

**Board of Public Works
of the City of Onalaska**

Tuesday, January 6, 2015

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1 The Meeting of the Board of Public Works of the City of Onalaska was called to order at 6:30
2 p.m. on Tuesday, January 6, 2015. It was noted that the meeting had been announced and a
3 notice posted at City Hall.

4
5 Roll call was taken with the following members present: Financial Services Director/Treasurer
6 Fred Buehler, City Engineer Jarrod Holter, Mayor Joe Chilsen, Ald. Jack Pogreba, Ald. Harvey
7 Bertrand (alternate for Ald. Jim Bialecki)

8
9 Also Present: Land Use and Development Director Brea Grace, Assistant City Engineer Kevin
10 Schubert

11
12 **Item 2 – Approval of minutes from previous meeting**

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14 Motion by Mayor Chilsen, second by Fred, to approve the minutes from the previous meeting as
15 printed and on file in the City Clerk’s Office.

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17 On voice vote, motion carried.

18
19 **Item 3 – Public Input (limited to 3 minutes/individual)**

20
21 Ald. Pogreba called for anyone wishing to provide public input.

22
23 **Harvey Bertrand, Third District Alderperson**
24 **3334 Augusta Lane**
25 **Onalaska**

26
27 “I would like to speak on behalf of the 3rd Avenue situation. I guess it will be shown tonight
28 what the ‘sharrows’ are – the arrows that can be painted on the surface of the street. To me,
29 there is little choice. Onalaska is one of the connector points, as I would call it, on the Great
30 River Trail. It’s also, if you travel the trail, which I have, one of the few retail spots on the
31 whole trail. I think that people naturally are going to get off – we have restaurants here and so
32 forth – and they’re going to spend their money and it’s really going to impress people who are
33 from out of town. Also, I think we need to have some kind of markings along 3rd Avenue to
34 show people how the trail goes. I misstated. I think what we need is a bike lane down 3rd
35 Avenue. What I did the last three days is at 6 and 6:30 in the morning I went to count the
36 number of cars parked along 3rd Avenue. Yesterday [Monday] there were 13 cars on the entire
37 six-block length. This morning there were 23 cars. I see no issue in terms of causing problems
38 and making one of the lanes biker-friendly in terms of painting a bike lane over there. I don’t
39 think you can create any issues. Most of the houses along there do have garages, so most of
40 them have a place to park. My point is, I’m very strongly in favor of putting the bike lane on one
41 side of the street on 3rd Avenue. Thank you.”

Reviewed 1/8/15

42
43 Ald. Pogreba called three times for anyone else wishing to provide public input and closed that
44 portion of the meeting.

45
46 **Consideration and possible action on the following items:**

47
48 **Item 4 – Approximately 6:30 p.m. Public Hearing (or immediately following Public Input)**
49 **– Regarding 3rd Avenue South reconstruction project, including but not limited to possible**
50 **parking restrictions, bicycle facility installation, street & boulevard widths and any other**
51 **pertinent project items**

52
53 Jarrod offered to explain the options that were explained in a letter mailed to residents. Jarrod
54 noted that the pavement on 3rd Avenue South is in a state of disrepair, adding the reconstruction
55 project had been included in the approved 2015 Capital Improvements Budget and it is necessary
56 to perform utility repairs beneath the roadway in addition to replacing the curb, gutter and
57 roadway base. Jarrod said staff thought it would be pertinent to explore possibly installing
58 bicycle facilities along 3rd Avenue South. This proposal was brought forward at the December 2
59 Board of Public Works meeting, at which time it was noted approximately 2,300 automobiles a
60 day travel the section of 3rd Avenue between Wilson Street and Main Street, and 4,300
61 automobiles a day utilize the section of 3rd Avenue between Wilson Street and Oak Forest Drive.
62 Jarrod noted the LAPC bicycle plan calls for bicycle enhancement in this area. Jarrod said the
63 following three options were presented at the December Board of Public Works meeting: leave
64 the roadway as is; widen the roadway 2 feet, institute no parking on one side of the street and
65 install dedicated bicycle lanes; or widen the roadway 4 feet and have a 14-foot shared use lane
66 with sharrows. Jarrod noted Board of Public Works members had expressed reluctance over
67 narrowing the boulevard in this area as there are several trees present, including some ash trees
68 that will be removed due to the emerald ash borer removal program. However, there are other
69 species of trees present that board members wish to save so the roadway may remain at its
70 current width (41 feet back-of-curb, back-of-curb). Jarrod noted that the board also had
71 instructed staff to send out a public hearing notice for tonight's meeting. Jarrod also noted that
72 Kevin has been working on cross-sections for the project and had sent letters to abutting property
73 owners detailing the possible staff recommendations for the project.

74
75 Jarrod noted that staff had devised the following three options:

- 76
77
 - 78 • **Option No. 1 – No change:** This option would not alter the existing road section for 3rd
79 Avenue South. The existing 8-foot parking lanes and 12-foot traffic lanes would remain
80 as they currently are.
 - 81 • **Option No. 2 – One-side parking and two bicycle lanes:** Parking would be removed
82 on the east side of 3rd Avenue South to accommodate two bicycle lanes – one on each
side of the road – that would meet American Association of State Highway and

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83 Transportation Officials (AASHTO) standards. Jarrod said each traffic lane would be
84 reduced from 12 feet to 10½ feet, stating that while this width is narrow there are other
85 municipalities in the State of Wisconsin that have road widths of 10½ feet. Jarrod
86 acknowledged that the section of 3rd Avenue South between Wilson Street and Main
87 Street is becoming more narrow, but also pointed out that trucks are not allowed to drive
88 this section of roadway. Jarrod said one of the bicycle lanes would be 5 feet wide, along
89 with one-side parking, and the bicycle lane on the other side of the road would be 4 feet
90 wide with the gutter pan.

91 • **Option No. 3 – No change, with bicycle “sharrows” for full lane bicycle use:** Jarrod
92 noted that one of the options presented at the December 2 Board of Public Works
93 meeting was a shared-use lane. However, this shared-use lane would have required 3rd
94 Avenue South to be widened to incorporate a 14-foot lane with sharrow markings. Jarrod
95 said the revised option would include two 8-foot parking lanes and two 12-foot traffic
96 lanes. It also would include a sharrow marking either at 11 feet, which is the minimum
97 allowed, or 13 feet from the face of the curb. Jarrod noted the City of Madison is
98 utilizing sharrow markings 13 feet from the face of the curb to reduce the possibility of
99 bicyclists being struck by individuals opening their automobile doors. Jarrod said this
100 option would include signage that would state bicyclists may use the full lane. In other
101 words, the bicycle would become a moving vehicle within the travel lane. A center line
102 would be striped on 3rd Avenue South, and vehicles would not be allowed to pass
103 bicyclists within the travel lane.

104
105 Jarrod noted he had spoken with the City of Madison’s traffic engineer, who told him the city
106 strives for a bicycle lane instead of utilizing sharrows. However, sharrows are present within the
107 city. Jarrod showed those in attendance a photograph of 7th Street in the City of La Crosse that
108 includes a shared-use lane. Jarrod noted that 7th Street is 2 feet wider than 3rd Avenue South and
109 pointed out a sharrow symbol to those in attendance. Jarrod noted the pavement joint on 7th
110 Street is 12 feet, and the distance from the face of the curb to the sharrow symbol is 9 feet.

111
112 Ald. Pogreba asked if what exists on 7th Street in the City of La Crosse is similar to Option No.
113 3.

114
115 Jarrod said it is very similar, with the exception being that 7th Street is 1 foot wider on each side
116 of the road.

117
118 Fred inquired about the width of the boulevard on 7th Street.

119
120 Jarrod estimated the width of the boulevard on 7th Street to be 6½ feet.

121
122 In response to a question by Ald. Pogreba, Jarrod said the sharrow symbol is 9 feet from the face
123 of the curb on 7th Street, and the center of the sharrow symbol is 11 feet from the face of the

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124 curb.

125

126 Ald. Pogreba opened the public hearing.

127

128 **Matthew Christian**

129 **308 14th Avenue South**

130 **Onalaska**

131

132 “I am a nationally certified licensed cycling instructor. I’m also certified through the YMCA as
133 a cycling and fitness instructor. I’ve dedicated a lot of time and effort to educating folks around
134 this city through a youth bike camp that we run in the summer through Park and Rec, and
135 through classes through the YMCA. I’ve worked with the PE teachers in the school district as
136 well as the fifth graders at both Irving Pertzsch and Northern Hills. I’m dedicated to help getting
137 them more confident and being able to be more active safely and confidently, as well as keeping
138 in mind that this is an economic issue as well. With that kind of dedication and being able to
139 move people into the realm of being confident and safe, we look at the bike facilities on a road as
140 a means to getting people actively involved in their transportation. Being more healthy and more
141 physically active has an economic impact and benefits, as well as to themselves. The idea is that
142 if we have a bike lane, the safety and perception is that if we have a multimodal path like we
143 have along Sand Lake Road, people feel very safe and can get out and ride on that and it’s away
144 from the road and traffic. The next level up from that is a protected bike lane – something that
145 actually has a median separating the parking and the drive lanes and the bike lanes. We don’t
146 have that option because of size. The next level becomes just a bike lane, and then the next level
147 is the sharrow. There are levels that help people to be more confident and safe.

148

149 What I hear tonight is this is a priority road because it’s not just a street in Onalaska; it’s also a
150 connector to the state trails through a retail district. We know that when you build those
151 facilities across the country [there is a] 3 to 49-percent increase in retail economic benefits. So
152 when we look at cutting some parking there is a benefit when we make that investment. That
153 investment goes into people. As they become more active it influences their well-being, which is
154 more productivity at work and less missed days and less sickness. That is an economic that is
155 benefitting the companies that they work for as well as their own individual health care costs.
156 It’s an investment that we have to offset when we look at taking out some parking. We’re
157 helping people to get onto that road and be more active. That has a significant impact – not only
158 to the retail, but also to the individuals and the businesses. It also contributes to the real estate
159 because it adds to the benefit of a neighborhood being seen as a more healthy neighborhood. All
160 of these things put together are good reasons for us to choose putting bike lanes onto the street –
161 not to mention that it’s a significant roadway connecting the state trails. I ask you to consider
162 putting the bike lane on and taking away a lane of parking and to help people because there are
163 people who are not riding today, but because we put that lane on there will ride and we increase
164 that activity and we can make an impact in our community. Thank you, and I appreciate the job

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165 you do and for considering this. I think it's vital to our community.”

166

167 **Brenda Rooney**
168 **1040 Johnson Street**
169 **Onalaska**

170

171 “I've lived here for 23 years. Actually, I moved to Onalaska because I was familiar with La
172 Crosse and Onalaska because I biked. That's honestly the truth. I lived in the Twin Cities. I
173 was getting my PhD, and I really loved this area because I biked a lot on the trails. The trails are
174 what brought me here. I got a job at Gundersen and I've been here for 23 years and I raised my
175 family here. Biking is really important to me. I'm not one of the bicyclists that will go out on a
176 day like today and bike. I'm not one of those people. I bike maybe 10 times a year on the bike
177 trail, and that's what I do. I don't go out on the county roads; I bike on the bike trails. I'm the
178 type of person who would use this bike path. I'm not a real aggressive biker. I don't like to be
179 way out in the middle of the road; that's not what I'm comfortable with. My kids are not
180 comfortable out in the middle of the road either. When I look at the three options I think Option
181 No. 2 seems to be the safest option for people who are going to be using that. These are the
182 families, the moms, the dads – the people who are out on the weekend. They're not familiar with
183 what sharrows are. If you opt for Option No. 3, which would be my second choice, we'll have to
184 educate people on what sharrows are and what they mean – not just the bicyclists, but the people
185 in automobiles as well. I think they're kind of confusing. I would prefer to have a dedicated
186 [bicycle] lane. I know that parking is an issue, but if we can allow parking on one side of the
187 street like we do for half the year because of winter it shouldn't be that much of a hardship for
188 people who live on that street. Thank you.”

189

190 **Doug Hauser**
191 **919 Westview Circle Drive**
192 **Onalaska**

193

194 “Two things. One, I ride my bike almost every day in the City of Onalaska, especially obviously
195 in the summer and not so much in the winter. When I'm out mowing my lawn or working
196 around the house and I'm hot and sweaty and I think, 'I'd like to cool down,' I hop on my bike.
197 I live on 9th [Avenue], so I ride all the way down to 3rd [Avenue]. I get about 2½ miles in, I go
198 home and I feel great. The other streets [8th Avenue through 4th Avenue] don't have a lot of
199 traffic, but 3rd [Avenue] obviously does. I'm used to riding in traffic; I'm a fairly veteran rider.
200 Traffic doesn't bother me and I'm used to it; I know how to adjust and what to look for. A lot of
201 people don't, and I think the reason we want to look at a bike lane is for those people who are not
202 used to driving in traffic and it's uncomfortable for them. I support [Option] No. 2. Also, I ride
203 around the state quite a bit. I go to a lot of little cities and a lot of towns. When you ride into a
204 town and they have bike lanes everywhere and you can get through the town very easily it's a
205 very welcoming situation for a cyclist. We're having more and more people riding bikes

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206 throughout the state, and for people to come through here – and we have a great community for
207 biking and we’re really developing it nicely – I think it just speaks well of the city to have those
208 facilities when you’re passing through. I like [Option] No. 2. I think sharrows are very helpful,
209 but bike lanes are better. Thank you.”

210

211 **Rick Diermeier**
212 **2301 Evenson Drive**
213 **Onalaska**

214

215 “I’m a resident and business owner of LB White, 411 Mason Street. Thanks to the board for
216 presenting this for public forum. This is consistent with the Complete Streets resolution that was
217 adopted a couple of years ago to consider bicycle and pedestrian interests whenever an
218 infrastructure change is being made, as is being made here. Thanks for following through with
219 the resolution that was passed; that’s the way it should be done, and I appreciate it. [I have] two
220 points. The people you see here tonight, there’s a nice group of avid, active riders. [Whether
221 it’s] bike lanes or sharrows, they feel comfortable either way. It doesn’t matter. They’d feel
222 comfortable with the street as it is. This really isn’t for them. As a connector with the trails,
223 Brenda pointed out there is a group of folks that you would call casual riders who feel
224 comfortable on the trails. Right now, if they were to connect from one trail to the next they
225 might not feel so comfortable because they look at 2nd [Avenue] and they look at their options
226 and they say, ‘I guess I’m going to have to take my car there, take the bike off and then ride the
227 trail.’ If you provide them a nice, safe option I believe they would tend to use that option. Those
228 are the people I think that we really need to try to address because as they become more active
229 and use things like facilities we’re talking about it improves their lifestyle. They spread the word,
230 and now you’ve got more people going out there and doing this, which is a good thing for
231 everybody. Also, as being part of a trail and a structure and a system, especially with Highway
232 35, we’re going to have more people coming through the area on bicycles being able to provide a
233 nice, safe venue for people to move through the Onalaska downtown area, which is a very good
234 thing. I think clearly Option No. 2 is better with the bike lane. It’s more visible. When it comes
235 to motorists, visibility works as far as giving them signals that there are going to be bicycles
236 there, and it’s a much better option than sharrows. I believe we should opt for Option No. 2.
237 Thanks.”

238

239 **Scott Hoffman**
240 **204 South 19th Street**
241 **La Crosse**

242

243 “I’m not one of the people who lives here in Onalaska, but I do ride through Onalaska a lot. One
244 of the things I’ve done for this community is that I’ve hosted many, many people who are
245 transcontinental cyclists – people who are riding from New York to the West Coast, [or] people
246 who are riding up the Mississippi River. When we come through Onalaska and I’m escorting

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247 them through Onalaska and bringing them through your city, we live in two beautiful cities.
248 What a great thing we have, and the opportunity to show them off and do that safely ... As Rick
249 said, it's very welcoming when you have someone riding within bike lanes. Sharrows are nice,
250 but bike lanes are better. The opportunity to bring people through here is really a wonderful
251 thing. People enjoy stopping at businesses. People frequently want to stop at a bike shop. You
252 have two of them up in this area. Anytime you have bike lanes it makes people feel safer. But
253 also, the bike lanes really are for those folks who are the casual riders. You have a great trail
254 system that comes right through here, but people have to get to it and this provides the
255 opportunity. Option No. 2 is the best. Option No. 3 would be OK, but Option No. 2 is really the
256 best. I think this is a great opportunity for you to make a nice change and create a safe passage
257 for these riders into Onalaska. Thank you.”

258

259 **Kevin Miller, Owner of Blue Heron Bicycle Works**
260 **213 Main Street**
261 **Onalaska**

262

263 “As a bicycle shop owner in Onalaska, there are two things that I hear from customers on what
264 seems to be a daily basis: it's hard to find a parking spot, and how do I get to the trailhead? As a
265 business owner and an avid cyclist I'm sensitive to both sides of this issue. However, I do not
266 think the parking issue outweighs the benefit of a dedicated bike lane, so therefore I'm all for
267 Option No. 2. This will give cyclists of all ages and confidence levels a peace of mind while
268 travelling from the La Crosse River State Trailhead to the Great River State Trailhead, and vice-
269 versa, while raising awareness of cyclists to motorists. I also believe this is an excellent
270 opportunity to post adequate signage as a designated bike route to help the tourists who aren't
271 familiar with the city the most direct, safe route of travel between two trailheads. Looking at the
272 bigger picture, the bike lane striping on South 3rd [Avenue] will be an important piece of the
273 puzzle for linking up Oak Avenue South, which has bike lanes and takes you through either the
274 industrial park or links you up to the current construction of the pedestrian bridge over the
275 railyard to the north side of La Crosse. In summary, I believe the City of Onalaska can promote
276 the safe travel of cyclists through bike lane infrastructure while being sensitive to those who are
277 living on South 3rd [Avenue]. Again, I don't believe the parking issue outweighs the benefit of
278 having a dedicated bike lane. I'm all for Option No. 2. If we must, Option No. 3 would be fine.
279 But again, I think that people really need a safe, dedicated place to ride their bikes, especially if
280 they have a family with them – a trail-a-bike, a trailer, some young ones who are just trying to
281 get from trailhead to trailhead safely, then brought over to Main Street. Then they can really
282 utilize the safe crossing we've put so much money into with a push walk signal to cross safely in
283 a designated crosswalk area on 2nd Avenue North. Thank you.”

284

285 **Carolyn Dvorak**
286 **No address given**
287 **Holmen**

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288

289 “I work for the Wisconsin Bike Fed. It’s our statewide bicycle advocacy organization, and our
290 mission is to make Wisconsin a great place to ride a bike. Some of the things that we really
291 work on is to support communities as they’re working on Complete Street policies, and also
292 making bicycle-friendly communities. Onalaska has done a great job with both of those things.
293 We represent all bicyclists whether they’re recreational riders, racers, commuters, families riding
294 on trails or kids going to schools or libraries. Another one of our really important goals is
295 helping to make connections all across the state – east and west, north and south – so Onalaska
296 could do a really great thing here in making the connection between the state trails. I’m also a
297 lead certified instructor; I taught 75 classes last year to bicyclists, motorists and pedestrians on
298 learning their rights and responsibilities on the road. Many of the classes I teach are at Western
299 Technical College, so I’m very familiar with 7th Street, Main Street, sharrows and also the bike
300 lanes. I can say every time I’m in a class of students we work through what is a sharrow and
301 what does it mean to bicyclists and what does it mean for motorists. It really would be a huge
302 educational piece to get people to understand. I am much more in favor of a bike lane and a
303 space just dedicated to bicyclists. Thank you.”

304

305 **Dan Novak**
306 **942 La Crosse Street**
307 **Onalaska**

308

309 “I am here representing the Driftless Region Bicycle Coalition. [The website is]
310 bicyclelacrosse.com, which is with the LACVB promoting bicycling in the area, and I’m
311 manager here at River Trail Cycles here in Onalaska. I agree pretty much with everything
312 everybody has said as to why we should have a bike lane. A couple of other things I think that
313 haven’t been mentioned is in La Crosse on 7th [Street] where you have the sharrows, north of that
314 there are bike lanes. You get people riding the bike lanes who are a lot happier there than they
315 are with the sharrows. They have a little more room, and they don’t have the parking issues
316 there. The other thing I’d like to bring up is with narrowing the street it’s not necessarily a bad
317 thing with those lane markings being narrower. It’s going to slow down traffic and make the
318 neighborhood more friendly. Again, I’d like to say I support the second option.”

319

320 **Matt Gobel**
321 **521 8th Avenue North**
322 **Onalaska**

323

324 “I’m a regular bicyclist here in Onalaska. I want to speak today on behalf of my family. I have
325 three children, ages 7, 11 and 14. I am constantly encouraging them to ride their bicycles and get
326 out on the roads. I can say that the streets that do have bicycle lanes, I’m much more
327 comfortable sending them down those roads. As they get more and more independent, as a
328 resident and a father I would love to see the bicycle lanes, [which is] Option No. 2 for 3rd

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329 Avenue. Thank you.”

330

331 **Emily Vance**

332 **535 3rd Avenue North**

333 **Onalaska**

334

335 “I’m also the owner of River Trail Cycles at 106 Mason Street. I’m very happy to be here in
336 Onalaska working with wonderful people here as well as Kevin. I consider you my friend. We
337 are supportive of one another greatly in the bicycle industry and as a community. I strongly
338 agree with Option No. 2 to have the bike lanes installed on 3rd Avenue South. [It would make]
339 cycling a lot safer. As Kevin had also mentioned, we’ve had plenty of people ask us, ‘How do I
340 get to that bike trail?’ and, ‘Where does the bike trail go? If we were to go north where is that?
341 If we were to go south where is that?’ We’ve got some great maps in the area, but it’s so much
342 simpler to pull out a local map or even just verbally explain, ‘Follow the trail, follow the signs
343 and you will be safe’ whether it’s adults, adults with children, people from in town or out of
344 town. Having the bike lanes will truly make it a much safer journey and vacation for many
345 people that we see. Thank you for considering this.”

346

347 Mayor Chilsen read into the record a paraphrased email from Brett Werner, who also favors a
348 bicycle lane on 3rd Avenue South. Mayor Chilsen said Brett believes bicycle lanes are safer and
349 quoted the following from the email: *“I am a strong advocate of moving this forward. The
350 current system of bike lanes, state trail, city trail and streets is a confusing mess and from my
351 perspective needs much improvement.”*

352

353 Mayor Chilsen noted he had met with a business owner whose business is located along 3rd
354 Avenue South. Mayor Chilsen said this individual fears placing a bicycle lane on 3rd Avenue
355 South will add to the parking challenges that already exist.

356

357 **Brea Grace**

358 **City of Onalaska Land Use and Development Director**

359

360 Brea noted she had received a call Tuesday from Laura Black-Law, the Onalaska Public Library
361 Manager. Brea said Laura had both expressed her concerns and stated her support either for
362 Option No. 2 or Option No. 3. Brea said that when she told Laura that only one option could be
363 chosen she had chosen Option No. 2 because she wants to see the connectivity between the two
364 trailheads on Oak Forest Drive and Main Street. Brea also noted that Laura had expressed
365 concern over the speeds at which motorists drive at the intersection of 3rd Avenue South and
366 Wilson Street.

367

368 Ald. Pogreba called three times for anyone else wishing to provide public input and closed the
369 public hearing.

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370
371 Mayor Chilsen asked Ald. Pogreba if he had called for anyone wishing to speak in opposition of
372 the 3rd Avenue South reconstruction project.

373
374 Ald. Pogreba explained that he had opened the public hearing to anyone wishing to speak either
375 in favor of or in opposition to the proposed project as there were different project options. Ald.
376 Pogreba called a final time for anyone else wishing to speak regarding the 3rd Avenue South
377 reconstruction project and again closed the public hearing.

378
379 Ald. Pogreba said the Board of Public Works had assumed at its December 2 meeting that a
380 bicycle facility on 3rd Avenue South would be an option that would receive attention and stated it
381 is highly unlikely Option No. 1 will be discussed any further. Ald. Pogreba noted a business
382 owner also had expressed his concerns to him about the potential loss of parking. Ald. Pogreba
383 also asked Ald. Bertrand to expand on his study of cars parked on 3rd Avenue South.

384
385 Ald. Bertrand said he had figured that the highest number of cars parked on the street would be
386 between 5:30 and 7 a.m. Ald. Bertrand said that while he cannot remember the exact number of
387 cars parked along 3rd Avenue South at approximately 7 to 7:30 a.m. on Sunday, he could see that
388 there were not many cars present along the six-block area. Ald. Bertrand noted he had counted
389 13 cars parked on both sides of the six-block area on Monday. Ald. Bertrand also noted that he
390 had only counted five cars parked on the street south of Hickory Street. Ald. Bertrand said he
391 had counted 23 cars parked along the six-block area Tuesday morning, adding they were
392 “clustered up” on the northern part of 3rd Avenue South.

393
394 Ald. Bertrand said, “Addressing the parking issue, during the day I don’t think there will be a lot
395 of ... If we do close one lane to parking, I don’t think there is going to be a lot of competition
396 still in terms of need for parking. People might [have to] walk an extra block. I don’t think it’s
397 going to be onerous task to get to wherever they need to be. Again, one of you or [some of you]
398 said, ‘Maybe there is a trade-off. Maybe there is a little bit of inconvenience for those who
399 maybe have to walk a little bit more who can’t park there.’ But the segue into the other issue is
400 safety. Most of us do a lot of cycling, let’s say on [County Trunk Highway] SN ... and it’s
401 incredible. You’re almost taking your life into your own hands; it’s really difficult out there.
402 When I ride on 3rd Avenue, which I do occasionally, I don’t really think about safety as much
403 because there are so few cars. But again, when you have children or people who ride on streets
404 less frequently, it really becomes an issue. Having for several years the co-responsibility of
405 Minds in Motion, as we would channel people down SN as one of our options, it scared me to
406 death. That’s why I made sure to have an extra sheriff or two and an Onalaska police [officer]
407 out there to make sure that we protected the children and the infrequent riders. Those two issues
408 I think we’ll be OK in the parking arena. Secondly, we really need to protect those infrequent
409 riders and the children.”

410

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411 Motion by Fred, second by Ald. Bertrand, to approve Option No. 2, one-side parking and two
412 bicycle lanes, for the 3rd Avenue South reconstruction project.

413

414 Mayor Chilsen asked Jarrod where the accommodation would be located.

415

416 Jarrod noted that the reconstruction project would be from Main Street to Green Street, and also
417 noted that the bicycle accommodation would be located from Oak Forest Drive by the library to
418 Main Street. Jarrod said striping likely would be placed on one block on Main Street to direct
419 bicyclists to the signal light.

420

421 Ald. Pogreba asked where parking would be removed on the east side of 3rd Avenue South.

422

423 Jarrod said parking would be removed on the east side of the street from Main Street to Oak
424 Forest Drive.

425

426 In response to a question by Fred, Jarrod said a letter explaining the project had been sent to
427 everyone from Oak Forest Drive to Main Street.

428

429 Ald. Pogreba asked Jarrod for the traffic count along 3rd Avenue South.

430

431 Jarrod said as of 2011 an average of 2,300 vehicles per day traveled from Wilson Street to Main
432 Street, and 4,300 traveled between Wilson Street and Oak Forest Drive.

433

434 In response to a question by Ald. Pogreba, Jarrod said there presently is no bicycle
435 accommodation from Wilson Street to Oak Forest Drive. Jarrod said this area will be reviewed
436 if Option No. 2 moves forward because there already is no parking on one side of the street.
437 Jarrod also noted the roadway widens at this location.

438

439 Ald. Bertrand asked Jarrod for a traffic count from Main Street to Wilson Street along 12th
440 Avenue South.

441

442 Jarrod said that as of 2011 the traffic count was between 7,000 and 8,000 vehicles a day. Jarrod
443 added the traffic count was approximately 10,000 vehicles a day at the bridge located by
444 Interstate 90.

445

446 Ald. Bertrand said he believes the 2,300 vehicles that travel daily on 3rd Avenue South between
447 Wilson Street and Main Street is a significant number.

448

449 Jarrod noted 20,000 cars utilize 2nd Avenue daily.

450

451 Ald. Bertrand said he believes a significant number of vehicles utilize 3rd Avenue South during

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12

452 the morning and mid-afternoon hours when students arrive and depart from school.

453

454 Jarrod noted the traffic counts performed by the Wisconsin Department of Transportation
455 typically are performed during the summer months. Jarrod said there are “ebbs and flows” to
456 traffic volume, citing the example of Theater Road, which might have a higher traffic count
457 during the second week of December compared to the second week of January.

458

459 Ald. Pogreba said he would not favor removing parking on one side of 3rd Avenue South if he
460 resided there, citing the example of the need for parking to accommodate family gatherings.

461 Ald. Pogreba said he would support Option No. 3, but also noted that the city had sent notices to
462 residents regarding the proposed project and received minimal feedback. Ald. Pogreba said,
463 “I’m reluctant to be in favor of Option No. 2 for taking away parking on both sides. That would
464 cause a little aggravation in the parking for one, the residents of that area; two, for any
465 businesses down in that Main Street area that they’re going to lose some parking ability; three,
466 for utility workers mainly during the [winter] who would have to [tell] those residents, whether
467 it’s 23 or even if it’s 10, that they can’t park on the street that particular day because they’re
468 going to come through.”

469

470 Ald. Pogreba asked Jarrod how he had addressed the topic of snow removal.

471

472 Jarrod said that alternate side parking would be waived and residents could continuously park on
473 one side of the street. No parking signs would need to be posted at certain times so snow
474 removal could be performed. Jarrod said it would be very similar to what occurs along 12th
475 Avenue South between Wilson Street and Oak Forest Drive. Jarrod said 3rd Avenue South
476 “would not be quite as bad” because there is a significant number of rental properties along 12th
477 Avenue South, adding he believes the cars “would turn over a little faster.”

478

479 Ald. Pogreba noted all the project’s funds for 3rd Avenue South are designated for traffic flow.

480 Ald. Pogreba said that he will side with the majority of the individuals who have spoken in favor
481 of the bicycle lanes this evening as no one had come forward to speak in opposition of the
482 project.

483

484 On voice vote, motion carried.

485

486 **Item 5 – Review and consideration of permanent easement acquisition from the School**
487 **District of Onalaska for Well #9 reconstruction project**

488

489 Jarrod noted that board members’ packets contain an aerial photograph of 11th Avenue South.

490 Jarrod said Well No. 9 currently has a 100-by-100 foot permanent easement for the well site, but
491 the city must acquire another 80-by-20 foot section for the addition of a well generator. Jarrod
492 said Kevin had attended a School District of Onalaska board meeting in December, at which time

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493 the school board approved the transfer of the easement. Jarrod added there will be no financial
494 impact on the city.

495

496 Motion by Fred, second by Ald. Bertrand, to approve the permanent easement acquisition from
497 the School District of Onalaska for Well #9 reconstruction project.

498

499 On voice vote, motion carried.

500

501 **Item 6 – Resolution 2-2015 – Resolution to authorize a representative to file application for**
502 **the Safe Drinking Water Loan Program application**

503

504 Jarrod said passage of this resolution will authorize Mayor Chilsen to sign the application.

505

506 Motion by Jarrod, second by Fred, to approve Resolution 2-2015 – Resolution to authorize a
507 representative to file application for the Safe Drinking Water Loan Program application.

508

509 On voice vote, motion carried, 4-0, with one abstention (Mayor Chilsen).

510

511 **Item 7 – Resolution 3-2015 – Resolution declaring official intent to reimburse expenditures**
512 **from proceeds of borrowing**

513

514 Jarrod said this resolution declares that the Well No. 9 reconstruction project will utilize interim
515 financing and will be paid once financing has been secured. Jarrod noted this will be the Safe
516 Drinking Water Loan and said Quarles & Brady, the City of Onalaska's bond counsel, had
517 drafted the resolution.

518

519 Motion by Jarrod, second by Ald. Bertrand, to approve Resolution 3-2015 – Resolution declaring
520 official intent to reimburse expenditures from proceeds of borrowing.

521

522 Fred noted the total amount is \$3,533,000 and asked if this should be altered in Resolution 3-
523 2015. Section 2, Declaration of Official Intent, states that the Municipality hereby officially
524 declares its intent under Treas. Regs. Section 1.150-2 to reimburse said expenditures with
525 proceeds of the Bonds, the principal amount of which is not expected to exceed \$3,250,000.

526

527 Motion by Jarrod, second by Ald. Bertrand, to make a friendly amendment to the previous
528 motion and change the amount listed under Section 2 of Resolution 3-2015 from \$3,250,000 to
529 \$3,533,000.

530

531 Vote on the friendly amendment:

532

533 On voice vote, motion carried.

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14

534
535 Ald. Pogreba asked if the letter should state that the amount should not exceed the 20 percent of
536 the principal amount of the bonds.

537
538 Jarrod noted a statement to that effect has been included in the letter from Quarles & Brady.

539
540 Vote on the original motion.

541
542 On voice vote, motion carried.

543
544 **Item 8 – Review and consideration of authorization to bid Well #9 Reconstruction Project**

545
546 Jarrod said Strand Associates is preparing the final set of plans and noted the city has performed
547 its final review. Jarrod noted board members' packets include the engineer's opinion of probable
548 cost, which is \$2,972,000. Jarrod said the project cost, with a 15-percent contingency of
549 \$446,000, would be \$3,418,000. Jarrod referenced Resolution 3-2015 and said the total project
550 cost, with the shop drawing review, would be \$3,533,000. Jarrod noted he is obtaining approval
551 from both the Public Service Commission and the Department of Natural Resources and said he
552 is seeking authorization to bid the project. Jarrod said bids will open on Wednesday, February
553 18, and the bid award will take place either in March or April.

554
555 In response to a question by Ald. Pogreba, Jarrod said the Board of Public Works had previously
556 gone on record to include a generator with this project. Jarrod also noted that this had increased
557 the cost of the project.

558
559 Ald. Pogreba said he had not seen the generator included in the estimate.

560
561 Jarrod assured Ald. Pogreba that the generator has been included.

562
563 Motion by Fred, second by Ald. Bertrand, to approve authorization to bid Well #9
564 Reconstruction Project.

565
566 Fred asked Jarrod, "When you're referring to the PSC, are you referring to the company, or are
567 you referring to the Public Service Commission?"

568
569 Jarrod said the Public Service Commission will approve the project, noting the PSC must review
570 the project to ensure that the city may proceed. This would work in correlation with the water
571 rate adjustment currently being administered through the PSC. Jarrod added that the Wisconsin
572 DNR will approve the plan and said that before the bid is awarded the board will want to ensure
573 that approval from both the PSC and Wisconsin DNR has been obtained. Jarrod also said it will
574 be important to ensure that the PSC water rate adjustment has been acted upon so the project
575 may be funded.

576
577 On voice vote, motion carried.

Reviewed 1/8/15

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Item 9 – Review and consideration of Onalaska Waterworks Wisconsin Department of Natural Resources Sanitary Survey

Jarrold noted that board members’ packets contain an extensive survey that had been completed on the city’s water system. This is done every three years by the Wisconsin DNR regional engineer. Jarrold pointed out the following:

- Under the “System Operators” section, the report states that, *“Jim [Prindle] and his staff have an excellent understanding of water operations. Jim takes a proactive approach to ensure equipment is properly operated and to prevent premature failure. Jim also provides some regional leadership in the water field by coordinating training sessions for water operators and by participating on the DNR drinking water advisory group. Jim’s staff have similar credo and are recognized as some of the best professionals in their area of expertise.”* Jarrold said it is good for the Wisconsin DNR regional engineer to cite city staff and stated he has “high regard” for the staff.
- Jarrold noted that a majority of the items listed under “Survey Findings” either have been completed or will be completed. Jarrold said there are no glaring items present.
- Jarrold referred to the “Recommendations” section and said staff recently has discovered tetrachloroethylene at Well No. 7. Jarrold said the goal is to attain a zero-detect level and noted tetrachloroethylene has not been present in the past. Jarrold said staff will monitor Well No. 7 this year to determine from where the tetrachloroethylene is originating.
- Under “Accomplishments,” the report states that, “The Department recognizes the City for the amount of hard work that has been done the last three years in updating your water system and improving its operation. Some of these projects were very difficult, as well as complex, but they were needed to safeguard and improve water quality as well as maintain the system’s long-term integrity.”
- Nine accomplishments were listed, including the installation of check valves on privately looped water mains and the installation of membrane liners over three water reservoirs.

Mayor Chilsen said he agrees with Jarrold that the staff has performed exceptionally, adding he believes this is the second consecutive year that the city has received such praise.

Jarrold noted that city staff had received “high accolades” in the last sanitary survey.

Mayor Chilsen complimented Jarrold for his leadership.

Jarrold again credited city staff.

Ald. Bertrand asked Jarrold if there is any speculation regarding the origin of the tetrachloroethylene present at Well No. 7.

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16

619
620 Jarrod said tetrachloroethylene is a cleaning solvent and noted it began to appear within the last
621 couple of months. Jarrod said Utility Department staff will be addressing this issue in 2015.
622 Jarrod also noted that staff finds nitrates in the northern wells and said that while they have not
623 reached a level that would cause concern staff wants to ensure they do not reach such a level.

624
625 Jarrod said, "I would point out that we're investing financial resources in doing repairs to Well
626 No. 9 and have that as a viable well. This is one of the reasons because if we drilled another well
627 in the north end of the city with our shallow aquifer that we have here and the unconfined soils
628 that allow possible contamination to move through our soils rather rapidly, it could be something
629 where we could get two wells at once that could be contaminated if we had a catastrophe [such
630 as] a leak or a spill. It just puts all the more credence that we're investing in another well that
631 has separation."

632
633 In response to a question by Ald. Bertrand, Jarrod said Well No. 7 is located at the corner of East
634 Avenue and Monica Lane. Jarrod also noted that all the city's wells are drilled to a depth of
635 between 155 and 165 feet. The well screen is at a depth of approximately 110 to 155 feet.

636
637 Ald. Bertrand asked if there is a chance the levels of tetrachloroethylene could reach a critical
638 point.

639
640 Jarrod admitted problems could arise in the future, but also said Jim Prindle had discovered
641 through research that tetrachloroethylene could take the form of a vapor from the sanitary sewer.

642
643 In response to a question by Ald. Pogreba, Jarrod said tetrachloroethylene is a chemical that must
644 be sent out to be tested. Jarrod also said Jim has been performing research with other cities.

645
646 Motion by Fred, second by Ald. Bertrand, to accept Onalaska Waterworks Wisconsin
647 Department of Natural Resources Sanitary Survey and place it on file.

648
649 On voice vote, motion carried.

650
651 **Item 10 – Pay Estimates: Strand Associates, Short Elliott Hendrickson Inc., Mathy**
652 **Construction, Wapasha Construction, Fahrner Asphalt Sealers, Ayres Associates, State of**
653 **Wisconsin Department of Transportation and any other contractor/developer**

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**BOARD OF PUBLIC WORKS
MONTHLY ESTIMATES**

January 6, 2015

<u>Contractor</u>	<u>Original Contract Amount</u>	<u>Change Orders</u>	<u>Paid to Date</u>	<u>Due this Estimate</u>
1. STATE OF WI – DOT				
San. Sewer & Watermain Relocation Construction – I-90 Bike Trail (1071-06-86) Estimate #4	\$ 591,046.00	\$ -	\$ 243,482.43	\$ 24,004.62
2. WAPASHA CONSTRUCTION				
2013 Reservoir Improvements Construction Estimate #12	\$ 294,991.99	\$ -	\$ 277,681.51	\$ 7,165.00
3. STRAND ASSOCIATES				
Well #9 – Reconstruct/Filter Design Estimate #4	\$ 132,700.00	\$ 19,800.00	\$ 89,800.00	\$ 26,400.00
4. FAHRNER ASPHALT				
Street Striping – City Wide Estimate #1	\$ 15,000.00	\$ -	\$ -	\$ 13,776.25
5. AYRES ASSOCIATES (02632)				
I-90 Sanitary Sewer Design Estimate #1	\$ 48,600.00	\$ -	\$ -	\$ 1,666.63
6. STATE OF WI – DOT				
STH 35 – 2 nd Ave. SW to Poplar St. Enhancement Project – Construction (5991-02-52) Estimate #6	\$ 269,406.00	\$ -	\$ 180,142.01	\$ 160.00

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701 **7. STATE OF WI – DOT**
702 2nd Ave./STH 35 – Design
703 (7190-05-00)
704 Estimate #23 \$ 125,000.00\$ 50,000.00 \$ 177,738.88 \$ 688.47
705

706 **8. STATE OF WI – DOT**
707 STH 35 – 2nd Ave. SW to Poplar St.
708 Community Sensitive Design/
709 Lighting Match – Construction
710 (7190-05-71)
711 Estimate #3 \$ 50,176.00 \$ - \$ 39,687.72 \$ 1,444.33
712

713 Motion by Mayor Chilsen, second by Ald. Bertrand, to pay the eight estimates as dated January
714 6, 2015.

715
716 On voice vote, motion carried.

717
718 **Adjournment**

719
720 Motion by Mayor Chilsen, second by Fred, to adjourn at 7:44 p.m.

721
722 On voice vote, motion carried.

723
724
725 Recorded by:
726
727 Kirk Bey