

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

Tuesday, March 1, 2016

1

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, March 1, 2016. It was noted that the meeting had been announced and a notice  
3 posted at City Hall.

4

5 Roll call was taken with the following members present: Financial Services Director/Treasurer  
6 Fred Buehler, Mayor Joe Chilsen, City Engineer Jarrod Holter, Ald. Jim Bialecki, Ald. Barry  
7 Blomquist

8

9 Also Present: Assistant City Engineer Kevin Schubert

10

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

12

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

15

16 On voice vote, motion carried.

17

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

19

20 Ald. Bialecki called for anyone wishing to provide public input.

21

22 **Andrea Benco**  
23 **816 Windhill Street**  
24 **Onalaska**

25

26 “I have two pieces of information tonight. The first one is in regards to Item 8, for which there is  
27 no public hearing. I would like to encourage you to not remove a section of the bike lane, which  
28 has been requested of you on Sand Lake Road. There is a section at the intersection of Kwik  
29 Trip and [Hilltopper Heights] park, and that is a crazy intersection as it is. That bike lane is a  
30 very nice respite for people on their bicycles coming down that road. I am a bike commuter in  
31 non-icy weather, and that is a frequently used piece of road by people of all ages. I remember  
32 about 10 years ago working very, very, very hard to get those first bike lanes put in, and I think  
33 that’s just an integral part of our routes. So I would like to encourage you to please not remove  
34 that section of the bike lane tonight. I also have public input regarding the sidewalks, which I  
35 can hold until the public hearing or I can present now.”

36

37 Mayor Chilsen told Andrea she may choose when she wishes to address the sidewalks.

38

39 Andrea said she would wait until Item 6.

40

41

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

Tuesday, March 1, 2016

2

42 **Rick Diermeier**  
43 **2301 Evenson Drive**  
44 **Onalaska**

45

46 “I’m also Onalaska’s representative on La Crosse County’s Bicycle/Pedestrian Advisory  
47 Committee. Don Smith is also a member of the BPAC. I think Don sent an email to each of you  
48 today. Did you see it?”

49

50 Ald. Bialecki said he had not seen the email.

51

52 Rick said, “He asked if I could read it later if you have not seen it, but I will do so. First, I must  
53 remind this group that Onalaska previously enacted a Complete Streets Resolution and is  
54 therefore obligated to consider bicycle and pedestrian interests, and considerations for making  
55 any decisions regarding transportation infrastructure. I’m also here to register my concerns  
56 about the proposal to eliminate a section of the bike lane to create more parking on the  
57 southbound 500 block of Sand Lake Road. The Sand Lake Road/12<sup>th</sup> Avenue combination is  
58 already a significant bicycle corridor for bike traffic in and through Onalaska. Just ask Barb, the  
59 crossing guard for the [Onalaska] Middle School kids that I see every day, including this  
60 morning. I actually asked her, ‘Do you see people biking even on days like today?’ She said,  
61 ‘Yes, every day [I see] a number of you.’ We have 12<sup>th</sup> Avenue/Sand Lake Road. We made  
62 improvements and created a bike trail running behind Menards. Now, with the improvements  
63 and the addition of the Bud Hendrickson Bridge in the industrial park at the end of Enterprise  
64 Avenue, we have a really nice bike corridor. Sand Lake Road will be improved. Ron  
65 Chamberlain stated that when that is done Sand Lake will either have a bike/pedestrian path next  
66 to it or the road will be widened to accommodate a bike lane in both directions. Eliminating the  
67 bike lane to allow on-street parking in a one-block section will create a very unsafe condition. A  
68 bicyclist was killed in Portland, Oregon last fall in a situation where the bike lane disappeared  
69 for a 50-foot section due to a road obstruction. I have photos of it. The road actually curves in  
70 and the bike lane ends. The motorist did not slow to allow the bicyclist to have a 3-foot arc  
71 around the obstruction and hit the gentleman and killed him. Cars and bikes would be traveling  
72 together on Sand Lake Road, and now with allowing parking and removing the bike lane, it will  
73 create an obstruction. Cars won’t know what to do. Bicyclists will try to go around. It creates  
74 an unsafe situation. I ride this [road] every day. Last year I rode 266 days. I hate to see  
75 something like what happened in Portland last fall happen here.”

76

77 Rick read the following email from Don Smith: *“Dear honored Councilpersons and friends,*  
78 *Barry and Jim, please find below a letter from Rick Diermeier about a topic on the Board of*  
79 *Public Works agenda this evening. I would attend to support the comments by Rick, but I have*  
80 *another obligation. Please accept my testimony as expert comment from a citizen who attempts*  
81 *to make our region a better place and a safer place to live. As you know, Nancy and I rode the*  
82 *length of the Mississippi River this [past] August and September – just the two of us, unaided. In*

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

Tuesday, March 1, 2016

3

83 *our 2,200 miles we were not infrequently encountered by many perils. We rode through over*  
84 *100 cities, and I can share that one real and often unavoidable peril was bike lanes appearing*  
85 *and disappearing, causing bike riders to have to leave the relative safety of a bike lane and enter*  
86 *the lane of traffic. That sudden shift, by law, in the presence of a bike rider requires an*  
87 *immediate 3-foot left shift for auto traffic within the driving lane – something that seldom occurs.*  
88 *Getting pinched to curbs, parked cars and damaged pavement at the road edge was very often*  
89 *the result. And this despite Day-Glo jerseys, flashing lights, and our being – well, increasingly*  
90 *so – savvy riders. It is better not to have bike lanes than to switch back and forth. Such a shift*  
91 *represents a real and often unnecessary danger. Sometimes it seems almost whimsical, perhaps*  
92 *catering to individual business preferences.”*

93  
94 Rick read the following email to Jarrod from Jackie Eastwood, the Transportation Planner for  
95 LAPC: *“Good morning, Jarrod. I understand the Board of Public Works will be taking up a*  
96 *request to remove the bike lane in front of 507 Sand Lake Road. Because I am unable to attend,*  
97 *I am writing to you to state our opposition to this. Sand Lake Road is a regional bike route, as*  
98 *identified in LAPC’s Coulee Region Bicycle Plan. Sand Lake Road is a local bicycle route, as*  
99 *identified in the City of Onalaska’s bicycle route map. This could negatively impact the city’s*  
100 *Bronze Level bicycle-friendly status with the League of American Bicyclists. This poses a safety*  
101 *issue in that bicycles will be forced to veer around parked cars into the travel lane. The property*  
102 *owner has stated that he wants to make his business friendlier to the elderly by providing front-*  
103 *door access to his business with on-street parking. As you can see from the photo below, access*  
104 *from the street will not achieve better access to the building for the elderly. Stairs are*  
105 *problematic. I know this because I am the caregiver for a 74-year-old woman who uses a cane*  
106 *and often a wheelchair. It appears that the parking lot in the back provides at-grade access to*  
107 *the building, which is far more elderly-friendly than making them get out of the vehicle on the*  
108 *street, hop over snow and ice, and then climb seven steps to a narrow door. I would request that*  
109 *if the board approves his request, that the board approve it with the requirement that he make*  
110 *the entrance and access from the sidewalk ADA compliant.”*

111  
112 **Matthew Christen**  
113 **308 14<sup>th</sup> Avenue South**  
114 **Onalaska**

115  
116 “I’m a nationally certified cycling instructor. I teach a youth bike camp here in Onalaska and  
117 other courses that help people to learn how to ride more confidently on the roads. One of the  
118 things that helps people do that is a bike lane. It’s a transition to help people become more  
119 confident and feeling safer that they can ride and approach the roads. In our state, it’s a law that  
120 bicycles are vehicles, and that’s where they should be – on the street and not on the sidewalk. So  
121 in that idea of a transition, when we look at that bike lane, what we have is a nice, slight jog right  
122 there at Well Street which, in my view ... I use that regularly as an employee. I do fitness classes  
123 at the Y [YMCA North] and I ride there all the time. When you come down you have to jog left.

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

Tuesday, March 1, 2016

4

124 You put a car there, people coming out of Well Street are not going to be able to see a cyclist  
125 coming south as well. [And] a cyclist may not see a car that's trying to get out if that vehicle is  
126 in the way. And it's right at a point where you have to jog left. It's not a straight shot. It creates  
127 a unique, unsafe condition for cyclists coming down as well as drivers trying to come eastward  
128 off of Well Street either onto Sand Lake or crossing that road, so that's something unsafe."

129  
130 Matthew noted he had brought photographs of the business requesting the removal of the bicycle  
131 lane and asked if the business owner has any data regarding the number of vehicles and elderly  
132 citizens who would be coming to this location. Matthew said the safety of the elderly coming to  
133 the business also is a concern, noting that once they are on the sidewalk they then have to  
134 navigate several steps. Matthew said, "That seems to me to be more problematic than just  
135 getting out at a sidewalk. One safety concern leads to one that seems to be much worse, and so it  
136 seems more ideal that they would have an entrance from the back right off the parking lot that  
137 would be a single level without having to step up. I would wonder how many cars they're really  
138 talking about and how significant when I know that bike lane is used significantly every day. So  
139 there's a comparison as to what would be the priority. I encourage you not to allow that to be  
140 removed."

141

142 **Lois Riniker**  
143 **302 2<sup>nd</sup> Avenue North**  
144 **Onalaska**

145

146 "I'm here on behalf of the Onalaska Cemetery Committee, and we have been working for the last  
147 18 months trying to raise money to get the project done at the cemetery with the fence and the  
148 wall. We've been working hard, and Jarrod Holter has been a great big help to us. We're here to  
149 ask you to accept the bid that was proposed. We are a little short on the funds that we wanted to  
150 raise; I think we're \$44,000 short. But we're very confident that we could raise that amount of  
151 money. So we want you to accept the bid, and I feel that if you don't accept the bid the project  
152 won't be done by Memorial Day, which is what we wanted. And I think in the long run it will  
153 probably cost us more money at the end. I'm just asking you to accept our bid, and thank you.  
154 And Fred, thank you for our monthly reports."

155

156 **Emily Vance**  
157 **535 3<sup>rd</sup> Avenue North**  
158 **Onalaska**

159

160 "I'm also the business owner of River Trail Cycles at 106 Mason Street. Thank you for at least  
161 listening to us and hearing us out. Certainly with my business we want to promote health and  
162 wellness [and] certainly the sale of bicycles and how do they navigate through this wonderful  
163 City of Onalaska in a safe manner. By keeping that bike lane, it is certainly necessary to get  
164 families and people of all ages and all abilities out safely navigating through our town. Thank  
165 you."

Reviewed 3/3/16 by Kevin Schubert

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

Tuesday, March 1, 2016

5

166

167 **Jim Cavanaugh**

168 \_\_\_\_\_ **Drive**

169 **Onalaska**

170

171 “I’m an avid and very active cyclist. I’ve used this corridor many times in my riding, and I  
172 would just like to point out some features of this area that we’re discussing. In the block in  
173 question there are 10 private driveways entering the roadway. In the two blocks south of there  
174 the cross streets are not directly aligned with each other, so there are some interesting maneuvers  
175 going on with cross traffic. The Kwik Trip on the block south has two access points onto the  
176 road with cars coming and going. As a cyclist coming south in that bike lane, there’s a lot to pay  
177 attention to and there’s a lot to be aware of. To eliminate a bike lane at that point just makes it  
178 that much more unsafe because now I have to avoid somebody coming out of a car with a car  
179 door, so I have to stay further into the lane, forcing the traffic to cross the center line to hopefully  
180 avoid hitting me. It’s kind of a busy area with a lot of things potentially going on that you have  
181 to be aware of when you’re biking that the traffic going through there might not be aware of. It  
182 creates an unsafe situation.”

183

184 **Paul Klipp, American Family Insurance**

185 **507 Sand Lake Road**

186 **Onalaska**

187

188 “First of all, I never requested removing any of the bike lane. I think it’s a very important thing,  
189 and I think biking is great. I do it myself. I had a meeting with Jarrod Holter about possibly just  
190 backing up the bike lane sign just south of my property. There are vehicles and the bike lane,  
191 and they seem to do just fine. That’s all I’m asking. Right now there are two businesses that are  
192 in this building. It’s American Family [Insurance]. The business has been going for 50 years as  
193 of now. There is also Emery Insurance that has been going for 30 years. Between the two of us  
194 we service over 10,000 clients. Emery Insurance services the elderly. They sell senior products  
195 like Medicare supplements. He has a lot of clients that are 80 and 90 years old. The whole issue  
196 is my building is a bi-level building, and I am handicap access in the back. The problem is if they  
197 come in the back, then what happens is they have to walk down two flights of stairs to get to the  
198 basement. A lot of these customers are 80 and 90 years old. They have walkers. They have  
199 canes. It’s just not the best situation, and I hear a lot of complaints about that. The obvious  
200 answer is to just move your office. Well, a lot of [clients] don’t want it moved. They’ve told us  
201 not to move it because they like [the] quiet area. We like it there, too. Our employees do park  
202 around the corner. They walk a block and a half, so it appears that the parking lot is not full.  
203 And it’s not because our employees save it for the customers. I have seen older customers cross  
204 the road at 3 o’clock – and I have parked across the street – and I can tell you it’s a scary  
205 situation if you’re walking across Sand Lake Road after 3 o’clock in the afternoon. I’m  
206 absolutely, positively not asking to remove any bike lanes. I just want everyone to get along.

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

Tuesday, March 1, 2016

6

207 I'm just asking for maybe one or two spots of parking, and that's it. Thank you."

208

209 **Ida \_\_\_\_\_**

210 **Oak Knoll Manor, 301 12<sup>th</sup> Avenue South**

211 **Onalaska**

212

213 "For a while I've been concerned about some of my fellow residents in crossing the road. We  
214 have several elderly ladies who own dogs and who like to cross 12<sup>th</sup> Avenue to walk the dogs. I  
215 have my service dog, and we cross frequently when we need to go catch the bus ... What we  
216 were hoping for – and not only for the safety of our ambulatory impaired residents at Oak Knoll  
217 who like to go for walks and also for other residents, including the children going to and from  
218 school – to have a safer place to cross midway between the light at Main Street and the four-way  
219 stop a couple blocks south of us. Our request would be, at best, to get a flashing light crossing.  
220 The best place nearest us would probably be the corner of Green Street and 12<sup>th</sup> Avenue. And if  
221 not a flashing light crossing [we would like to] at least get the crosswalk better marked so that  
222 the motorists who ... Many tend to take that section a little on the fast side, and they could be  
223 more aware and prepared to know that there are going to be people crossing. There have been  
224 several times when I've been returning from my days of errands and about a block and a half up  
225 heading toward the manor seeing one of the elderly residents crossing with her dog and just  
226 praying that that car that's rushing is going to slow down in time for her to get across. If you  
227 could just please take that into consideration we would greatly appreciate it. Thank you very  
228 much."

229

230 **Charlie Johnson**

231 **105 8<sup>th</sup> Avenue South**

232 **Onalaska**

233

234 "I'm not sure if I'm in the right spot here, but I received a couple assessments on a couple lots  
235 that I own over in Crosstown Addition. It seems these lots are being singled out. I can drive all  
236 over this city, [and] right around City Hall there are houses ... There are residences there, and  
237 there are absolutely no sidewalks. I can go over by [Onalaska] High School. I can go over by  
238 Northern Hills [Elementary School] and it's the same thing all over this town. As a matter of  
239 fact, I have a list of 70 streets, block after block, where there are houses and no sidewalks, and  
240 there are no assessments that I'm aware of being done on these things. These are two vacant  
241 lots. If I put those sidewalks in you're basically asking me to take \$6,000 and flush it down the  
242 toilet because once I start building on those they're going to need to be torn up because they'll be  
243 busted up and I'll have to re-lay them again. If you're talking safety, these are not busy  
244 neighborhoods, and I can just ... Oak Forest Drive, East Avenue, Pine Street, Johnson Street. I  
245 have lists of them. I'd be happy to make a video if you would like. But it's almost like  
246 harassment. I'm sorry, but it's like, let's be fair. If we need sidewalks, then let's put them in  
247 everywhere. Do you want the addresses of these lots?"

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

Tuesday, March 1, 2016

7

248  
249 Mayor Chilsen said the board would be happy to take this information.

250  
251 Fred inquired about the address of the lots.

252  
253 Charlie said one lot is located at 912 Streblow Street, one is located at 1604 Franklin Street, and  
254 another is located at 801 Windhill Street. Charlie then noted that a sidewalk already exists at  
255 1604 Franklin Street.

256  
257 Mayor Chilsen asked Charlie to leave these addresses with Jarrod.

258  
259 **Mike Benco**  
260 **816 Windhill Street**  
261 **Onalaska**

262  
263 “I’m here to talk about Item No. 8, and I would encourage the board to maintain a clear view and  
264 enough room for bicyclists to go down 12<sup>th</sup> Avenue. My reasoning for that is that it’s a safety  
265 issue. Thank you.”

266  
267 Rick Diermeier asked to address the board again.

268  
269 Jarrod told Rick that individuals are only allowed to address the board once.

270  
271 Mayor Chilsen told Rick that the board could ask him to speak again when it addresses Item 8.

272  
273 Ald. Bialecki called three times for anyone else wishing to provide public input and closed that  
274 portion of the meeting.

275  
276 **Consideration and possible action on the following items:**

277  
278 **Item 4 – Approximately 6:30 p.m. Public Hearing (or immediately following Public Input)**  
279 **– regarding proposed Alley Paving Project assessments between 3<sup>rd</sup> Avenue South and 4<sup>th</sup>**  
280 **Avenue South from Irvin Street to Hickory Street**

281  
282 Jarrod said more than half of the residents in this area had submitted a petition requesting that the  
283 alley be paved. As a result, this project was included among the 2016 Capital Improvements  
284 Projects. The preliminary resolution also has been included in board members’ packets.

285  
286 Ald. Bialecki opened the public hearing and called for anyone wishing to speak in favor of the  
287 proposed alley paving project between 3<sup>rd</sup> Avenue South and 4<sup>th</sup> Avenue South from Irvin Street  
288 to Hickory Street.

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

Tuesday, March 1, 2016

8

289  
290 Ald. Bialecki called three times for anyone wishing to speak in favor of the proposed alley  
291 paving project between 3<sup>rd</sup> Avenue South and 4<sup>th</sup> Avenue South from Irvin Street to Hickory  
292 Street and closed that portion of the public hearing.

293  
294 Ald. Bialecki called three times for anyone wishing to speak in opposition to the proposed alley  
295 paving project between 3<sup>rd</sup> Avenue South and 4<sup>th</sup> Avenue South from Irvin Street to Hickory  
296 Street and closed the public hearing.

297  
298 **Item 5 – Resolution 19-2016 – Final Resolution regarding assessments for Alley Paving**  
299 **Project between 3<sup>rd</sup> Avenue South and 4<sup>th</sup> Avenue South from Irvin Street to Hickory**  
300 **Street**

301  
302 Motion by Ald. Bialecki, second by Ald. Blomquist to approve Resolution 19-2016 – Final  
303 Resolution regarding assessments for Alley Paving Project between 3<sup>rd</sup> Avenue South and 4<sup>th</sup>  
304 Avenue South from Irvin Street to Hickory Street.

305  
306 On voice vote, motion carried.

307  
308 **Item 6 – Approximately 6:30 p.m. Public Hearing (or immediately following Public Input)**  
309 **– regarding proposed Sidewalk Improvement assessments at various locations Citywide**

310  
311 Jarrod noted that board members’ packets include a copy of the preliminary resolution that was  
312 sent to all the abutting property owners. Jarrod also noted that he had distributed a new  
313 assessment sheet and pointed out there was an error in the amount of square footage of Bradley  
314 Benrud’s property located at 917 13<sup>th</sup> Avenue South. Therefore, the assessment total decreased.  
315 Jarrod said he had discussed this with the property owner and noted the correct proposed  
316 assessment is listed in the handout distributed this evening. Jarrod said all of the sidewalks that  
317 are within the proposed preliminary resolution for installation are all infill sidewalks, with  
318 sidewalks on both sides of them existing. They also are in neighborhoods where plats typically  
319 have been occurring for more than 10 years.

320  
321 Ald. Bialecki opened the public hearing and called for anyone wishing to speak in favor of the  
322 proposed sidewalk improvement assessments at various locations citywide.

323  
324 **Andrea Benco**  
325 **816 Windhill Street**  
326 **Onalaska**

327  
328 “I am speaking in favor of the sidewalks. I think these sidewalks, in most cases, are connections.  
329 They’re sidewalks that are important to neighborhoods. There are two specifically that I’m here

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

Tuesday, March 1, 2016

9

330 to speak in favor of tonight. One is at 1604 Franklin Street which, as the gentleman pointed out  
331 earlier, that side has a sidewalk. Windhill Street does not. The other one is 912 Streblow. Both  
332 of these are in my neighborhood. Both of these are at least 15 years old. This is just north of  
333 Menards in the Meier Farm addition, which is one of the first additions that was put in there.  
334 These are empty parcels. They have been empty since the subdivision went in, and they are just  
335 huge gaps when you're trying to walk around. We are a mixed neighborhood. We have  
336 families. We have elderly. We have people of all abilities on wheels. We actually have an  
337 accessible home in this neighborhood that's not too far from these properties. Right now you  
338 really can't get all the way around the block on sidewalks because we have these two gaps. The  
339 one that is the Franklin Street/Windhill Street, it's a corner lot, and that connects in further north  
340 with the neighborhoods in there. There are a lot of children in this area, so we'd really like to see  
341 that sidewalk get put in. We've been asking for that for a long time now – I can say probably 10  
342 years at a minimum, and Jarrod knows that. Again, the Streblow and the Franklin Street would  
343 be great. There is an odd one, though, that I would like you to look at at 1150 Streblow. That's  
344 the one that's right on the corner of Rolling Oaks and Sand Lake Road across from where the  
345 new development is going to go in with Mayo. Right now what I'm looking at in that is that  
346 they're talking about just putting the section in on Streblow, which would connect it to Rolling  
347 Oaks, but not go anywhere. I don't know that that one would make much sense unless they're  
348 also going to require the piece that would go along with Rolling Oaks and connect Streblow to  
349 Rolling Oaks all the way out to Sand Lake Road. That one I'm not speaking in favor of. That's  
350 probably the only one in the project list that I looked at that wasn't a connection point. But if  
351 you're going to do that connection on Rolling Oaks, then I would be all in favor of getting that  
352 Streblow piece too because again, that would connect us out to the bike lane and the sidewalks  
353 that are out on Sand Lake Road. If you have questions about that I can answer those.”

354

355 **Diane Oldani Wulf**

356 **910 Orchid Place**

357 **Onalaska**

358

359 “I'm here tonight to show my support and voice my support for sidewalks. I hope all of you  
360 were able to take time to look up the 15 fill-ins that you are voting on this evening. With today's  
361 technology, I was able to sit in the comfort of my own home and Google each and every parcel  
362 in question last night. I would like to briefly talk about Safe Routes to School. A little bit of  
363 past history: Years ago, it was the norm for children to travel around their neighborhood, and to  
364 and from school, on foot and by bike. This practice has since changed, and the number of  
365 children walking and biking to school has dramatically declined. In 1969, 48 percent of children  
366 5 to 14 years of age actually walked or biked to school. In 2009, that number has gone down to  
367 13 percent of children ages 5 to 14 [who] usually walked or biked to school. One of the factors  
368 that has contributed to this shift in student and family travel patterns is the lack of sidewalks and  
369 safe walking and biking conditions. The Safe Routes to School program was designed to address  
370 these issues, as well as others, and to make walking and biking to school a safe option for

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

Tuesday, March 1, 2016

10

371 students and families. Why bike or walk to school? Children are more likely to be physically fit  
372 and less at risk of becoming overweight. Children learn to handle traffic safely. Students and  
373 families can contribute to a cleaner environment and improved air quality by reducing traffic  
374 volumes near schools. Children come to their classroom each day better able to concentrate and  
375 learn. Walking and biking to and from school promotes a healthy, active lifestyle. I ask you to  
376 not only support tonight's fill-in sidewalks projects, but to continue to support future sidewalk  
377 projects as well. They are truly what connects us to one another. Thank you for your time."  
378

379 **Mike Benco**  
380 **816 Windhill Street**  
381 **Onalaska**  
382

383 "I'm in support of this, and there are two particular locations that I think are important to me:  
384 1150 Streblov and 1604 Franklin. My wife mentioned earlier that we walk these frequently, and  
385 for that reason I'd like to see sidewalks there. But I'd also like to point out that our  
386 neighborhood is full of very active people. Lots of people walk these streets every night, and  
387 actually frequently every morning people are walking these routes. When you see them, they  
388 either have to avoid these areas or they have to walk through snow. In any case, they're  
389 frequented quite a bit. I think it would be a very good thing to put sidewalks here. I'd also like  
390 to point out that I believe Dennis Aspenson is putting in a new development in that area, and that  
391 will add to the number of people who will probably be walking. Thank you."  
392

393 Ald. Bialecki called three times for anyone else wishing to speak in favor of the proposed  
394 sidewalk improvement assessments at various locations citywide and closed that portion of the  
395 public hearing.

396  
397 Ald. Bialecki called for anyone wishing to speak in opposition to the proposed sidewalk  
398 improvement assessments at various locations citywide.

399  
400 **Charlie Johnson**  
401 **105 8<sup>th</sup> Avenue South**  
402 **Onalaska**  
403

404 "Crosstown Addition in the City of Onalaska is a fairly new addition, quite honestly. As I  
405 mentioned, there are other developments on much busier streets and far more important spots.  
406 At the Streblov Street and the Windhill Street, those are not high-traffic areas. They're not high-  
407 speed areas. They're fairly short streets. They actually use the lots; they walk across lots [and]  
408 there is no problem. So now we're talking, do we want grass or do we want concrete? A lot of  
409 times I see the city wants to save as much green space as possible. I'm not asking not to ever put  
410 the sidewalks in. I'm saying to put them in when it makes sense when I actually build. If we're  
411 going to look to infill all over the city, there are thousands of places in way higher traffic areas

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

Tuesday, March 1, 2016

11

412 and way more important areas right across from City Hall, right across from the grade school and  
413 high school, that have no sidewalks at all. So if we're going to start someplace, those are the  
414 places we need to start. And again, I have absolutely no problem putting sidewalks in. I built  
415 almost every twindo on Streblov Street. They all have sidewalks. They're all nice twindos.  
416 When I actually build there I will put a sidewalk in without a doubt. But right now you're asking  
417 me to take \$6,000 and flush it down the toilet. It seems ridiculous. Midwest Drive out by what  
418 used to be Midwest Security out by Mayo ... There are no interconnecting sidewalks there. That  
419 development is way older than Crosstown. Why are we coming after this more recent  
420 development? Again, when I build I will put sidewalks in – no problems. I've never had a  
421 problem putting a sidewalk in when I've built. But to put them in ahead of time just to tear them  
422 up, it's a waste environmentally. And quite frankly, environmentally it's better not to have  
423 concrete there. So we're just asking blacktop or grass.”

424

425 **Steve Turriff**  
426 **3308 Emerald Valley Drive**  
427 **Onalaska**

428

429 “I'm in kind of a different situation. It's a neighborhood that's established; it's been around 10  
430 years, but there's still very little construction [and] no children [and] no traffic. On the seven  
431 lots there are three homes, and it just seems strange that some are being picked and some are not.  
432 Up the street there's one home and one empty lot, and that empty lot is not asked to be putting  
433 sidewalks in. There's a home and then another empty lot, and that site is not asked to be putting  
434 sidewalks in. I think [this is] a slightly different situation. I had some similar situations with  
435 repairing concrete on my sidewalk that there's nothing attached to either side of the sidewalk.  
436 No one has ever walked on it, but I still had to repair the sidewalk that no one ever uses this last  
437 year. [It's] a similar situation. Once it's populated and once there are people there and once  
438 people are going to use it, let's put sidewalks in. But I just don't understand how they're being  
439 picked and chosen. It just doesn't make any sense.”

440

441 **Charlie Johnson**  
442 **105 8<sup>th</sup> Avenue South**  
443 **Onalaska**

444

445 “If you look honestly, the skateboarders, the roller bladers and the walkers, even in the winter, a  
446 lot of times they don't use the sidewalks. They use the streets. They do, because they want one  
447 flat, continuous surface. It's really that much more reason to give the biking lane that they're  
448 asking for.”

449

450 Ald. Bialecki called three times for anyone wishing to speak in opposition to the proposed  
451 sidewalk improvement assessments at various locations citywide and closed the public hearing.

452

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

Tuesday, March 1, 2016

12

453 **Item 7 – Resolution 20-2016 – Final resolution regarding assessments for Sidewalk**  
454 **Improvement Project at various locations Citywide**

455  
456 Motion by Ald. Bialecki, second by Ald. Blomquist, to approve Resolution 20-2016 – Final  
457 resolution regarding assessments for Sidewalk Improvement Project at various locations  
458 Citywide.

459  
460 Jarrod noted that he has been a City of Onalaska employee for 20 years and said the Crosstown  
461 Addition was constructed when he was hired. Jarrod also noted that sidewalks have been  
462 ordered in “a variety of locations” and said, “These are all sidewalks that connect to existing  
463 sidewalks on either side. The sidewalk in the [La Crosse] Country Club Addition, I think the  
464 first addition is where Augusta Lane is. That’s where those lots that are the first couple lots  
465 along Emerald Valley Drive that we’re ordering in the sidewalk. Then the subsequent additions,  
466 the last addition that has been slow to fill in is about seven years old. We did not proceed up any  
467 further than that. We felt that with the installation of the Marcou Road sidewalk, and receiving  
468 some complaints that the sidewalk was not connected in that area, that is the reason it got  
469 included on the list. If you look on the list and you look within the city, there are a variety of  
470 spots where there are no sidewalks, as the individual pointed out. There are a variety of areas  
471 where there are blocks of no sidewalk, but we tried to concentrate in this project on filling in  
472 areas that we knew there was sidewalk on both sides.”

473  
474 Mayor Chilsen said, “I’m torn a little bit here because I understand that we should have  
475 sidewalks that connect and things like that. But to put a sidewalk on a piece of property that isn’t  
476 finished, I have a little bit of a problem with that.”

477  
478 Jarrod said, “That’s the reason that we wait a number of years before we order in sidewalk on a  
479 vacant lot. And we do not have a specific policy. If that’s five years, we try to wait a minimum  
480 five to 10 years and wait until the subdivision is hopefully 95 percent built out. So these are lots  
481 that lag on that really ... Now you have 95 or a higher percentage of the subdivision and the  
482 traveling public that wants to use that sidewalk, but it’s not available to them. That’s the reason  
483 we try and wait. That’s the reason there are areas in Rolling Oaks and other parts of the Meier  
484 Farm we have not put them on the list for the fact that they’re still infilling those lots and they’re  
485 not at a what we feel is a high enough percentage to order those sidewalks in.”

486  
487 Charlie Johnson’s comments to Jarrod were inaudible on the recording.

488  
489 Ald. Bialecki told Charlie, “It seems to me we walked down the same road about 10 years ago on  
490 the same property. And at that time, I’ll do it when it gets developed. It’s now 15 years later.  
491 We have a larger area of city and a lot more foot traffic there.”

492  
493 Fred asked Jarrod to address 1150 Streblow Street.

494  
495 Jarrod said the sidewalk is being ordered for along the Rolling Oaks Drive frontage. This will  
496 provide a connection from the Meier Farm neighborhood to the sidewalk system that was  
497 installed as part of the 2011 Sand Lake Road project. This also is connected into the path that  
498 was installed within the last couple years.

499  
500 On voice vote, motion carried.

501  
502 **Item 8 – Review and consideration of street striping on 500 block of Sand Lake Road to**  
503 **allow on-street parking**

504  
505 Jarrod noted that both Paul Klipp and Dale Emery had met with him in February and said he  
506 promised both men he would bring forward this request to the board. Jarrod noted that Dale  
507 Emery is on a business trip this evening and then showed the board a map that includes the Kwik  
508 Trip gas island and Paul Klipp’s insurance agency. Jarrod said that when the bicycle lane was  
509 installed in 2004, the Engineering Department had proposed a bicycle system. Jarrod pointed out  
510 Redwood Street and Main Street on the map and said the sidewalk off the on-street bicycle  
511 facility was installed from Well Street to Redwood Street. Jarrod said a lane delineation line  
512 were installed from Well Street traveling south. These line keeps automobiles in their lane along  
513 the center line of the road to allow an area for an automobile to park. Jarrod said there hopefully  
514 is sufficient space around the parked automobile if the traveling vehicle remains over in its lane.  
515 Jarrod said this does not meet ASHTO standards for a bicycle facility and stated, “That is better  
516 than no striping at all, but it’s not what we have north of Well Street.”

517  
518 Jarrod noted that Flowers by Guenthers has no off-street parking and said representatives voiced  
519 concerns over this during the public hearings. Jarrod said a decision was made to stripe an on-  
520 street bicycle facility from Well Street north, and a lane delineation line to the south. Jarrod said  
521 Paul Klipp is correct in stating that he does not want to remove the bicycle facility. However,  
522 Jarrod said that in a way Paul is removing the bicycle facility and replacing it with a lane  
523 delineation line. However, this line would not meet ASHTO standards. Jarrod referred to a  
524 photograph of the offset intersection and pointed out the white stripe to board members. Parking  
525 is allowed on both sides of the road to the south of Well Street, but Jarrod pointed out that a  
526 transition starts at the intersection of Well Street, and there is a taper that transitions to an offset  
527 center line. Jarrod referred to the parked automobiles on the east side of the road and noted that  
528 there are no parked cars on the west side of the road. Jarrod also noted that traffic has been  
529 moved over to the west and said the white stripe is for a bicycle facility.

530  
531 Jarrod said, “If this was going to get changed, the only way I could see changing it would be to  
532 move it all the way back to Lake Street because I wouldn’t want to have this taper mid-block.  
533 Mr. Klipp is correct that he only needs the parking in front of his facility here, so this taper could  
534 get moved back. ... It widens out here, but I really hate to put a parking stall. We could stripe

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

Tuesday, March 1, 2016

14

535 this over 5 feet and see what distance we'd have, but it would be a tough taper to navigate.  
536 Ultimately I think Mr. Klipp, from the business owner's standpoint, is saying, 'They can park  
537 down here. Why can't I park up here?' As this corridor sees more traffic – which I would  
538 envision if development patterns continue, and with future development that could happen to the  
539 north of the Menards area – this roadway will see more and more traffic. The traffic volumes  
540 will increase on this roadway, and at some point it will probably come to the point of looking at  
541 all of the street parking along this corridor, like we've done on Main Street years ago. I wanted  
542 to bring it to the board and get their opinion on what we should do. If we were going to restripe  
543 this, we'd probably have to chip seal this whole block of street and restripe it because it would be  
544 too hard to restripe it and get it to look copasetic.”

545  
546 Ald. Bialecki said an individual who could not attend tonight's meeting has asked that this item  
547 be held for 30 days and stated, "I'm inclined to do nothing there." Ald. Bialecki noted a  
548 considerable amount of time was spent and public hearings were held a decade ago leading up to  
549 the installation of the bicycle lanes. Ald. Bialecki said he agrees with Jarrod in that the Sand  
550 Lake Road/12<sup>th</sup> Avenue South corridor eventually will see changes, and he noted there are eight  
551 proposals for a north-south corridor – six of which require that Medary Lane from County  
552 Highway S go out to State Trunk Highway 16. Ald. Bialecki said the traffic on Sand Lake  
553 Road/12<sup>th</sup> Avenue South eventually could be comparable to the traffic on Losey Boulevard in the  
554 City of La Crosse.

555  
556 Motion by Fred, second by Ald. Bialecki, to deny street striping on 500 block of Sand Lake Road  
557 to allow on-street parking.

558  
559 Mayor Chilsen said he would like to delay this item for 30 days because he would like to give  
560 Dale Emery an opportunity to appear before the board. However, Mayor Chilsen also said, "I  
561 will bend to the wishes of the commission.”

562  
563 Ald. Bialecki said that while he would like to respect Mayor Chilsen's request, "I'm inclined to  
564 do nothing until we have master planned that whole area and looked at what our long-term future  
565 is.”

566  
567 On voice vote, motion carried.

568  
569 **Item 9 – Review and consideration of Change Order #3 for Well #9 Reconstruction Project**

570  
571 Jarrod noted that a copy of Change Order #3 has been included in board members' packets. The  
572 change order has no monetary value. It simply is a change of the substantial completion date  
573 from March 18 to March 31. Jarrod said the change order is essential in order to complete work  
574 on Well #9 and "because of the DNR funding, we want to make sure that the dates are correct in  
575 the paperwork.”

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

Tuesday, March 1, 2016

15

576  
577 Motion by Jarrod, second by Ald. Bialecki, to approve Change Order #3 for the change of date of  
578 substantial completion of the Well #9 Reconstruction Project from March 18 to March 31.

579  
580 Jarrod said the final completion date is not being changed.

581  
582 On voice vote, motion carried.

583  
584 **Item 10 – Review and consideration of archaeological services for 2016 Utility Project**

585  
586 Jarrod said board members' packets include a copy of an email from Mississippi Valley  
587 Archaeology Center and noted the city is within the uncatalogued burial districts. Therefore, a  
588 certified burial archaeologist is needed on staff and on site when ground-disturbing activities are  
589 occurring at Fern Street. The estimate is a not-to-exceed estimate, and MVAC's estimate is  
590 \$4,984.

591  
592 Motion by Ald. Bialecki, second by Ald. Blomquist, to approve archaeological services from  
593 Mississippi Valley Archaeology Center for 2016 Utility Project at a cost not to exceed \$4,984.

594  
595 On voice vote, motion carried.

596  
597 **Item 11 – Review and consideration of contract for 2016/2017 commercial cross connection**  
598 **inspection services**

599  
600 Jarrod noted that board members' packets include a proposal from HydroCorp and said that with  
601 the proposal the city is performing commercial cross connections with Coulee Region  
602 Mechanical. Coulee Region Mechanical no longer has the individual on staff that the city had  
603 utilized, and Jarrod said staff wanted to obtain another quote with qualified individuals. Jarrod  
604 noted that HydroCorp had done work for the city in the past. Jarrod also noted that the city had  
605 suspended a contract with HydroCorp in approximately 2009 or 2010 and said, "We feel they  
606 have changed with what their staffing levels are, and they will be adequately able to offer this  
607 service. This would be only for the commercial, high-hazard facilities. This is the same number  
608 that we were paying Coulee Region Mechanical. It would be \$23,880 for a two-year contract  
609 split into two, one-year terms. Our staff would do the follow-ups and write the letters and do  
610 everything like we do for the other 6,000 connections."

611  
612 Motion by Ald. Bialecki, second by Ald. Blomquist, to approve contract with HydroCorp for  
613 2016/2017 commercial cross connection inspection services in an amount not to exceed \$23,880.

614  
615 On voice vote, motion carried.

616

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

Tuesday, March 1, 2016

16

617 Ald. Bialecki asked that the board address Item 17 next.

618

619 **Item 17 – Review and consideration of 2016 Onalaska Cemetery Main Street**  
620 **Improvements Project bid**

621

622 Jarrod said two bids had been opened at 11 a.m. Tuesday, and Fowler & Hammer had submitted  
623 the apparent low bid of \$230,821.23. Jarrod noted that he had distributed to board members a  
624 breakdown of Fowler & Hammer’s bid, which includes paving in the cemetery, the installation  
625 of storm sewer amenities, pervious pavers and concrete sidewalk. Jarrod said other funding  
626 sources would be utilized for these projects, and the cost would be reduced to \$196,110.47.  
627 Jarrod reported that project donations totaled \$151,202. This would leave an outstanding  
628 balance of \$44,908.47 to do the project.

629

630 Jarrod said, “Going through the bid and trying to get the bid put together with the stone masonry  
631 work on the site, the fencing work that’s done, the amenities that were put in ... These are really  
632 things that were specified and bid to be lasting at the site. We really specified good products.  
633 The electrical work for the site project did come in more than what I had estimated. That  
634 electrical work, once we went through it with the Electrical Inspector and made sure everything  
635 was adequate and up to code, it was costlier to run it from the cemetery shed we have. But we  
636 saved in the long run because we’re not running a service in from Xcel and having to pay a  
637 monthly fee and having another service site. We may be paying a little more up front for  
638 running it from the cemetery garage, but then we only have one service. I think it’s going to be  
639 better in the long run. Looking at it, I think the [Cemetery] Committee has done a great job of  
640 trying to specify materials, look at materials. There have been many meetings going into this,  
641 and I think it’s going to not only beautify the cemetery front on Main Street, but it’s going to  
642 make our maintenance easier and we’re going to have less weed trimming. It’s going to make it  
643 easier for staff, so I think it’s a win for everybody and it would be good to move forward with  
644 it.”

645

646 Motion by Mayor Chilsen, second by Ald. Bialecki, to accept a bid of \$230,821.23 from Fowler  
647 & Hammer for 2016 Onalaska Cemetery Main Street Improvements Project bid.

648

649 Ald. Bialecki asked Fred if the \$44,908.47 can be covered.

650

651 Fred said the city can obtain the funds “from a variety of different places,” adding, “The fund  
652 balance within the cemetery could withstand it if in fact the donations were not raised.”

653

654 On voice vote, motion carried.

655

656

657

658 **Item 12 – Review and consideration of purchasing trench shoring trailer**

659

660 Jarrod said board members' packets include three quotes for a trench shoring trailer that would  
661 replace the 35-year-old Cube van located at the Public Works Facility. Jarrod noted that this  
662 item was included in the 2016 operating budget.

663

664 Motion by Jarrod, second by Ald. Blomquist, to approve the purchase of a trench shoring trailer  
665 from Marv's Trailers in the amount of \$8,978.

666

667 On voice vote, motion carried.

668

669 **Item 13 – Review and consideration of purchasing sanitary sewer bypass trash pump**

670

671 Jarrod said a sanitary sewer bypass trash pump had been included in the 2016 budget. Jarrod  
672 referred to an incident in 2015 where both pumps failed at the lift station located at 6<sup>th</sup> Avenue  
673 and Quincy Street and said it became necessary to perform a sanitary sewer bypass with a sewer  
674 truck. Jarrod said purchasing this pump would allow staff to have an apparatus that could be  
675 brought on site and connected with the force main system so it could bypass a faulty pump.

676

677 Motion by Ald. Bialecki, second by Mayor Chilsen, to approve the purchase of a sanitary sewer  
678 bypass pump from WasteCorp Pumps in an amount not to exceed \$21,658.10.

679

680 On voice vote, motion carried.

681

682 **Item 14 – Review and consideration of 2016 Utility Project bid**

683

684 Jarrod noted that the bids for the 2016 Utility Project were included in board members' packets  
685 and said the project had received a very favorable bid from Gerke Excavating, which is working  
686 on some of the State of Wisconsin projects in this area. Jarrod said he believes the base bid can  
687 be awarded in addition to alternates 1 and 2 (extra fire hydrant and water main work).

688

689 Motion by Jarrod, second by Mayor Chilsen, to award the 2016 Utility Project bid to Gerke  
690 Excavating in the amount of \$682,945.95.

691

692 On voice vote, motion carried.

693

694 **Item 15 – Review and consideration of 2016 Spring Tree Planting bid**

695

696 Jarrod noted that three bids had been opened at 10 a.m. Tuesday and said Emerald Ash Borer  
697 replacement had been budgeted, as had the replacement of trees along 3<sup>rd</sup> Avenue South. Jarrod  
698 said landfill funds are supporting the project, and there are funds from the cemetery to plant trees

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

Tuesday, March 1, 2016

18

699 as well as urban forestry funds. Jarrod said staff recommends awarding the base bid and  
700 Alternate 3 (tree replacement along Riders Club Road) and Alternate 4 (trees to be planted by  
701 staff in Rowe Park) to Kreibich Landscaping.

702

703 Motion by Jarrod, second by Ald. Blomquist, to award the 2016 Spring Tree Planting bid to  
704 Kreibich Landscaping in the amount of \$250,567.

705

706 On voice vote, motion carried.

707

708 Ald. Bialecki asked to address Item 18 next.

709

710 **Item 18 – Review and consideration of sanitary sewer easement for 2016 Utility Project at**  
711 **900 2<sup>nd</sup> Avenue South**

712

713 Jarrod said the 2016 Utility Project includes the replacement of an existing cross lot sanitary  
714 sewer at 900 2<sup>nd</sup> Avenue South. This would increase the easement by 10 feet, and Jarrod said the  
715 owner has agreed to this. The parking lot will be replaced as part of the disturbance in the area.  
716 Jarrod said this is necessary to ensure that the sanitary sewer remains in the easement.

717

718 Motion by Ald. Bialecki, second by Ald. Blomquist, to approve sanitary sewer easement for  
719 2016 Utility Project at 900 2<sup>nd</sup> Avenue South.

720

721 On voice vote, motion carried.

722

723 **Item 16 – Review and consideration of 2016 Stump Grinding bid**

724

725 Jarrod noted that four bids had been received and said Kreibich Landscaping had submitted the  
726 low bid at \$39,746.

727

728 Motion by Ald. Bialecki, second by Ald. Blomquist, to award the 2016 Stump Grinding bid to  
729 Kreibich Landscaping in the amount of \$39,746.

730

731 Jarrod noted that the engineer's estimate was slightly more than \$40,000 and said \$45,000 had  
732 been budgeted in the 2016 CIB.

733

734 On voice vote, motion carried.

735

736 **Item 19 – Pay Estimates: Strand Associates, Short Elliott Hendrickson Inc., Olympic**  
737 **Builders, Braun Intertec, Mississippi Valley Archaeology Center, State of Wisconsin**  
738 **Department of Transportation and any other contractor/developer**

739

**BOARD OF PUBLIC WORKS  
MONTHLY ESTIMATES**

**March 1, 2016**

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| <u>Contractor</u>  | <u>Original<br/>Contract<br/>Amount</u> | <u>Change<br/>Orders</u> | <u>Paid to<br/>Date</u> | <u>Due this<br/>Estimate</u> |
|--|---|--------------------------|-------------------------|------------------------------|
| <b>1. STRAND ASSOCIATES</b>  |   |                          |                         |                              |
| Well #9<br>Construction<br>Estimate #11  | \$ 157,200.00                           | \$ -                     | \$ 125,802.33           | \$ 5,377.89                  |
| <b>2. OLYMPIC BUILDERS</b>   |   |                          |                         |                              |
| Well #9 Reconstruction &<br>Filter Addition<br>Construction<br>Estimate #9     | \$ 2,763,593.00                         | \$ 70,474.97             | \$ 2,145,293.80         | \$ 175,398.78                |
| <b>3. SEH INC.</b>   |   |                          |                         |                              |
| Riders Club Rd. & PH<br>Design<br>Estimate #8                                  | \$ 148,348.18                           | \$ -                     | \$ 67,335.98            | \$ 13,459.43                 |
| <b>4. SEH INC.</b>   |   |                          |                         |                              |
| Phase 1 – Waterfront<br>Design<br>Estimate #4                                  | \$ 147,400.00                           | \$ -                     | \$ 69,103.63            | \$ 28,507.39                 |
| <b>5. BRAUN INTERTEC</b>   |   |                          |                         |                              |
| Great River Landing – Phase 1<br>Geotechnical Services<br>Estimate #1          | \$ 4,100.00                             | \$ -                     | \$ -                    | \$ 4,100.00                  |
| <b>6. UW-L (MVAC)</b>  |   |                          |                         |                              |
| Design<br>Archaeology Services<br>Great River Landing – Phase 1<br>Estimate #1 | \$ 750.00                               | \$ -                     | \$ -                    | \$ 565.44                    |

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

Tuesday, March 1, 2016

20

781 Motion by Ald. Bialecki, second by Mayor Chilsen, to approve the pay estimates as shown on  
782 the document dated March 1, 2016.

783

784 On voice vote, motion carried.

785

786 **Adjournment**

787

788 Motion by Ald. Bialecki, second by Ald. Blomquist, to adjourn at 7:38 p.m.

789

790 On voice vote, motion carried.

791

792

793 Recorded by:

794

795 Kirk Bey