site to a dust-free and erosion-free condition shall be charged against the above-described real estate upon which such principal and accessory structures are located and shall be a lien upon such real estate, and may be assessed and collected as a special charge.

NOTICE IS FURTHER GIVEN that, in the event the principal and accessory structure, personal property or fixtures which will unreasonably interfere with the razing of said principal and accessory structures, or if the razing of the principal and accessory structures makes necessary the removal, sale or destruction of such personal property or fixtures, the Building Inspector further orders the removal of said personal property and fixtures, pursuant to sec. 66.0413(1)(i), Wis. Stats., **by May 1, 2024.**

REMEDY FROM ORDER. Any person affected by Orders issued under this subsection may within thirty (30) days of service of the Order, apply to the Circuit Court for an Order restraining the City and the Building Inspector from entering on the premises and razing the structure, or be forever barred. The Court upon receiving the application shall determine the reasonableness of the Order to raze the Structure.

CITY OF WATERTOWN, WISCONSIN



Doug G. Zwieg
Building Inspector

DZ/nmz



Main Office
920-262-4060

Brian Zirbes
920-262-4041

Mark Hady
920-342-0986

Nikki Zimmerman
920-262-4045

Dell Zwieg
920-262-4042

Doug Zwieg
920-262-4062

Dennis Quest
920-262-4061

December 14, 2023

Dennis R Sotebeer
1669 Forest Glen
Green Bay, WI 54304

Dennis R Sotebeer:

It has come to the attention of the City of Watertown that 1015 Meadow Street (PIN: 291-0815-0522-039), property in your ownership, remains in violation of the City Code. During a November 28, 2023, follow up inspection it became apparent that 1015 Meadow Street is in violation of 332-3B, C & D, **Environmental requirements**. There are areas of siding, soffit and fascia that are compromised and allowing for the harborage of vermin, birds, etc. Additionally, the front door of the house and service door to the garage are damaged and/or ajar and show evidence of vermin harborage as well.

To date no noticeable measures have been taken by the property owner to remedy the structural deterioration issues on either the house or detached garage. The property has risen to the level of an unsafe public nuisance and has a blighting effect on neighboring properties. For these reasons it is necessary at this time for Building & Safety staff to inspect the interior of both the house and garage at 1015 Meadow Street to determine the level of deterioration and any safety issues. We are hereby giving notice that we intend to complete these interior inspections before December 20, 2023.

In regard to the compromised building components and vermin harborage the violations are as follows:

1. Section 332-3B (3&4); 332-3C (1-3) and 332-3D (8-11)
 - a. Property shall be free of vermin/rodent harborage.
 - b. Any infestation or harborage of vermin/rodents caused by failure of owner to maintain dwelling in vermin-proof condition shall be the responsibility of said owner.
 - c. Every foundation, exterior wall, roof, and all other exterior surface shall be maintained in a workmanlike state of maintenance and repair and shall be kept in such condition so as to eliminate rodent/vermin harborage.
 - d. All windows, doors, soffit/fascia shall be maintained in good repair and kept weathertight.

Regarding the above-mentioned violations of Section 332-3 and the need to inspect the building interiors, the City of Watertown is giving Dennis L Sotebeer 15 days from the date of this letter to respond with any objections to pending inspections.

If you have any questions, please contact me at (920) 262-4042.

Sincerely,

Dell Zwieg
Code Compliance Officer

Sections under Section 332-1 E&F:

E. Violations. Notice of violation shall be served upon the owner of record, provided that such notice shall be deemed to be properly served upon such owner if a copy thereof is delivered to him personally or, if not found, by leaving a copy thereof at his usual place of abode with a person of suitable age and discretion who shall be informed of the contents thereof, or by sending a copy thereof by mail to his last known address, or if the letter with the copy is returned showing it has not been delivered to him, by posting a copy thereof in a conspicuous place in or about the dwelling affected by the notice.

(1) Service of notice. Whenever the Building Officials determine that there has been or is a violation, or that there are reasonable grounds to believe that there has been or is a violation of any provision of this chapter, they shall give notice of such violation or alleged violation to the person or persons responsible therefor. Such notice shall:

- (a) Be in writing.*
- (b) Include a description of the real estate sufficient for identification.*
- (c) Specify the violation which exists and the remedial action required.*
- (d) Allow a reasonable time for the performance of any act it requires.*

(2) Prosecution of violation. In case any violation order is not promptly complied with, the Building Officials may request the legal representative to institute an appropriate action or proceeding at law or in equity against the person responsible for the violation, ordering him:

- (a) To restrain, correct or remove the violation or refrain from any further execution of work;*
- (b) To restrain or correct the erection, installation or alteration of such building;*
- (c) To require the removal of work in violation;*
- (d) To prevent the occupation or use of the building, structure or part thereof erected, constructed, installed or altered in violation of or not in compliance with the provisions of this chapter, or in violation of a plan or specification under which an approval, permit or certificate was issued; or*
- (e) To enforce the penalty provisions of this chapter.*

(3) Violations and penalties. Every person who shall violate any provision of this chapter shall be subject to a penalty as provided in § 1-4 of this Municipal Code. Each day that a violation continues after due notice has been served in accordance with the terms and provisions hereof shall be deemed a separate offense.

F. Right of appeal.[Amended by Ord. No. 96-9]

(1) Any owner or person who is aggrieved with the ruling or decision of the enforcement officers in any matter relative to the interpretation or enforcement of any of the provisions of this chapter of the City of Watertown Code may appeal said decision or interpretation.

(2) The owner of any dwelling, building or structure, a tenant, or any person affected by the notice or order of the Building Officials provided under Subsection E above may appeal the action taken by the Building Officials, within 30 days of the date of service of the written notice and/or order to comply upon such owner, tenant or other person, to the circuit court of the county in which said dwelling, building or structure is located for an order restraining the Building Officials from taking the action under Subsection E above as specified in the written notice or order to comply. Such appeal must be in writing, must specify the grounds therefor and must address the contents of the written notice and/or order to comply. A copy of such written appeal shall be served upon the Building Officials within 30 days of service of the written notice and order to comply upon the owner, tenant or other person.

Section 332-3 Environmental requirements.

B. Exterior property areas. No person shall occupy as owner-occupant or let to another for occupancy any dwelling unit for the purpose of living therein or premises which does not comply with the following requirements. The Building Officials shall cause periodic inspections to be made of dwelling premises to secure compliance with these requirements.

- (1) Sanitation.** All exterior property areas shall be maintained in a clean and sanitary condition free from any accumulation of rubbish or garbage.

Section 332-4 Responsibilities of occupants, owners and operators.

A. Scope. Occupants of dwellings, multifamily dwellings and dwelling units and owners or operators of rooming houses shall be responsible for maintenance thereof as provided in this section.

- (1) Cleanliness.** Every occupant of a dwelling unit shall keep that part of the dwelling unit and premises thereof which he occupies, controls or uses in a clean and sanitary condition.

106 Jones Street • P.O. Box 477 • Watertown, WI 53094-0477 • Phone 920.262.4060

Opportunity Runs Through It

(2) Disposal of rubbish. Every occupant of a dwelling unit shall dispose of all his rubbish in a clean manner by placing it in rubbish containers required by § 332-4A(6) of this chapter.

Section 4, Item A.

(3) Disposal of garbage. Every occupant of a dwelling unit shall dispose of his garbage in a clean and sanitary manner by placing it in the garbage disposal facilities or, if such facilities are not available, by removing all nonburnable matter and securely wrapping such garbage and placing it in tight metal garbage storage containers as required by § 332-4A(7) of this chapter, or by such other disposal method as may be required by applicable laws or ordinances of the municipality.



Office of the
Clerk
106 Jones Street
PO Box 477
Watertown, WI 53094-0477
(920) 262-4006

June 5, 2024

TO: Members of the Public Safety & Welfare Committee

The following application has been made for a Special Event Permit:

July 4th Celebration from the American Legion Post 189 to be held at Riverside Park on July 3-4, 2024.

There are no estimated extraordinary charges from any city departments as this is a Celebration for a federal holiday.

Respectfully Submitted,

Becky Wegner, Admin Clerk

Federal Holiday

New Event Repeat Event Date Received: 5-9-24 Date of Event: JUL 3-4 Fee Amount: #25.

APPLICANT INFORMATION:		
Name of person, entity, or organization holding the special event: <u>AMERICAN LEGION PITTLERLE-BEAUDOIN POST 189</u>		
Address: Street, City, State, Zip <u>206 S. FIRST ST., WATERTOWN, WI 53094</u>		
Phone: <u>920-253-7373</u>	Email: <u>rogsan815@att.net</u>	Website: <u>AmericanlegionPost189.org</u>
<input checked="" type="checkbox"/> Non-profit Group	<input type="checkbox"/> For Profit	<input type="checkbox"/> Other, please describe:
		Nonprofit Tax-Exempt Number <u>39-0784079</u> <small>501(c)3, if applicable (include photocopy)</small>
Is this the applicant's 1 st special event application for the calendar year? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
Wisconsin Seller Permit Number: Sales Tax, if applicable (include photocopy) <u>456-1030347772-02</u> If the named applicant is not required to hold a Wisconsin Seller's Permit pursuant to s. 77.54 (7m), Wis. Stats., check this box <input type="checkbox"/>		
EVENT INFORMATION:		
Event Name: <u>JULY 4th CELEBRATION</u>	Event Date(s): <u>JULY 3-4, 2024</u>	
Event Location Address include parking locations and streets to be used if applicable: <u>RIVERSIDE PARK</u>		
A DETAILED map is required upon submittal of application, is it included? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Is the event located in a City Park? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
If yes, do you have a park reservation? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Park name: <u>RIVERSIDE PARK</u>		
Is the event closing of a Street/Alley/Right-of-Way/Parking Lot? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Will you need City Services for your event? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> for <u>PARK SETUP AND POLICE PATROL AT NIGHT</u>		
Is the event on private property? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If yes, do you have written permission? Yes <input type="checkbox"/> No <input type="checkbox"/>		
Is the event a city sponsored parade or celebrating a Federal Holiday? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
If yes, please explain: <u>JULY 4th</u>		
Event start/end time: <u>8AM JULY 3 - 10PM JULY 4</u>	Event set up/take down times: <u>SETUP: JULY 3</u> <u>TAKE DOWN: JULY 5</u>	
Total Attendance: <u>#1000</u>	Alcohol consumed, sold, or served? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Vendors? Yes <input type="checkbox"/> No <input type="checkbox"/>
Event Description (purpose, activity, who can participate, etc. Attach additional sheet if necessary.) <u>ALLOW COMMUNITY AND VISITORS TO CELEBRATE AMERICA'S INDEPENDENCE.</u>		
Will your event be selling food? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If yes, please explain: (Type of food and sold by who) <u>BRATS & HOT DOGS - LEGION, DESSERTS - LEGION AUXILIARY</u>		
MAIN EVENT ORGANIZER - PRIMARY CONTACT IF DIFFERENT FROM APPLICANT:		
Contact Name: First, Middle, Last <u>ROGER W. HERBERT</u>		
Address: Street, City, State, Zip <u>1502 UTAH ST, WATERTOWN, WI 53094</u>	Phone: <u>920-253-7373</u>	Email: <u>rogsan815@att.net</u>
OFFICE USE ONLY:		
APPROVED ON:	PERMIT #	

Indemnification and Hold Harmless
(Read carefully before signing!)

Section 4, Item B.

Indemnification: By signing below, I acknowledge that for good and valuable consideration, I (applicant), on behalf of myself and the organization, if applicable, agree to indemnify, defend and hold harmless the City of Watertown and its officers, officials, employees and agents from and against any and all liability, loss, damage, expenses and costs, including attorney fees, arising out of the activities performed as described herein, caused in whole or in part by any negligent act of omission of the applicant/organization, anyone directly or indirectly employed by any of them or anyone whose acts may be liable, except where caused by the sole negligence or willful misconduct of the City.

Certification: By signing below, I certify that I am at least 18 years of age and that I have reviewed and understand the City's Insurance Requirements and Ordinance for Special Events. My signature further confirms: (i) I understand the filing of this application does not ensure the issuance of a Special Event Permit; (ii) The special event application fee is non-refundable (iii) I will be responsible for ensuring the event and event participants comply with all applicable City ordinances, traffic rules, park rules, state health laws, fire codes, alcohol licensing regulations, and any other applicable laws, rules and regulation;. (iv) Fees for park facilities, food vendor permits, fireworks permit, any other applicable City of Watertown permits or licenses, other municipal services and equipment, etc., are in addition to the Special Event Permit application fee; (v) I am authorized to apply for this Special Event Permit on behalf of the organization holding the event (if applicable). (vi) The information contained in this application is true and correct to the best of my knowledge. I understand that intentionally providing false or misleading information in this application will be the basis for denial/revocation of the permit and may lead to civil or criminal penalties.

If there are any changes to the Special Event after submittal of the application, I agree to notify the City of Watertown of these changes for review.

Name of Applicant: ROGER W. HERBERT Signature: Roger W. Herbert Date: 5/7/24

SPECIAL EVENT APPLICATION FEE & EXTRAORDINARY SERVICES

Application fee is due when the application is submitted and is nonrefundable if the event is cancelled. If the event is rescheduled for a date within 6-months, the application fee would apply to the rescheduled date; if the event is rescheduled for a date later than 6-months of the original event date the application fee is nonrefundable.

*\$50.00 - first application for the year of the applicant if submitted 45 days or more prior to event date.
\$35.00 - each subsequent application of the applicant if submitted 45 days or more prior to event date.
(The fee is doubled if submitted less than 45 days prior to event date)*

Extraordinary Services - measurable financial costs which are above and beyond the normal levels of public health and safety services on a nonevent day. See the special event fee schedule for more information. Extraordinary services do not include the provision of police protection against hostile individuals targeting the event's message or intentions.

The applicant is liable for and must pay to the city clerk the actual cost of all extraordinary services provided by the city and is required to pay 50% of the estimated extraordinary services prior to the special event with the remaining amount billed at the conclusion of the event. Sales tax will be added if applicable. By signing the applicant acknowledges that they have been made aware of this information.

Signature of Applicant: Roger W. Herbert Date: 5/7/24

Submit Special Event Application and fee (cash or check) in person or by mail to:

City Clerk 106 Jones Street
PO Box 477
Watertown, WI 53094
Questions: 920-262-4010 or email cityclerk@watertownwi.gov



Office of the
Clerk
106 Jones Street
PO Box 477
Watertown, WI 53094-0477
(920) 262-4006

June 5, 2024

TO: Members of the Public Safety & Welfare Committee

The following application has been made for a Special Event Permit:

Moose Lodge Car Show from Moose Lodge 830 to be held on June 13, 2024.
There are no estimated extraordinary charges from any city departments.

Respectfully Submitted,

Becky Wegner, Admin Clerk



SPECIAL EVENT PERMIT APPLICATION

New Event Repeat Event Date Received: 4/22 Date of Event: JUNE 13 Fee Amount: _____

APPLICANT – Information about the person, entity or organization holding the special event.

Legal/Real Name: First, Middle, Last (List any previous names)
THOMAS J GODFREY

Address: Street, City, State, Zip
[REDACTED]

Date of Birth: [REDACTED] Driver's License # (List State if not WI)
[REDACTED]

Phone: 920-285-5606 Email: [REDACTED] Website: _____

Non-profit Group For Profit Other, please describe:
Name: _____ Nonprofit Tax-Exempt Number: 176056 2098830 FRATERNAL ORGANIZATION
501(c)3, if applicable (include photocopy)

Is this the applicant's 1st special event application for the calendar year? Yes No

Wisconsin Seller Permit Number: 456-0000248791-02
Sales Tax, if applicable (include photocopy)
If the named applicant is not required to hold a Wisconsin Seller's Permit pursuant to s. 77.54 (7m), Wis. Stats., check this box

EVENT INFORMATION

Event Name: CAR Show

Event Location: MAP IS REQUIRED. DO YOU HAVE IT INCLUDED? Yes No
Address: _____

Is the location: Park/Public Property _____ Do you have a park reservation? Yes No
Closing of a Street/Alley/Right-of-Way/Parking Lot? Yes No Private Property Do you have permission? Yes No

Is the event a city sponsored parade or celebrating a Federal Holiday? (fees are waived but applicant must still apply)
If yes, please explain: NO

Event Date(s): JUNE 13 2024
(List each date of multi-day event)

Event Time: Start Time 5:00 pm End Time 8 pm
Set Up/Take Down: Set Up Begins 3:00 pm Take Down Ends 8 pm

Total Anticipated Attendance: 0-300 100 301-999 _____ 1000+ _____

Fencing needed: Yes No Selling Food or Beverage: Yes No

Event Description (purpose, activity, who can participate, etc. Attach additional sheet if necessary.)
old CAR show

EVENT ORGANIZER – Information for person to contact before, during & after event, if necessary.

Contact Name: First, Middle, Last (List any previous names)
THOMAS J GODFREY

Address: Street, City, State, Zip
213 NORMA DR WATERTOWN WI 53098

Date of Birth: [REDACTED] Phone: 920-285-5606

Driver's License#: (List State if not WI) WI Email: _____

OFFICE USE ONLY

PERMIT # _____

Indemnification and Hold Harmless


(Read carefully before signing!)

Section 4, Item C.

Indemnification: By signing below, I acknowledge that for good and valuable consideration, I (applicant), on behalf of myself and the organization, if applicable, agree to indemnify, defend and hold harmless the City of Watertown and its officers, officials, employees and agents from and against any and all liability, loss, damage, expenses and costs, including attorney fees, arising out of the activities performed as described herein, caused in whole or in part by any negligent act of omission of the applicant/organization, anyone directly or indirectly employed by any of them or anyone whose acts may be liable, except where caused by the sole negligence or willful misconduct of the City.

Certification: By signing below, I certify that I am at least 18 years of age and that I have reviewed and understand the City's Insurance Requirements and Ordinance for Special Events. My signature further confirms: (i) I understand the filing of this application does not ensure the issuance of a Special Event Permit; (ii) The special event application fee is non-refundable (iii) I will be responsible for ensuring the event and event participants comply with all applicable City ordinances, traffic rules, park rules, state health laws, fire codes, alcohol licensing regulations, and any other applicable laws, rules and regulation; (iv) Fees for park facilities, food vendor permits, fireworks permit, any other applicable City of Watertown permits or licenses, other municipal services and equipment, etc., are in addition to the Special Event Permit application fee; (v) I am authorized to apply for this Special Event Permit on behalf of the organization holding the event (if applicable). (vi) The information contained in this application is true and correct to the best of my knowledge. I understand that intentionally providing false or misleading information in this application will be the basis for denial/revocation of the permit and may lead to civil or criminal penalties.

If there are any changes to the Special Event after submittal of the application, I agree to notify the City of Watertown of these changes for review.

Signature of Applicant:  Date: 4/20/24
Printed Name of Applicant: THOMAS J GODFREY


SPECIAL EVENT APPLICATION FEE & EXTRAORDINARY SERVICES

Application fee is due when the application is submitted and is nonrefundable if the event is cancelled. If the event is rescheduled for a date within 6-months, the application fee would apply to the rescheduled date; if the event is rescheduled for a date later than 6-months of the original event date the application fee is nonrefundable.

\$50.00 - first application for the year of the applicant if submitted 45 days or more prior to event date.
\$35.00 - each subsequent application of the applicant if submitted 45 days or more prior to event date.
(The fee is doubled if submitted less than 45 days prior to event date)

Extraordinary Services - measurable financial costs which are above and beyond the normal levels of public health and safety services on a nonevent day. See the special event fee schedule for more information. Extraordinary services do not include the provision of police protection against hostile individuals targeting the event's message or intentions.

The applicant is liable for and must pay to the city clerk the actual cost of all extraordinary services provided by the city and is required to pay 50% of the estimated extraordinary services prior to the special event with the remaining amount billed at the conclusion of the event. Sales tax will be added if applicable. By signing the applicant acknowledges that they have been made aware of this information.

Signature of Applicant:  Date: 4/20/24

Submit Special Event Application and fee (cash or check) in person or by mail to:

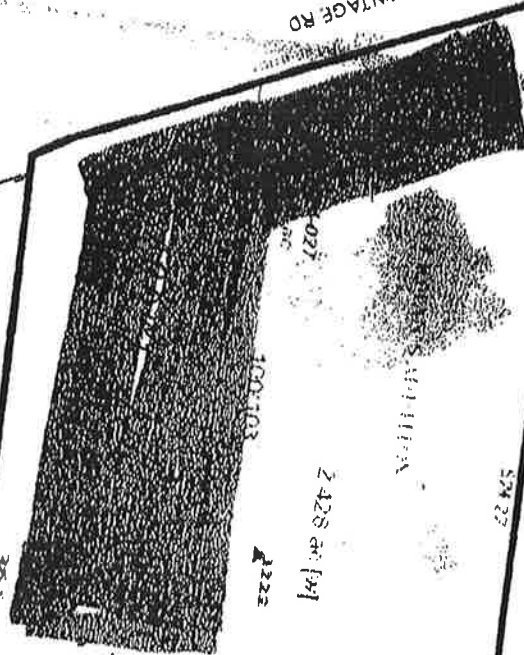
City Clerk 106 Jones Street
PO Box 477
Watertown, WI 53094
Questions: 920-262-4010 or email mdunneisen@watertownwi.gov

50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050
1100
1150
1200
1250
1300
1350
1400
1450
1500
1550
1600
1650
1700
1750
1800
1850
1900
1950
2000

STATE ROAD N
STATE ROAD N
STATE ROAD N

ROW
16'

HWY 16 FRONTAGE RD



Black Area
Where Alcohol
Consumed

#1105784

3424-028
3,212 AC

1

328.54'

524.27'

2,428 AC [M]

4,222

100.103

305'

3424-029
4,022 AC

132.5

JUNEAU ST

468'

3412-058
5,792 AC

166,189

521'



Office of the
Clerk
106 Jones Street
PO Box 477
Watertown, WI 53094-0477
(920) 262-4006

June 5, 2024

TO: Members of the Public Safety & Welfare Committee

The following application has been made for a Special Event Permit:

Koine Concert from St. Lukes Church to be held August 25, 2024

There are no estimated extraordinary charges from any city departments.

Respectfully Submitted,

Becky Wegner, Admin Clerk

RECEIVED

Section 4, Item D.

APR 04 2024



SPECIAL EVENT PERMIT APPLICATION

New Event Repeat Event Date Received: 4-4-24 Date of Event: 8-25-24 Fee Amount: _____

APPLICANT – Information about the person, entity or organization holding the special event.

Legal/Real Name: First, Middle, Last (List any previous names)
Timothy James Redfield

Address: Street, City, State, Zip
[Redacted]

Date of Birth: [Redacted] Driver's License # (List State if not WI)
[Redacted]

Phone: 715-891-1735 Email: pastortredfield@gmail.com Website: _____

Non-profit Group For Profit Other, please describe:
Name St. Luke's Nonprofit Tax-Exempt Number
501(c)3, if applicable (include photocopy)

Is this the applicant's 1st special event application for the calendar year? Yes No

Wisconsin Seller Permit Number:
Sales Tax, if applicable (include photocopy)
If the named applicant is not required to hold a Wisconsin Seller's Permit pursuant to s. 77.54 (7m), Wis. Stats., check this box

EVENT INFORMATION

Event Name: Koine Concert

Event Location: MAP IS REQUIRED. DO YOU HAVE IT INCLUDED? Yes No

Address: Beatzin Family Town Square

Is the location: Park/Public Property Do you have a park reservation? Yes No

Closing of a Street/Alley/Right-of-Way/Parking Lot? Yes No Private Property Do you have permission? Yes No

Is the event a city sponsored parade or celebrating a Federal Holiday? (fees are waived but applicant must still apply)
If yes, please explain:

Event Date(s):
(List each date of multi-day event) August 25, 2024

Event Time: Start Time 4:00 pm End Time 7:00 pm

Set Up/Take Down: Set Up Begins 1:00 pm Take Down Ends 8:00 pm

Total Anticipated Attendance: 0-300 _____ 301-999 1000+ _____ Fencing needed: Yes No Selling Food or Beverage: Yes No

Event Description (purpose, activity, who can participate, etc. Attach additional sheet if necessary.)

Christian Concert

EVENT ORGANIZER – Information for person to contact before, during & after event, if necessary.

Contact Name: First, Middle, Last (List any previous names)
Timothy James Redfield

Address: Street, City, State, Zip
[Redacted] Date of Birth: [Redacted] Phone: 715-891-1735

Driver's License#: (List State if not WI) WISCONSIN Email: pastortredfield@gmail.com

OFFICE USE ONLY

PERMIT #

APR 04 2024

Indemnification and Hold Harmless

(Read carefully before signing!)

Indemnification: By signing below, I acknowledge that for good and valuable consideration, I (applicant), on behalf of myself and the organization, if applicable, agree to indemnify, defend and hold harmless the City of Watertown and its officers, officials, employees and agents from and against any and all liability, loss, damage, expenses and costs, including attorney fees, arising out of the activities performed as described herein, caused in whole or in part by any negligent act of omission of the applicant/organization, anyone directly or indirectly employed by any of them or anyone whose acts may be liable, except where caused by the sole negligence or willful misconduct of the City.

Certification: By signing below, I certify that I am at least 18 years of age and that I have reviewed and understand the City's Insurance Requirements and Ordinance for Special Events. My signature further confirms: (i) I understand the filing of this application does not ensure the issuance of a Special Event Permit; (ii) The special event application fee is non-refundable (iii) I will be responsible for ensuring the event and event participants comply with all applicable City ordinances, traffic rules, park rules, state health laws, fire codes, alcohol licensing regulations, and any other applicable laws, rules and regulation; (iv) Fees for park facilities, food vendor permits, fireworks permit, any other applicable City of Watertown permits or licenses, other municipal services and equipment, etc., are in addition to the Special Event Permit application fee; (v) I am authorized to apply for this Special Event Permit on behalf of the organization holding the event (if applicable). (vi) The information contained in this application is true and correct to the best of my knowledge. I understand that intentionally providing false or misleading information in this application will be the basis for denial/revocation of the permit and may lead to civil or criminal penalties.

If there are any changes to the Special Event after submittal of the application, I agree to notify the City of Watertown of these changes for review.

Signature of Applicant:  Date: 4/4/24
Printed Name of Applicant: Tim Redfield

SPECIAL EVENT APPLICATION FEE & EXTRAORDINARY SERVICES

Application fee is due when the application is submitted and is nonrefundable if the event is cancelled. If the event is rescheduled for a date within 6-months, the application fee would apply to the rescheduled date; if the event is rescheduled for a date later than 6-months of the original event date the application fee is nonrefundable.

\$50.00 - first application for the year of the applicant if submitted 45 days or more prior to event date.
\$35.00 - each subsequent application of the applicant if submitted 45 days or more prior to event date.
(The fee is doubled if submitted less than 45 days prior to event date)

Extraordinary Services - measurable financial costs which are above and beyond the normal levels of public health and safety services on a nonevent day. See the special event fee schedule for more information. Extraordinary services do not include the provision of police protection against hostile individuals targeting the event's message or intentions.

The applicant is liable for and must pay to the city clerk the actual cost of all extraordinary services provided by the city and is required to pay 50% of the estimated extraordinary services prior to the special event with the remaining amount billed at the conclusion of the event. Sales tax will be added if applicable. By signing the applicant acknowledges that they have been made aware of this information.

Signature of Applicant:  Date: 4/4/24

Submit Special Event Application and fee (cash or check) in person or by mail to:

City Clerk 106 Jones Street
PO Box 477
Watertown, WI 53094

Questions: 920-262-4010 or email mdunneisen@watertownwi.gov

No Alcohol

Sec. 17

Road Closed

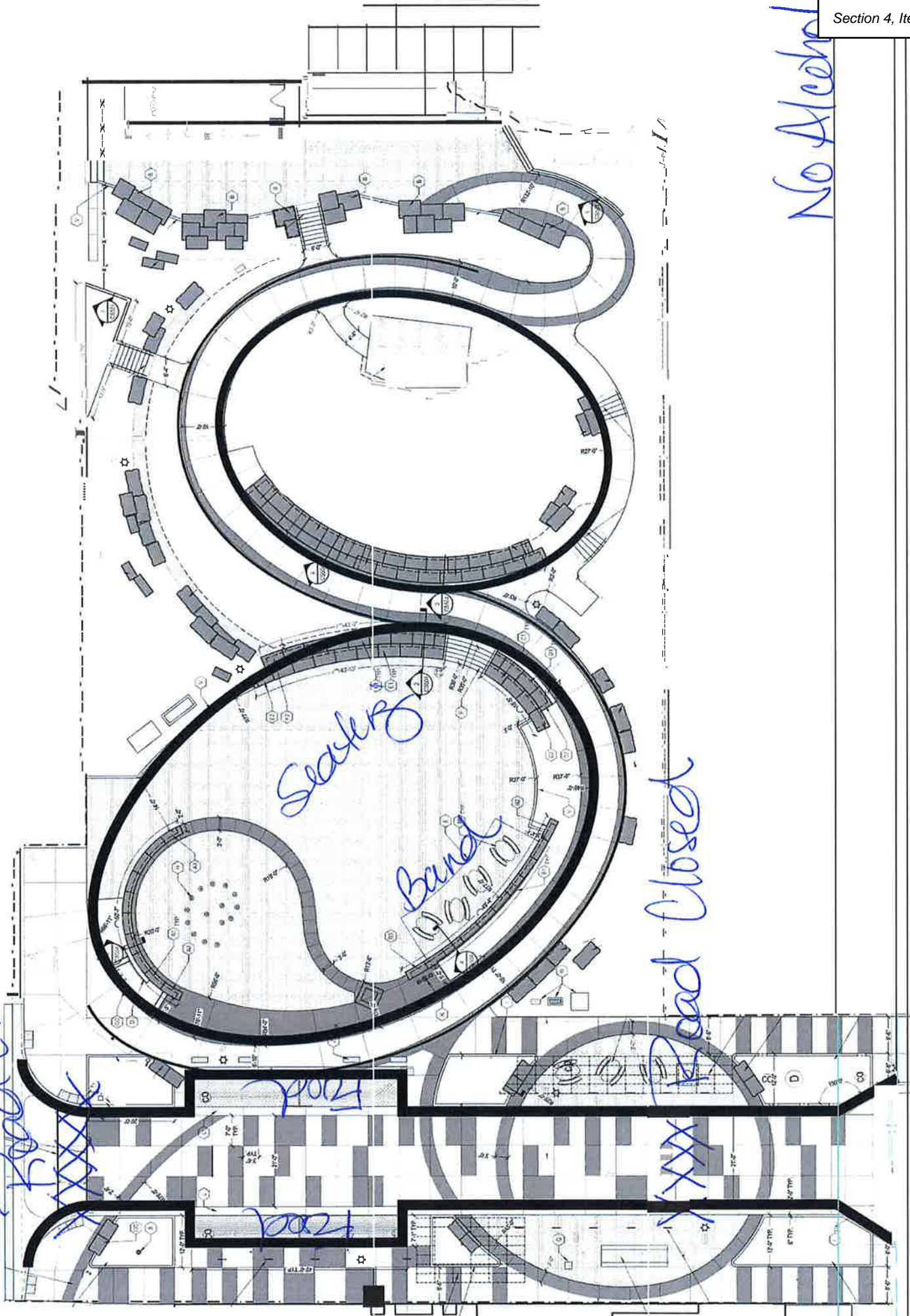
Seating

Band

Food

Food

Road Closed





Office of the
Clerk
106 Jones Street
PO Box 477
Watertown, WI 53094-0477
(920) 262-4006

June 3, 2024 - AMENDED

TO: Members of the Public Safety & Welfare Committee

Sam Galaviz with Fiesta Cultural Org has applied for a special event permit for the event Fiesta at the Park, a cross cultural activity, on August 31, 2024, at the Bentzin Family Town Square. The Watertown Streets Department has listed estimated extraordinary charges to place and remove jersey barriers for the closing of Water Street and for sign placement specifically relating to this event totaling an estimate of \$154.40. This amount includes 1 hour of labor for 2 employees and 1 hour of special equipment (loader) use.

Respectfully Submitted,

Megan Dunneisen, City Clerk



Event: Fiesta at the Park

Permit # 2024-14

Event Date: 08/31/24

**Extraordinary Service Fees for Special Events
Estimate of Charges**

Payment Due no later than: 08/21/24

Department	Regular Cost Per Hour	Overtime Cost Per Hour	Flat Fee Cost	Anticipated Qty	Sub Total
POLICE					
Police Chief/ Deputy	\$74.52				-
Police Captain	\$66.77				-
Police Sergeant	\$56.90				-
Police Officer	\$57.51	\$85.35			-
Auxiliary Officer	\$16.56	\$86.26			-
Special Equipment					-
STREETS					
Street Manager/Supervisor	\$39.45			2	78.90
Street General Labor	\$36.21	\$59.18			-
Solid Waste General Labor	\$44.45	\$54.31			-
Placement of Temporary Signs			\$2 per sign		-
Traffic Cones			\$1 per Cone		-
Class I & II Barricades			\$5 each		-
Class III Barricades & Signs			\$12 each		-
Special Equipment-			At Cost		75.50
PARK & RECREATION					
Recreation Managers	\$44.45				-
Parks General Full Time	\$37.77				-
Parks General Part Time	\$13.00				-
Picnic Tables			\$10.00		-
Banquet Tables			\$10.00		-
Benches			\$4.00		-
Trash Cans			\$4.00		-
Portable Bleachers			\$60.00 per set		-
Excessive Cleaning	\$100.00		2 hr min charge		-
FIRE DEPARTMENT					
Fire Chief/Deputy Chief	\$73.50				-
Fire Battalion Chief	\$43.68	\$65.52			-
Firefighter	\$32.54	\$48.81			-
HEALTH DEPARTMENT					
Health General Labor	\$48.51	\$72.76			-
Health Environmental	\$44.56	\$66.85			-
Health Emergency Prep	\$49.22	\$73.83			-
OTHER PERSONNEL OR CHARGES					
SUBTOTAL OF ESTIMATE					154.40
15% Admin Fee		Non-Profit Organization? Enter 0 (yes) or 1 (no):	0		-
TOTAL OF ESTIMATE					\$ 154.40
50% DOWN PAYMENT DUE 08/21/24					\$ 77.20

City Hall

Fiesta

Section 4, Item E.

THE CITY OF WATERTOWN SPECIAL EVENT PERMIT APPLICATION
Opportunity runs through it.

New Event Repeat Event Date Received: _____ Date of Event: Aug. 31 Fee Amount: \$50.00

APPLICANT – Information about the person, entity or organization holding the special event.

Legal/Real Name: First, Middle, Last (List any previous names)
SAMUEL Jesus Galaviz

Address: Street, City, State, Zip
 [Redacted]

Date of Birth: [Redacted] **Driver's License#** (List State if not WI)
 [Redacted]

Phone: (920) 285 1949 **Email:** atgmail.com **Website:** gc/avizsp.com

Non-profit Group **For Profit** **Other, please describe:** **Nonprofit Tax-Exempt Number**
Fiesta Cultural org 501(c)3, if applicable (include photocopy)

Is this the applicant's 1st special event application for the calendar year? Yes No

Wisconsin Seller Permit Number:
 Sales Tax, if applicable (include photocopy)
 If the named applicant is not required to hold a Wisconsin Seller's Permit pursuant to s. 77.54 (7m), Wis. Stats., check this box

EVENT INFORMATION

Event Name: Fiesta @ the park

Event Location: MAP IS REQUIRED. DO YOU HAVE IT INCLUDED? Yes No
Bentzin Family Town Square

Is the location: Park/Public Property Do you have a park reservation? Yes No
 Closing of a Street/Alley/Right-of-Way/Parking Lot? Yes No Private Property Do you have permission? Yes No

Is the event a city sponsored parade or celebrating a Federal Holiday? (fees are waived but applicant must still apply)
If yes, please explain: N/A

Event Date(s): (List each date of multi-day event) 8/31/24

Event Time: Start Time 10:00 AM – End Time 7:00 PM

Set Up/Take Down: Set Up Begins 8:00 AM Take Down Ends 7:00 PM

Total Anticipated Attendance: 0-300 301-999 _____ 1000+ _____

Fencing needed: Yes No

Selling Food or Beverage: Yes No (Temp B)

Event Description (purpose, activity, who can participate, etc. Attach additional sheet if necessary.)
To promote positive Cross-Cultural activities in our Community.

EVENT ORGANIZER – Information for person to contact before, during & after event, if necessary.

Contact Name: First, Middle, Last (List any previous names)
Sam J. Galaviz

Address: Street, City, State, Zip [Redacted] **Date of Birth:** [Redacted] **Phone:** (920) 285-1949

Driver's License#: (List State if not WI) [Redacted] **Email:** _____

OFFICE USE ONLY

PERMIT # _____

Indemnification and Hold Harmless

(Read carefully before signing!)

Section 4, Item E.

Indemnification: By signing below, I acknowledge that for good and valuable consideration, I (applicant), on behalf of myself and the organization, if applicable, agree to indemnify, defend and hold harmless the City of Watertown and its officers, officials, employees and agents from and against any and all liability, loss, damage, expenses and costs, including attorney fees, arising out of the activities performed as described herein, caused in whole or in part by any negligent act of omission of the applicant/organization, anyone directly or indirectly employed by any of them or anyone whose acts may be liable, except where caused by the sole negligence or willful misconduct of the City.

Certification: By signing below, I certify that I am at least 18 years of age and that I have reviewed and understand the City's Insurance Requirements and Ordinance for Special Events. My signature further confirms: (i) I understand the filing of this application does not ensure the issuance of a Special Event Permit; (ii) The special event application fee is non-refundable (iii) I will be responsible for ensuring the event and event participants comply with all applicable City ordinances, traffic rules, park rules, state health laws, fire codes, alcohol licensing regulations, and any other applicable laws, rules and regulation;. (iv) Fees for park facilities, food vendor permits, fireworks permit, any other applicable City of Watertown permits or licenses, other municipal services and equipment, etc., are in addition to the Special Event Permit application fee; (v) I am authorized to apply for this Special Event Permit on behalf of the organization holding the event (if applicable). (vi) The information contained in this application is true and correct to the best of my knowledge. I understand that intentionally providing false or misleading information in this application will be the basis for denial/revocation of the permit and may lead to civil or criminal penalties.

If there are any changes to the Special Event after submittal of the application, I agree to notify the City of Watertown of these changes for review.

Signature of Applicant: Samuel J. Galaviz Date: 3/9/2024

Printed Name of Applicant: Samuel J. Galaviz

SPECIAL EVENT APPLICATION FEE & EXTRAORDINARY SERVICES

Application fee is due when the application is submitted and is nonrefundable if the event is cancelled. If the event is rescheduled for a date within 6-months, the application fee would apply to the rescheduled date; if the event is rescheduled for a date later than 6-months of the original event date the application fee is nonrefundable.

\$50.00 - first application for the year of the applicant if submitted 45 days or more prior to event date.
\$35.00 - each subsequent application of the applicant if submitted 45 days or more prior to event date.
(The fee is doubled if submitted less than 45 days prior to event date)

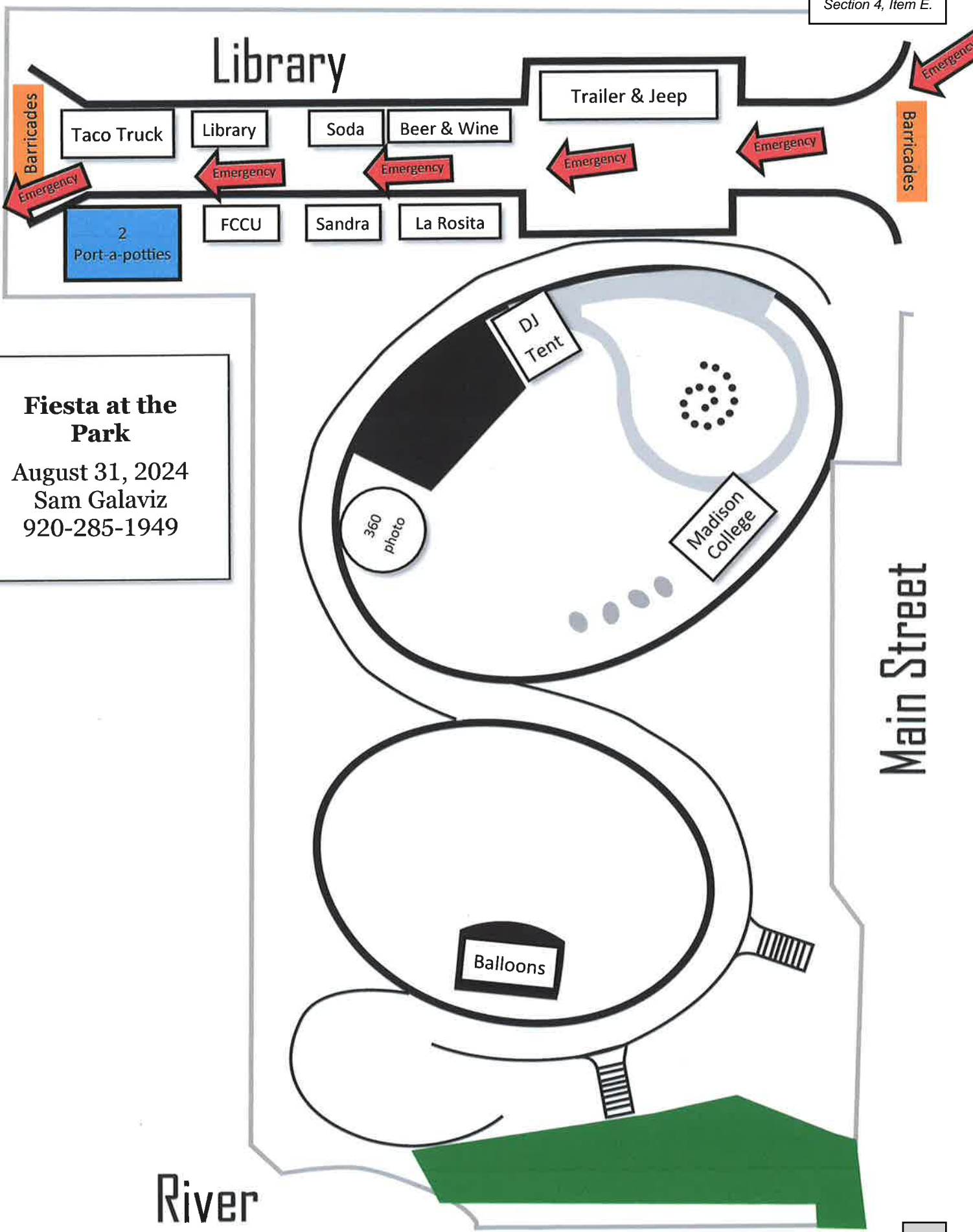
Extraordinary Services - measurable financial costs which are above and beyond the normal levels of public health and safety services on a nonevent day. See the special event fee schedule for more information. Extraordinary services do not include the provision of police protection against hostile individuals targeting the event's message or intentions.

The applicant is liable for and must pay to the city clerk the actual cost of all extraordinary services provided by the city and is required to pay 50% of the estimated extraordinary services prior to the special event with the remaining amount billed at the conclusion of the event. Sales tax will be added if applicable. By signing the applicant acknowledges that they have been made aware of this information.

Signature of Applicant: Samuel J. Galaviz Date: 3/9/2024

Submit Special Event Application and fee (cash or check) in person or by mail to:

City Clerk 106 Jones Street
PO Box 477
Watertown, WI 53094
Questions: 920-262-4010 or email mdunneisen@watertownwi.gov



Fiesta at the Park
 August 31, 2024
 Sam Galaviz
 920-285-1949



Office of the
Clerk
106 Jones Street
PO Box 477
Watertown, WI 53094-0477
(920) 262-4006

June 5, 2024

TO: Members of the Public Safety & Welfare Committee

The following application has been made for a Special Event Permit:

Craft Beer Walk from Watertown Main Street Program to be held July 13, 2024.
There are no estimated extraordinary charges from any city departments.

Respectfully Submitted,

Becky Wegner, Admin Clerk

Downtown Watertown Craft Beer Walk
July 13, 2024
1-4 PM
Presented by the Watertown Main Street Program

Perimeter Boundary



Contact: Jody Purtell
(920) 342-3623
watertownmainstreet@gmail.com



SPECIAL EVENT PERMIT APPLICATION

New Event Repeat Event Date Received: _____ Date of Event: 7/13/24 Fee Amount: _____

APPLICANT – Information about the person, entity or organization holding the special event.

Legal/Real Name: First, Middle, Last (List any previous names)
Watertown Main Street Program

Address: Street, City, State, Zip 519 E. Main St. Watertown, WI Date of Birth: _____ Driver's License # (List State if not WI) _____

Phone: 920.342.3623 Email: WatertownMainStreet@gmail.com Website: WWW.WatertownMainStreet.org

Non-profit Group For Profit Other, please describe: _____ Nonprofit Tax-Exempt Number 39-2008095
Name See above 501(c)3, if applicable (include photocopy)

Is this the applicant's 1st special event application for the calendar year? Yes No

Wisconsin Seller Permit Number: _____
Sales Tax, if applicable (include photocopy)
If the named applicant is not required to hold a Wisconsin Seller's Permit pursuant to s. 77.54 (7m), Wis. Stats., check this box

EVENT INFORMATION

Event Name: Craft Beer Walk

Event Location: MAP IS REQUIRED. DO YOU HAVE IT INCLUDED? Yes No

Address: Please See Attached

Is the location: Park/Public Property _____ Do you have a park reservation? Yes No

Closing of a Street/Alley/Right-of-Way/Parking Lot? Yes No Private Property Do you have permission? Yes No

Is the event a city sponsored parade or celebrating a Federal Holiday? (fees are waived but applicant must still apply)

If yes, please explain: _____

Event Date(s): 7-13-2024
(List each date of multi-day event)

Event Time: Start Time 1:00 pm End Time 4:00 pm

Set Up/Take Down: Set Up Begins _____ Take Down Ends _____

Total Anticipated Attendance: 0-300 300 301-999 _____ 1000+ _____ Fencing needed: Yes No Selling Food or Beverage: Yes No

Event Description (purpose, activity, who can participate, etc. Attach additional sheet if necessary.)
To increase traffic & awareness to the downtown

EVENT ORGANIZER – Information for person to contact before, during & after event, if necessary.

Contact Name: First, Middle, Last (List any previous names)
Jody Ann Pustell

Address: Street, City, State, Zip _____ Date of Birth: _____ Phone: 920-285-4273

Driver's License#: (List State if not WI) _____ Email: WatertownMainStreet@gmail.com

OFFICE USE ONLY
PERMIT # _____

Indemnification and Hold Harmless
(Read carefully before signing!)

Section 4, Item F.

Indemnification: By signing below, I acknowledge that for good and valuable consideration, I (applicant), on behalf of myself and the organization, if applicable, agree to indemnify, defend and hold harmless the City of Watertown and its officers, officials, employees and agents from and against any and all liability, loss, damage, expenses and costs, including attorney fees, arising out of the activities performed as described herein, caused in whole or in part by any negligent act of omission of the applicant/organization, anyone directly or indirectly employed by any of them or anyone whose acts may be liable, except where caused by the sole negligence or willful misconduct of the City.

Certification: By signing below, I certify that I am at least 18 years of age and that I have reviewed and understand the City's Insurance Requirements and Ordinance for Special Events. My signature further confirms: (i) I understand the filing of this application does not ensure the issuance of a Special Event Permit; (ii) The special event application fee is non-refundable (iii) I will be responsible for ensuring the event and event participants comply with all applicable City ordinances, traffic rules, park rules, state health laws, fire codes, alcohol licensing regulations, and any other applicable laws, rules and regulation; (iv) Fees for park facilities, food vendor permits, fireworks permit, any other applicable City of Watertown permits or licenses, other municipal services and equipment, etc., are in addition to the Special Event Permit application fee; (v) I am authorized to apply for this Special Event Permit on behalf of the organization holding the event (if applicable). (vi) The information contained in this application is true and correct to the best of my knowledge. I understand that intentionally providing false or misleading information in this application will be the basis for denial/revocation of the permit and may lead to civil or criminal penalties.

If there are any changes to the Special Event after submittal of the application, I agree to notify the City of Watertown of these changes for review.

Signature of Applicant: Jody A Purcell Date: 4-15-2024

Printed Name of Applicant: Jody A Purcell

SPECIAL EVENT APPLICATION FEE & EXTRAORDINARY SERVICES

Application fee is due when the application is submitted and is nonrefundable if the event is cancelled. If the event is rescheduled for a date within 6-months, the application fee would apply to the rescheduled date; if the event is rescheduled for a date later than 6-months of the original event date the application fee is nonrefundable.

\$50.00 - first application for the year of the applicant if submitted 45 days or more prior to event date.
\$35.00 - each subsequent application of the applicant if submitted 45 days or more prior to event date.
(The fee is doubled if submitted less than 45 days prior to event date)

Extraordinary Services - measurable financial costs which are above and beyond the normal levels of public health and safety services on a nonevent day. See the special event fee schedule for more information. Extraordinary services do not include the provision of police protection against hostile individuals targeting the event's message or intentions.

The applicant is liable for and must pay to the city clerk the actual cost of all extraordinary services provided by the city and is required to pay 50% of the estimated extraordinary services prior to the special event with the remaining amount billed at the conclusion of the event. Sales tax will be added if applicable. By signing the applicant acknowledges that they have been made aware of this information.

Signature of Applicant: Jody A Purcell Date: 4-15-2024

Submit Special Event Application and fee (cash or check) in person or by mail to:

City Clerk 106 Jones Street
PO Box 477
Watertown, WI 53094
Questions: 920-262-4010 or email mdunneisen@watertownwi.gov



Office of the
Clerk
106 Jones Street
PO Box 477
Watertown, WI 53094-0477
(920) 262-4006

June 5, 2024

TO: Members of the Public Safety & Welfare Committee

The following application has been made for a Special Event Permit:

Donut Dash Run from Watertown Police Department to be held on September 21, 2024

There are no estimated extraordinary charges from any departments as this is a City sponsored event.

Respectfully Submitted,

Becky Wegner, Admin Clerk



SPECIAL EVENT PERMIT APPLICATION

New Event Repeat Event Date Received: _____ Date of Event: 9-21-24 Fee Amount: 0

APPLICANT – Information about the person, entity or organization holding the special event.

Legal/Real Name: First, Middle, Last (List any previous names)

Stacy Lee Schroeder Watertown Police Department

Address: Street, City, State, Zip

106 Jones St

Date of Birth:

Driver's License # (List State if not WI)

Phone:

920-261-6660

Email:

sschroeder@watertownwi.gov

Website:

watertownpolice.com

Non-profit Group

For Profit

Other, please describe:

Nonprofit Tax-Exempt Number

Name

501(c)3, if applicable (include photocopy)

39-6005640

Is this the applicant's 1st special event application for the calendar year?

Yes No

Wisconsin Seller Permit Number:

Sales Tax, if applicable (include photocopy)

If the named applicant is not required to hold a Wisconsin Seller's Permit pursuant to s. 77.54 (7m), Wis. Stats., check this box

EVENT INFORMATION

Event Name:

Donut Dash

Event Location: MAP IS REQUIRED. DO YOU HAVE IT INCLUDED? Yes No

Address:

Is the location: Park/Public Property No Do you have a park reservation? Yes No

Closing of a Street/Alley/Right-of-Way/Parking Lot? Yes No Private Property Do you have permission? Yes No

Is the event a city sponsored parade or celebrating a Federal Holiday? (fees are waived but applicant must still apply)

If yes, please explain: WTPD sponsored event

Event Date(s):

(List each date of multi-day event) 9-21-24

Event Time:

Start Time

0600 Am

End Time

1030 Am

Set Up/Take Down:

Set Up Begins

0600am

Take Down Ends

1030am

Total Anticipated Attendance:

0-300 301-999 _____ 1000+ _____

Fencing needed:

Yes No

Selling Food or Beverage:

Yes No

Event Description (purpose, activity, who can participate, etc. Attach additional sheet if necessary.)

5K/1K run/walk fundraiser, public can sign up

EVENT ORGANIZER – Information for person to contact before, during & after event, if necessary.

Contact Name: First, Middle, Last (List any previous names)

Stacy Lee Schroeder

Address: Street, City, State, Zip

106 Jones St

Date of Birth:

Phone:

920-261-6660

Driver's License#: (List State if not WI)

Email:

sschroeder@watertownwi.gov

OFFICE USE ONLY

PERMIT #

Indemnification and Hold Harmless


(Read carefully before signing!)

Section 4, Item G.

Indemnification: By signing below, I acknowledge that for good and valuable consideration, I (applicant), on behalf of myself and the organization, if applicable, agree to indemnify, defend and hold harmless the City of Watertown and its officers, officials, employees and agents from and against any and all liability, loss, damage, expenses and costs, including attorney fees, arising out of the activities performed as described herein, caused in whole or in part by any negligent act of omission of the applicant/organization, anyone directly or indirectly employed by any of them or anyone whose acts may be liable, except where caused by the sole negligence or willful misconduct of the City.

Certification: By signing below, I certify that I am at least 18 years of age and that I have reviewed and understand the City's Insurance Requirements and Ordinance for Special Events. My signature further confirms: (i) I understand the filing of this application does not ensure the issuance of a Special Event Permit; (ii) The special event application fee is non-refundable (iii) I will be responsible for ensuring the event and event participants comply with all applicable City ordinances, traffic rules, park rules, state health laws, fire codes, alcohol licensing regulations, and any other applicable laws, rules and regulation;. (iv) Fees for park facilities, food vendor permits, fireworks permit, any other applicable City of Watertown permits or licenses, other municipal services and equipment, etc., are in addition to the Special Event Permit application fee; (v) I am authorized to apply for this Special Event Permit on behalf of the organization holding the event (if applicable). (vi) The information contained in this application is true and correct to the best of my knowledge. I understand that intentionally providing false or misleading information in this application will be the basis for denial/revocation of the permit and may lead to civil or criminal penalties.

If there are any changes to the Special Event after submittal of the application, I agree to notify the City of Watertown of these changes for review.

Signature of Applicant:  Date: 3-25-24
Printed Name of Applicant: Stacy Schroeder


SPECIAL EVENT APPLICATION FEE & EXTRAORDINARY SERVICES

Application fee is due when the application is submitted and is nonrefundable if the event is cancelled. If the event is rescheduled for a date within 6-months, the application fee would apply to the rescheduled date; if the event is rescheduled for a date later than 6-months of the original event date the application fee is nonrefundable.

\$50.00 - first application for the year of the applicant if submitted 45 days or more prior to event date.
\$35.00 - each subsequent application of the applicant if submitted 45 days or more prior to event date.
(The fee is doubled if submitted less than 45 days prior to event date)

Extraordinary Services - measurable financial costs which are above and beyond the normal levels of public health and safety services on a nonevent day. See the special event fee schedule for more information. Extraordinary services do not include the provision of police protection against hostile individuals targeting the event's message or intentions.

The applicant is liable for and must pay to the city clerk the actual cost of all extraordinary services provided by the city and is required to pay 50% of the estimated extraordinary services prior to the special event with the remaining amount billed at the conclusion of the event. Sales tax will be added if applicable. By signing the applicant acknowledges that they have been made aware of this information.

Signature of Applicant:  Date: 3-25-24

Submit Special Event Application and fee (cash or check) in person or by mail to:

City Clerk 106 Jones Street
PO Box 477
Watertown, WI 53094
Questions: 920-262-4010 or email mdunneisen@watertownwi.gov



34 min
1.6 miles

via N 2nd St

Mostly flat

Barricades

On N 2nd St. at E Cady St. – 2 type III (all northeast corner)

On N 2nd St. at St. Henry's gate- 8 type 1 (sawhorse)

On N 2nd St. at Cole St. – 2 type III **and** 6 type 1 (sawhorse) (all northeast corner)

On N 2nd St. at E Division St. – 2 type I (Sawhorse) **and** 1 type III (all northside)

On N 2nd St. at E Green St. – 1 type III (northeast corner)

On N 2nd St. at Lynn St. – 1 type III (northeast corner)

On N 2nd St. at North St. – 1 type III (northeast corner)

No Parking Signs

On N 2nd St. from E Cady St. to Herman St.-No Parking from 6am-10am (east side only, west side is already no parking!)

Race Route

The race begins on N 2nd St between Cady St. and Cole St. Runners for the 5K will run north on N 2nd St. to Rhine Rd., west on Rhine Rd. to N. Water St. where they will turn around and head back to N 2nd St. and Cole St. to finish the race.

From: Jonathan Lampe <JLampe@watertownwi.gov>

Sent: Saturday, April 27, 2024 12:06 PM

To: Dana Davis <DDavis@watertownwi.gov>; Brad Blanke <BBlanke@watertownwi.gov>; Steve Board <SBoard@watertownwi.gov>; Eric Schmid <eschmid@watertownwi.gov>; David Brower <DBrower@watertownwi.gov>; Andrew Beyer <ABeyer@watertownwi.gov>

Cc: Brian Zirbes <BZirbes@watertownwi.gov>; Emily McFarland <emcfarland@watertownwi.gov>; Ed Zagorski <edz@wdtimes.com>; ryan@cbkitchenanddesigns.com <ryan@cbkitchenanddesigns.com>; Karah Pugh <pugh.karah@gmail.com>; Jacob Maas <jacob_maas@yahoo.com>; Steven Chesebro <SChesebro@watertownwi.gov>; Jody Purtell <watertownmainstreet@gmail.com>; bonnie@watertownchamber.com <bonnie@watertownchamber.com>

Subject: For Public Safety: UTV Ordinance and Front Lawn Parking

** PLEASE DO NOT REPLY ALL - CONSIDER OPEN MEETINGS REGULATIONS **

Good morning Public Safety and Welfare Committee members and City of Watertown staff!

I am asking your committee to consider two matters that would potentially lead to new or revised ordinances in the next few months. One is consideration of a new ordinance that would permit the safe use of Utility Terrain Vehicles (UTVs) on select City streets. The other is consideration of language that would officially ban parking vehicles on front lawns.

UTV Ordinance

Popular interest in a UTV ordinance that allows use throughout the City is not a new issue. In 2019 the City of Watertown published an unofficial poll that suggested that 85% of your constituents are in favor of new freedoms for UTVs. Around the same time, the Watertown Chamber of Commerce "Collaboration Committee" (on which Ald. Board and I have participated) also considered and endorsed a UTV-friendly approach as a new way to encourage people to circulate throughout the city. It is also often observed that we are one of the last "Highway 26" communities to ban UTVs within City limits, since they are currently allowed in Juneau, Johnson Creek, Jefferson and Fort Atkinson. I continue to endorse and agree with these sentiments, and am also interested in UTVs (especially the fully electric UTVs) as a low-energy, low-pollution alternative to cars and trucks on our City roadways.

Aug 30, 2019 · 🌐

The City of Watertown recently received a request from area ATV/UTV clubs and enthusiasts to allow ATV/UTVs to operate on city streets. The advocates cited area communities that allow such use and increased tourism and economic development. The City of Watertown Public Safety and Welfare Committee is considering this request and they want to hear from you.

There would be requirements such as; drivers have a valid State drivers license, insurance, have working headlights, running lights, directional indicators, noise controls (proper muffled exhaust), operational hours and possible restricted streets

POLL QUESTION: Are you in favor (including the requirements listed above) of the City opening up its streets to allow use by utility vehicles (UTVs - side by side seating) and all terrain vehicles (ATVs)?

YES	NO
85%	15%
ATV ROUTE	ATV ROUTE

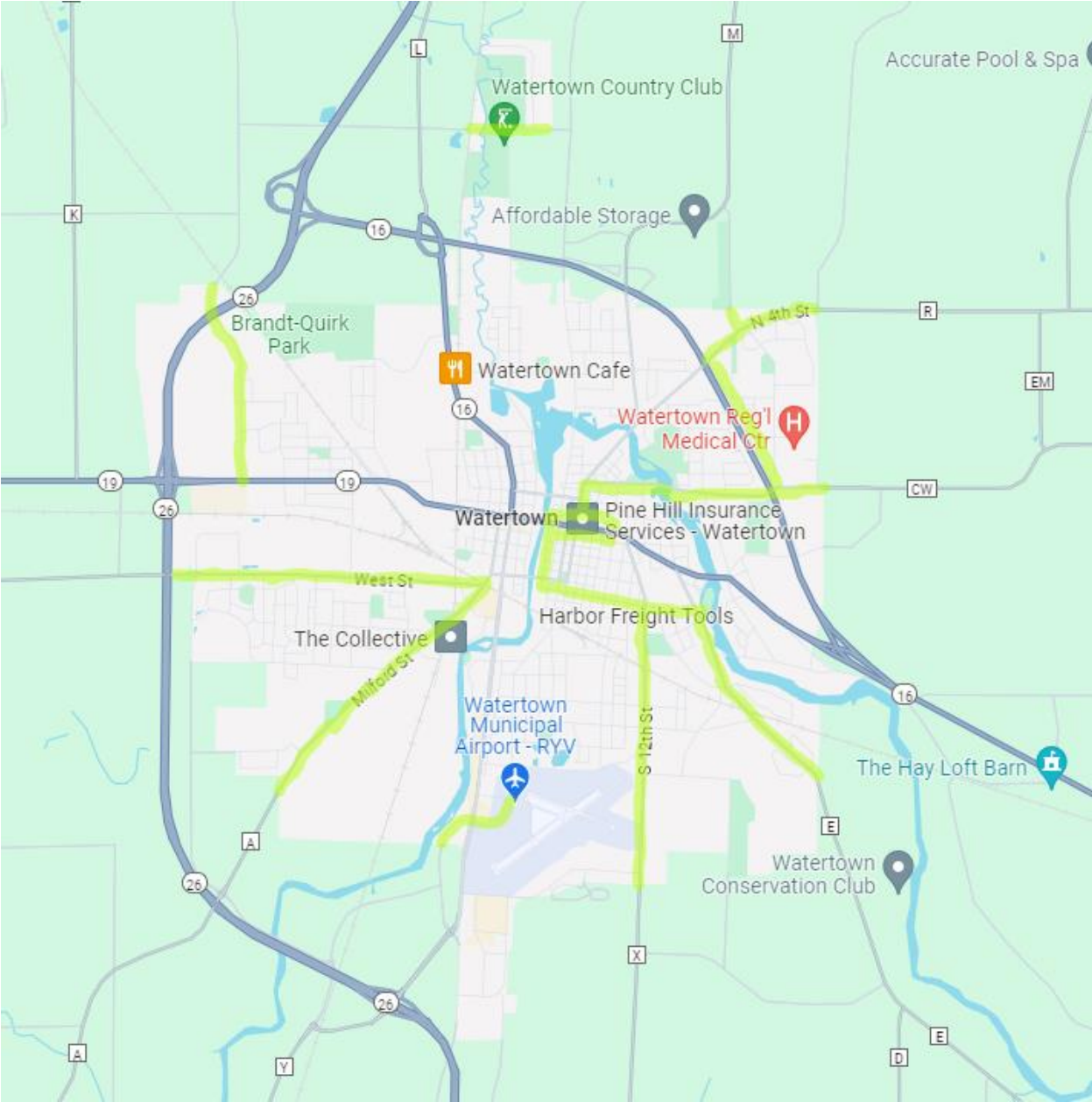
August 30, 2019 official City of Watertown Facebook poll. About 3,600 people voted in this poll with about 3,000 voting "Yes" and 561 voting "No".

Despite the City's unfortunate graphic (that shows an ALL-terrain vehicle or ATV), the average UTV has many safety features that we associate with cars, including seats, restraints, lights and rollover protection. The risk to pedestrians is generally less than that with cars and trucks because UTVs weigh substantially less (and can stop faster) and drivers are typically operating in an open-air environment that avoids the isolation of a climate-controlled cockpit.

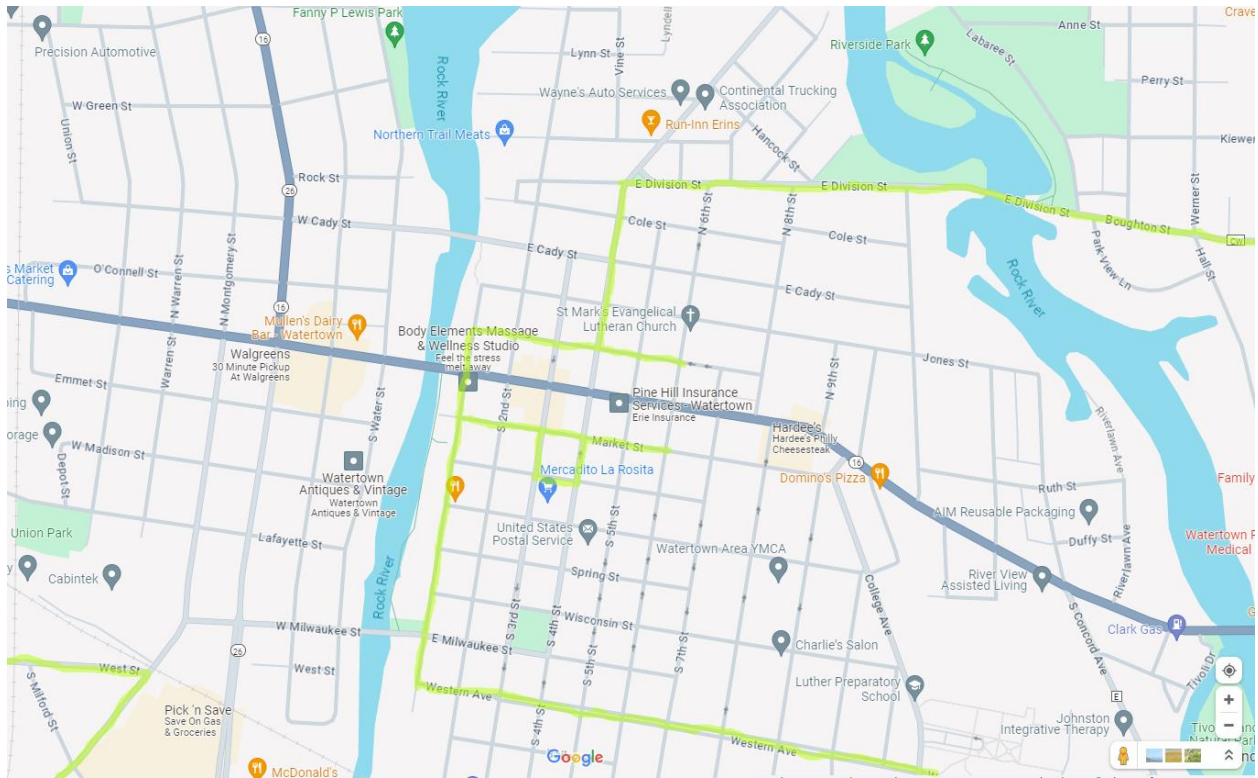
	ATV	UTV
Seating	1 to 2 riders straddle seats	2 to 6 riders sit inside
Controls	Handlebars	Steering wheel
Rollover Protection	No	Yes
Size	Smaller	Larger
Weight	Lighter	Heavier

Graphic from EBay - August 23, 2023 - <https://www.ebay.com/motors/blog/differences-between-atvs-and-utvs/>

I have enclosed a draft UTV ordinance that establishes an initial and *limited-route* ATV/UTV use plan around which I would hope we would find consensus. (You can find many other communities UTV ordinances - such as the [one for the City of Jefferson](#) or the [one for Village of Johnson Creek](#) - online.) This ordinance requires strict adherence to safety regulations and would keep UTVs off major roads while serving Main Street from parallel streets to the north and south. (Maps showing routes which match the enclosure are provided below). I am, of course, open to expanded areas of operation (especially connectors), but limited routes, including crossing of major roads at controlled intersections when possible, would allow citizens and staff currently uncomfortable with the idea of UTVs in our community the opportunity to experience life with them in a limited capacity and participate in a future decision to pare back or expand the allowed area.



Map of routes described in enclosed ordinance draft. Note that travel on state highways is avoided.



Map of routes described in enclosed ordinance draft. Note that access to Main Street businesses is available without access to Main Street itself.

For additional background on the topic, I have also enclosed the November 2023 Municipality article on the UTVs. Finally, I am CC'ing the names of three Watertown business owners, residents and former government staffers who can provide additional background and connect you with other interested parties (Ryan Jones, owner of Central Block Kitchen and Designs downtown and resident of Watertown District 8, Karah Pugh, owner of Badgerland Roofing and Biggs, the Topsy Goose and Local Waters downtown, and Jacob Maas, former Zoning Administrator and resident of Watertown District 2.)

Regards,

Jonathan Lampe

- City of Watertown District 2 Alderperson
- Serving on Finance, RDA and Parks, Recreation and Forestry (Through April 2025)
- jlampe@watertownwi.gov - 920-248-0656 (cell/text)



500-17 ALL-TERRAIN VEHICLE ROUTES

- A. PURPOSE AND AUTHORITY. Pursuant to the authority set forth in s. 23.33(8)(b) & Ss. 23.33(11), Wis. Stats. the Common Council of the City of Watertown, Jefferson and Dodge Counties, hereby adopts this Ordinance to allow for the operation of All-Terrain Vehicles (ATV) and Utility-Terrain Vehicles (UTV) upon the roadways designated herein.

- B. DEFINITIONS. As used in this chapter, the following terms shall have the meaning indicated:
 - (1) ALL-TERRAIN VEHICLE or ATV
Has the meaning given in s. 340.01 (2g), Wis. Stats.

 - (2) UTILITY-TERRAIN VEHICLE or UTV
Has the meaning given in s. 23.33(1)(ng), Wis. Stats.

- C. ROUTES. Pursuant to Ss. 23.33(8)(b), Wis. Stats., all roadways under the jurisdiction of the City of Watertown are designated as ATV/UTV routes.

- E. CONDITIONS. The following conditions shall apply to all operators and passengers of ATV/UTV used within the City of Watertown:
 - (1) No ATV/UTV shall be operated on any roadway not designated as an authorized ATV/UTV route unless otherwise authorized by Wisconsin Statutes or the City of Watertown Municipal Code.

 - (2) All City-owned parking lots abutting the routes under this subsection may be accessed by an ATV/UTV for parking purposes.

 - (2) Implied Consent. Any person who engages in the operation of an ATV/UTV upon the public right-of-way or in areas enumerated within Section § 500-17 gives implied consent under s. 23.33(4L), Wis. Stats.
 - (a) Furthermore, to regulate intoxicated operation and related laws of an ATV/UTV, the City of Watertown adopts s. 23.33(4c) through 23.33(4z), Wis. Stats., by reference.

 - (4) All ATV/UTV operators shall observe posted speed limits.

 - (5) No person shall leave or allow an ATV/UTV owned or operated by the operator to remain unattended on any public right-of-way or public property while the motor is running or with the starting key left in the ignition.

 - (6) No person shall operate an ATV/UTV upon any sidewalk, pedestrian way, shared-use path, Jefferson County Parks' Interurban Trail, snowmobile routes under Section § 442-1, or upon the area between the sidewalk and the curblin of any street in the City.
 - (a) Exception. ATV use for snow removal on public sidewalks under §§ 500-17(G)(2)(b).

 - (7) Age restriction and certification. Wisconsin State Age Restrictions and Certification requirements as found in s. 23.33(5), Wis. Stats., are adopted by reference.

- (8) No person under 18 years of age may operate or be a passenger on an ATV/UTV without wearing protective headgear of the type required under s. 347.485 (1) (a), Wis. Stats., and with the chin strap properly fastened, except as specifically exempted under ss.23.33(3g) (b, c, d, e and f), Wis. Stats.
 - (9) Approved hand signals are required when making turns if the vehicle is not equipped with appropriate turn signals.
 - (10) All ATV/UTV operators shall ride single file.
 - (11) The operator of an ATV/UTV shall obey all traffic laws, local ordinances, and DNR regulations.
 - (12) Equipment Requirements. The City of Watertown adopts s. 23.33(6), Wis. Stats., by reference.
 - (13) All roadways must be signed in accordance with ss. NR 64.12, and NR 64.12(7), Wis. Admin Code.
 - (14) Pursuant to s. 895.52, Wis. Stats., ATV/UTV operation is at the sole risk of the operator. The City of Watertown shall have no liability for any damage or injury to persons, real property or personal property, arising out of the operation of ATVs and UTVs on designed ATV/UTV routes.
 - (15) Routes shall be open year-round.
 - (a) ATV/UTV routes may be closed temporarily at any time by the Police Chief or Fire Chief due to weather or when public safety is at risk.
 - (b) No person shall operate an ATV/UTV anywhere within the corporate limits of the City of Watertown between the hours of 2:00 a.m. and 6:00 a.m. with the exception of snow removal operations.
 - (16) Noise limits. The City of Watertown adopts s. 23.33(6m), Wis. Stats., by reference.
 - (17) On any roadways shared with another jurisdiction the most restrictive Ordinance shall apply.
 - (18) Passenger restrictions. The City of Watertown adopts s. 23.33(6r), Wis. Stats., by reference.
- F. BRIDGE CROSSING. Operation of an ATV/UTV on a bridge located within the corporate limits of the City of Watertown shall comply with Ss. 23.33(11)(am)3., Wis. Stats.
- G. WINTER SNOW REMOVAL.
- (1) All regulations under Section § 500-17 apply to this subsection.
 - (2) A person may operate an ATV/UTV for snow removal purposes only under the following conditions:
 - (a) The ATV/UTV shall have a snow removal device attached to it.

(b) ATVs only (no UTVs) shall be allowed on public sidewalks for snow removal, and only at a speed not to exceed 10 mph.

(d) The ATV/UTV must display one or more illuminated, yellow lights that flash or rotate and are visible for 360° and 100 feet

- H. ACCIDENTS. The City of Watertown adopts s. 23.33(7), Wis. Stats., by reference.
- I. OPERATION WITH FIREARMS OR CROSSBOWS. The City of Watertown adopts s. 23.33(3c), Wis. Stats., by reference.
- II. ENFORCEMENT. Wisconsin State All-Terrain Vehicle enforcement as found in s. 23.33(12), Wis. Stats., are adopted by reference.
- J. PENALTIES. Wisconsin State All-Terrain Vehicle penalties as found in s. 23.33 (13), Wis. Stats., are adopted by reference.
- K. SEVERABILITY. Any provision of this ordinance shall be deemed severable and it is expressly declared that the City would have passed the other provisions of this ordinance irrespective of whether or not one or more provisions may be declared invalid. If any provision of this ordinance or the application to any person or circumstances is held invalid, the remainder of the ordinance and the application of such provisions to other persons or circumstances shall not be deemed affected.
- L. BOND SCHEDULE. The bond schedule shall be as set forth by the Wisconsin Department of Natural Resources pursuant to s. 23.66(4), Wis. Stats



David Brower, Chief of Police

Date: 05/30/24

To: Public Safety and Welfare Committee Members

From: Chief Dave Brower

RE: ATV/UTV ordinance proposal

Committee Members,

My first reaction to the possibility of allowing ATV/UTV use in Watertown, years ago when it was brought up was, “Maybe ... I mean, increasing liberties - why not?” After all, increasing liberty is generally a good thing. But in this case, the increase of liberty would come with serious problems.

We imagine the stately, calm, gentrified use of large, well-equipped and expensive UTV machines, being driven by sober, retired, mature and responsible members of UTV clubs that we occasionally see tooling around nearby towns and county roads. After all, who else can afford these \$20K-plus machines? If that were the reality we could expect, I would be all for it.

But what I reasonably expect is for much less expensive machines to be in prolific use (machines so cheap anyone can have two). They will be driven by people of any age, and any responsibility level. These machines will be loud and obnoxious and will be frequently driven in an obnoxious way (as they were designed and intended) and will prompt many unhappy calls to the police department and, eventually, to elected officials.

To say, “we’ll solve all these problems by writing an ordinance that penalizes those many things” is not a valid solution to the many problems that will arise – it will not significantly deter poor behavior. The people who will irresponsibly use ATVs in our city will not suddenly decide to be responsible because there’s a fine attached – instead, they will take the chance on getting caught, driving a machine that’s much easier to escape on. Frankly, I foresee a serious increase to the call volume for our police department. Incorporating this ordinance would be like writing an ordinance that requires ten percent more paved roadway from the Street Dept., without giving them more manpower or materials to work with. This ordinance will make our policing job much more difficult, and divert resources and attention away from the things we would all prefer we spend police time on.

ATV’s will be used by many who are looking to get away with driving drunk, and they will choose to drive an ATV to avoid the much more serious consequences of Operating While Intoxicated in a passenger vehicle. A driver might serve significant jail time for a 5th offense OWI in a car, lose his license, have to install a device to prove he isn’t driving drunk in the future (IID), etc., but only pay a fine for the same offense while operating an ATV. I think we will see a significant increase of intoxicated drivers on our streets, once they learn they can drive drunk on an ATV with much less chance of serious consequence.

WATERTOWN POLICE DEPARTMENT

A drunk driver of an ATV is extremely dangerous to the rest of the traffic on the road, easily able to cause crashes as other drivers attempt to avoid him. In addition, he is much more likely to be seriously injured himself because of how significantly less safe ATV/UTVs are. I don't care how many seatbelts and roll bars are added to the ATV or UTV, it is clearly more dangerous than a normal passenger vehicle.

Under current ordinance, an officer can immediately stop any ATV/UTV use in the city, and because intoxicated drivers can expect to be quickly discovered and stopped, they don't routinely attempt that method. Once it's legal to drive an ATV/UTV, they will quickly begin using that method to drive drunk.

We can expect ATVs to be used to run from and escape from police – up and over a curb, through a back yard, and gone. I have personally witnessed how easy it was for an ATV to escape me, just a couple years ago.

As the prior two chiefs, Roets and Kaminski, both opined, I agree. Watertown is not a small, quaint village. We are a city, we have reached a size where UTV/ATV use simply will not work well.

I have checked with my administrative team, and no one was in favor of adding ATV/UTV problems to our city. Here are some excerpts:

I'm not a fan of the UTV ordinance. It's seems set up to be a giant enforcement pain with minimal consequence for OWI or for even open intox. I understand that people will argue that the UTV is safer than an ATV, they still don't have the crush zones or other safety features of a car.

Attached are some graphs and figures that I pulled from the DNR's website. They involve crashes both fatal and non-fatal with UTVS. The first 3 pages are all of the ATV and UTV fatalities from 2023. I understand that they are "different" machines in a sense, however if you look at the data in the last 3 columns there appears to be a trend with both of them. First highlighted column is if they are Wisconsin Safety Certified, which I believe they need to be if they are born after 1988. Second column, is if there was a seatbelt or helmet used. UTV operators don't need one if they are an adult but must use the seatbelt. Final column is if alcohol was involved.

The first column, overwhelmingly no one is Safety Certified. In the second, rarely was a helmet or seatbelt used. In the third column, alcohol was involved in over 50% of the fatal crashes. There seems to be no pattern of it being just a ATV or UTV problem, but equal on both fronts.

Second set of printouts is from the same site. First highlighted columns show the top 3 factors in non fatal and fatal UTV crashes. Speed and alcohol are both in the top 3 for both types of crashes. Next page shows the amount of UTV crashes that were reported. If you look at the paragraph above, it states that only 54% of the crashes could be investigated by Law Enforcement and that crashes in general are under reported. Third page shows that UTV crashes and deaths are rising every year. Last page shows some more on alcohol use and that no one is wearing a helmet and that again 95% of fatal crashes there is no helmet worn.

WATERTOWN POLICE DEPARTMENT

... any violations that are given out will really have no affect on their Class D (regular driver’s license) and I am not sure what we can enforce anyways. ... If they are operating a UTV without a valid DL and are also revoked due to alcohol...is there anything we can do? Or do we just tell them not to drive anymore? Also, the state does not require UTVs to be insured, so can we enact an ordinance to enforce it? I am sure our city attorney could better answer enforcement questions.....below is from 346.02(11).

I have the rest of the data from the DNR or can send a link if needed. Personally I see zero benefit from having UTVs in town and they will just create more problems than they are worth.

There are other things in Alderman Lampe’s proposal, such as the Facebook poll that raise concern. How many within that poll are actual residents that would be affected by this vs. people that are just interested in riding an ATV/UTV in the city.

In addition to the points already stated, we are extremely limited on any equipment that’s a nuisance (tires, exhaust, lights etc). I really don’t see a reason UTV/ATVs need to be driven throughout the city, especially downtown. There are no county trails in Jefferson county and there is one in Dodge County in the winter. If we’re striving to get away from the “Watertucky” image I don’t think a UTV/ATV ordinance is the “route”.

Alder Lampe provided a very well thought out proposal for allowing the operation of ATVs and UTVs on designated roadways within the City of Watertown.

Lampe references a Facebook poll from 2019 in support of ATVs and UTVs within the city. Lampe states, “. . . an unofficial poll (suggests) that 85% of your constituents are in favor of new freedoms for UTVs.” In addition, Lampe states, “. . . the Watertown Chamber of Commerce ‘Collaboration Committee’ (on which Ald. Board and I have participated) also considered and endorsed a UTV-friendly approach as a new way to encourage people to circulate throughout the city.”

I don’t believe Lampe’s interpretation of the Facebook poll is accurate. There was no control for who submitted their response. People from outside the community could vote yes, and then share it with other people to skew the results. It’s not a true reflection of the overall opinion of our residents.

Lampe hints that it may bring more business downtown. It may bring more people on ATVs and UTVs, but citizens who are against it may choose to no longer occupy the downtown to avoid the noise and unsightliness of groups of ATVs and UTVs. I’d recommend a more formal poll be done of not only businesses, but citizens who reside on the proposed routes for better accuracy.

I’ve attached a copy of the minutes from an April 3, 2019, Public Safety and Welfare Committee meeting. In the minutes it states, “Mr. Bill Blaska, the person from Lake Mills who contacted the Engineering Department, presented his views to the committee on allowing ATV/UTVs to use the

city streets.” The notes also state, “Additional comments were received in support of this proposal by other members of the public in attendance.” Eleven citizens present for the meeting were from Watertown. Five were from outside of Watertown. Without researching, I’m assuming most of those who attended are connected to the “Quad County Runners ATV/UTV Club” or are avid ATV/UTV enthusiasts. The meeting notes tabled the idea until further research could be done. I suspect if it moved forward, more citizens in opposition would appear at Council Meetings when the ordinance got voted on.

The Quad County Runners ATV/UTV Club also appeared at a Public Safety and Welfare Committee meeting on July 7, 2021. The meeting notes state, “The focus of the club request was to develop a solution that would allow roadway access through the city, excluding the downtown area, to the city limits with possible stops for fuel and other necessities of the intended travel plan.” It is my understanding and recollection that the main purpose of the Quad County Runners ATV/UTV Club was to allow ATV and UTV access within the city to provide a shorter route from Dodge County to Jefferson County without having to drive entirely around the city. Lampe’s proposed plans are expanding on this, to allow access to side streets from the downtown, in addition to multiple travel routes throughout the city.

I agree with the safety concerns and enforceability of laws as others have mentioned. My greatest concern is the need and want of the residents of Watertown, especially those that reside along any proposed ATV/UTV roadway.

Dave Brower
Police Chief
Watertown, WI

2023 Off-Highway Vehicle Fatal Crash Summary As of February 26th, 2024

#	Date	County/C-V-T	Location/Activity	Vehicle Type	Age / Gender / Residency	Accident Type	Wisconsin Safety Certified?	Helmet / Seatbelt Used	Alcohol Involved/BAC
#1	1/28/2023	Dane / Blooming Grove	Frozen Lake	ATV	45 / M / WI	Broke Through Ice	No	No	Yes / .186
Synopsis: Operator/victim was returning to shore after ice fishing on Lake Waubesa when he drove into open water.									
#2	2/17/2023	Winneshago / Wolf River Township	Frozen Lake	ATV	56 / M / IL	Broke Through Ice	No	No	Yes / .185
Synopsis: Preliminary evidence suggests the operator/victim drove his ATV into an expansion crack on Lake Poygan. Victim was found deceased on 2/18/2023.									
#3	2/25/2023	Adams / Camelot Lake	Frozen Lake	UTV	66 / M / WI	Broke Through Ice	No	No / Yes	No
Synopsis: UTV operator and single passenger were traveling on Camelot Lake. The UTV broke through the ice. Both individuals were wearing seatbelts. The operator was able to get his seatbelt undone and a nearby witness helped him get out of the water. The passenger/victim was unable to get his seatbelt undone and sank with the UTV.									
#4	3/30/2023	Douglas / Bennett	Public Trail	ATV	61 / M / IL	ATV Rolled Over	No	No	Yes / .134
Synopsis: Operator/victim was traveling on a groomed winter ATV trail. After crossing a road intersection, the operator crossed onto the left side of the trail. When the front tires entered the ungroomed surface on the edge of the trail, the front end sunk into the deep snow causing the ATV to stop suddenly, roll forward and overturn onto the victim.									
#5	5/2/2023	Dunn / Springbrook	Private Land	UTV	75 / M / WI	UTV Rolled Over	No	No / No	No
Synopsis: Operator/victim was in the act of turning the machine when the UTV rolled.									
#6	5/20/2023	Portage / Hull	Public Road	ATV	39 / M / WI	Ejected	No	No / No	Yes / .284
Synopsis: Operator/victim was traveling at a high rate of speed when the ATV left the road and struck a driveway embankment, causing the operator to be ejected.									
#7	5/27/2023	Marquette / Mecan	Route	UTV	72 / M / WI	Collision with UTV / UTV Rolled Over	No	No / No	Yes / .22
Synopsis: The first UTV in a line of two slowed to yield to vehicular traffic. The second UTV failed to slow down and rear-ended the first. The second UTV proceeded to tip and roll onto the driver's side.									
#8	6/2/2023	Juneau / Necedah	Public Road	ATV	32 / M / WI	ATV Rolled Over	No	No	Yes / .328
Synopsis: A passerby came across an ATV rolled over at an intersection of two town roads in Necedah Township. The operator/victim was trapped underneath the ATV and succumbed to their injuries a short time after being found.									
#9	6/3/2023	Forest / Popple River	Public Trail	UTV	63 / F / WI	UTV Rolled Over	No	No / Yes	No
Synopsis: Victim was riding on UTV as a passenger when the operator lost control, causing the UTV to roll over. Investigation pending.									
#10	6/11/2023	Jackson / Black River State Forest	Public Trail	ATV	65 / M / WI	Collision with a Fixed Object	Yes	No	No
Synopsis: Victim was riding an ATV and struck a tree. Investigation pending.									
#11	6/11/2023	Barron / Cumberland	Public Trail	UTV	48 / F / WI	Collision with a Fixed Object	No	No / Yes	Yes / Unknown
Synopsis: Victim was riding in UTV as a passenger when the UTV veered off the trail and struck a tree. Investigation pending.									
#12	6/11/2023	Barron / Cumberland	Public Trail	UTV	53 / M / WI	Collision with a Fixed Object	No	No / Yes	Yes / Unknown
Synopsis: Operator/victim lost control of the UTV, left the trail and struck a tree. Victim passed away from his injuries on 6/27/2023.									
#13	6/18/2023	Pepin / Waterville	Public Road	UTV	45 / F / WI	UTV Rolled Over / Ejected	No	No / No	Pending
Synopsis: Victim was passenger on UTV. UTV was being operated on a gravel roadway marked as closed for construction. The UTV was leading a group of five when it struck a large pile of gravel and rolled multiple times.									

2023 Off-Highway Vehicle Fatal Crash Summary As of February 26th, 2024

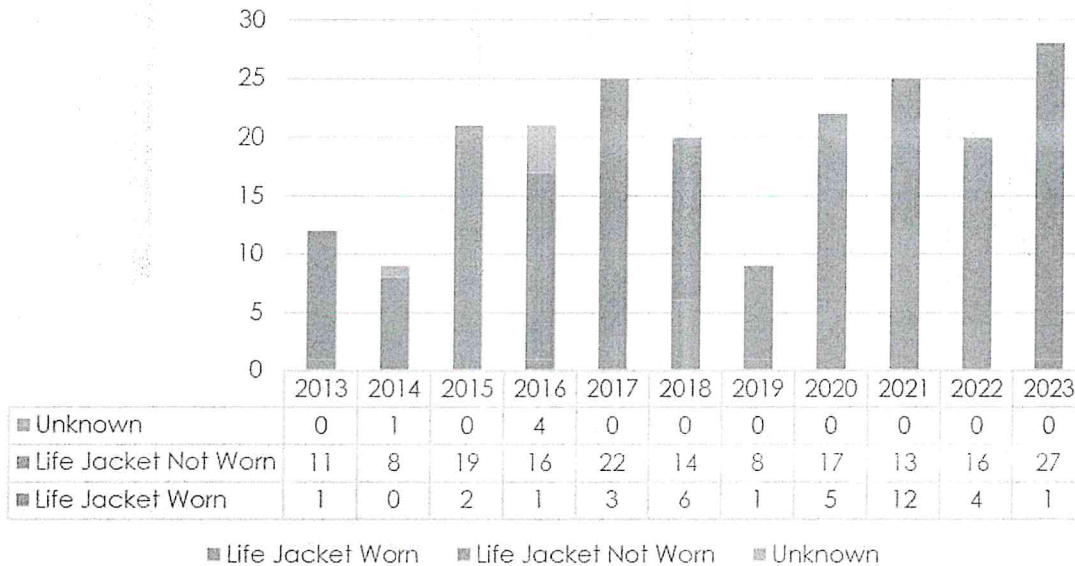


#	Date	County/C-V-T	Location/Activity	Vehicle Type	Age / Gender / Residency	Accident Type	Wisconsin Safety Certified?	Helmet / Seatbelt Used	Alcohol Involved/BAC
#14	6/21/2023	Langlade / Summit Lake	Route	ATV	47 / F / WI	Collision with a Fixed Object	No	No	No
	Synopsis	Operator/victim was operating on a public road route and rounded a corner while passing a motor vehicle traveling in the opposite direction. The operator/victim then lost control and left the road, striking a tree. The operator/victim was transported to the hospital and died from their injuries on 6/23/2023.							
#15	7/6/2023	Iron / Mercer	Route	UTV	26 / F / WI	UTV Rolled Over	Yes	No / No	Yes / .24
	Synopsis	Operator/victim was attempting to negotiate a curve when the UTV rolled over. Investigation pending.							
#16	7/10/2023	Monroe / Tomah	Route	ATV	31 / F / WI	ATV Rolled Over	Yes	No	No
	Synopsis	Operator/victim was traveling on a road route and lost control of the ATV. After leaving the roadway, the machine rolled several times and came to rest against some trees.							
#17	7/30/2023	Marquette / Lake	Route	UTV	54 / M / WI	UTV Rolled Over	No	No / Yes	Yes / .09
	Synopsis	Operator/victim left a tavern with an adult passenger. The operator/victim lost control of the UTV and began swerving. The passenger was ejected, and the operator/victim remained inside the UTV and rolled down a steep ditch.							
#18	8/12/2023	Taylor / Rib Lake	Route	ATV	48 / M / WI	ATV Rolled Over	No	No	No
	Synopsis	Operator/victim was operating on a route and failed to negotiate a curve.							
#19	8/17/2023	Wood / Grand Rapids	Private Property	ATV	79 / M / WI	Ejected	No	No	Unknown
	Synopsis	Operator/victim was riding on his property when he was ejected from the ATV. The victim passed away 15 days later due to internal injuries sustained in the crash.							
#20	8/19/2023	Jefferson / Palmyra	Route	ATV	29 / M / WI	Collision with a Fixed Object	Yes	No	Yes / .208
	Synopsis	Operator/victim was observed pulling onto a roadway by a motor vehicle operator. The ATV pulled away and out of sight of the motor vehicle. Shortly thereafter, the motor vehicle came upon the scene where the ATV had struck a tree and the operator/victim was pinned between the tree and the machine. Incident is under investigation.							
#21	8/25/2023	Richland / Richwood	Route	ATV	36 / M / WI	ATV Rolled Over	No	No	Yes / .20
	Synopsis	Operator/victim was traveling on a gravel road, lost control and was ejected as the ATV rolled over.							
#22	8/26/2023	Grant / Paris	Route	UTV	47 / M / WI	Ejected	No	No / No	Yes / .15
	Synopsis	Operator/victim was traveling on a gravel road, failed to navigate a turn, left the roadway and was ejected.							
#23	9/2/2023	Wood / Dexter	Public Road	ATV	71 / M / WI	Ejected	No	No	Yes / .112
	Synopsis	Two ATVs were operating on a town road. The second ATV, operated by the victim, appeared to have been trying to catch up with the lead ATV when they left the roadway, entered the ditch, and were ejected.							
#24	9/4/2023	St. Croix / Star Prairie	Route	ATV	54 / M / WI	Ejected	No	No	Yes / .13
	Synopsis	Operator/victim was traveling on an ATV route. The ATV struck a deer causing the operator to lose control and be ejected. Operator/victim succumbed to head injuries sustained in the crash on 9/6/2023.							
#25	9/13/2023	Pierce / River Falls	Private Land	ATV	55 / M / WI	ATV Rolled Over	No	No	No
	Synopsis	Operator/victim was traveling up a steep incline out of a ravine when the machine rolled backwards, flipping over, and landing on the victim.							

2023 Off-Highway Vehicle Fatal Crash Summary As of February 26th, 2024

#	Date	County/C-V-T	Location/Activity	Vehicle Type	Age / Gender / Residency	Accident Type	Wisconsin Safety Certified?	Helmet / Seatbelt Used	Alcohol Involved/BAC
#26	10/15/2023	Marathon / Franzen	Private Land	UTV	69 / M / WI	Struck by UTV	No	No / No	No
	Synopsis The victim was standing behind the UTV when an adult operator began backing the UTV up. The operator then accelerated quickly to overcome an obstruction. The UTV struck the victim and threw him back, which caused the victim to strike his head against a tree.								
#27	11/5/2023	Marathon / Cassel	Route	ATV	75 / M / WI	Ejected	No	No	Unknown
	Synopsis Operator/victim was traveling on a town highway and swerved to avoid a skunk. The operator/victim was ejected, suffered severe head injuries, and succumbed to injuries sustained in the crash on 12/20/2023.								
#28	11/8/2023	Shawano / Wittenberg	Private Land	ATV	13 / M / WI	ATV Rolled Over	Yes	No	No
	Synopsis Operator/victim was traveling across a corn stubble field, lost control and rolled the machine.								
#29	11/16/2023	Warner / Clark	Route	UTV	42 / M / WI	UTV Rolled Over	No	No / Yes	No
	Synopsis Operator/victim was traveling on a gravel road route when the right side of the machine gradually left the roadway, caught the edge of the shoulder, and rolled over into the ditch.								
#30	11/17/2023	Winnebago / Omro	Public Road	ATV	15 / M / WI	Collision with Moving Motor Vehicle	Yes	Yes	No
	Synopsis Preliminary evidence suggests the operator/victim failed to stop for a stop sign at an intersection and was struck by a truck.								
#31	12/16/2023	Polk / Lincoln	Private Land	UTV	77 / M / WI	Collision with a Fixed Object	No	No / No	Unknown
	Synopsis Operator/victim was operating an UTV on private property sometime between the evening of 12/16 and 12/17 when he collided with a tree.								
#32	12/31/2023	Lincoln / Scott	Public Road	UTV	48 / M / WI	UTV Rolled Over	No	No / No	Yes / .27
	Synopsis The UTV was traveling on a roadway when it left the roadway and rolled. Operator/victim was found deceased upon arrival by first responders.								

Life Jacket Use In Fatal Boat Incidents



Top 3 Factors In Non-Fatal Crashes	
ATV	<ol style="list-style-type: none"> Careless/reckless operation Operator inexperience Excessive speed
UTV	<ol style="list-style-type: none"> Careless/ reckless operation Alcohol use Excessive speed
Snowmobile	<ol style="list-style-type: none"> Excessive speed Careless/ reckless operation Alcohol use
Boat	<ol style="list-style-type: none"> Operator inexperience Equipment failure Operator inattention

Top 3 Factors In Fatal Crashes	
ATV	<ol style="list-style-type: none"> Alcohol use Excessive speed Restricted visibility
UTV	<ol style="list-style-type: none"> Alcohol use Excessive speed Sharp turn
Snowmobile	<ol style="list-style-type: none"> Excessive speed Alcohol use Careless/reckless operation
Boat	<ol style="list-style-type: none"> Alcohol use Weather Hazardous waters

Alcohol, excessive speed, and reckless operation continue to be the top contributing factors in recreational vehicle crashes.

to report the incident without delay to law enforcement officials. The operator must also submit a written report to the DNR within 10 days of the crash. The department is required by state and federal law to gather boat incident reports and convey the information to the United States Coast Guard by entering the incident information onto the Coast Guard’s Boating Accident Report Database.

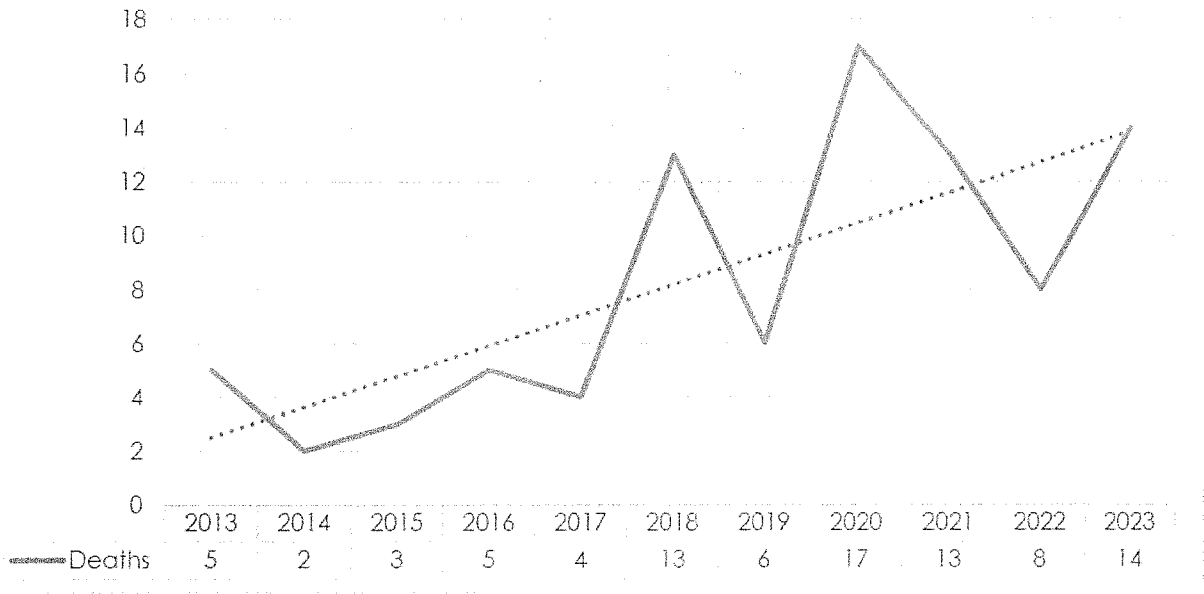
CRASH STATISTICS OVERVIEW

When reviewing crash statistics, it is important to note that law enforcement officials investigate 100% of fatal recreational vehicle crashes, resulting in high confidence in the data. In some cases, non-fatal crashes may not be investigated by law enforcement officers. The data collected is based on the operator’s crash report in these cases. Of the 2023 reported non-fatal crashes, only 54% were able to be investigated by a law enforcement officer. In addition, non-fatal incidents may be under-reported because operators are unaware of the reporting requirements or are unwilling to report. It should be noted that statute requires all boating crashes, both fatal and reportable injury, to be investigated by law enforcement.

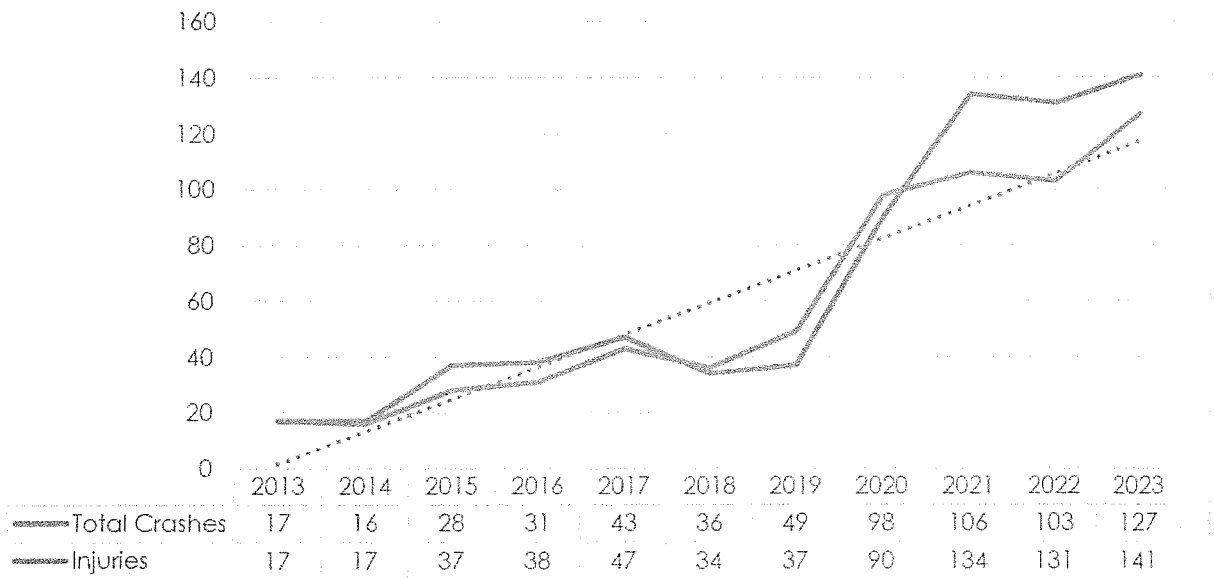
2023 Percentage Of Reported Non-Fatal Crashes Investigated By Law Enforcement			
Crash Type	Reported Non-Fatal Crashes	Non-Fatal Crashes Investigated By Law Enforcement	Percentage Of Non-Fatal Crashes Investigated By Law Enforcement
ATV	137	58	42%
Boat	93	81	87%
OHM	7	6	86%
Snowmobile	112	46	41%
UTV	114	59	51%
Total	463	250	54%

2023 Crash-Related Fatalities And Injuries		
Crash Type	Crash Deaths	Reported Injuries In Non-Fatal Crashes
ATV	18	143
Boat	28	47
OHM	0	7
Snowmobile	16	106
UTV	14	141
Total	76	444

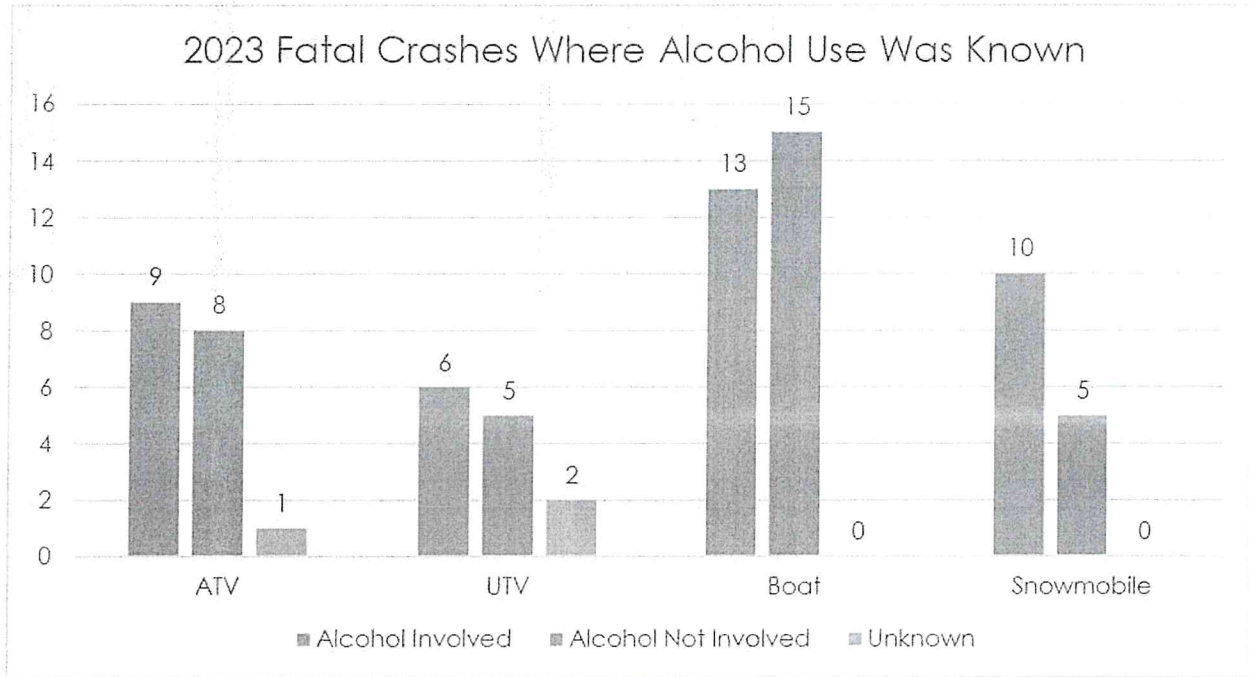
Deaths Related To UTV Crashes



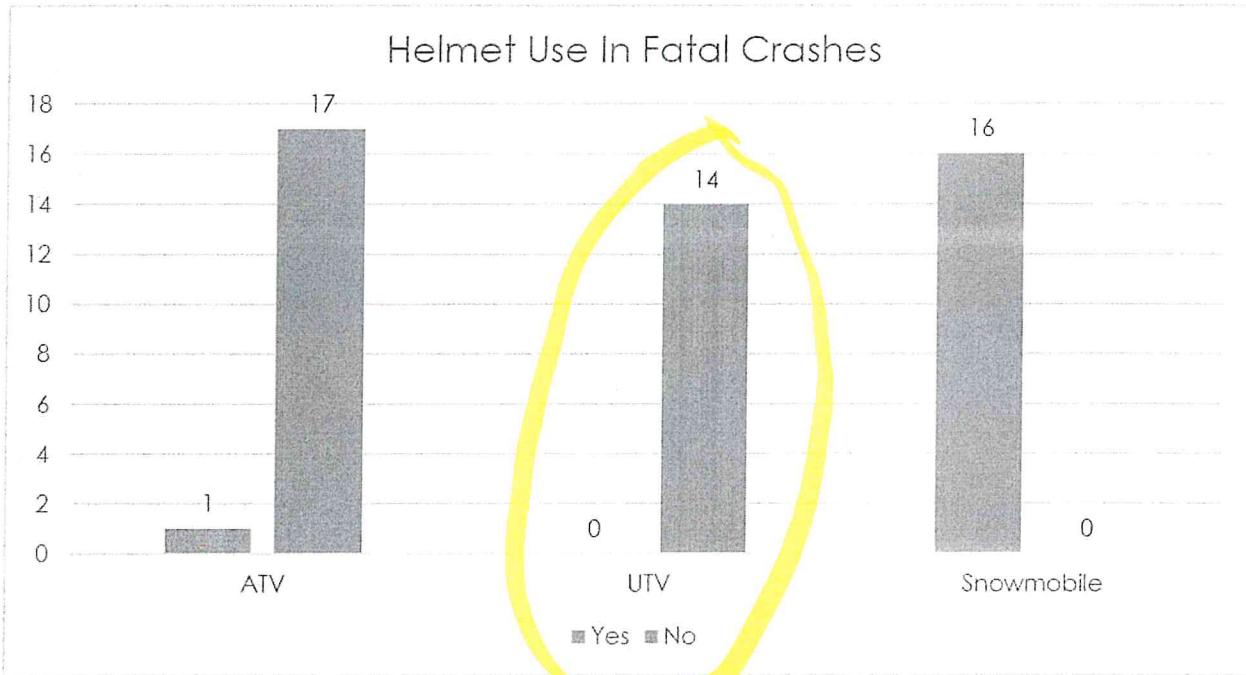
Reported UTV Crashes & Injuries



CRASH FACTORS & CONDITIONS



At least 38 fatal recreational vehicle crashes involved alcohol in 2023. Alcohol involvement was unknown in three crashes.



More than 95% of fatal ATV/UTV crash victims were not wearing a helmet at the time of the crash.

MEMO

TO: Chairperson Davis and Committee Members
 FROM: Andrew Beyer, P.E.
 DATE: May 29, 2024
 RE: Public Safety & Welfare Committee Meeting of June 5, 2024 at 5:00 pm

Item: Review and take action: Allowing Utility Terrain Vehicles (UTVs) on select City Streets

Background:

As the Director of Public Works/City Engineer for the City of Watertown, I have concerns regarding the proposal to allow utility terrain vehicles (UTVs) to use our city streets. While UTVs offer recreational benefits and practical uses in rural or off-road environments, their presence on urban roads poses considerable risks to traffic safety for several reasons:

1. **Vehicle Design and Compatibility:** UTVs are designed primarily for off-road use. Their structural design, including higher centers of gravity and lower stability compared to passenger vehicles, makes them less suitable for paved roads. This can increase the likelihood of rollovers and other accidents, particularly when making sharp turns or sudden maneuvers.
2. **Traffic Flow Disruption:** The speed capabilities and driving dynamics of UTVs differ significantly from those of standard motor vehicles. These differences can disrupt the flow of traffic, leading to potential collisions or near-misses. Drivers of traditional vehicles may have difficulty anticipating the movements of UTVs, increasing the risk of accidents.
3. **Safety Standards:** Unlike passenger vehicles, UTVs often lack essential safety features such as airbags, crumple zones, turn signals, and advanced braking systems. Additionally, these vehicles may not meet the stringent safety standards required for on-road use, putting both the operators of UTVs and other road users at greater risk.
4. **Pedestrian Safety:** The presence of UTVs on city streets could pose additional risks to pedestrians. These vehicles are less visible and audible compared to traditional vehicles, making it harder for pedestrians to detect their approach. This can be particularly dangerous in residential areas, school zones, and other places with high foot traffic.

In light of these concerns, I oppose the proposal to allow UTVs on city streets. The primary responsibility of our public infrastructure is to ensure the safety and well-being of all residents and road users. Introducing UTVs into this environment would undermine this goal by introducing unnecessary risks and potential dangers to the traveling public.



Andrew Beyer, P.E.
920.262.4050

Maureen McBroom, ENV SP
920.206-4264

Ritchie

Section 4, Item H.

920.262.4034

Christopher Newberry
920-390-

Administrative Assistant
Wanda Fredrick 920.262.4060

MEMO

TO: Chairperson Davis and Committee Members
FROM: Leadership Team Members
DATE: May 30, 2024
RE: Public Safety & Welfare Committee Meeting of June 5, 2024 at 5:00 pm

Item: Review and take action: Allowing Utility Terrain Vehicles (UTVs) on select City Streets

Relevant comments/concerns from City Leadership Team Members:

- Operations Manager DPW, Stacy Winkelman: Signage. I have seen signs in other communities marking streets as ATV Routes. I would like to discuss if those signs would come out of the Street Division sign budget. There will also be some time dedicated to erecting those signs: locates to be called in as well as installation.
- Fire Chief, Tanya Reynen: No one from the Fire has concerns. We support letting folks live their lives. While we now may have more accidents for these, it shouldn't be a huge impact on us. Most of what I found is folks driving too fast after drinking and they crash- rules that should already be in place to prevent this...

ATV Route Guideline and Suggestions **(A Community Official's Handbook)**



**Produced by the Bureaus of Law
Enforcement and Community Financial
Assistance**

Publ # *LE-109* 4/03

Index

Safety & Liability.....	4
Law Enforcement.....	5
Tourism and Community Acceptance.....	6
Legal Requirements for Routes	7
Grants and Reimbursements - Eligibility.....	8
Suggested Route/Ordinance Format.....	Appendix A.....10
A Reference of Statutes and Codes	Appendix B.....14
Trail Aids Application Form - 8700-159.....	Appendix C.....23

This guideline and attached suggested ordinance is provided to assist the county, town, city, or village administrator with examining the considerations for ATV routes within the community.

There are specific statutes and codes that govern routes. A complete list of the statutes and codes are provided in the appendix of this guideline.

Original Route Intent - The route is generally recognized as a means to connect the terminal end of a trail (when it is obstructed by a city, village, river, railroad track or other impediment) back to the trail on the other side of the obstruction.

Route - A Route is a highway or sidewalk designated for use by ATV operators by the governmental agency having jurisdiction. Routes are identified at the beginning point by a 24"X18" sign showing a white silhouette of an ATV on a green background. White directional arrows (12"X9") on a green background, show the continuation of the route.

Trail - A trail is a marked corridor on public property or on private lands subject to public easement or lease, designated for use by all-terrain vehicle operators by the governmental agency having jurisdiction, but excluding roadways of highways except those roadways which are not seasonally maintained for motor vehicle traffic. Trails are identified by 6"X6" signs showing a white silhouette of an ATV on a brown background.

State law does not allow ATV residential or lodging access within communities in the manner that is afforded to snowmobile users. However, significant trends involving routes have been seen within several communities recently. These trends are in two forms; 1) Attempt to mimic the snowmobile statutes by opening all town roads to ATV use, 2) Create routes for meaningful riding experiences or as total means of ATV recreation. Providing the latter as a riding experience is generally contrary to the original route purpose, safety practices and machine design. Regardless of the trend's purpose, neither of these route types is created in the context of the original route function. But, is that all bad? Deciding whether these types of (route) uses hold positive or negative effects greatly depends on individual circumstances within the community. It is difficult to broad brush either trend good or bad, but loosely, both trends raise concerns for the Department of Natural Resources (DNR), which is charged with the ATV safety and law enforcement components.

Before we begin to discuss the finer points of routes, signage and legal requirements, we should first discuss the unsaid and perhaps the intangibles that affect ATVers, routes, communities and of course you, the administrator.

There are several of these intangible issues that will affect ATV use in your county and as the community administrator it is incumbent upon you to consider each area carefully. Some of the considerations are; **Safety & Liability, Law Enforcement, Tourism & Community Acceptance.**

Safety & Liability

The single most important route consideration will be the safety of **all** ATV riders, pedestrians, bicyclist, automobile operators and others. As the administrator and potentially the advocate for the adoption of a route, you should know certain things about ATVs and the way they handle so that you can make informed recommendations.

It seems simple enough that ATV routes will likely increase ATV user participation. With that said, you might not have considered that the ATV riding public would be subject to more frequent intermingling with automobiles. The more automobiles and ATVs mix the higher the risk to each party, especially when you consider the following;

Many of the ATVs in use today are not equipped with brake lights; taillamps yes, but not brake lights; this includes currently produced machines. When you realize this fact you can certainly see mixing ATVs with motor vehicles in a very different light.

The lack of brake lights complicates a young rider's multitasking skills when coupled with the need to use both hands to handle the ATV and the need to use hand signals. Add this to required braking, (needed) quick decision-making skills and you can have a very confused rider, not to mention an unsafe one.

- You should note that the DNR has concerns about increasing the use of ATVs on roadways with a broad-brush approach. The entire engineering makeup of an all-terrain vehicle is based on the premise of off-road use. Specifically, the ATV tires dictate that the machines be used off the roadway. All-terrain vehicle tires are designed to provide tread slip under some conditions, yet provide grip under others. The majority of problems associated with roadway accidents are a result of losing control due to the physics of tire and roadway incompatibility. The mere change in the road surface can and does cause crashes when not used properly.

Considerations should be given to route speed limits when changes in road surfaces occur. Changing from pavement to mud, gravel, etc. or any combination thereof can create a hazardous riding situation if speeds are excessive. The ATV will handle differently on each surface.

- An additional complication is noted when all-terrain vehicles are operated with one set of wheels on the paved portion of the road and the other set of tires on the non-paved portion of the road. The wheels on the paved portion grip the roadway with stress and rotate slower than the wheels on the non-paved surface. This type of operation coupled with a turn, slight bump or rut can create a physical upset of the machine under certain conditions.

ATVs can be used responsibly on paved roadways when precautions are taken to reduce the crash potential. Anecdotal accounts by reviewing ordinances have noted route speed restrictions from 10-25 mph. Also, when applicable, the ordinances mimic state speed

restrictions, restricting operation to 10-mph when within 100 feet of pedestrians and when within 150 feet of a home. Although it's required by state statute, route ordinances have generally restated:

- Headlights and tail lights must be turned on at all times
- Youth under 16 are required to have safety certificates
- All persons under 18 operating and/or riding on an ATV must wear a helmet

Of all the areas that can truly create discomfort for an administrator, it will be in the area of public safety and the need to act reasonably. The administrator or town/county official should be mindful to any area involving the safety of the ATVing public.

Suggestion: Prior to creating a route, consider the amount and type of automobile traffic the road receives; the potential number of ATV riders that will use the route, ATV rider age potential, speeds that can be generated by ATVs, proper speed limits, stop signs/lights, intersections, pedestrian traffic, road surfaces (pavement, ice, mud, gravel,).

Law Enforcement

The ATV statutes and codes fall specifically within the DNR's jurisdiction, but that doesn't mean as much as you might think when considering who actually enforces these laws. Certainly, conservation wardens enforce ATV laws and in addition so can an officer of the state traffic patrol under s. 110.07 (1), inspector under s. 110.07 (3), county sheriffs/deputies or municipal peace officers. But, the assumption that conservation wardens will be the main law-enforcing officers of these laws (routes) will be a mistake that could cause distress for the administrator later on.

DNR Law Enforcement...

The DNR has 4-position (FTE) equivalents that are dedicated to the ATV program. These equivalents translate into 7,320 hours. The hours are distributed among the entire warden service (209) and are used for a variety of ATV related duties; including law enforcement, safety education, court, maintenance, accident investigation, public relations, and other activities. Unfortunately, this breakdown also translates into roughly nine hours of enforcement work that is available per warden/ year. The "DNR-hours dilemma" is that the agency is not authorized to work time beyond what the legislature has granted and there has been limited success in acquiring new FTE. Results: The DNR must rely heavily on local enforcement efforts.

County Law Enforcement...

The DNR provides grant money to counties for ATV law enforcement purposes. However, the county sheriff's offices are the only law enforcement branch eligible for the

grants. Of the 72 Wisconsin counties, only 18-20 have traditionally participated in the patrol grant process and only \$70,000 state dollars are available for distribution.

Local Law Enforcement...

Local enforcement efforts besides the sheriffs' have generally been limited as well. Part of limited enforcement efforts could be because of grant ineligibility: cities and villages cannot apply. Additionally, when a city or village determines priorities for deploying officers and working criminal activity, ATV riding can receive low rankings and can be even lower on the agency's priority list. The results can sometimes yield high numbers of violations, high complaints and low community tolerance - end result - frustration and trail/route closures.

An additional consideration - Most towns do not employ their own law enforcement officers as do cities and villages. Creating a route in the township, away from the city or village, places additional law enforcement responsibility upon the DNR and/or sheriff patrols. Under current conditions increased coverage is not likely to be available.

To be successful, local law enforcement must support the use of ATVs and the use of a route(s) or at least commit to help keep problems to a minimum. If law enforcement is not available to handle the problems that may occur with associated/increased use, you will suffer the effects of poor planning even if the route is later removed.

Suggestion: Consider your law enforcement resources carefully prior to creating a route.

Tourism & Community Acceptance

ATV use within the community has been on the increase, and at times it's been increasing despite the lack of trails and or routes. One of the benefits of having an ATV trail interrupted by a city is that a properly placed route can divert ATV traffic to local businesses as long as the route passes adjacent to the businesses. Restaurants, motels, gas stations and chambers of commerce can see a substantial increase in foot traffic that is delivered via ATV. There are both pros and cons to the diverted ATV use in the business community.

- ATVs use can bring tourism dollars to the business.
- Increased ATV use in the city/village can bring congestion, which in turn will create frustrations for automobile operators and ATVers.
- At times, ATV users may take shorts cuts with automobile right of way laws.
- Increased ATV use among automobile traffic increases apprehensions about risking vehicular collisions, not only for citizens, but law enforcement as well.
- A small number of ATV users will take liberty by "exploring" areas/roads away from the route and will create a negative image for all ATV users.

Route signing must be clear to everyone. Adjustments may be necessary if ATV users constantly become lost or stray from the route. This should not be a problem with a properly posted route.



The use of posted signs showing *NO ATVs* can prevent problems ahead of time. However, once you begin to use a system of signs, you must stay with it. The Trail Signing Handbook (PUB-CF- 023) will provide the proper guidance for posting legally required signs. Review your routes - the ATVer may be confused if you post the *NO ATV* sign at some intersecting roads and then fail to place them at others. Inconsistency may give the impression that it's okay to ride there.

Look beyond your own community and attempt to determine the effects a route will have on adjoining towns, cities or villages or county, state or federal lands. Will the other town/city/village accept the dead-end traffic to their jurisdiction? Will the route end up connecting to another route or trail? Does the route fulfill the original intentions of the route concept?

Suggestion: Consider carefully, the totality of the circumstances; law enforcement needs/requirements, community acceptance, tourism benefits and safety (vehicle and ATV) prior to creating a route. Consider the long term results and/or comments (pros and cons) that you might receive, or the comments town officials and law enforcement may receive. Consider ATV traffic that may unintentionally divert from the route to business services that are not directly adjacent to the route.

MEETING THE LEGAL REQUIREMENTS FOR ROUTES

Process

- A. When the route ordinance has been passed/approved by the local jurisdiction, the clerk of jurisdiction **MUST** send a copy of the route/ordinance to:

Department of Natural Resources
ATTN: ATV Section
P.O. Box 7921,
Madison, WI 53707

- B. The clerk of jurisdiction **MUST** also send a copy of the route/ordinance to the law enforcement agency having jurisdiction over the highway(s).

- C. The unit of government that designated the route SHALL post the proper route signs or ensure that it is done. Sometimes the county, town, city or village, while maintaining supervisory responsibility, designates this task to an ATV club or an ATV association. Ultimately the designating unit of government is responsible for signing the route.

NOTE: Failure to sign the route, yet allowing ATVs to operate, sets a dangerous stage for litigation to follow any ATV accident that occurs on the unsigned route.

Failure to sign a route also creates very difficult enforcement situations. Law enforcement officers, especially state officers or county officers who may not be as closely connected to the city or village activities, won't always know that a route/ordinance has been adopted. In fact, this is more likely to be the case than not. If this circumstance arises and the officer observes an ATV operating on a roadway (unsigned route), the instinctual response is to determine the lawfulness of the operation. Even though the operator may feel that he/she is legally operating pursuant to the route allowances (which are written on paper only), the person may in fact be violating the law. The governing body that failed to place the signs is also culpable. Keep in mind that if an ATV route/ordinance is passed, the ATVer's will likely be the first to know of it and will attempt to use it immediately.

A citation issued under these circumstance immediately draws negative attention to the governing body that created the route and every official that deals with the charge; including the judge and the officer.

The DNR does not have ordinance review authority over routes or the ordinances governing routes, but suggestions are made when inconsistencies are found .

A complete set of guidelines for signing trails can be located in the Department of Natural Resources "Trail Signing Handbook" Publication number PUB-CF-023.

GRANTS AND REIMBURSEMENTS - ELIGIBILITY (PAYING FOR SIGNS)

The cost of the initial set of route signs (to and from a trail and/or from a trail to services and back to a trail) is eligible for grant funds. However, you should know that the DNR distributes available funds using a ranking system. Most of the grant applications (for route signs) do not rank high enough to receive priority during the grant distribution setting process. Therefore, the county, town, city or village is often left with paying for the signs completely. This result often places the unit of government in a difficult position to make a conscious decision **"To sign or Not to sign."** Taking the later approach is tempting, especially when the all town roads have been opened as a route.

The DNR discourages towns from managing routes in this manner. The cost for maintaining a route is not a reimbursable expense.

NOTE: Merely placing one sign at the village, city or town limits and attempting to notify the public that the entire set of roads within the jurisdiction are considered routes, will not be sufficient to comply with the route-signing requirements. Each road designated as a route must be marked in accordance with the route-signing handbook Pub-CF-023 99Rev.

The Grant Application process is -

- ✓ Complete and submit form 8700-159, which includes a brief description of your project and a breakdown of the type of sign, quantity, and price. This must be accompanied by the following documents:
- ✓ An ordinance passed by the municipality at a formal meeting,
- ✓ A map of the municipality identifying the roads being opened, where services are and where signs are being proposed, and
- ✓ A resolution approving the municipality's participation in the program (a sample is on the back of 8700-159).

Applications must be received by April 15 of each year. Funding is based upon priorities.

NOTE: Before completing your ordinance or application, it is recommended that you talk to your Community Services Specialist and/or local warden about the project.

SUGGESTED ATV ROUTE/ORDINANCE FORMAT

All-Terrain Vehicle Route

Village of Dunn, Dane County



AN ORDINANCE DESIGNATING ALL-TERRAIN VEHICLE ROUTES AND REGULATING THE OPERATION OF ALL TERRAIN VEHICLES

Section I - Intent

The Village of Dunn, Dane County adopts the following all-terrain vehicle route for the operation of all-terrain vehicles upon the roadways listed in Section III.

Following due consideration of the recreational value to connect trail opportunities and weighted against possible dangers, public health, liability aspects, terrain involved, traffic density and history of automobile traffic, this route(s) has been created.

Section II - Statutory Authority

This route is created pursuant to village authority under section 1.1.01 as authorized by 23.33 (8) (b), Wis. Stats.

The applicable provisions of 23.33 regulating ATV operation pursuant to routes are adopted.

Section III - Routes

The following roads are designated as routes

- A. Clancy Road, beginning at Road 1 and ending at Town Line Road.
- B. Johnsonville Lane in its entirety.
- C. Said routes are further described and identified by the attached map.

Section IV - Conditions

As a condition for the use of this route, the following conditions shall apply to all operators (and passengers);

- A. All ATV operators shall observe posted roadway speed limits.
- B. All ATV operators shall ride single file.
- C. All ATV operators shall slow the vehicle to 10-mph or less when operating within 150 feet of a dwelling.
- D. Routes must be signed in accordance with NR 64.12, and NR 64.12(7)c.

Section V - Enforcement

This ordinance shall be enforced by any law enforcement officer authorized to enforce the laws of the state of Wisconsin.

Section VI - Penalties

Wisconsin state All-Terrain Vehicle penalties as found in s. 23.33 (13) (a) Wis. Stats., are adopted by reference.

Section VII - Severability

The provision of this ordinance shall be deemed severable and it is expressly declared that the County/Town/City/Village would have passed the other provisions of this ordinance irrespective of whether or not one or more provisions may be declared invalid. If any provision of this ordinance or the application to any person or circumstances is held invalid, the remainder of the ordinance and the application of such provisions to other persons circumstances shall not be deemed affected.

Section VIII - Effective Date

This ordinance becomes effective upon passage and publication.

Passed this 10th Day of January 2010

Dunn Village Clerk

All-Terrain Vehicle _____

_____ of _____

AN ORDINANCE DESIGNATING _____

Section I - Intent

The _____ of _____
adopts the following all-terrain vehicle ordinance/route for the operation of all-
terrain vehicles upon the roadways listed in Section III.

Following due consideration of the recreational value to connect trail
opportunities and weighted against possible dangers, public health, liability
aspects, terrain involved, traffic density and history of automobile traffic, this
ordinance has been created.

Section II - Statutory Authority

This route is created pursuant to _____
authority under _____ as authorized by 23.33 (8) (b), Wis.
Stats.

Optional - the provisions of 23.33 are adopted.

Section III - Routes

The following roads are designates as routes;

- A. _____

- B. _____

- C. Said routes are further described and identified by the attached map.

Section IV - Conditions

As a condition for the use of this route, the following conditions shall apply to all
operators (and passengers where applicable);

- A. _____
- B. _____
- C. Routes must be signed in accordance with NR 64.12, and NR 64.12(7)c.

Section V - Enforcement

This ordinance shall be enforced by any law enforcement officer of the _____,
County, Wisconsin.

Section VI - Penalties

Wisconsin state All-Terrain Vehicle penalties as found in s. 23.33 (13) (a) Wis. Stats., are adopted by reference.

Section VII - Severability

The provision of this ordinance shall be deemed severable and it is expressly declared that the _____ would have passed the other provisions of this ordinance irrespective of whether or not one or more provisions may be declared invalid. If any provision of this ordinance or the application to any person or circumstances is held invalid, the remainder of the ordinance and the application of such provisions to other persons circumstances shall not be deemed affected.

Section VIII - Effective Date

This ordinance becomes effective upon passage and publication.

Passed this _____ Day of _____, 20_____

_____, Clerk

Appendix B ATV ROUTES

A Reference of Statutes and Codes

- 23.33(1)(c)** "All-terrain vehicle **ROUTE**" means a highway or sidewalk designated for use by all-terrain vehicle operators by the governmental agency having jurisdiction as authorized under this section.
- 23.33 (4) Operation on or near highways.**
- (d) Operation on roadway. A person may operate an all-terrain vehicle on the roadway portion of any highway only in the following situations:
 - 4. On roadways which are designated as all-terrain vehicle **ROUTES**. Operation of all-terrain vehicles on a roadway which is an all-terrain vehicle **ROUTE** is authorized only for the extreme right side of the roadway except that left turns may be made from any part of the roadway which is safe given prevailing conditions.
 - (e) Operation adjacent to roadway. A person may operate an all-terrain vehicle adjacent to a roadway on an all-terrain vehicle **ROUTE** or trail if the person operates the all-terrain vehicle in the following manner:
- 23.33 (8) ROUTES and trails.**
- (a) Department authority. The department shall encourage and supervise a system of all-terrain vehicle **ROUTES** and trails. The department may establish standards and procedures for certifying the designation of all-terrain vehicle **ROUTES** and trails.
 - (b) **ROUTES**. A town, village, city or county may designate highways as all-terrain vehicle **ROUTES**. No state trunk highway or connecting highway may be designated as an

all-terrain vehicle **ROUTE** unless the department of transportation approves the designation.

- (d) Restrictions. The designating authority may specify effective periods for the use of all-terrain vehicle **ROUTES** and trails and may restrict or prohibit the operation of an all-terrain vehicle during certain periods of the year.
- (e) Signs. The department, in cooperation with the department of transportation, shall establish uniform all-terrain vehicle **ROUTE** and trail signs and standards.
- (f) Interference with signs and standards prohibited.
 - 1. No person may intentionally remove, damage, deface, move or obstruct any uniform all-terrain vehicle **ROUTE** or trail sign or standard or intentionally interfere with the effective operation of any uniform all-terrain vehicle **ROUTE** or trail sign or standards if the sign or standard is legally placed by the state, any municipality or any authorized individual.
 - 2. No person may possess any uniform all-terrain vehicle **ROUTE** or trail sign or standard of the type established by the department for the warning, instruction or information of the public, unless he or she obtained the uniform all-terrain vehicle **ROUTE** or trail sign or standard in a lawful manner. Possession of a uniform all-terrain vehicle **ROUTE** or trail sign or standard creates a rebuttable presumption of illegal possession.

23.33 (9) Administration; enforcement; aids.

- (b) All-terrain vehicle projects. Any of the following all-terrain vehicle projects are eligible for funding as a state all-terrain vehicle project from the appropriation account under s. 20.370 (1) (ms) or for aid as a nonstate all-

terrain vehicle project from the appropriation accounts under s. 20.370 (5) (ct) and (cu):

3. Development of all-terrain vehicle **ROUTES** or all-terrain vehicle trails.
4. Development or maintenance of a snowmobile **ROUTE** or trail or an off-the-road motorcycle trail or facility if the **ROUTE**, trail or facility is open for use by all-terrain vehicles.
5. Maintenance of all-terrain vehicle **ROUTE** or all-terrain vehicle trails.

23.33 (11) Local ordinances.

- (a) Counties, towns, cities and villages may enact ordinances regulating all-terrain vehicles on all-terrain vehicle trails maintained by or on all-terrain vehicle **ROUTES** designated by the county, city, town or village.
- (am) Any county, town, city or village may enact an ordinance which is in strict conformity with this section and rules promulgated by the department under this section, if the ordinance encompasses all aspects encompassed by this section.
- (b) If a county, town, city or village adopts an ordinance regulating all-terrain vehicles, its clerk shall immediately send a copy of the ordinance to the department and to the office of any law enforcement agency of the municipality or county having jurisdiction over any highway designated as an all-terrain vehicle **ROUTE**.

23.33 (13) Penalties.

- (f). Restoration or replacement of signs and standards. In addition to any other penalty, the court may order the defendant to restore or replace any uniform all-terrain vehicle **ROUTE** or trail sign or standard that the

defendant removed, damaged, defaced, moved or obstructed.

ANNOT. County forest roads open to vehicular traffic are highways that can be designated as **ROUTES** under sub. (8) (b). 77 Atty. Gen. 52.

RULES AND REGULATIONS

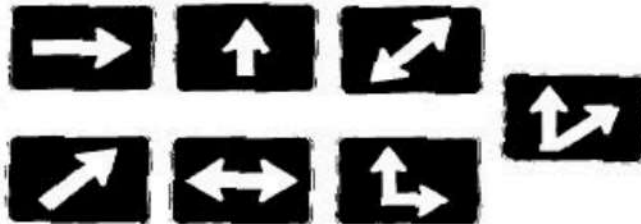
NR 64.12 ROUTES.

- (2) “All-terrain vehicle **ROUTE**” means a highway or sidewalk designated for use by all-terrain vehicle operators by the governmental agency having jurisdiction.

NR 64.12 ROUTES.

- (1) An all-terrain vehicle **ROUTE** may be established by a town, city, village or county by adopting an ordinance designating a highway as an all-terrain vehicle **ROUTE** and signing the highway in accord with s. 23.33 (8), Stats., and rules of the department.
- (2) A town, city, village or county may adopt an ordinance designating a state trunk highway or connecting highway as an all-terrain vehicle **ROUTE** if the department of transportation approves the designation.
- (3) A town, city, village or county may adopt an ordinance designating a sidewalk of a state trunk highway bridge as an all-terrain vehicle **ROUTE** with the approval of the department of transportation.
- (4) A town, city, village or county may designate a **ROUTE** as an all-terrain vehicle **ROUTE** during certain periods of the year and prohibit the operation of all-terrain vehicles on that **ROUTE** during other periods of the year.
- (5) All-terrain vehicle operation is not permitted on state trunk highways or connecting highways except as provided for under s. 23.33 (4), Stats., or sub. (2) or (3).
- (6) No person may operate an all-terrain vehicle on a restricted all-terrain vehicle **ROUTE** during any period of the year when the operation of all-terrain vehicles is prohibited.

- (7) Signs for all-terrain vehicle **ROUTES** on highways and sidewalks designated for use by the governmental unit having jurisdiction as authorized under s. 23.33 (8), Stats., shall meet the following requirements:
- (a) The all-terrain vehicle **ROUTE** sign shall have a reflectorized white symbol, border and message on a reflectorized green background. The standard and minimum size of this sign shall be 24"X18". The sign, including the stylized all-terrain vehicle symbol and the word message "ATV **ROUTE**", shall conform to the standard design on file in the department of transportation.
 - (b) The directional arrow marker (M7 series) shall have a reflectorized white arrow and border on a reflectorized green background. The standard and minimum size of a directional arrow shall be 12"X9".
 - (c) An all-terrain vehicle **ROUTE** sign with directional arrow, where appropriate, shall be placed at the beginning of an all-terrain vehicle **ROUTE** and at such locations and intervals as necessary to enable all-terrain vehicle operators to follow the **ROUTE**.



ALL TERRAIN VEHICLE **ROUTE** SIGN AND ARROWS
(M-7 SERIES)
GREEN REFLECTORIZED BACKGROUND WITH WHITE
REFLECTORIZED LETTERS, SYMBOLS, AND BORDER

- (d) All-terrain vehicle **ROUTE** signing shall be done by or under the direction of and is the responsibility of the unit of government which designates the all-terrain vehicle **ROUTE**.

NR 64.14 All-terrain vehicle trail aid.

- (1) **DISTRIBUTION.** The department shall distribute all-terrain vehicle project aids on the basis of a priority system according to the following priority ranked purposes;
 - (a) Maintenance of existing approved all-terrain vehicle areas and trails, including **ROUTES**;
 - (e) Acquisition of land in fee and development of new all-terrain vehicle areas and trails, including **ROUTES**.

(2m) **MAINTENANCE OF ROUTES.** The department may provide state aid up to 100% of the cost of the purchase of all-terrain vehicle **ROUTE** signs and arrows, trail crossing warning signs, and signs briefly explaining the intoxicated all-terrain vehicle operator law. All-terrain vehicle **ROUTES**, whether a part of an approved all-terrain vehicle trail or not, are not eligible for per mile maintenance payments under sub. (2).

(6) Development

(d) The department shall distribute aids for all-terrain vehicle areas and trail development projects, including **ROUTES**, considering the following criteria:

1. All-terrain vehicle **ROUTES**, areas and trails in counties where **ROUTES**, areas, and trails are in short supply in comparison to demand.
2. All-terrain vehicle **ROUTES** and trails that provide connecting loops or origin-destination segments over dead end segments.
3. All-terrain vehicle **ROUTES** or trails that provide connections from one jurisdiction to another.
4. All-terrain vehicle **ROUTES** and trails that have potential for year round use.
5. All-terrain vehicle **ROUTES**, areas and trails to be developed on publicly owned land or land under easements or other agreements for 3 years or greater.

MISCELLANEOUS STATUTES and references

84.02(1) Designation. The system of highways known as the trunk highway system heretofore selected and laid out by the legislature and by the highway commission and by special legislative state trunk highway committees and approved by said highway commission and as revised, altered and changed by and under authority vested by law in the highway commission, is hereby validated and confirmed and designated the state trunk highway system but without prejudice to the exercise of the power given to change such system, and all acts by which parts of said system were heretofore adopted or declared to be trunk highways are confirmed and validated. Section 80.32 (2) does not apply to the state trunk highway system.

84.02(11) Connecting highways. The state trunk highway system shall not include the marked routes thereof over the streets or highways in municipalities which the department has designated as being connecting highways. Those municipal streets or highways so excluded as state trunk highways but marked as such and designated as connecting highways are further described and the aids determined therefor under s. 86.32.

84.29 National system of interstate highways.

86.32(1) The department may designate, or rescind the designation of, certain marked routes of the state trunk highway system over the streets or highways in any municipality for which the municipality will be responsible for maintenance and traffic control and the maintenance and operation of any swing or lift bridge. Such maintenance, operation and traffic control of the connecting highways and swing and lift bridges shall be subject to review and approval by the department. Those marked routes of the state trunk highway system designated as connecting streets prior to July 1, 1977, shall become the connecting highways in municipalities which are eligible for aids payments under this section. The character of travel service provided by a route, uniformity of maintenance, the effect on the maintaining agency, and the municipality's maintenance capability will be considerations by the secretary, in cooperation with the municipalities and counties in making changes in the connecting highways of the state trunk highway system in municipalities. The decision of the secretary to designate or rescind a designation may be appealed to the division of hearings and appeals, which may affirm, reverse or modify the secretary's decision.

340.01 (22) "Highway" means all public ways and thoroughfares and bridges on the same. It includes the entire width between the boundary lines of every way open to the use of the public as a matter of right for the purposes of vehicular travel. It includes those roads or driveways in the state, county or municipal parks and in state forests which have been opened to the use of the public for the purpose of vehicular travel and roads or driveways upon the grounds of public schools, as defined in s. 115.01 (1), and institutions under the jurisdiction of the county board of supervisors, but does not include private roads or driveways as defined in sub. (46).

340.01 (60) "State trunk highway" means any highway designated pursuant to s. 84.02 or 84.29 as part of the state trunk highway system, exclusive of connecting highways.

To view the state truck highway system, see "Official State Trunk Highway System Maps," Wisconsin Dept of Transportation, Division of Transportation Infrastructure Development

State Trunk Highways

"The Department of Transportation's (DOT) state trunk highway program is responsible for the construction, improvement and maintenance of the state's 11,752 mile trunk highway system."

"The responsibility for roads and highways is divided between local governments and the state. The state generally has jurisdiction over arterial roads, which function as corridors for interstate and interregional travel. This network is called the state trunk highway system. Generally, counties are responsible for collector roads, which serve short distance, intraregional traffic or provide connections between arterial roads and local roads. Municipalities are responsible for local roads, such as residential streets and town roads, which provide property access and short distance, local mobility services. Jurisdiction does not always follow this functional classification. For instance, a county road can begin to function as an arterial highway if traffic patterns change. However, current DOT policy is to align jurisdictional responsibilities with functional classifications whenever possible."

"Although state highways comprise only 10.5% of total road mileage, they carry 59.7% of the total traffic volume. Of the 11,752 miles of state highway in the system, about 87% are rural, 8% are urban and 5% are considered connecting highways."

Connecting Highways

"Connecting highways are state trunk highways that lie within the corporate limits of larger municipalities."

"State Trunk highway and Connecting Highways" - Source - John Dyck Wisconsin Legislative Fiscal Bureau, Madison, WI, 2001

Appendix C



Consumer Federation of America

May 28, 2024

Public Comments Regarding 500-17 All-Terrain Vehicle Routes Ordinance

Mayor Emily McFarland
City of Watertown
emcfarland@watertownwi.gov

Aldersperson Dana Davis
Chair, Public Safety & Welfare Committee
ddavis@watertownwi.gov

Aldersperson Steven Board
Public Safety & Welfare Committee
sboard@watertownwi.gov

Aldersperson Brad Blanke
Public Safety & Welfare Committee
bblanke@watertownwi.gov

Aldersperson Eric Schmid
Public Safety & Welfare Committee
eschmid@watertownwi.gov

Aldersperson Jonathan Lampe
Public Safety & Welfare Committee
jlampe@watertownwi.gov

Dear Mayor Emily McFarland, Chair Dana Davis, and Alderspersons Steven Board, Brad Blanke, Eric Schmid, and Jonathan Lampe:

My name is Courtney Griffin, and I am the Director of Consumer Product Safety for the Consumer Federation of America (CFA). Founded in 1968, CFA is one of the nation’s largest consumer organizations working in the consumer interest through research, advocacy, and education. CFA represents over 250 national, state, and local groups.

CFA leads a coalition of individuals and organizations dedicated to reducing deaths and injuries caused by off-highway vehicles (OHVs). Our OHV Safety Coalition tracks news reports and compiles [OHV fatalities](#) in real time. The data from OHV fatalities demonstrates the serious risk of OHVs use on roadways. As individuals and organizations dedicated to reducing deaths and injuries caused by off-highway vehicles (OHVs), we are writing to urge you to reject any proposal that would increase OHV access to your community’s roads.

A. Wisconsin Fatality Data

Tragically, our OHV Safety Coalition has identified 282 OHV-related deaths in Wisconsin from January 2013 through December 31, 2023. Of these deaths, at least 159 (56 %) occurred on-road. At least 8 percent of the fatalities were children 15 years old or younger, including many child pedestrians and children as young as 4 years old. At least 28 percent of the fatalities are known to be associated with alcohol use.

B. More OHV Deaths Occur on Roadways than Off-Road

Our coalition started collecting data to provide decision makers with a better sense of the dangers posed by OHVs. See our data and analysis on our OHV webpage [here](#). Last year's data demonstrates the danger of OHV on-road use: 67% of all OHV deaths last year were associated with on-road use. This is consistent with previous years.

Roadway crashes are more likely to involve multiple fatalities, collisions, and head injuries. Victims in roadway crashes were less likely to be wearing protective gear such as helmets and were more likely to be carrying passengers, both things that are risk factors for ATV-related fatalities and injuries. From 1998-2007, roadway fatalities increased twice as fast as those off-road.¹ The National Highway Traffic Safety Administration released ATV-related fatality statistics for public roads showing that there were 3,411 deaths from 2004-2013, with 323 in 2013 alone.²

C. Even ATV Industry Associations Strongly Warning Against Public Road Use

The Specialty Vehicle Institute of America (SVIA), which represents the manufacturers and distributors of ATVs, unequivocally opposes that use of ATVs on roads.³ SVIA emphasizes that **ATVs are not designed, manufactured, or in any way intended for use on public streets, roads or highways and urges that on-highway use of ATVs be prohibited.** ATV use on highways, as some elected officials in your state have called for, is in direct conflict with manufacturers' intentions for ATVs proper use and is contrary to federal safety requirements.

A training manual for ATV riders from the ATV Safety Institute, a division of SVIA, states:

Remember, ATVs are intended for off-road use only. Never operate an ATV on public roads, and always avoid paved surfaces. ATVs are not designed for use on public roads and other motorists may not see you. ATVs are not designed to be used on paved surfaces because pavement may seriously affect handling and control."⁴

Further, the SVIA makes clear that:

ATVs are designed, manufactured and sold for off-road use only. On-road vehicles must be manufactured and certified to comply with U.S. Department of Transportation Federal Motor Vehicle Safety Standards (FMVSS). These safety standards consist of extensive and detailed compliance requirements. Since ATVs are not intended to be used on-road, they are not designed, equipped or tested to meet such standards.⁵

D. OHV Design Contributes to Roadway Deaths and Injuries

Ultimately, OHVs are not safe on roads because they were not designed for roadway use.

- **OHVs⁶ have a relatively narrow track and high center of gravity:** These design features allow for riding in wooded areas and between obstacles and provide high ground clearance for rough terrain. However, these features put OHVs at a higher risk

for rollovers,⁷ and require “that the vehicle takes wider turns than are found in standard road design.”⁸

- **OHVs have low-pressure, deep tread tires designed for off-road use:** Automobile tires have relatively shallow tread and are designed to continually grip and release roadway surfaces. In contrast, OHV tires are made to grab off-road terrain and can act unpredictably on roadway surfaces especially with increasing speed. The operator can easily lose control of the vehicle, potentially endangering the OHV rider, occupants of other vehicles, pedestrians, and bicyclists.⁹
- **OHV tires do not meet Department of Transportation requirements:** Federal Motor Vehicle Safety Standards (FMVSS) do not apply to UTV or ATV tires. ATV and UTV tires are considered Not for Highway Service (NHS) tires and manufacturers may not certify such tires to conform to FMVSS. As such, these tires are not approved for use on public streets and are prohibited from use on public roads.
- **Most ATVs lack a rear differential:** Most ATVs have a solid rear axle or locked rear differential which means that both the inside and outside wheels rotate at the same speed, unlike motor vehicles designed for roadways. This often requires that the OHV “take wider turns than are found in standard road design,”¹⁰ and makes it more difficult for OHVs to negotiate roadway curves, especially at the speeds often traveled on roads.

E. Children and OHVs Do Not Mix

Year after year, children continue to make up an alarming percentage of OHV fatalities.

Dr. Charles Jennissen, clinical professor at the University of Iowa, Carver College of Medicine has stated that “[m]ore kids in the US under 16 die from ATVs than bicycle crashes.”¹¹ Dr. Jennissen has further noted that “[w]e talk a lot about bicycle safety for kids, *but this is a bigger killer, and we need to protect our children.*”¹² Alarmingly, recent research from Dr. Jennissen shows that incidents are on the rise across the nation.¹³ Public health officials have also documented an increase in OHV deaths and injuries, likely tied school closures and stay-at-home orders. CFA has identified that 16 states are reporting increases in OHV deaths and injuries, through media reports.

F. Alcohol and OHVs Are a Dangerous Combination

The proposed ordinance here provides no penalties for operating an OHV under the influence. The U.S. Consumer Product Safety Commission, the federal agency responsible for regulating OHVs, states that individuals should avoid drinking alcohol before or while driving and ATV because alcohol impairs judgement and response time.

G. Additional Information and Conclusion

The latest research about OHVs on roadways and OHV death and injuries, as well as a and the advocacy efforts undertaken by this coalition are available [here](#).

We urge you to carefully consider any plans to allow OHV to drive legally on your community’s roadways, keeping in mind the serious risk on-road use poses. If your committee moves forward with OHV access to roads, we urge you to carefully consider the fatality data and ensure children are protected from serious injury and death by setting robust and enforceable age limits for OHV drivers and occupants.

We hope that you will consider these comments, and if we can be of any further assistance, please feel free to contact Courtney Griffin at Consumer Federation of America at cgriffin@consumerfed.org or (202) 567-7240.

Sincerely,

Courtney Griffin
Director, Consumer Product Safety
Consumer Federation of America

Charles Jennissen, MD
Emergency Medicine
University of Iowa
Iowa ATV Injury Prevention
Task Force

Dr. Aitken, MD MPH
Chair, Department of Pediatrics at
McGovern Medical School
The University of Texas Health Science
Center at Houston
Physician-in-Chief, Children's Memorial
Hermann Hospital

Katie Kearney
Concerned Families
for ATV safety Member
Sean's Law
Massachusetts Safety Advocate

Carolyn Anderson
Co-Founder
Concerned Families for ATV Safety

Ben Kelley
Director, Injury Control Policy
The Trauma Foundation
San Francisco General Hospital
San Francisco, CA

Robin D. Schier, DNP, APRN,
CPNP AC/PC
Pediatric Emergency Medicine
Texas Children's Hospital
Houston, Texas

Sue DeLoretto-Rabe
Co-Founder
Concerned Families for ATV Safety

Gary A. Smith, MD, DrPH
President, Child Injury
Prevention Alliance

Gerene Denning, PhD
Emergency Medicine
University of Iowa
Iowa ATV Injury Prevention Task Force

Gordon S. Smith, MD (MB.ChB, Otago),
MPH Professor, Department of
Epidemiology & Public Health
University of Maryland School of
Medicine Charles "McC" Mathias
National Study Center for Trauma and
EMSShock, Trauma and Anesthesiology
Research – Organized Research Center

Benjamin Hoffman MD FAAP
Professor of Pediatrics
Medical Director, Doernbecher
Children's Safety Center
Portland, OR

Serap Gorucu, PhD
Department of Agricultural & Biological
Engineering
University of Florida

¹ Id

² NHTSA, Fatalities in Traffic Crashes Involving All-Terrain Vehicles. <http://www-nrd.nhtsa.dot.gov/Pubs/812193.pdf>

³ Specialty Vehicle Institute of America, Position in Opposition to On-Road Operation of ATVs. <https://svia.org/opposition-to-on-road-use/>.

⁴ Tips and Practice Guide for the All-Terrain Vehicle Rider, ATV Safety Institute. http://atvsafety.org/downloads/ATV_Riding_Tips.pdf

⁵ Specialty Vehicle Institute of America, Position in Opposition to On-Road Operation of ATVs. <http://www.svia.org/Downloads/PositionPaperOpposingOn-RoadUse.pdf>

⁶ The Denning paper cited below deals with ATVs but the CPSC Briefing Package on the Proposed ROV Rule, Pg. 518, notes that ROVs are designed with narrow track widths and high ground clearance for use on off-road trails which results in a high risk of rollovers. www.cpsc.gov/Global/Newsroom/FOIA/CommissionBriefingPackages/2014/SafetyStandardforRecreationOff-HighwayVehicles-ProposedRule.pdf

⁷ Denning, Harland, Ellis, Jennissen, More fatal all-terrain vehicle crashes occur on the roadway than off: increased risk-taking characterizes roadway fatalities, Injury Prevention, 2012.

<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3717765/>

⁸ Id.

⁹ Id. Discussing ATV tires. The CPSC Briefing Package. Pg. 410. Also defines ROVs as having low pressure tires. This allows one to infer that both categories of OHVs discussed here will have tires that are not suitable for on-road use and will have similar problems when used on-road as those described for ATVs in the 2012 report cited above.

www.cpsc.gov/Global/Newsroom/FOIA/CommissionBriefingPackages/2014/SafetyStandardforRecreationalOff-HighwayVehicles-ProposedRule.pdf

¹⁰ Denning, Harland, Ellis, Jennissen, More fatal all-terrain vehicle crashes occur on the roadway than off: increased risk-taking characterizes roadway fatalities, Injury Prevention, 2012.

<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3717765/>

¹¹ Michigan Farm News. (2020, August 7). Surge in child ATV injuries coincides with COVID-19 pandemic, experts say. Retrieved October 14, 2020, from <https://www.michiganfarmnews.com/surge-in-child-atv-injuries-coincides-with-covid-19-pandemic-experts-say>

¹² Ibid, emphasis added.

¹³ Ibid.

2023 All-Vehicles Fatalities Report

The information below includes data from January 1, 2023 to December 31, 2023

Table 1.A ALL-VEHICLES Fatalities by Person		
	Count	Percentage
driver	356	71.5%
passenger	99	19.9%
pedestrian	4	0.8%
other	1	0.2%
unknown	38	7.6%
Total	498	100.0%

Table 1.B ALL-VEHICLES Fatalities by Gender and Person		
	Count	Percentage
Male	376	75.5%
<i>driver</i>	299	60.0%
<i>passenger</i>	56	11.2%
<i>pedestrian</i>	2	0.4%
<i>other</i>	1	0.2%
<i>unknown</i>	18	3.6%
Female	104	20.9%
<i>driver</i>	46	9.2%
<i>passenger</i>	41	8.2%
<i>pedestrian</i>	2	0.4%
<i>other</i>	0	0.0%
<i>unknown</i>	15	3.0%
Unknown	18	3.6%
<i>driver</i>	11	2.2%
<i>passenger</i>	2	0.4%
<i>pedestrian</i>	0	0.0%
<i>other</i>	0	0.0%
<i>unknown</i>	5	1.0%
Total	498	100.0%

Table 1.C ALL-VEHICLES Fatalities by Age and Person		
	Count	Percentage
0-15	94	18.9%
<i>driver</i>	50	10.0%
<i>passenger</i>	32	6.4%
<i>pedestrian</i>	0	0.0%
<i>other</i>	1	0.2%
<i>unknown</i>	11	2.2%
16-19	37	7.4%
<i>driver</i>	18	3.6%
<i>passenger</i>	12	2.4%
<i>pedestrian</i>	0	0.0%
<i>other</i>	0	0.0%
<i>unknown</i>	7	1.4%
20-29	67	13.5%
<i>driver</i>	46	9.2%
<i>passenger</i>	17	3.4%
<i>pedestrian</i>	0	0.0%
<i>other</i>	0	0.0%
<i>unknown</i>	4	0.8%
30-39	60	12.0%
<i>driver</i>	50	10.0%
<i>passenger</i>	8	1.6%
<i>pedestrian</i>	0	0.0%
<i>other</i>	0	0.0%
<i>unknown</i>	2	0.4%
40-49	62	12.4%
<i>driver</i>	52	10.4%
<i>passenger</i>	7	1.4%
<i>pedestrian</i>	1	0.2%
<i>other</i>	0	0.0%
<i>unknown</i>	2	0.4%
50-59	61	12.2%
<i>driver</i>	52	10.4%
<i>passenger</i>	7	1.4%
<i>pedestrian</i>	0	0.0%
<i>other</i>	0	0.0%
<i>unknown</i>	2	0.4%
60-69	48	9.6%
<i>driver</i>	34	6.8%
<i>passenger</i>	9	1.8%
<i>pedestrian</i>	2	0.4%
<i>other</i>	0	0.0%
<i>unknown</i>	3	0.6%
70+	36	7.2%
<i>driver</i>	31	6.2%
<i>passenger</i>	4	0.8%
<i>pedestrian</i>	0	0.0%
<i>other</i>	0	0.0%
<i>unknown</i>	1	0.2%
Unknown	33	6.6%
<i>driver</i>	23	4.6%
<i>passenger</i>	3	0.6%
<i>pedestrian</i>	1	0.2%
<i>other</i>	0	0.0%
<i>unknown</i>	6	1.2%
Total	498	100.0%

Table 2 ALL-VEHICLES Helmet Usage

	<i>Count</i>	<i>Percentage</i>
Wearing Helmet	10	2.0%
Not Wearing Helmet	108	21.7%
Unknown	380	76.3%
Total	498	100.0%

Table 3 ALL-VEHICLES Fatalities by Road Type

	<i>Count</i>	<i>Percentage</i>
On Road	332	66.7%
Off Road	135	27.1%
Unknown	31	6.2%
Total	498	100.0%

Table 4.A ALL-VEHICLES Fatalities by Crash Type

	<i>Count</i>	<i>Percentage</i>
Single Vehicle Crash	388	77.9%
Crash with On-Road Vehicle	63	12.7%
Crash with Off-Road Vehicle	12	2.4%
Crash with Animal	8	1.6%
Crash with Pedestrian	2	0.4%
Unknown	25	5.0%
Total	498	100.0%

Table 4.B ALL-VEHICLES Single Vehicle Fatalities Involving Rollover by Road Type

	<i>Count</i>	<i>Percentage</i>
Single Vehicle Crashes Involving Rollover	230	59.3%
<i>on road</i>	145	37.4%
<i>off road</i>	78	20.1%
<i>unknown</i>	7	1.8%
Single Vehicle Crashes Not Involving Rollover	83	21.4%
<i>on road</i>	46	11.9%
<i>off road</i>	32	8.2%
<i>unknown</i>	5	1.3%
Unknown	75	19.3%
<i>on road</i>	45	11.6%
<i>off road</i>	18	4.6%
<i>unknown</i>	12	3.1%
Total Single Vehicle Crashes	388	100.0%

**Table 4.C ALL-VEHICLES Single Vehicle Fatalities Involving Rollover
in which Occupant was Pinned or Struck by Vehicle and by Age**

	<i>Count</i>	<i>Percentage</i>
Occupant Pinned or Struck by Vehicle	93	40.4%
0-15	23	10.0%
16-19	5	2.2%
20-29	11	4.8%
30-39	10	4.3%
40-49	7	3.0%
50-59	20	8.7%
60-69	11	4.8%
70+	3	1.3%
Unknown	3	1.3%
Occupant Not Pinned or Struck by Vehicle	29	12.6%
0-15	7	3.0%
16-19	2	0.9%
20-29	3	1.3%
30-39	6	2.6%
40-49	5	2.2%
50-59	5	2.2%
60-69	0	0.0%
70+	0	0.0%
Unknown	1	0.4%
Unknown	108	47.0%
0-15	19	8.3%
16-19	6	2.6%
20-29	17	7.4%
30-39	21	9.1%
40-49	12	5.2%
50-59	13	5.7%
60-69	10	4.3%
70+	7	3.0%
Unknown	3	1.3%
Total Single Vehicle Crashes with Rollover	230	100.0%

Table 5.A ALL-VEHICLES Fatalities by Month

	<i>Count</i>	<i>Percentage</i>
January	31	6.2%
February	19	3.8%
March	30	6.0%
April	48	9.6%
May	42	8.4%
June	56	11.2%
July	73	14.7%
August	56	11.2%
September	58	11.6%
October	43	8.6%
November	23	4.6%
December	19	3.8%
Total	498	100.0%

Table 5.C ALL-VEHICLES Fatalities by Day of Week

	<i>Count</i>	<i>Percentage</i>
Monday	60	12.0%
Tuesday	50	10.0%
Wednesday	42	8.4%
Thursday	42	8.4%
Friday	54	10.8%
Saturday	151	30.3%
Sunday	99	19.9%
Total	498	100.0%

Table 6 ALL-VEHICLES Fatalities by State

	<i>Count</i>	<i>Percentage</i>
Wisconsin	31	6.2%
Texas	26	5.2%
Florida	25	5.0%
Missouri	25	5.0%
Pennsylvania	25	5.0%
California	23	4.6%
Kentucky	22	4.4%
Ohio	22	4.4%
Alabama	20	4.0%
Oklahoma	18	3.6%
Louisiana	17	3.4%
Georgia	15	3.0%
Iowa	15	3.0%
New York	15	3.0%
Indiana	14	2.8%
Illinois	13	2.6%
Minnesota	13	2.6%
Arizona	11	2.2%
Virginia	10	2.0%
Mississippi	9	1.8%
West Virginia	9	1.8%
Michigan	8	1.6%
North Carolina	8	1.6%
South Carolina	8	1.6%
Washington	8	1.6%
Tennessee	7	1.4%
Vermont	7	1.4%
Arkansas	6	1.2%
Maine	6	1.2%
Montana	6	1.2%
Utah	6	1.2%
Wyoming	6	1.2%
Colorado	5	1.0%
Kansas	5	1.0%
South Dakota	5	1.0%
Idaho	4	0.8%
New Mexico	4	0.8%
Alaska	3	0.6%
Maryland	3	0.6%
New Hampshire	3	0.6%
Delaware	2	0.4%
New Jersey	2	0.4%
North Dakota	2	0.4%
Oregon	2	0.4%
Connecticut	1	0.2%
Hawaii	1	0.2%
Massachusetts	1	0.2%
Nebraska	1	0.2%
Nevada	0	0.0%
Rhode Island	0	0.0%
Washington, DC	0	0.0%
Total	498	100.0%



Wisconsin Department of Natural Resources
Division of Public Safety and Resource Protection

Annual Program Report

2023

Wisconsin Recreational Vehicle Safety Education & Enforcement



CONTENTS

Program Scope 2
 Recreational Vehicle Program Contacts..... 2
 Program Summary 3
 Recreational Vehicle Registrations 3
 Registration Requirements..... 3
 Trail Pass Requirements..... 3
 Crash Reporting, Investigation and Statistics 4
 Recreational Vehicle Crash Reporting Requirements..... 4
 Crash Statistics Overview 5
 ATV & UTV Crash Statistics7
 Boating Incident Statistics..... 10
 Snowmobile Crash Statistics.....11
 Crash Factors & Conditions12
 Enforcement.....16
 Top Ten Citations Issued 20
 Safety Education 22
 Law Enforcement Operations & Saving Lives Initiative 24
 County and Municipal Patrols..... 24
 Saving Lives Initiative 24
 Operation Dry Water..... 25
 26
 Think Smart Before You Start & Sled Safe Campaigns 26
 Farm Technology Days27
 Partners In Safety – Ride Safe Foundation.....27
 Partners In Safety – Mothers Against Drunk Driving (MADD) 28
 Kids Don’t Float! Life Jacket Loaner Board 28
 Boating Safety Welcome Centers 29

PROGRAM SCOPE

The Division of Public Safety and Resource Protection provides response and presence for all recreational vehicle activities. Our belief is grounded in the overarching goal that safety is our No. 1 priority – and that the public has safe and enjoyable experiences recreating in our state’s waters and on our trails. We continue to promote recreational vehicle safety and enjoyment through education and enforcement initiatives, recreational vehicle regulation compliance and safety, and reducing crashes and fatalities through education, community involvement, outreach, and enforcement. Our duties and responsibilities in relation to ATVs/UTVs, off-highway motorcycles (OHMs), snowmobiles and boats include:

- Crash investigation and reconstruction, reporting and administration
- Enforcement
- Search and rescue
- Safety education
- Operations
- Public outreach and safety marketing
- Municipal boating ordinance review and administration
- Waterway marker permitting and administration

RECREATIONAL VEHICLE PROGRAM CONTACTS

<p>Major April Dombrowski Bureau Director – Bureau of Recreational Safety & Outdoor Skills 608-852-9456 April.Dombrowski@wisconsin.gov</p>	
<p>Lieutenant Jacob Holsclaw Off-Highway Vehicle Administrator 715-491-0283 Jacob.Holsclaw@wisconsin.gov</p> <p>Ryan Serwe Off-Highway Vehicle Program Specialist 608-225-2310 Ryan.Serwe@wisconsin.gov</p>	<p>Lieutenant Darren Kuhn Boating Law Administrator 920-615-6075 Darren.Kuhn@wisconsin.gov</p> <p>Adrienne Sullivan Boating Program Specialist 608-720-0615 Adrienne.Sullivan@wisconsin.gov</p>

PROGRAM SUMMARY

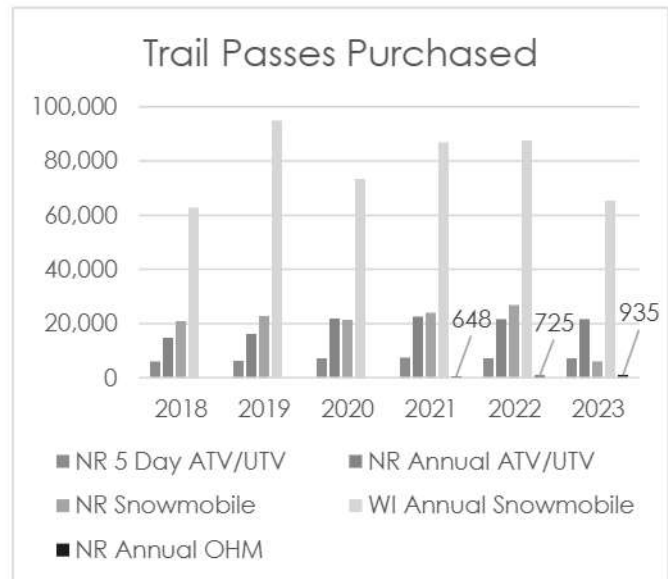
RECREATIONAL VEHICLE REGISTRATIONS

REGISTRATION REQUIREMENTS

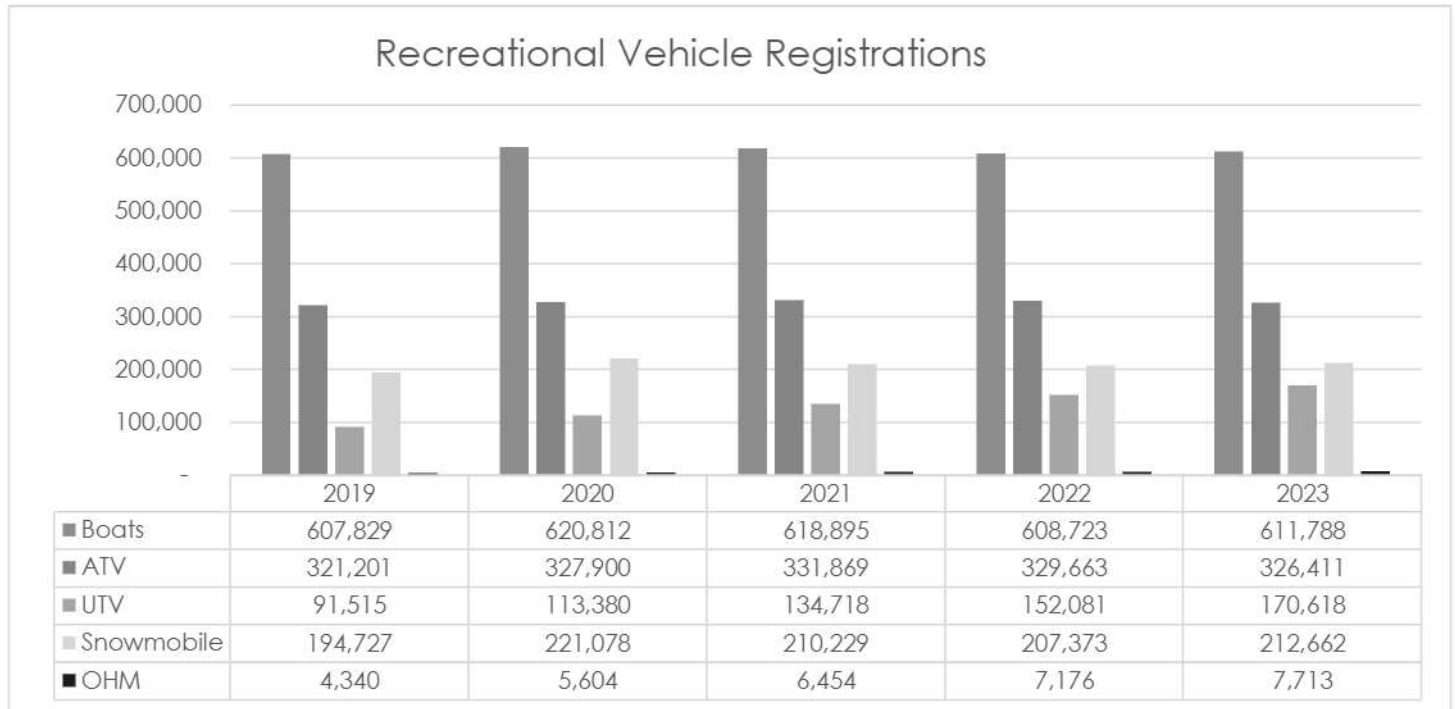
- **ATVs & UTVs** operating in Wisconsin must be registered as public use or private use, unless exempt from registration.
- **Snowmobile** registration is required for the operation of any snowmobile in Wisconsin unless the operation is exempt from registration.
- **Off-highway motorcycles (OHMs)** must be registered with the DNR if any of the following apply: An OHM is used for recreational purposes on public lands; an OHM is used for recreational purposes on private lands held open to the public; or an OHM is used for private agricultural purposes.
- **Boats** must be registered to legally operate in Wisconsin waters. Exceptions to the requirement to register a recreational vessel include: Sailboats 12 feet of length or less and not equipped with a motor; sailboards; manually propelled vessels not equipped with a motor or sail; and vessels registered in another state and using Wisconsin waters for less than 60 consecutive days.

TRAIL PASS REQUIREMENTS

- **Snowmobile Trail Pass:** All snowmobiles operating on a Wisconsin snowmobile trail or corridor must display a valid snowmobile trail pass whether registered in Wisconsin or another state. For more information regarding snowmobile trail pass requirements, visit the [snowmobile trail pass webpage](#).
- **Nonresident ATV/UTV Trail Pass:** Wisconsin law requires those who use Wisconsin ATV or UTV trails to display either Wisconsin registration or a nonresident trail pass. Funds from this program will be designated for use as trail aids and related costs to enhance all of Wisconsin's ATV and UTV recreation. If the ATV or UTV is kept in Wisconsin, it must be registered in Wisconsin. Visit the [nonresident trail pass webpage](#) for more information.



- Nonresident OHM Trail Pass:** Nonresidents can operate their OHM for recreational use with either a nonresident OHM trail pass affixed to the OHM or a valid nonresident 5-day trail use receipt, which must be in the possession of the operator. Nonresidents who keep their OHM in Wisconsin must register their OHM in Wisconsin.



Reported numbers are as of December 31st of each calendar year. Registration periods generally run from April 1st through March 31st and need to be renewed every two to three years. For more information visit the [Recreational Vehicle Registration Webpage](#).

CRASH REPORTING, INVESTIGATION AND STATISTICS

RECREATIONAL VEHICLE CRASH REPORTING REQUIREMENTS

An ATV/UTV or snowmobile crash is any incident (regardless of the number of vehicles involved) resulting in a fatality, or an injury requiring a physician’s medical treatment. Wisconsin law requires every ATV, UTV and snowmobile operator involved in a crash to report the incident without delay to law enforcement officials. The operator must also submit a written report to the DNR within 10 days of the crash.

An OHM crash is any incident (regardless of the number of vehicles involved) resulting in a fatality, or an injury requiring a physician’s medical treatment that occurs on public land. Wisconsin law requires every OHM operator involved in a crash to give notice of the accident to a conservation warden or local law enforcement officer as soon as possible and submit a written report to the department within 10 days of the crash.

A reportable boat incident is any incident (regardless of the number of boats involved) resulting in loss of life, injuries that require medical treatment beyond first aid, boat or property damage more than \$2,000, or complete loss of a boat. Wisconsin law requires every boat operator involved in a reportable boat incident

to report the incident without delay to law enforcement officials. The operator must also submit a written report to the DNR within 10 days of the crash. The department is required by state and federal law to gather boat incident reports and convey the information to the United States Coast Guard by entering the incident information onto the Coast Guard's Boating Accident Report Database.

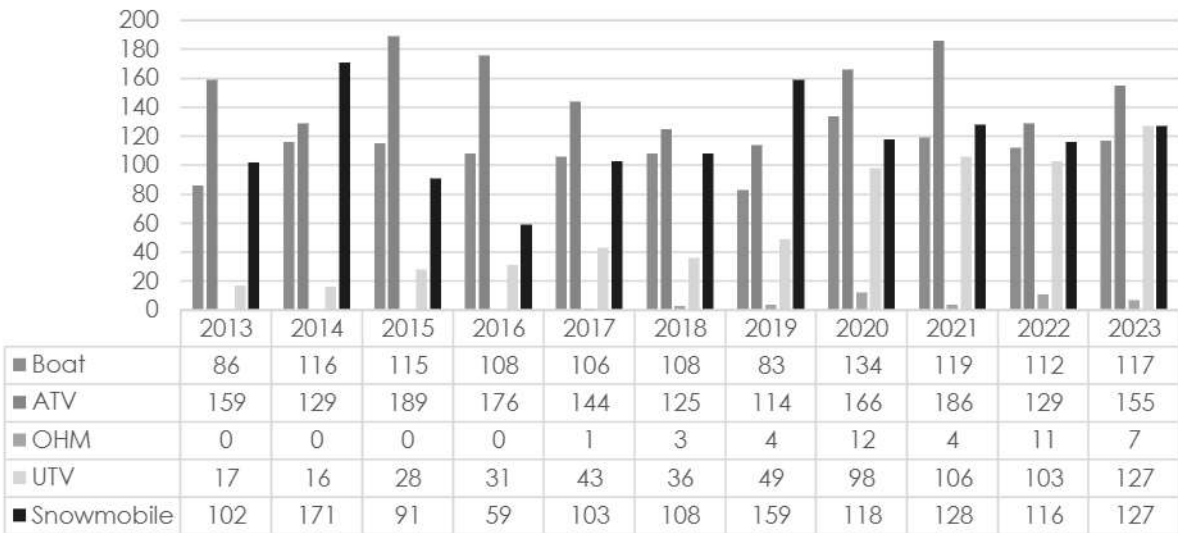
CRASH STATISTICS OVERVIEW

When reviewing crash statistics, it is important to note that law enforcement officials investigate 100% of fatal recreational vehicle crashes, resulting in high confidence in the data. In some cases, non-fatal crashes may not be investigated by law enforcement officers. The data collected is based on the operator's crash report in these cases. Of the 2023 reported non-fatal crashes, only 54% were able to be investigated by a law enforcement officer. In addition, non-fatal incidents may be under-reported because operators are unaware of the reporting requirements or are unwilling to report. It should be noted that statute requires all boating crashes, both fatal and reportable injury, to be investigated by law enforcement.

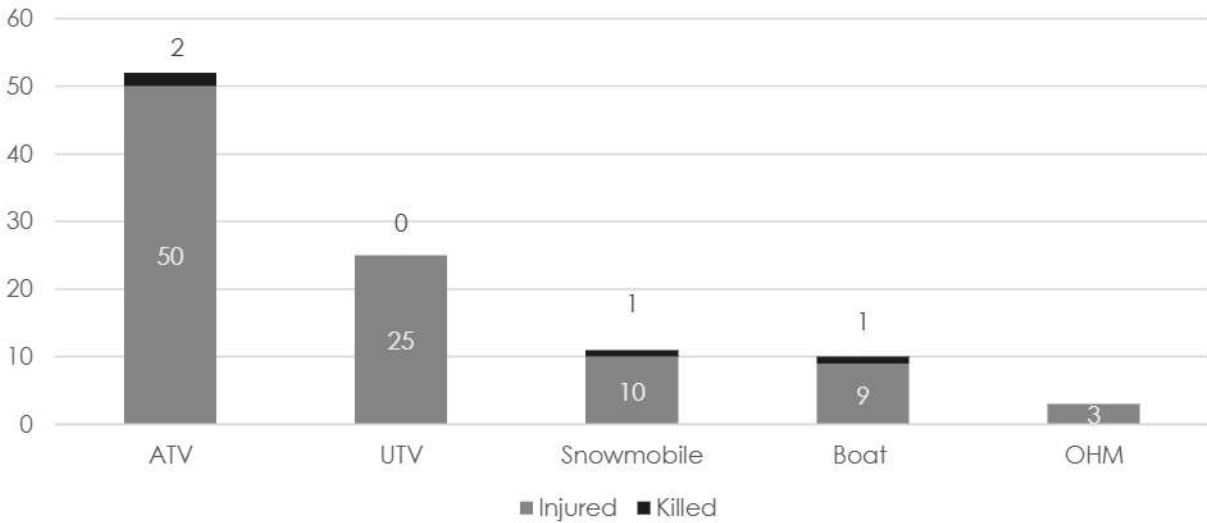
2023 Percentage Of Reported Non-Fatal Crashes Investigated By Law Enforcement			
Crash Type	Reported Non-Fatal Crashes	Non-Fatal Crashes Investigated By Law Enforcement	Percentage Of Non-Fatal Crashes Investigated By Law Enforcement
ATV	137	58	42%
Boat	93	81	87%
OHM	7	6	86%
Snowmobile	112	46	41%
UTV	114	59	51%
Total	463	250	54%

2023 Crash-Related Fatalities And Injuries		
Crash Type	Crash Deaths	Reported Injuries In Non-Fatal Crashes
ATV	18	143
Boat	28	47
OHM	0	7
Snowmobile	16	106
UTV	14	141
Total	76	444

Total Fatal & Non-fatal Crashes By Vehicle Type

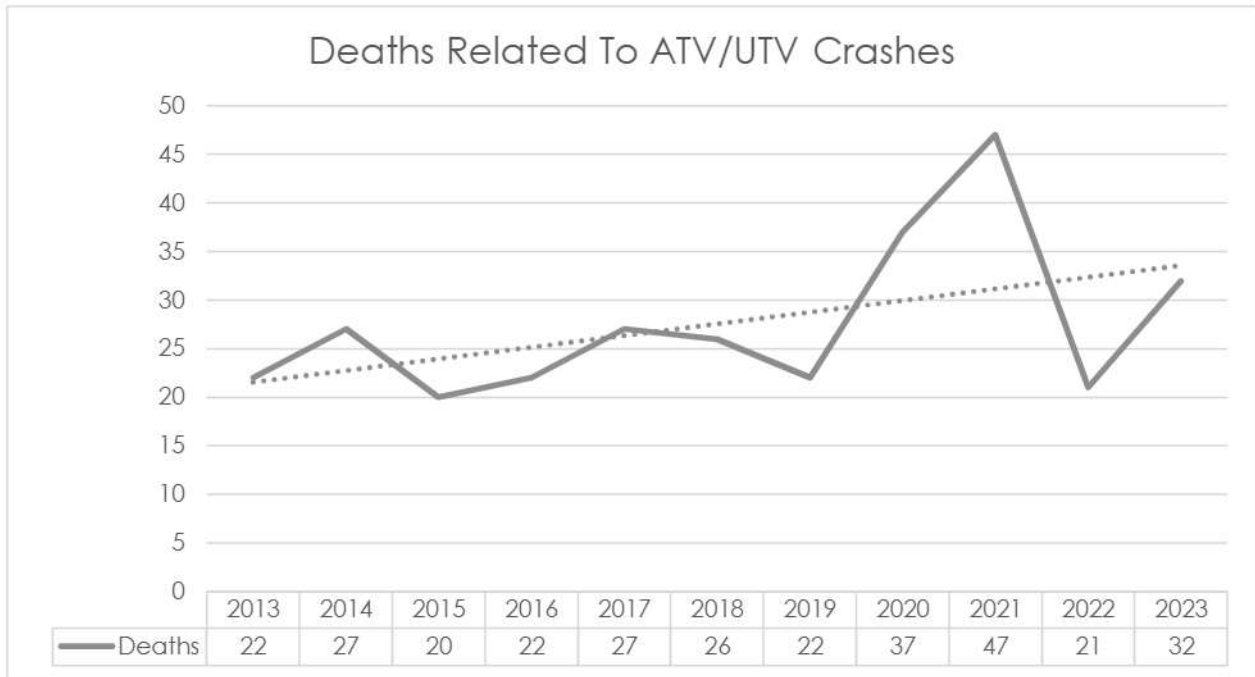


Minors (Age ≤ 17) Killed & Reported As Injured In Crashes

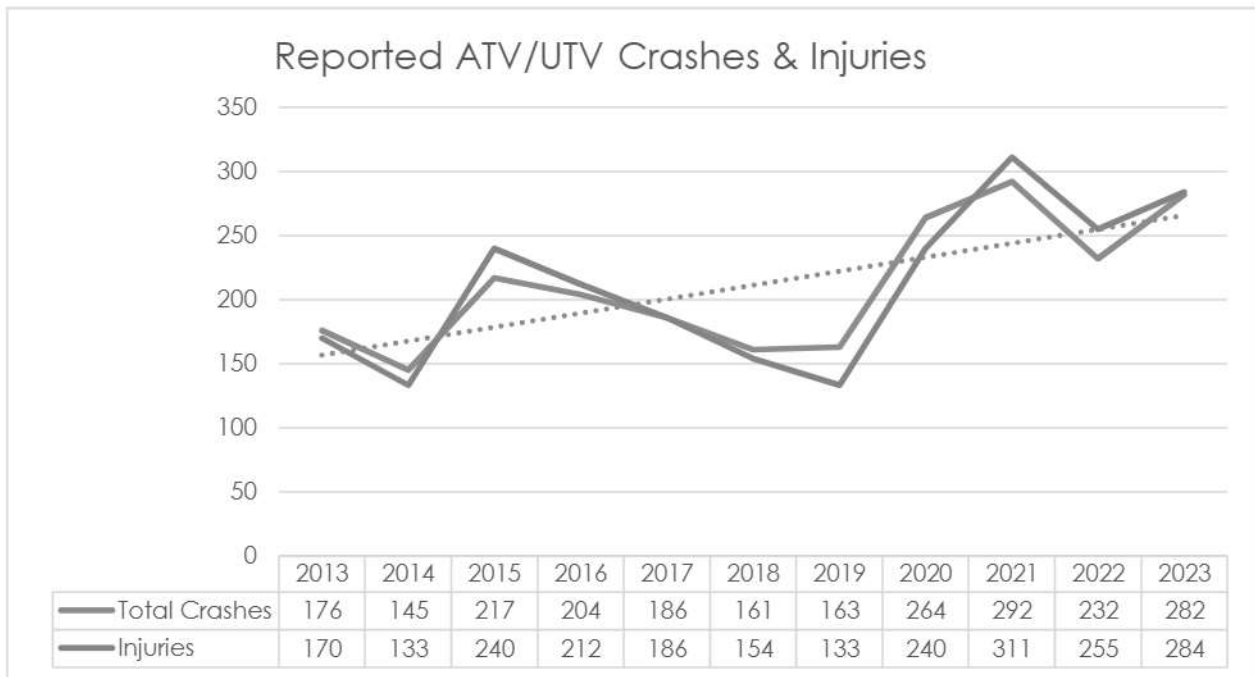


As the number of registered vehicles and recreational opportunities continue to grow, so does the number of reported injuries and crash related deaths. The program continues to focus on public education through the *Saving Lives* initiative, which includes targeted enforcement weekends, safety marketing campaigns and safety education classes.

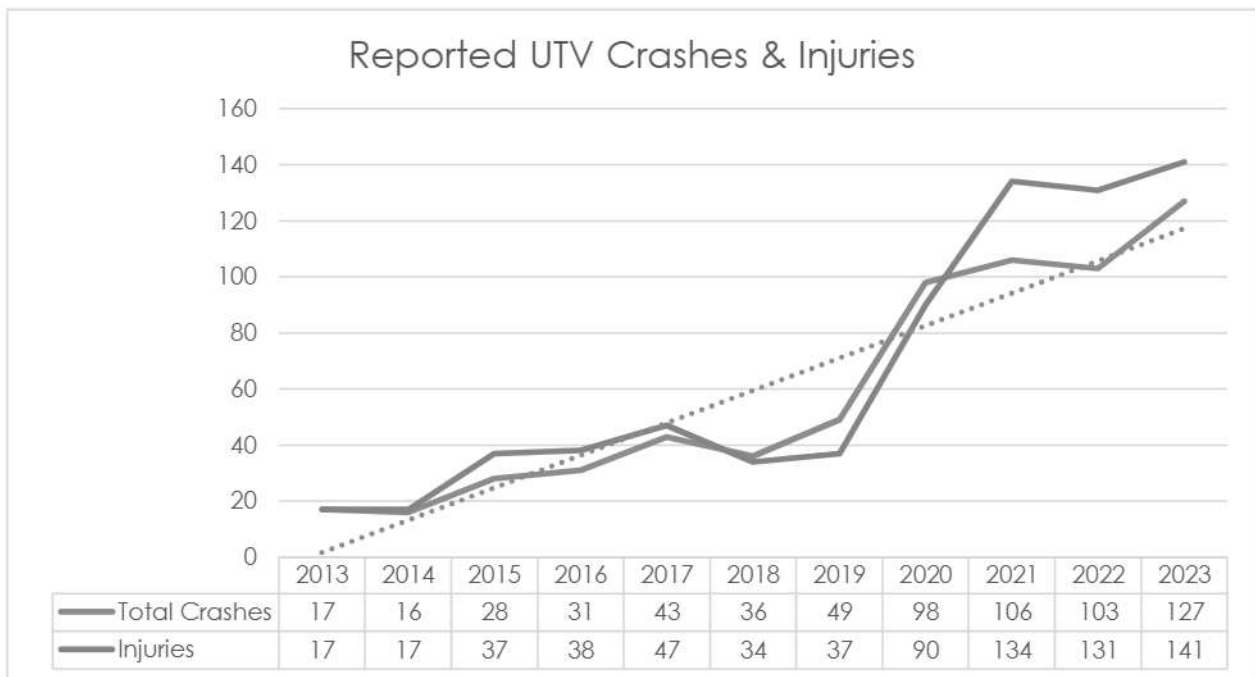
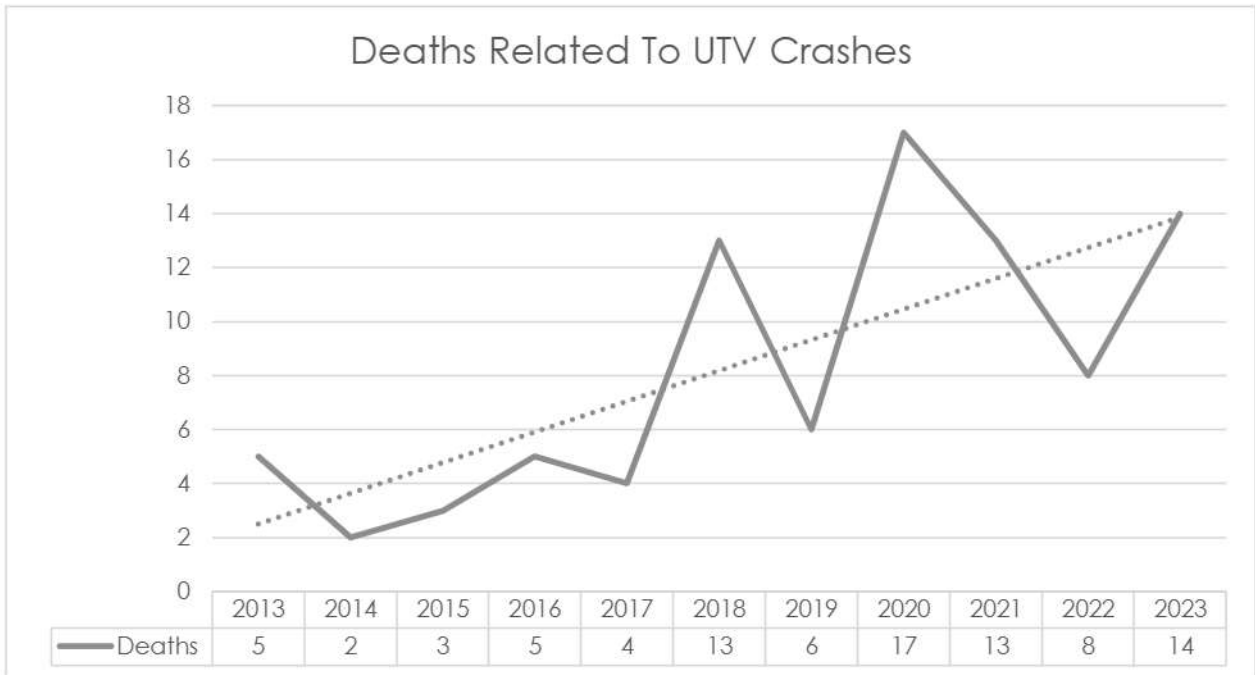
ATV & UTV CRASH STATISTICS

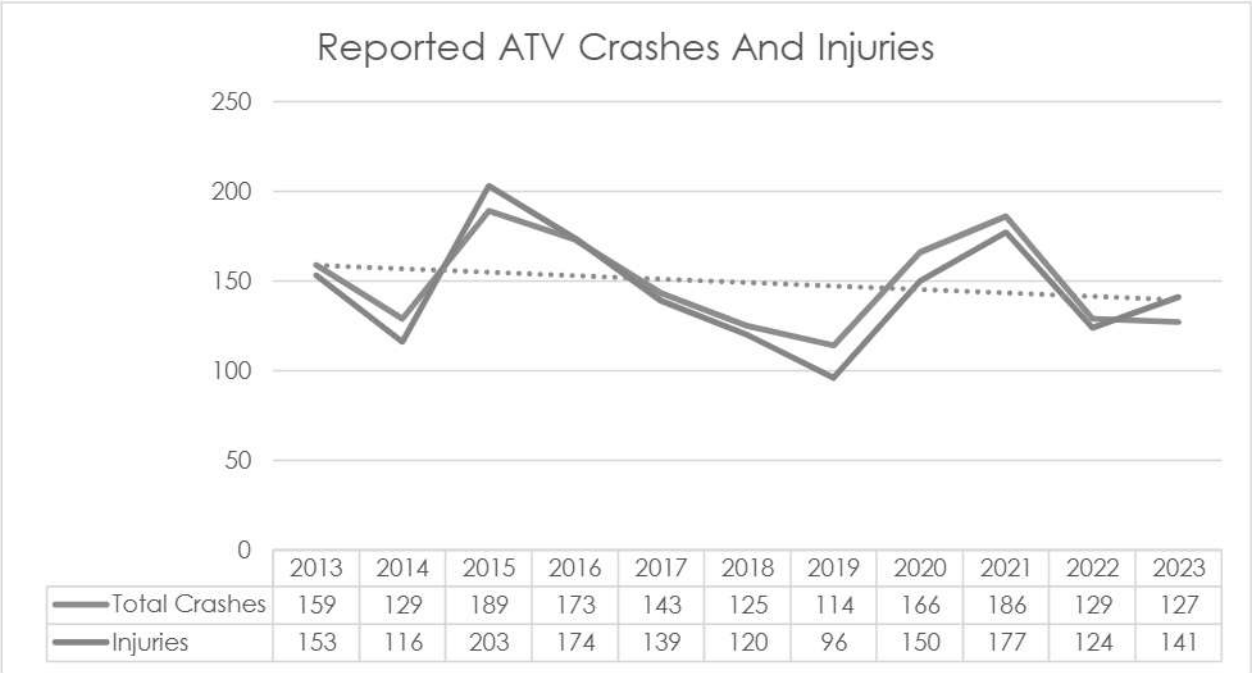
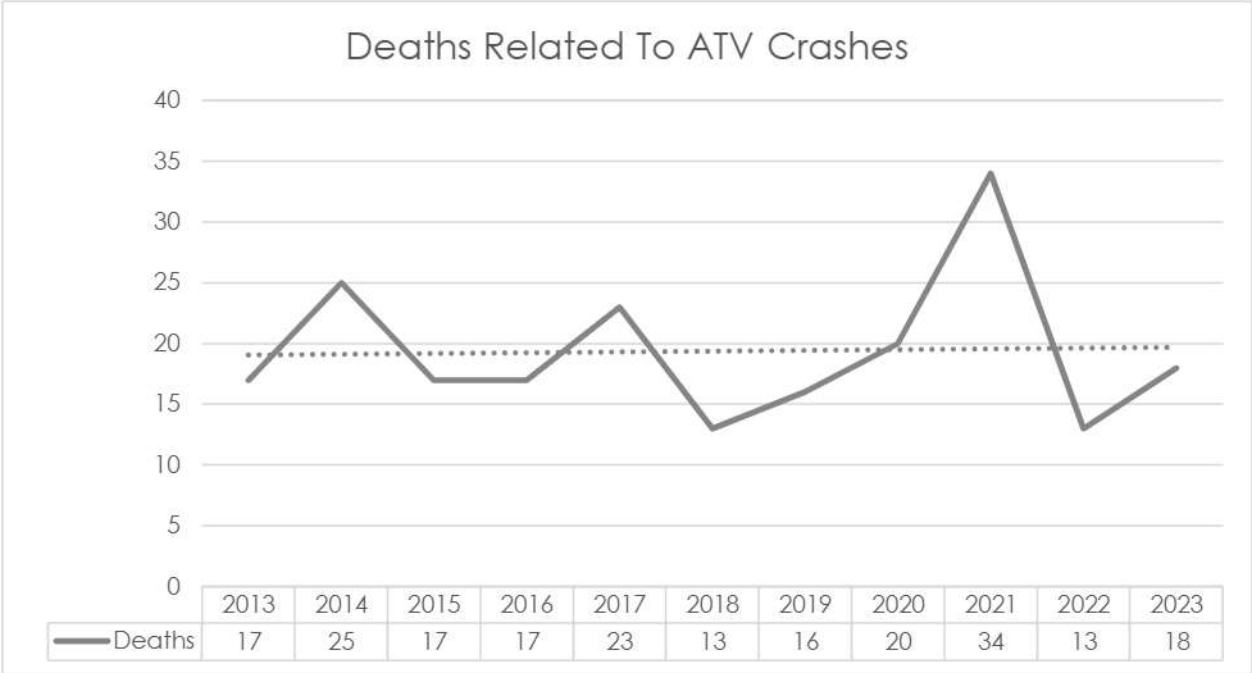


In 2023, four of the fatal crash victims in ATV/UTV crashes were passengers.

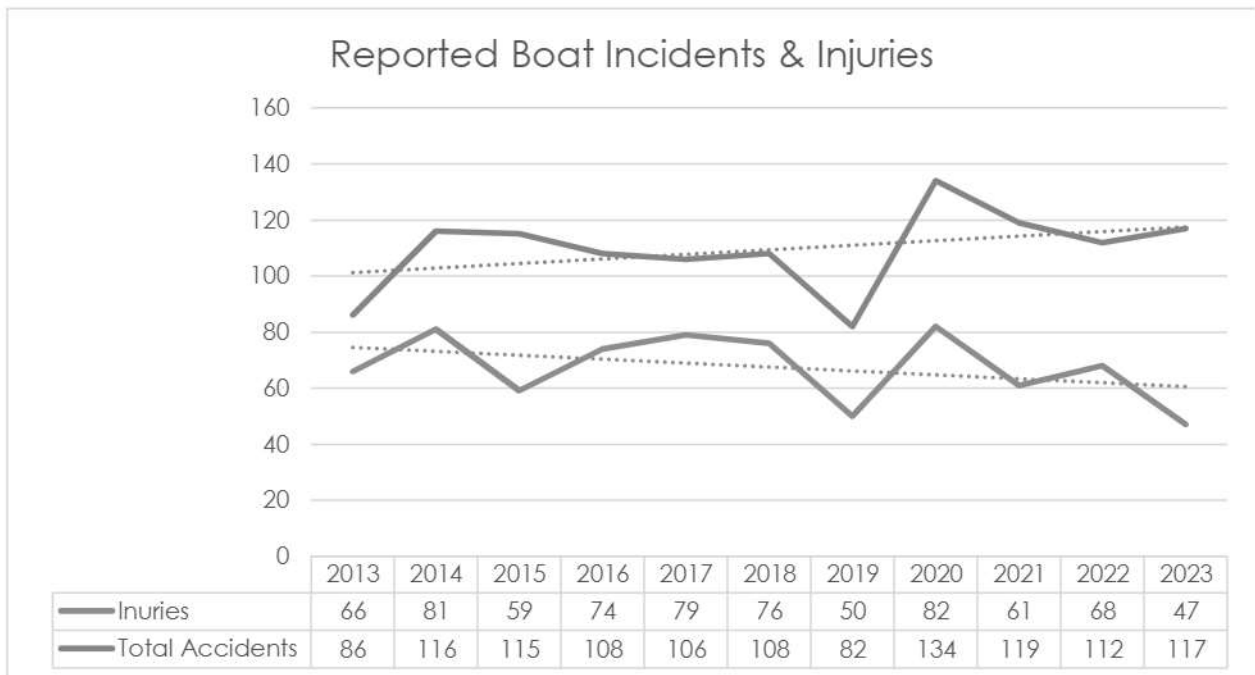
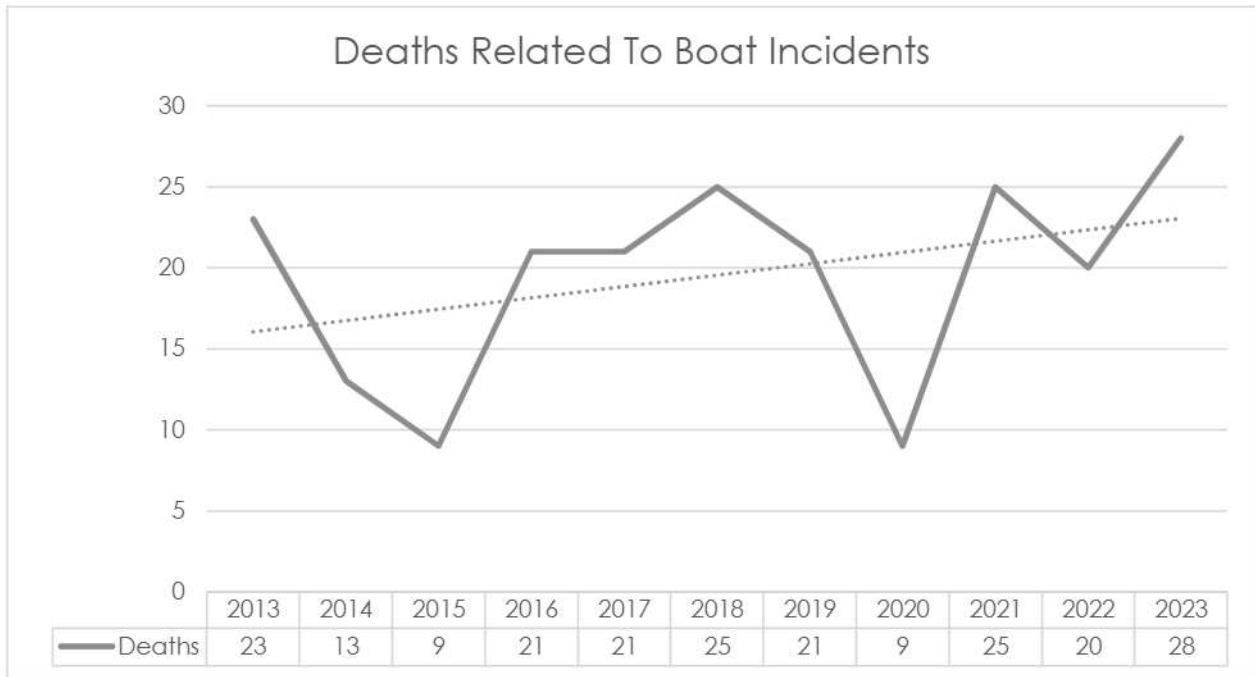


Of the 284 injuries in ATV/UTV crashes in 2023, 99 passengers were passengers.

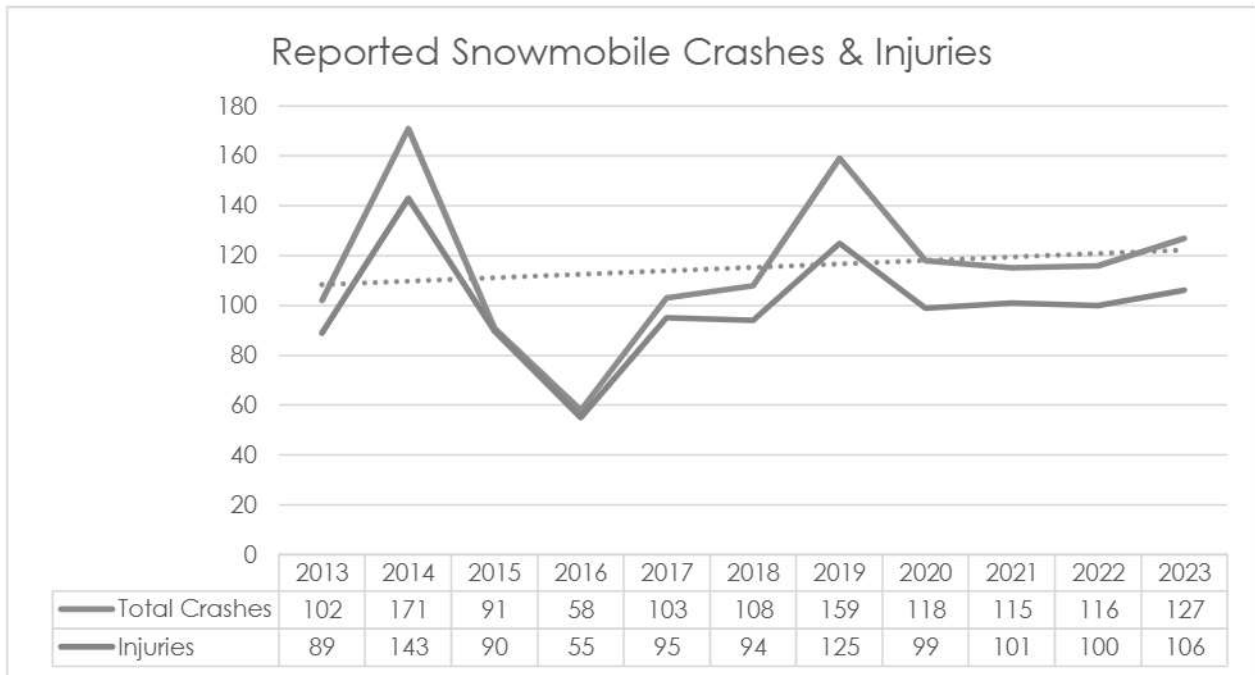
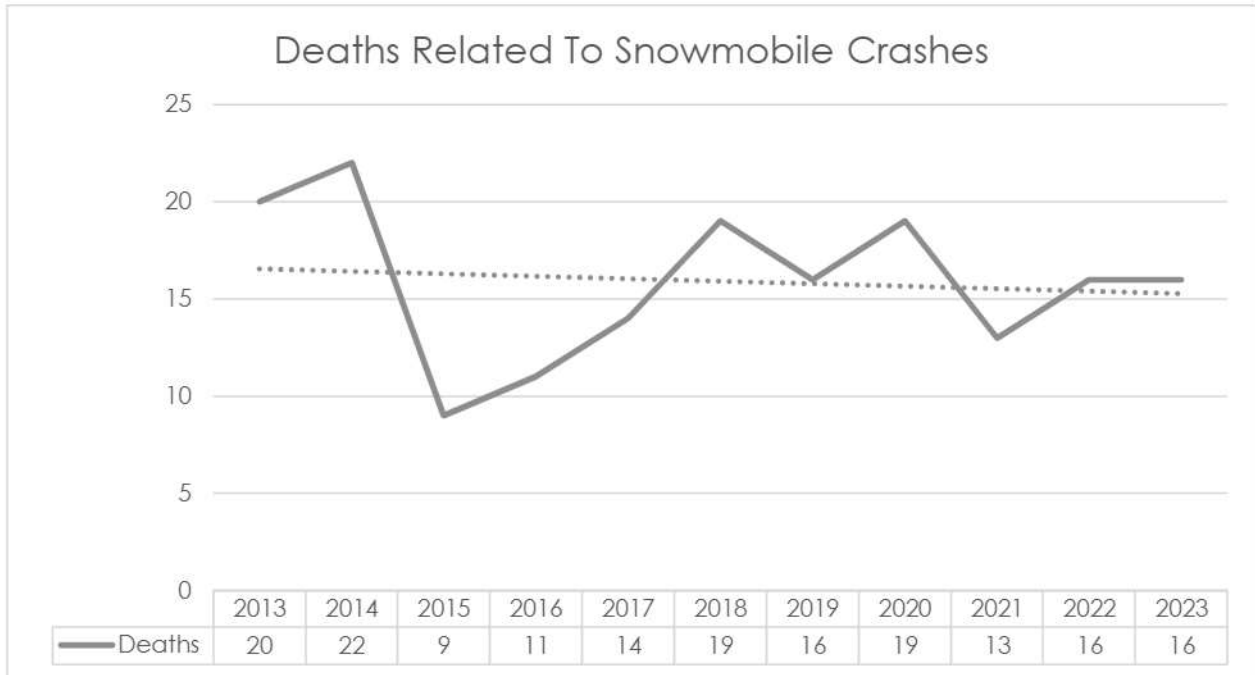




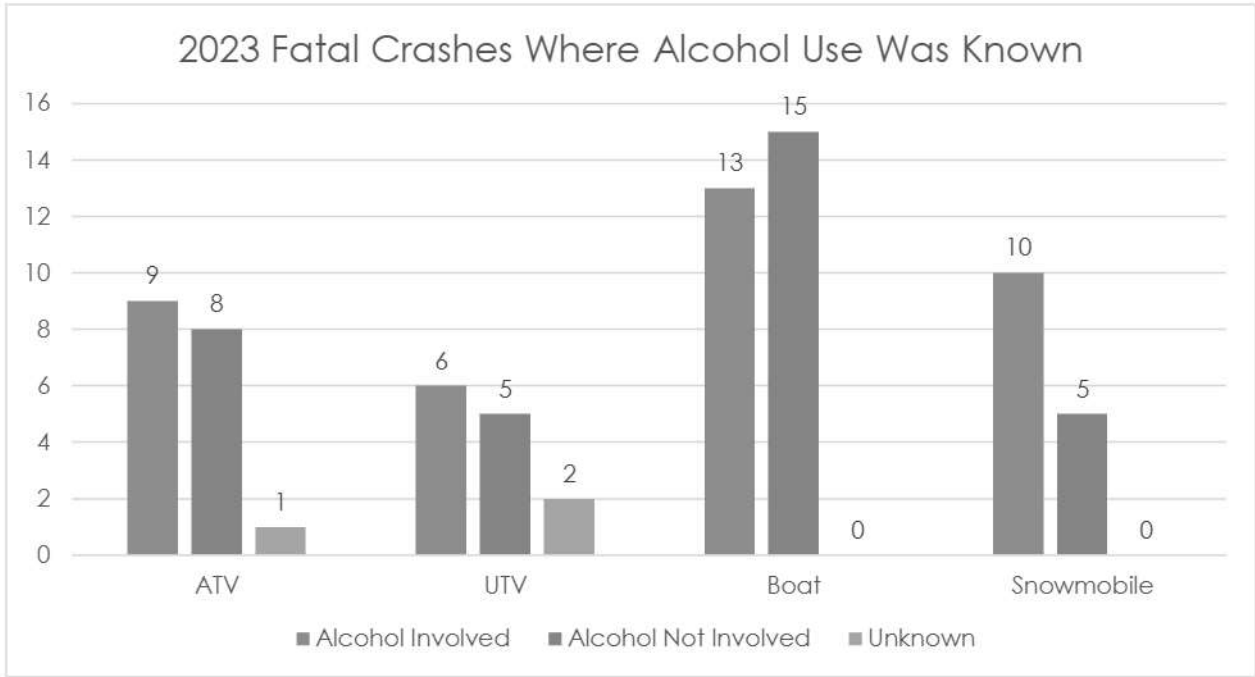
BOATING INCIDENT STATISTICS



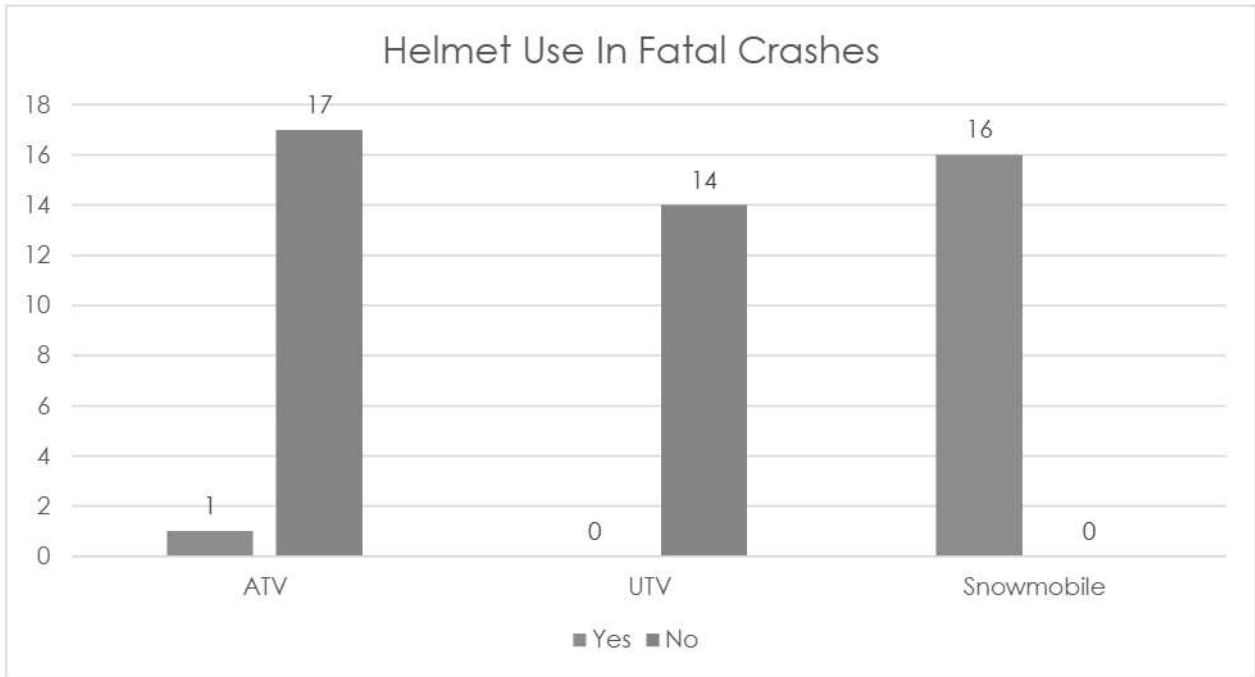
SNOWMOBILE CRASH STATISTICS



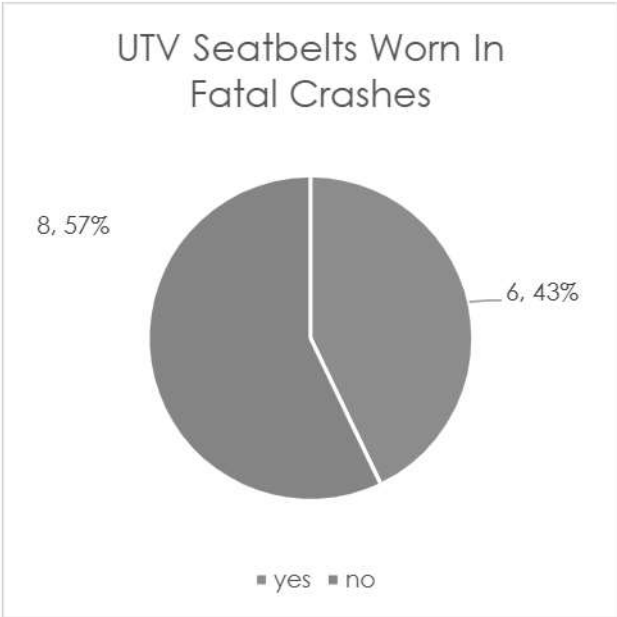
CRASH FACTORS & CONDITIONS



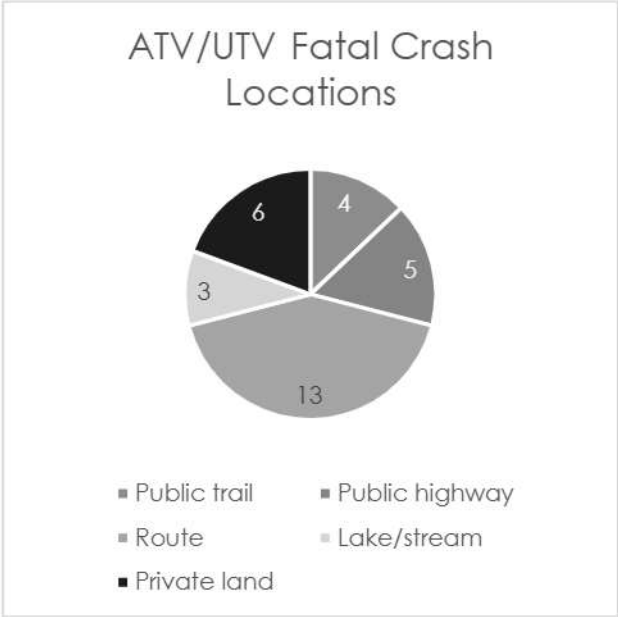
At least 38 fatal recreational vehicle crashes involved alcohol in 2023. Alcohol involvement was unknown in three crashes.



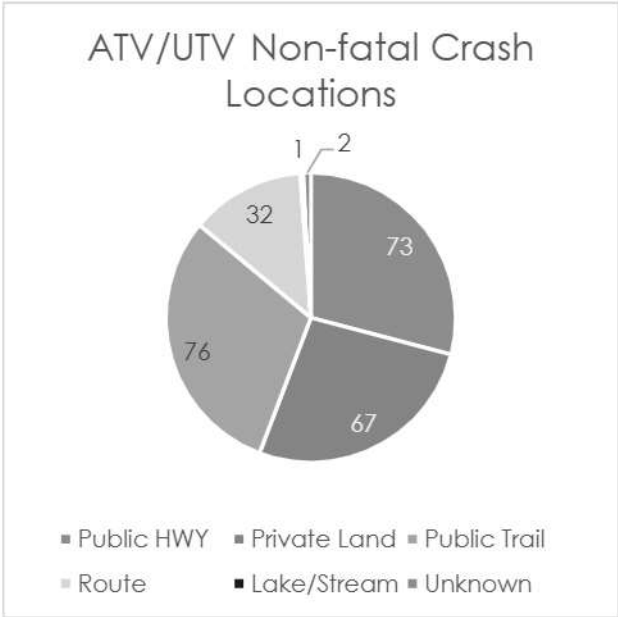
More than 95% of fatal ATV/UTV crash victims were not wearing a helmet at the time of the crash.



In 2023, 57% of fatal crash victims were not wearing a seatbelt at the time of the crash.

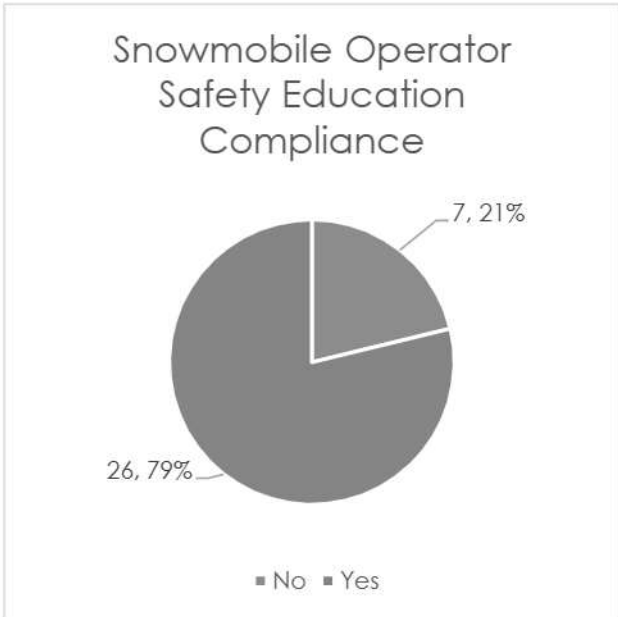
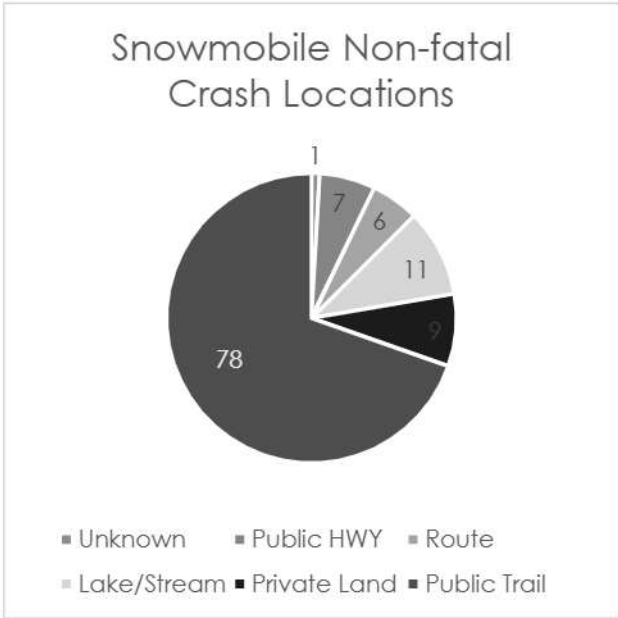


A combined 58% of crashes occurred on public highways and road routes in 2023.

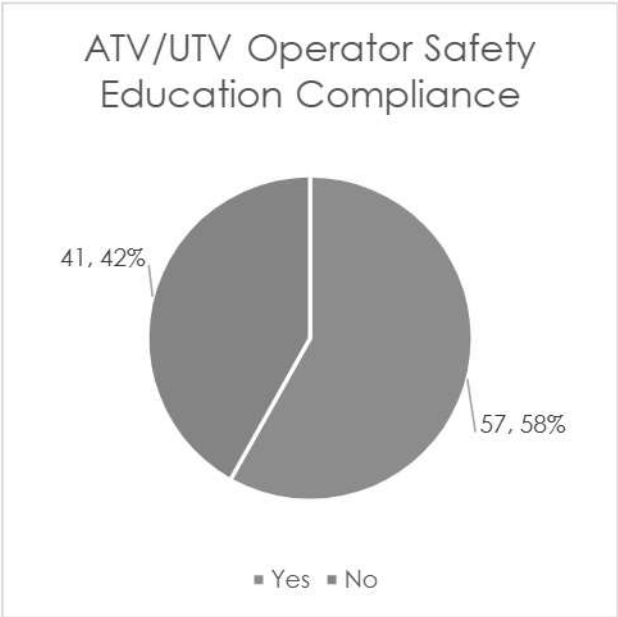


Over 100 non-fatal crashes occurred on public highways and road routes in 2023.

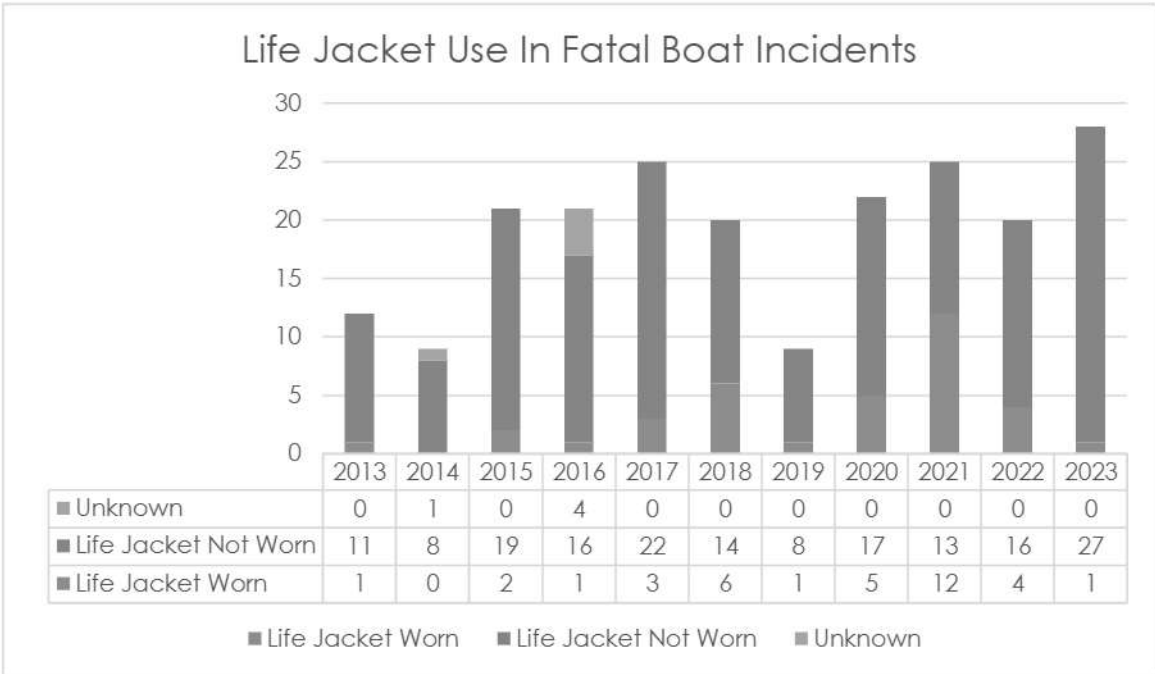




Of the 33 operators required by law to have a valid snowmobile safety certification, 26 had completed the required training.



Of the 98 operators required by law to have a valid ATV safety certification, 57 had completed the required training.



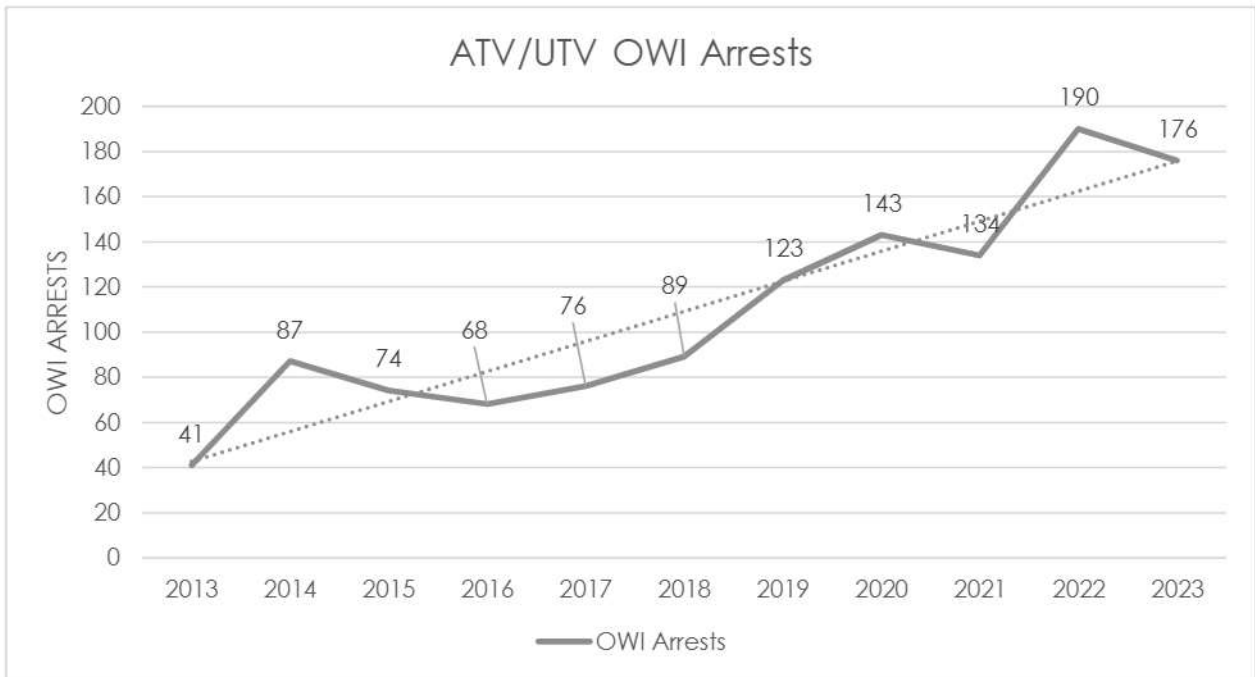
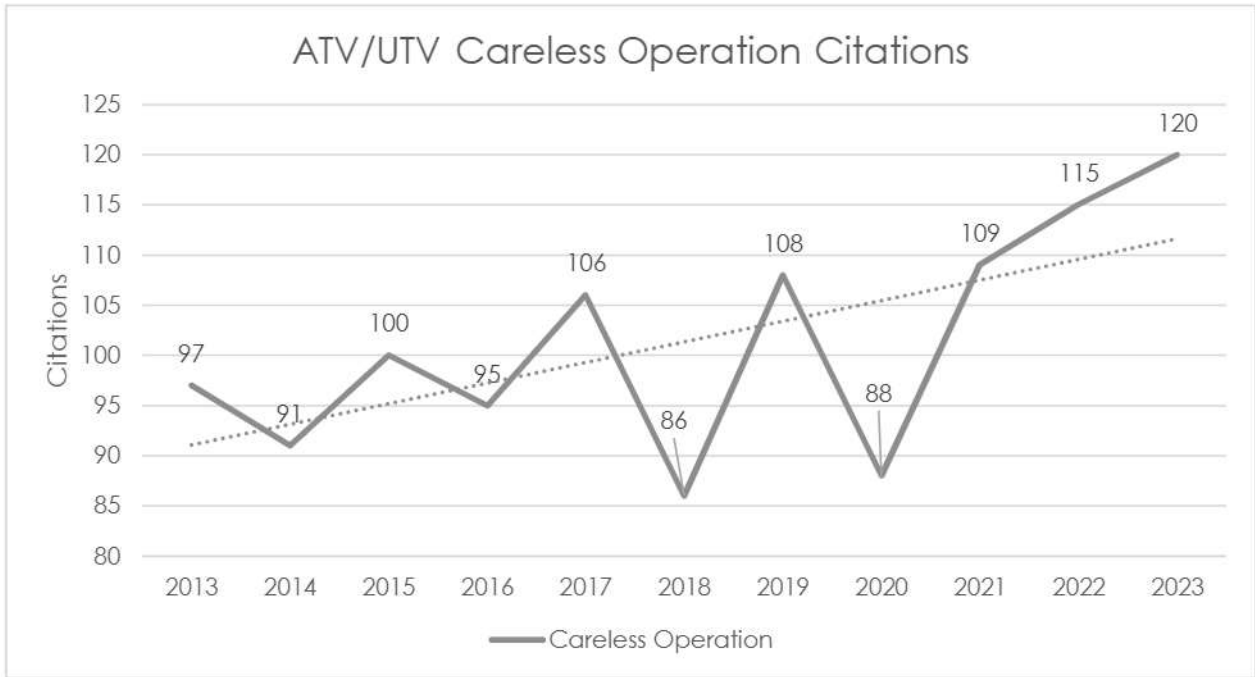
Top 3 Factors In Non-Fatal Crashes	
ATV	1. Careless/reckless operation 2. Operator inexperience 3. Excessive speed
UTV	1. Careless/ reckless operation 2. Alcohol use 3. Excessive speed
Snowmobile	1. Excessive speed 2. Careless/ reckless operation 3. Alcohol use
Boat	1. Operator inexperience 2. Equipment failure 3. Operator inattention

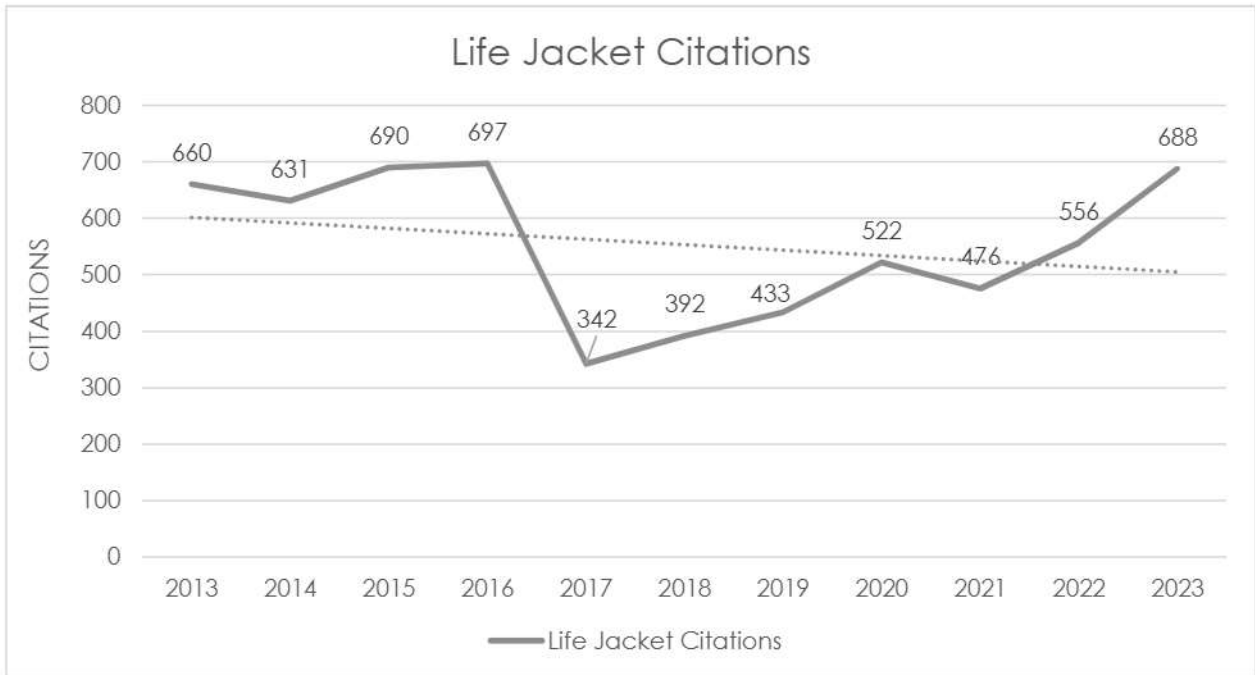
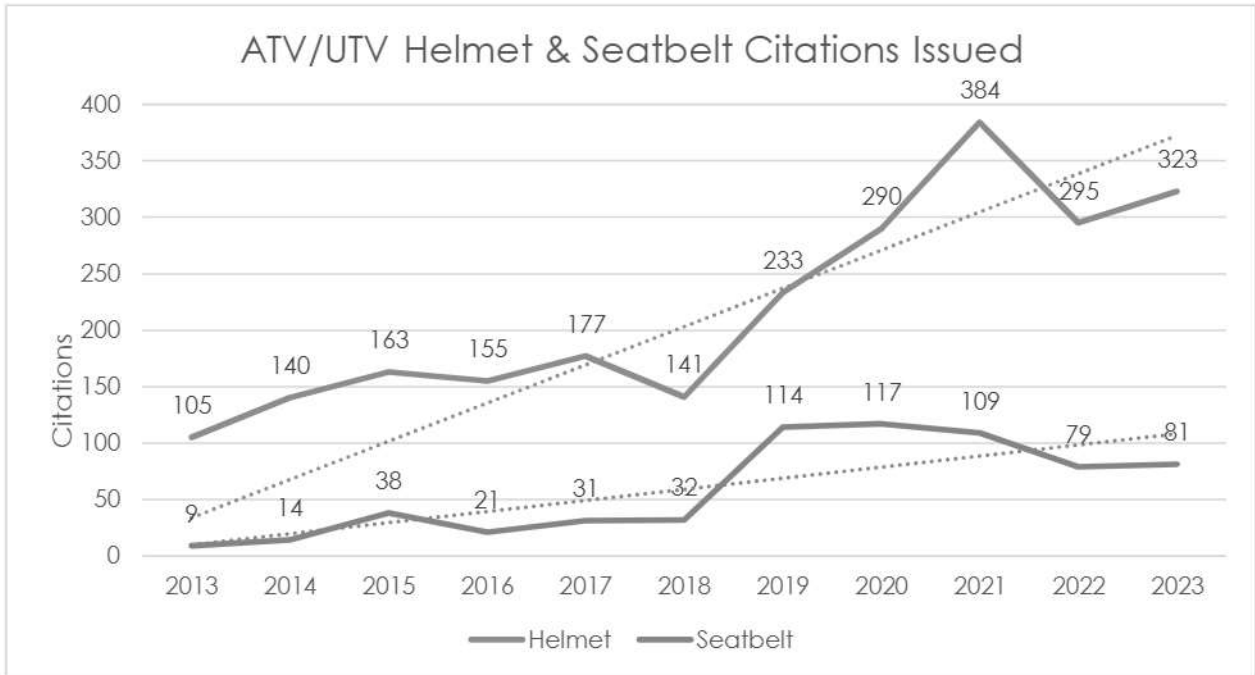
Top 3 Factors In Fatal Crashes	
ATV	1. Alcohol use 2. Excessive speed 3. Restricted visibility
UTV	1. Alcohol use 2. Excessive speed 3. Sharp turn
Snowmobile	1. Excessive speed 2. Alcohol use 3. Careless/reckless operation
Boat	1. Alcohol use 2. Weather 3. Hazardous waters

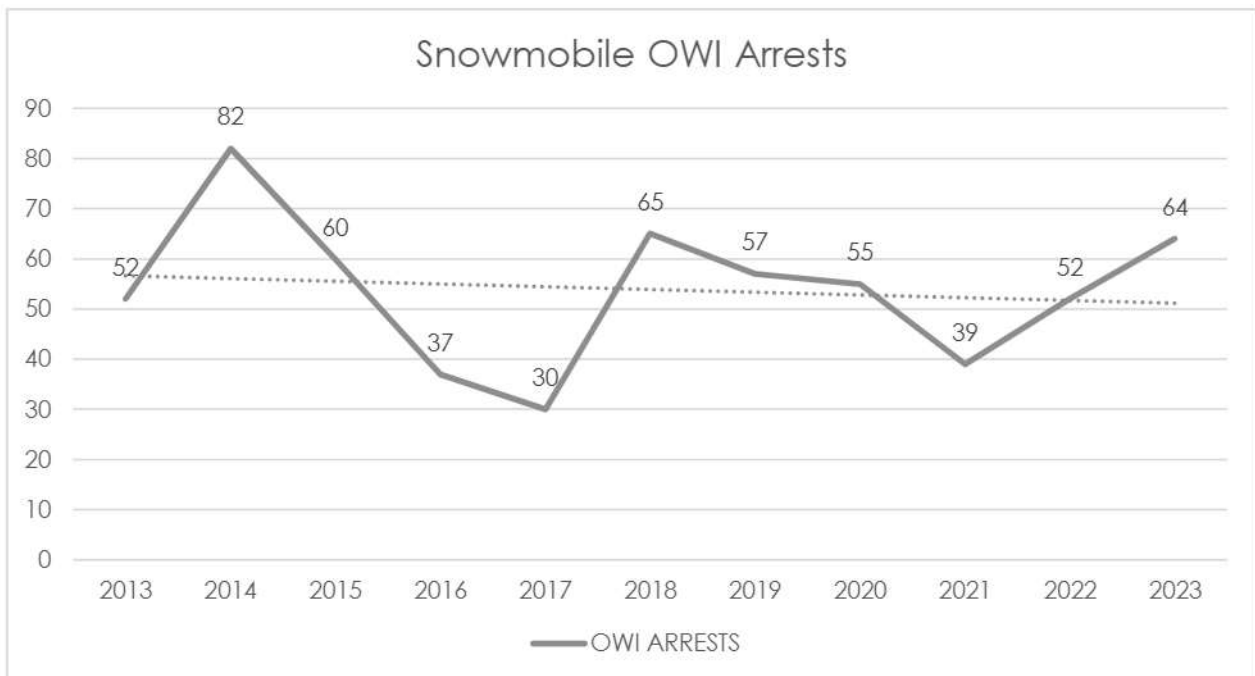
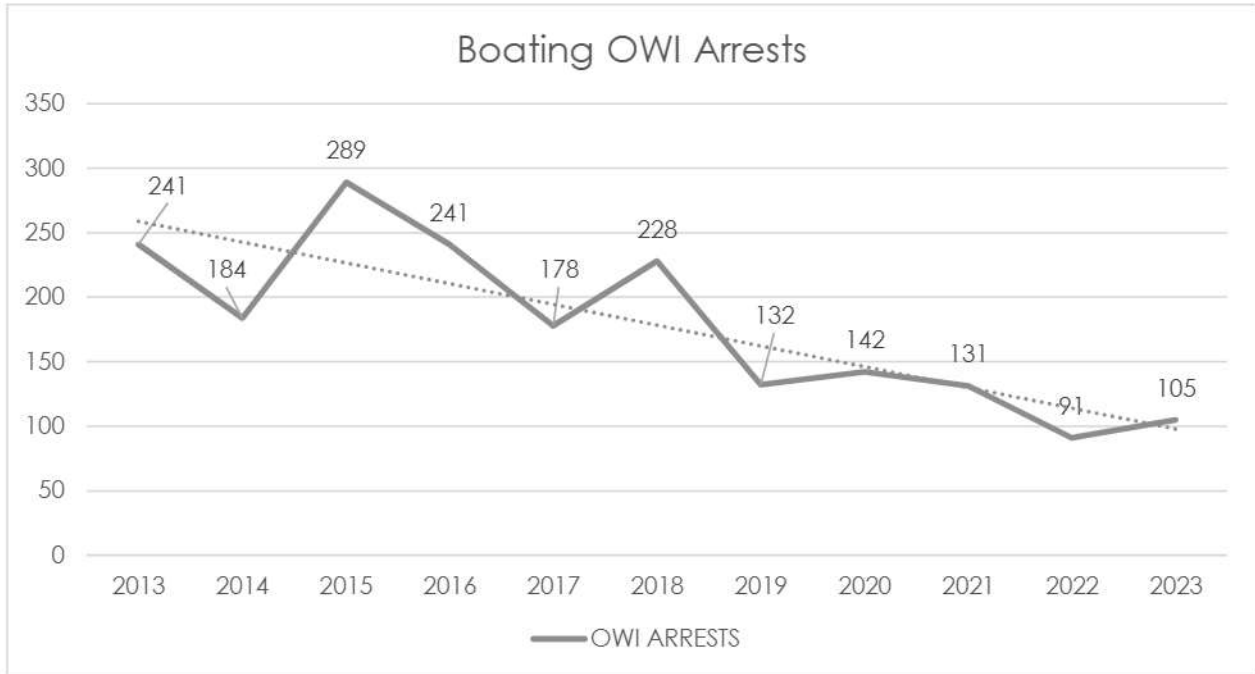
Alcohol, excessive speed, and reckless operation continue to be the top contributing factors in recreational vehicle crashes.

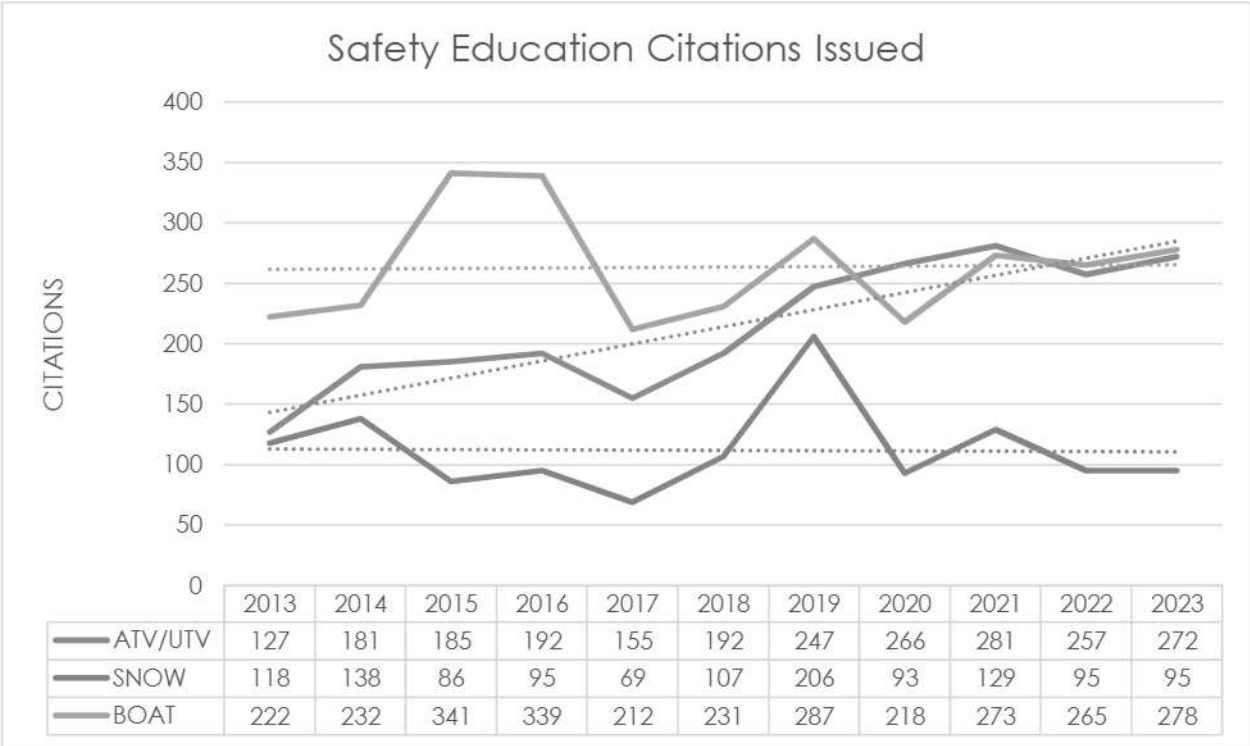
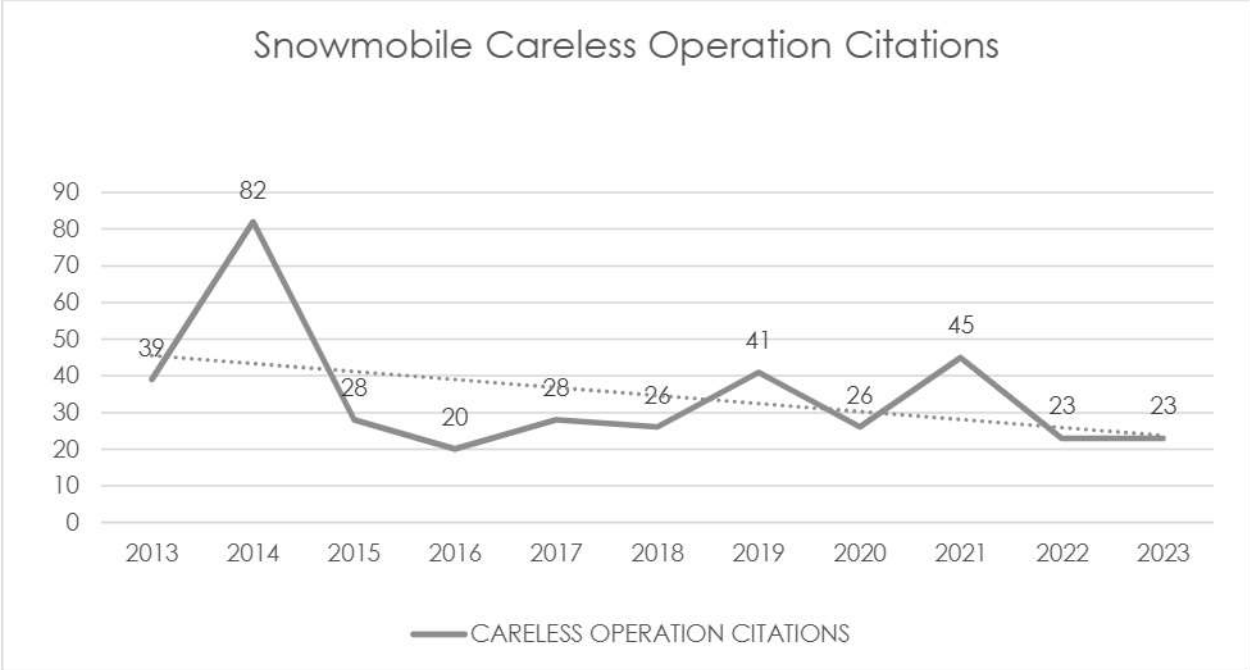
ENFORCEMENT

State conservation wardens and local law enforcement officers provide enforcement of recreational vehicles. The DNR administers funding to county and municipal enforcement patrols to reimburse part of their operating expenses. Citations issued by those patrol agencies are included in the figures below.









TOP TEN CITATIONS ISSUED

2023 Top 10 ATV/UTV Citations	
COUNT	STATUTE DESCRIPTION
386	Unauthorized operation of all-terrain vehicle or utility terrain vehicle on or in the vicinity of highways
323	Operate or ride all-terrain vehicle or utility terrain vehicle without required headgear
220	Give permission to operate all-terrain vehicle or utility terrain vehicle without valid registration
192	Operate all-terrain vehicle without valid safety certificate
170	Operate ATV/UTV under the influence of an intoxicant
120	Operate all-terrain vehicle or utility terrain vehicle in a careless manner
99	Operate all-terrain vehicle or utility terrain vehicle on public property posted closed or where otherwise prohibited by law
91	Operate ATV/UTV contrary to stop sign, yield sign, or other regulatory sign
81	Operate UTV without passengers wearing safety belts
80	Operate utility terrain vehicle without valid safety certificate

2023 Top 10 Boating Citations	
COUNT	STATUTE DESCRIPTION
477	Fail to carry required number/type of readily accessible PFD for each person on board or being attended by boat
201	Operate a personal watercraft greater than slow-no-wake within 100' of another boat
163	Operate at speed in excess of posted notice established by regulatory markers
139	Allow riding on decks or gunwales
116	Operate motorboat while age 16 or older without valid safety certificate
113	Operate boat without valid certificate of number
105	Operate a motorboat under the influence of an intoxicant
92	Operate a personal watercraft greater than slow-no-wake within 200' of a shoreline
92	Operate personal watercraft while age 16 or older without valid safety certificate
82	Operate motorboat within 100 feet of a dock, raft, pier or buoyed restricted area at a speed in excess of slow-no-wake

2023 Top 10 Snowmobile Citations	
COUNT	STATUTE DESCRIPTION
224	Fail to comply with regulatory signs
201	Owner operating/giving permission to operate snowmobile on public corridor/trail without trail use sticker/valid proof of temporary trail use receipt
116	Give permission to operate snowmobile without valid registration
95	Operate snowmobile without valid safety certificate
64	Operate snowmobile while under the influence of an intoxicant
58	Operate snowmobile on private property without owners' consent
46	Failure of owner to properly display registration decal or trail use sticker on a snowmobile
43	Modify snowmobile so total vehicle noise exceeds manufactured noise level
27	Operate snowmobile on public property posted closed or where otherwise prohibited by law
24	Operate snowmobile illegally on or in the vicinity of highways

2023 Top 10 Off-Highway Motorcycle Citations	
COUNT	STATUTE DESCRIPTION
38	Unauthorized operation of limited use OHM on roadway
12	Operate OHM on public property posted closed or where prohibited by law
11	Operate OHM without required safety certificate
11	Operate OHM without valid registration
11	Owner permit operation of off-highway motorcycle without valid registration
5	Operate OHM in a careless manner
3	Operate limited use OHM on OHM route/highway (or be passenger)
2	Refuse to stop OHM after being requested or signaled
2	Operate OHM on OHM corridor (or be passenger) without wearing required protective headgear
1	Fail to exhibit valid proof of OHM registration to law enforcement

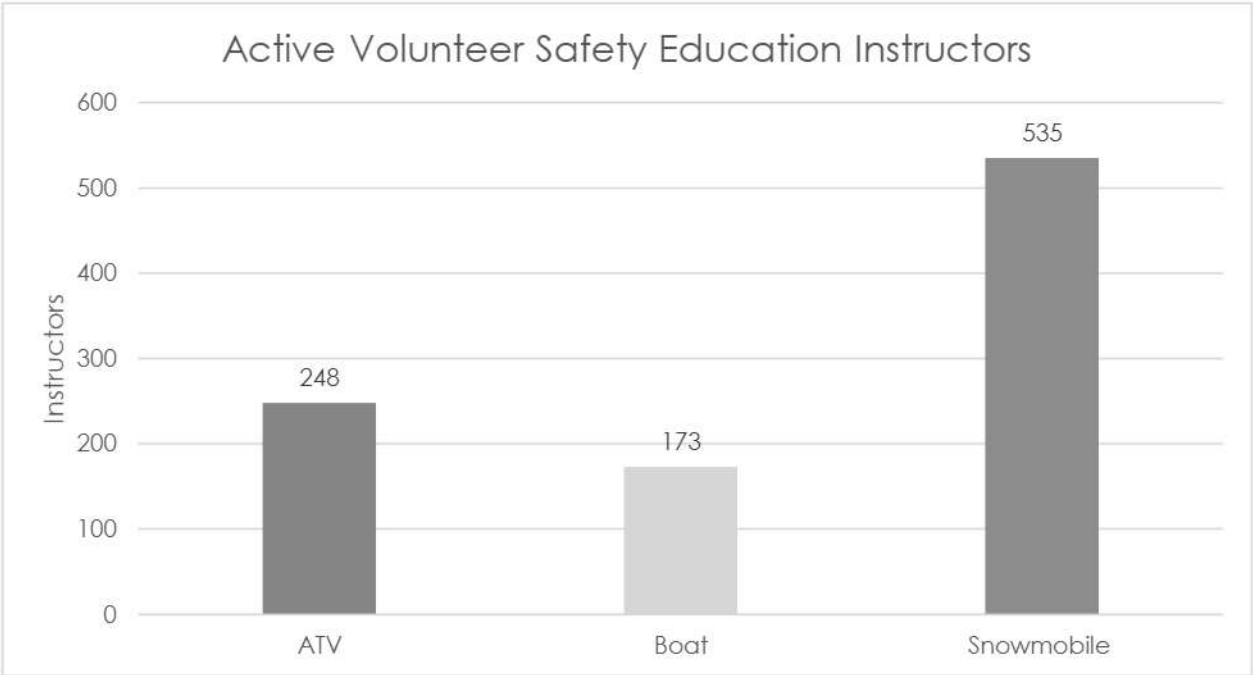
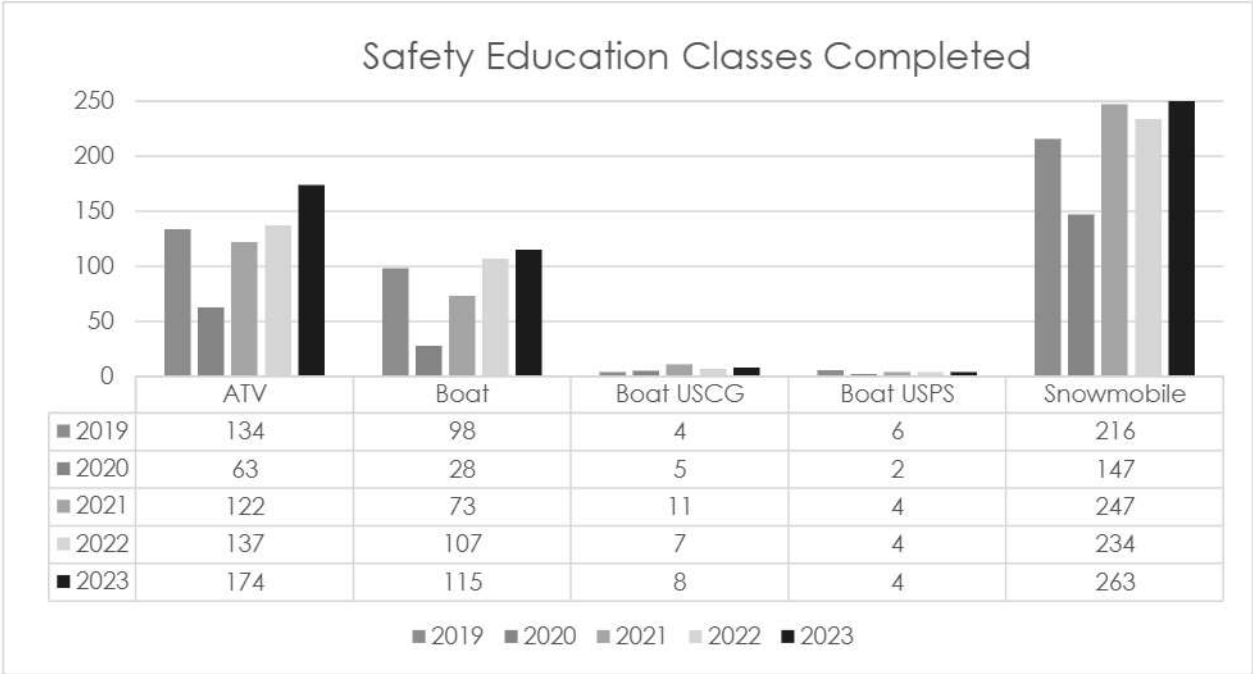
SAFETY EDUCATION

- **ATV/UTV** operators at least age 12 and born on or after Jan. 1, 1988, must possess a valid ATV safety certificate issued by Wisconsin or any other state or province. Operators must be in possession of this certificate while operating in areas open to the public such as trails, routes and frozen waterways, and display it to a law enforcement officer upon request. Operators of any age are eligible to take the online-only safety class.
- **Boat** operators born on or after Jan. 1, 1989, are required to obtain and carry a valid boaters safety certificate when operating a boat or personal watercraft. Operators of any age are eligible to take the online-only safety class.
- **Off-Highway Motorcycle** operators at least 12 years of age and born after Jan. 1, 1998, must possess a valid Wisconsin ATV/OHM combination safety certificate or valid certificate from another state. Students who complete the Wisconsin ATV safety online course automatically receive OHM safety certification. For those who have completed ATV safety in-person, there is a free OHM safety short course available on the DNR website.
- **Snowmobile** operators born after Jan. 1, 1985, and who have reached the age of 12 must have obtained and carry a valid snowmobile safety certificate when operating a snowmobile in Wisconsin. Operators under the age of 16 are required to take an in-person safety class.

Visit the [DNR website](#) for more information or to enroll in a class.



Students who complete online ATV certifications also receive OHM safety certification.



Numbers reflect the total number of certified instructors who actively participated in teaching a course in 2023.

LAW ENFORCEMENT OPERATIONS & SAVING LIVES INITIATIVE

COUNTY AND MUNICIPAL PATROLS

In addition to Wisconsin conservation wardens enforcing recreational vehicle laws, the DNR administers a law enforcement aids program for counties and local patrol agencies across the state, providing enforcement on Wisconsin trails and waterways. Counties may receive law enforcement aids for up to 100% of the net costs for the operation and maintenance of snowmobile and ATV patrol units. Municipalities may receive law enforcement aids for up to 75% of the net costs for operating and maintaining a water safety patrol unit.

In 2023, law enforcement officers and staff statewide logged a total of 179,894 hours to recreational vehicle activities, including law enforcement, education and outreach, incident investigation, training and program administration.

Vehicle Type	Number Of Hours	Full-Time Position Equivalent	Notes
ATV/UTV	38,249	18	Includes hours logged by 38 county sheriff's offices
Boat	110,992	53	Includes hours logged by 94 county and municipal patrol agencies
Snowmobile	30,653	15	Includes hours logged by 42 county sheriff's offices

Total hours logged includes DNR and county sheriff's offices.

SAVING LIVES INITIATIVE

The Division of Public Safety and Resource Protection provides response and presence for all outdoor recreation activities in the state. Our belief is grounded in the overarching goal that safety is our No. 1 priority. The *Saving Lives Initiative* is a statewide effort to prevent deaths and injuries across all types of outdoor recreation, including hunting, ATV/UTVing, snowmobiling, boating and more. The *Saving Lives Initiative* encompasses all the work done by the division to make outdoor recreation safer for everyone. These efforts include safety communication planning, safety marketing, weekend-long campaigns (Operation Dry Water, Think Smart Before You Start), presence at public events and expos, and more. The Division collaborates with non-profit groups, partner law enforcement agencies and media outlets to accomplish these goals.



New for 2023: program trailer with decals promoting safe and sober operation



OPERATION DRY WATER

Operation Dry Water is a national outreach and enforcement campaign to spread awareness about the dangers of boating under the influence (BUI) and the effort to remove impaired operators from our nation's waterways. It's a coordinated annual effort to create

a heightened national awareness and enforcement campaign. The three-day campaign normally runs near the Fourth of July holiday and last year, Operation Dry Water weekend was July 1 – 3, 2023.



Launched in 2009 by the National Association of State Boating Law Administrators (NASBLA) in partnership with the United States Coast Guard, Operation Dry Water has been a highly successful effort to draw public attention to the dangers of boating under the influence of alcohol and drugs. NASBLA is a national nonprofit organization that develops public policy for recreational boating safety and it represents the recreational boating authorities of all 50 states and the U.S. territories.

Law enforcement agencies that participate in Operation Dry Water are asked to increase BUI enforcement during the targeted enforcement weekend of Operation Dry Water as well as work with their local media, businesses and recreational boaters to spread the message and raise awareness of the dangers of boating under the influence.

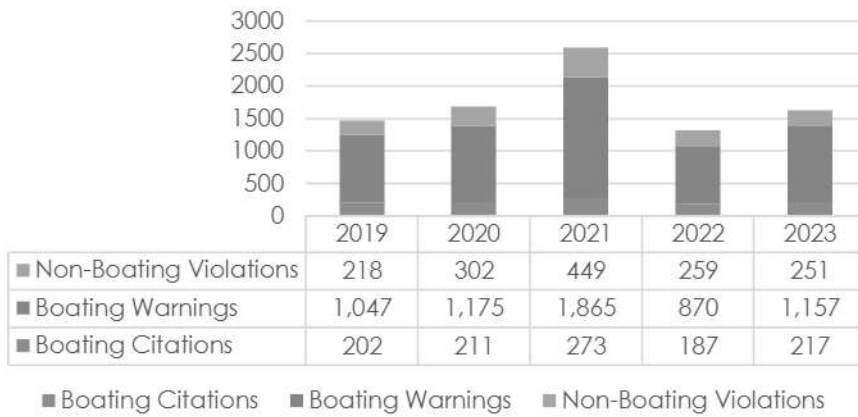
In 2023, 98 Wisconsin DNR conservation wardens participated in this national campaign. We cannot report the number of lives saved from this effort, but the experiences shared from law enforcement patrolling the waters show it is making a difference:

While patrolling during Operation Dry Water in La Crosse county, we stopped a vessel operating above the spillway on Pool 7 of the Mississippi River inside of the restricted area. The operator said he was told that you could go through the spillway and he was operating his boat in an unsafe manner next to the spillway. When we stopped the operator, he almost collided with our patrol boat. He was arrested for OWI and taken to the hospital for a blood draw. The PBT result was .178.

During the July Fourth weekend, DNR wardens on the water concentrated their efforts on:

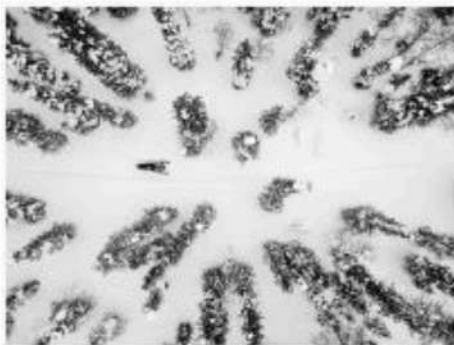
- Boating under the influence enforcement
- Drug enforcement
- Safety compliance checks
- Search and rescue
- Saturation patrol
- Heighted awareness during normal patrol
- Education
- Public Disturbance and disorderly conduct

Operation Dry Water Boating Violations



Wardens contacted 2,691 boats and conducted 6 media contacts during the weekend.

Wardens removed 28 impaired boaters from the water, assisted stranded boaters, responded to accidents and partnered with local law enforcement agencies and the United States Coast Guard



SAFETY | SNOWMOBILE

SNOWMOBILERS: SLED SAFE THIS SEASON

As Wisconsin receives measurable snowfall and many trails are anticipated to open for the first time this season, the Department of Natural Resources (DNR) is reminding snowmobilers to operate within their limits, stay sober and ride only on designated trails.

THINK SMART BEFORE YOU START & SLED SAFE CAMPAIGNS

The Think Smart Before You Start and Sled Safe campaigns are all-out, all hands-on-deck ATV/UTV and snowmobile safety and enforcement campaigns. The idea behind these campaigns was to create off-highway vehicle equivalents to the annual boating Operation Dry Water weekend. During these weekend-long events, division staff partner with county sheriff's offices to focus on heightened law enforcement presence and deterrence on our state's trails and roadway routes. The mission is to raise awareness and promote safe off-highway vehicle operations. Seatbelt and helmet use as well as intoxicated operation are the main focuses during the events.

Highlights from the 2023 Sled Safe snowmobile campaign:

- Over 2,000 miles of trails patrolled
- 15 distressed snowmobilers assisted
- Over 1,000 snowmobilers contacted
- 7 intoxicated operators removed from public trails





Highlights from the 2023 Think Smart Before You Start ATV/UTV campaign:

- 7 intoxicated operators removed from public routes and trails, 1 illegal drug violation
- Nearly 500 ATV/UTV riders contacted
- 150 violation warnings issued
- 1,400 miles of trail patrolled

FARM TECHNOLOGY DAYS

In August, division staff joined partners from the Wisconsin ATV UTV Association to promote the safe and responsible use of ATVs and UTVs. The annual Farm Technology Days is a perfect venue for outreach to agricultural users and recreational riders alike. This year, the event was held in Sauk County. The group was able to generate many contacts centered around the importance of helmet and seatbelt use and answered general questions about the ATV/UTV program and laws. The event was a great success and the division plans to participate again in



PARTNERS IN SAFETY – RIDE SAFE FOUNDATION

In early September, the division partnered with the [Ride Safe Foundation](#) and helped in delivering OHV safety messages to around 3,000 children in northern Wisconsin. This multiday effort focused on children attending schools in Maple, Minong, and Hayward. Powersport celebrities, Conservation Wardens, Outdoor Skills Trainers, Wisconsin ATV Association, Association of Wisconsin Snowmobile Clubs, and other statewide groups and volunteers contributed to the success of this event. Key safety messages included helmet use, seatbelt use, wearing a life jacket in a boat, taking an DNR sponsored safety class, and learning how to ride responsibly with an adult mentor.

PARTNERS IN SAFETY – MOTHERS AGAINST DRUNK DRIVING (MADD)



RECREATION | SAFETY | SNOWMOBILE

DNR PARTNERS WITH MADD TO PROMOTE SNOWMOBILE SAFETY THIS WINTER

The Wisconsin Department of Natural Resources (DNR) and Mothers Against Drunk Driving (MADD) are teaming up to promote a safe snowmobile season and educate Wisconsinites on the dangers of operating a snowmobile while impaired by alcohol and/or other drugs.

The Division was also able to partner with the [Mothers Against Drunk Driving \(MADD\)](#) to help spread the word on safety. Together, the agencies were successful in delivering timely safety messages statewide for ATV, snowmobile, and boating safety. The press releases and informational “rack cards” focused on the fact that many fatal and injury recreational vehicle crashes involve alcohol use. The message was clear – drive sober.

KIDS DON'T FLOAT! LIFE JACKET LOANER BOARD



The Kid's Don't Float! Life Jacket Loaner Board program is a cooperative program between the DNR and community partners that places life jacket loaner stations at boat landings around Wisconsin. The stations provide life jackets for boaters to borrow if they do not have the appropriate amount or size for everyone in their boat. Boaters return their borrowed life jackets to the station at the end of their voyage.



There are currently more than 100 stations in the Life Jacket Loaner Board program, with five stations added in 2023. At the end of the season, staff at several stations reported positive interactions during the busy summer months and said they look forward to displaying them each year.



Partners in this program represent a variety of government and service organizations. The DNR provides the construction instructions, signage and life jackets. Partners are responsible for obtaining permission to place the structure, construction materials, constructing and maintaining the station, over-winter storage and periodically checking the stations for damage, theft or other issues.

Each station is provided with three infant, eight child, eight youth, eight adult and five adult XL life jackets and four Type IV throwables.

Station partners have received donated life jackets that they evaluated and included in the inventory as appropriate. Several

partners opt to fund their own station, helping us expand the program further and cover more high-use boating landings.

The program also provides a visual reminder to boaters to make sure they have a life jacket when boating. The Life Jacket Loaner Board program continues to grow in Wisconsin thanks to the efforts of the partners involved.

BOATING SAFETY WELCOME CENTERS

To reduce the trend in boating related fatalities, this boating season the DNR Division of Public Safety And Resource Protection committed resources to *Boating Safety Welcome Centers*, of which successfully promoted life jacket wear, responsible boating practices and water safety marketing.

Building off the Loaner Life Jacket program and to expand safe and responsible boating messaging, the division attended events and promoted safety with boating “Welcome Centers.” Supplies including Wear It Wisconsin corn hole boards, attention grabbing flags, tables and screen-printed tents were displayed. The division’s Outdoor Skills Trainers and Community Service Officers staffed these events. The purpose of these welcome centers was to provide opportunity to interact with division staff and boaters to discuss safe boating and the importance of wearing life jackets. In the program’s second season, we have deployed at 20 different venues statewide. We will continue to expand this program in 2024.

Highlights consist of:

- 20 events held consisting of 6 National Night Out events, 7 boat ramp/lake locations, 4 safety fairs, 2 paddle events and an OutWiGO event
- Over 2,600 contacts with boating public
- Provided over 500 safety demonstrations





2023 Off-Highway Vehicle Fatal Crash Summary As of February 26th, 2024

#	Date	County/C-V-T	Location/Activity	Vehicle Type	Age / Gender / Residency	Accident Type	Wisconsin Safety Certified?	Helmet / Seatbelt Used	Alcohol Involved/BAC
#1	1/28/2023	Dane / Blooming Grove	Frozen Lake	ATV	45 / M / WI	Broke Through Ice	No	No	Yes / .186
	<i>Synopsis</i> Operator/victim was returning to shore after ice fishing on Lake Waubesa when he drove into open water.								
#2	2/17/2023	Winnebago / Wolf River Township	Frozen Lake	ATV	56 / M / IL	Broke Through Ice	No	No	Yes / .185
	<i>Synopsis</i> Preliminary evidence suggests the operator/victim drove his ATV into an expansion crack on Lake Poygan. Victim was found deceased on 2/18/2023.								
#3	2/25/2023	Adams / Camelot Lake	Frozen Lake	UTV	66 / M / WI	Broke Through Ice	No	No / Yes	No
	<i>Synopsis</i> UTV operator and single passenger were traveling on Camelot Lake. The UTV broke through the ice. Both individuals were wearing seatbelts. The operator was able to get his seatbelt undone and a nearby witness helped him get out of the water. The passenger/victim was unable to get his seatbelt undone and sank with the UTV.								
#4	3/30/2023	Douglas / Bennett	Public Trail	ATV	61 / M / IL	ATV Rolled Over	No	No	Yes / .134
	<i>Synopsis</i> Operator/victim was traveling on a groomed winter ATV trail. After crossing a road intersection, the operator crossed onto the left side of the trail. When the front tires entered the ungroomed surface on the edge of the trail, the front end sunk into the deep snow causing the ATV to stop suddenly, roll forward and overturn onto the victim.								
#5	5/2/2023	Dunn / Springbrook	Private Land	UTV	75 / M / WI	UTV Rolled Over	No	No / No	No
	<i>Synopsis</i> Operator/victim was in the act of turning the machine when the UTV rolled.								
#6	5/20/2023	Portage / Hull	Public Road	ATV	39 / M / WI	Ejected	No	No / No	Yes / .284
	<i>Synopsis</i> Operator/victim was traveling at a high rate of speed when the ATV left the road and struck a driveway embankment, causing the operator to be ejected.								
#7	5/27/2023	Marquette / Mecan	Route	UTV	72 / M / WI	Collision with UTV / UTV Rolled Over	No	No / No	Yes / .22
	<i>Synopsis</i> The first UTV in a line of two slowed to yield to vehicular traffic. The second UTV failed to slow down and rear-ended the first. The second UTV proceeded to tip and roll onto the driver's side.								
#8	6/2/2023	Juneau / Necedah	Public Road	ATV	32 / M / WI	ATV Rolled Over	No	No	Yes / .328
	<i>Synopsis</i> A passerby came across an ATV rolled over at an intersection of two town roads in Necedah Township. The operator/victim was trapped underneath the ATV and succumbed to their injuries a short time after being found.								
#9	6/3/2023	Forest / Popple River	Public Trail	UTV	63 / F / WI	UTV Rolled Over	No	No / Yes	No
	<i>Synopsis</i> Victim was riding on UTV as a passenger when the operator lost control, causing the UTV to roll over. Investigation pending.								
#10	6/11/2023	Jackson / Black River State Forest	Public Trail	ATV	65 / M / WI	Collision with a Fixed Object	Yes	No	No
	<i>Synopsis</i> Victim was riding an ATV and struck a tree. Investigation pending.								
#11	6/11/2023	Barron / Cumberland	Public Trail	UTV	48 / F / WI	Collision with a Fixed Object	No	No / Yes	Yes / Unknown
	<i>Synopsis</i> Victim was riding in UTV as a passenger when the UTV veered off the trail and struck a tree. Investigation pending.								
#12	6/11/2023	Barron / Cumberland	Public Trail	UTV	53 / M / WI	Collision with a Fixed Object	No	No / Yes	Yes / Unknown
	<i>Synopsis</i> Operator/victim lost control of the UTV, left the trail and struck a tree. Victim passed away from his injuries on 6/27/2023.								
#13	6/18/2023	Pepin / Waterville	Public Road	UTV	45 / F / WI	UTV Rolled Over / Ejected	No	No / No	Pending
	<i>Synopsis</i> Victim was passenger on UTV. UTV was being operated on a gravel roadway marked as closed for construction. The UTV was leading a group of five when it struck a large pile of gravel and rolled multiple times.								



2023 Off-Highway Vehicle Fatal Crash Summary As of February 26th, 2024

#	Date	County/C-V-T	Location/Activity	Vehicle Type	Age / Gender / Residency	Accident Type	Wisconsin Safety Certified?	Helmet / Seatbelt Used	Alcohol Involved/BAC
#14	6/21/2023	Langlade / Summit Lake	Route	ATV	47 / F / WI	Collision with a Fixed Object	No	No	No
	<i>Synopsis</i> Operator/victim was operating on a public road route and rounded a corner while passing a motor vehicle traveling in the opposite direction. The operator/victim then lost control and left the road, striking a tree. The operator/victim was transported to the hospital and died from their injuries on 6/23/2023.								
#15	7/6/2023	Iron / Mercer	Route	UTV	26 / F / WI	UTV Rolled Over	Yes	No / No	Yes / .24
	<i>Synopsis</i> Operator/victim was attempting to negotiate a curve when the UTV rolled over. Investigation pending.								
#16	7/10/2023	Monroe / Tomah	Route	ATV	31 / F / WI	ATV Rolled Over	Yes	No	No
	<i>Synopsis</i> Operator/victim was traveling on a road route and lost control of the ATV. After leaving the roadway, the machine rolled several times and came to rest against some trees.								
#17	7/30/2023	Marinette / Lake	Route	UTV	54 / M / WI	UTV Rolled Over	No	No / Yes	Yes / .09
	<i>Synopsis</i> Operator/victim left a tavern with an adult passenger. The operator/victim lost control of the UTV and began swerving. The passenger was ejected, and the operator/victim remained inside the UTV and rolled down a steep ditch.								
#18	8/12/2023	Taylor / Rib Lake	Route	ATV	48 / M / WI	ATV Rolled Over	No	No	No
	<i>Synopsis</i> Operator/victim was operating on a route and failed to negotiate a curve.								
#19	8/17/2023	Wood / Grand Rapids	Private Property	ATV	79 / M / WI	Ejected	No	No	Unknown
	<i>Synopsis</i> Operator/victim was riding on his property when he was ejected from the ATV. The victim passed away 15 days later due to internal injuries sustained in the crash.								
#20	8/19/2023	Jefferson / Palmyra	Route	ATV	29 / M / WI	Collision with a Fixed Object	Yes	No	Yes / .208
	<i>Synopsis</i> Operator/victim was observed pulling onto a roadway by a motor vehicle operator. The ATV pulled away and out of sight of the motor vehicle. Shortly thereafter, the motor vehicle came upon the scene where the ATV had struck a tree and the operator/victim was pinned between the tree and the machine. Incident is under investigation.								
#21	8/25/2023	Richland / Richwood	Route	ATV	36 / M / WI	ATV Rolled Over	No	No	Yes / .20
	<i>Synopsis</i> Operator/victim was traveling on a gravel road, lost control and was ejected as the ATV rolled over.								
#22	8/26/2023	Grant / Paris	Route	UTV	47 / M / WI	Ejected	No	No / No	Yes / .15
	<i>Synopsis</i> Operator/victim was traveling on a gravel road, failed to navigate a turn, left the roadway and was ejected.								
#23	9/2/2023	Wood / Dexter	Public Road	ATV	71 / M / WI	Ejected	No	No	Yes / .112
	<i>Synopsis</i> Two ATVs were operating on a town road. The second ATV, operated by the victim, appeared to have been trying to catch up with the lead ATV when they left the roadway, entered the ditch, and were ejected.								
#24	9/4/2023	St. Croix / Star Prairie	Route	ATV	54 / M / WI	Ejected	No	No	Yes / .13
	<i>Synopsis</i> Operator/victim was traveling on an ATV route. The ATV struck a deer causing the operator to lose control and be ejected. Operator/victim succumbed to head injuries sustained in the crash on 9/6/2023.								
#25	9/13/2023	Pierce / River Falls	Private Land	ATV	55 / M / WI	ATV Rolled Over	No	No	No
	<i>Synopsis</i> Operator/victim was traveling up a steep incline out of a ravine when the machine rolled backwards, flipping over, and landing on the victim.								



2023 Off-Highway Vehicle Fatal Crash Summary As of February 26th, 2024



#	Date	County/C-V-T	Location/Activity	Vehicle Type	Age / Gender / Residency	Accident Type	Wisconsin Safety Certified?	Helmet / Seatbelt Used	Alcohol Involved/BAC
#26	10/15/2023	Marathon / Franzen	Private Land	UTV	69 / M / WI	Struck by UTV	No	No / No	No
	<i>Synopsis</i> The victim was standing behind the UTV when an adult operator began backing the UTV up. The operator then accelerated quickly to overcome an obstruction. The UTV struck the victim and threw him back, which caused the victim to strike his head against a tree.								
#27	11/5/2023	Marathon / Cassel	Route	ATV	75 / M / WI	Ejected	No	No	Unknown
	<i>Synopsis</i> Operator/victim was traveling on a town highway and swerved to avoid a skunk. The operator/victim was ejected, suffered severe head injuries, and succumbed to injuries sustained in the crash on 12/20/2023.								
#28	11/8/2023	Shawano / Wittenberg	Private Land	ATV	13 / M / WI	ATV Rolled Over	Yes	No	No
	<i>Synopsis</i> Operator/victim was traveling across a corn stubble field, lost control and rolled the machine.								
#29	11/16/2023	Warner / Clark	Route	UTV	42 / M / WI	UTV Rolled Over	No	No / Yes	No
	<i>Synopsis</i> Operator/victim was traveling on a gravel road route when the right side of the machine gradually left the roadway, caught the edge of the shoulder, and rolled over into the ditch.								
#30	11/17/2023	Winnebago / Omro	Public Road	ATV	15 / M / WI	Collision with Moving Motor Vehicle	Yes	Yes	No
	<i>Synopsis</i> Preliminary evidence suggests the operator/victim failed to stop for a stop sign at an intersection and was struck by a truck.								
#31	12/16/2023	Polk / Lincoln	Private Land	UTV	77 / M / WI	Collision with a Fixed Object	No	No / No	Unknown
	<i>Synopsis</i> Operator/victim was operating an UTV on private property sometime between the evening of 12/16 and 12/17 when he collided with a tree.								
#32	12/31/2023	Lincoln / Scott	Public Road	UTV	48 / M / WI	UTV Rolled Over	No	No / No	Yes / .27
	<i>Synopsis</i> The UTV was traveling on a roadway when it left the roadway and rolled. Operator/victim was found deceased upon arrival by first responders.								

From: Jonathan Lampe <JLampe@watertownwi.gov>
Sent: Saturday, April 27, 2024 12:06 PM
To: Dana Davis <DDavis@watertownwi.gov>; Brad Blanke <BBlanke@watertownwi.gov>; Steve Board <SBoard@watertownwi.gov>; Eric Schmid <eschmid@watertownwi.gov>; David Brower <DBrower@watertownwi.gov>; Andrew Beyer <ABeyer@watertownwi.gov>
Cc: Brian Zirbes <BZirbes@watertownwi.gov>; Emily McFarland <emcfarland@watertownwi.gov>; Ed Zagorski <edz@wdtimes.com>; ryan@cbkitchenanddesigns.com <ryan@cbkitchenanddesigns.com>; Karah Pugh <pugh.karah@gmail.com>; Jacob Maas <jacob_maas@yahoo.com>; Steven Chesebro <SChesebro@watertownwi.gov>; Jody Purtell <watertownmainstreet@gmail.com>; bonnie@watertownchamber.com <bonnie@watertownchamber.com>
Subject: For Public Safety: UTV Ordinance and Front Lawn Parking

Front Lawn Parking

After several written exchanges with the Watertown Police Department, Zoning, and former Zoning officials, it has become clear to me that parking vehicles on the front lawns of residential properties is currently legal in Watertown. Several constituents have complained that this practice lowers their property values, decreases the attractiveness of neighborhoods, and contributes to the "Watertucky" stigma that many are trying to dispel. I agree with these sentiments, especially since lower property values lead to lower property taxes, and we already enforce other ordinances that keep the front yards of our neighborhoods tidy and welcoming.



Car parked on the front lawn of a house in a historic home in Watertown. (310 N Church St; April 5, 2024) This is currently allowed.

To close Watertown's front-yard parking loophole, I encourage you to review similar language in neighboring Cities and adopt one of their "complaint driven" codes that marries zoning/platting of designated parking areas and enforcement through municipal tickets. For example:

City of Whitewater:

- Ordinance: https://library.municode.com/wi/whitewater/codes/code_of_ordinances?nodeId=TIT19ZO_C_H19.51TRPAAC_19.51.080FRSIREYAPALI

"19.51.080 - Front, side, and rear yard parking limitation. B. In no case shall vehicles be parked closer than three feet to any abutting property line (except for shared parking areas for which a zoning permit has been granted) or any lawn or landscaped area. All parking must take place in legally established and maintained parking areas or driveways."

- FAQ: <https://www.whitewater-wi.gov/FAQ.aspx?QID=64#:~:text=Parking%20is%20also%20restricted%20within,on%20front%20and%20side%20lawns.>

City of Appleton:

- Ordinance: <https://www.appleton.org/home/showpublisheddocument/26355/638445639024070000> (page 419) "Sec. 19-91. Parking in front and side yard in residential district; parking on terraces.(c) Front yard. No person shall park or store any motor vehicle, or recreational vehicle of 26 feet or less...in the front yard of any residential district except upon a residential driveway and shall be subject to temporary recreational vehicle parking restrictions set forth in §19-92. ...Any vehicle parked in the front yard, shall be parked within the driveway area in such a manner as to maintain all wheels on the driveway surface"
- Article: <https://www.postcrescent.com/story/news/local/2018/01/12/appleton-bans-parking-grass-front-and-side-yards/1010226001/>

Others:

- City of Jefferson: <https://ecode360.com/37666158?highlight=front,yards&searchId=23221265112208139#37665982> "§ 300-1.23 Definitions. PARKING SPACE, DESIGNATED
An area of a parking lot, or drive which has been designated for parking on a site plan and is located on a paved surface per the requirements of § 300-6.06. On single-family and two family lots, parts of the driveway, open spaces (outside of front and side yards) and the spaces within a garage may be used as designated parking spaces. "
- City of Manitowoc: <https://www.codepublishing.com/WI/Manitowoc/html/Manitowoc10/Manitowoc10570.html> "10.570 Parking in Front and Side Yards Prohibited.
No motor vehicle may be parked on any residential front or side yard except in accordance with Chapter 15 MMC. Any motor vehicle found to be parked in violation of this provision shall be subject to no more than one citation per day and may be towed at owner's expense."
- City of Tomah: https://www.tomahwi.gov/sites/default/files/fileattachments/police/page/2407/front_yard_parking.docx (Word Doc download) "Sec. 52-206. - Parking in front yards. No front yard of a lot in any residential or business district upon which a dwelling unit is located shall be used for parking of motor vehicles nor shall motor vehicles parked on any other front yard be permitted within five feet of the right-of-way line of a street. The enforcement of this section shall be the responsibility of the building inspector, or any other code enforcement officer. The fine is \$98.80.

Next Steps

I would greatly appreciate your separate consideration of both matters on a future Public Safety agenda as we move toward summer, possibly as soon as late May. Please let me know how I can assist this process and feel free to reach out to the individuals CC'ed on this email for additional information as well.

Regards,

Jonathan Lampe

- City of Watertown District 2 Alderperson
- Serving on Finance, RDA and Parks, Recreation and Forestry (Through April 2025)
- jlampe@watertownwi.gov - 920-248-0656 (cell/text)

