



CITY OF MERRILL
HEALTH AND SAFETY COMMITTEE
AGENDA • MONDAY AUGUST 24, 2015

Regular Meeting

City Hall Council Chambers

5:00 PM

- I. Call to Order
- II. Nuisance Complaints and Vouchers:
 1. Nuisance Complaints
 2. Vouchers
- III. Picnic and/or Liquor License Applications:
 1. Consider application from the Merrill Historical Society, 100 East Third Street, for a temporary Class "B" license to sell fermented malt beverages and wine at 100 East Third Street on Saturday, November 7, 2015, as part of a trivia contest.
 2. Any other license application(s)
- IV. Other agenda items to consider:
 1. Consider street use permit from Ott's Garage Teen Center, 805 East Main Street, to close East Main Street (past Trophy Bar west to Scott Street, in front of Ott's Garage) from 5:00 P.M. to 10:00 P.M. on Wednesday, September 2, 2015, for concert and skateboarding competition.
 2. Ordinance stipulating allowable dimensions for commercial use fire pits.
 3. Consider Bicycle and Pedestrian Plan. At a meeting on August 11, 2015, the Common Council referred the plan to the Health and Safety Committee and the Board of Public Works.
- V. Monthly Reports:
 1. Fire Chief Savone
 2. Police Chief Neff
 3. Lincoln County Humane Society
 4. Consider placing monthly reports on file
- VI. Establish date, time and location of next regular meeting
- VII. Public Comment Period
- VIII. Adjournment

NUISANCE COMPLAINT SUMMARY				
<u>TYPE</u>	<u>TOTAL ACTIVE</u>	<u>1-30 DAYS</u>	<u>31-60 DAYS</u>	<u>over 60 DAYS</u>
Dog Waste	0			
Exterior Appearance	1			1
Garage-Deteriorating	0			
Garbage - Junk	0			
Lack of Heat	0			
Misc. (Multiple Issues)	7		1	6
Rats	0			
Noise	0			
Unsafe Conditions	0			
Barking/Vicious Dog	0			
Mowing	0			
Plumbing Problems	0			
Junk Vehicle	0			
Unsanitary Conditions	0			
<i>Total on attached reports</i>	8	0	1	7
Status of Nuisance Complaints Over 60 Days				
<u>Address</u>	<u>Type</u>	<u>Detail</u>		
403 East Street	Exterior Appearance	PENDING IN COURT		
509 1/2 E 7th St	misc/unsafe conditions	prop vacant-Jerry will call Darin when done		
1909 E Main St	Misc	BLDG INSP MEET WITH OWNER 8/20/15		
307 Cleveland St	misc	due 9/1/15		
502 W Riverside Ave	misc	part done - due 9/21/15		
1102 Van Buren St	misc	on hold		
1006 E 2ND ST	MISC	DUE 9/18/15		

Attachment: Nuisance Complaints (1216 : Nuisance Complaints)

11

9-201

INCIDENT

DETAIL

INC CODE: * - All
STATUS: Active

USER: * - All
GROUP: * - All
PRIORITY: * - All
TYPE: * - All

ORIGINATION: 7/15/2015 THRU 8/15/2015
DUE: 0/00/0000 THRU 99/99/9999
RESOLUTION: 0/00/0000 THRU 99/99/9999

INCIDENT#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P CREATED BY CONTACT NAME

1817-EXTERIOR APPEARANCE 403 EAST ST CONTIN(ACTIVE 7/22/15 7/23/15 1 brenda-g
***** NOTES ***** 7/22/15 PENDING IN COURT

TOM - pending in court

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE
1896 Exterior Appearance 403 EAST ST CON Active 7/22/15 7/23/15 1 CODE

1818-MISC 509 1/2 E 7TH ST (C ACTIVE 7/22/15 7/23/15 1 brenda-g
***** NOTES ***** 7/22/15 STILL VACANT

Shari still vacant

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE
1897 INSPECT 509 1/2 E 7TH ST (C Active 7/22/15 7/23/15 1 CODE

9-20:

D E T A I L

INCIDENT#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P CREATED BY CONTACT NAME

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE

1566 INSPECT 505 2ND ST E Active 6/22/07 6/23/07 1 INS No Inspect

1717-EXTERIOR APPEARANCE 403 EAST ST CONTINU ACTIVE 8/20/12 8/21/12 1 brenda-g

***** NOTES *****

CONTINUED FROM 5/11/10 . . .

PER CITY ATTY OFFICE-FINED \$1,153.50. THIS IS NOW AN ACTIVE FILE WITH THE BLDG INSP.

9/17/12 per S. Wicke due 10/31/12

1/16/13 WENT TO COURT 1/7/13; PER CITY ATTY OFFICE-PENDING IN COURT

2/20/13 pending in court

5/15/13 pending in court

6/17/13 pending in court

7/16/13 pending in court;8/8/13 pending in court

10/24/13 pending in court

See incident #1817

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE

1796 Exterior Appearance 403 EAST ST CON Active 8/20/12 8/21/12 1 CODE

1766-EXTERIOR APPEARANCE 403 EAST ST CONTIN(ACTIVE 12/12/13 12/13/13 1 brenda-g

***** NOTES *****

2/12/14 still pending in court

3/12/14 still pending in court

4/22/14 pending in court

5/16/14 pending in court

7/17/14 pending in court

8/19/14 pending in court

11/11/14 pending in court

12/16/14 pending in court

1/20/15 pending in court

2/16/15 pending in court

3/18/15 pending in court

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE

1845 Exterior Appearance 403 EAST ST CON Active 12/12/13 12/13/13 1 CODE

1797-UNSAFE CONDITIONS 509 1/2 E 7TH ST ACTIVE 11/05/14 11/06/14 1 brenda-g

***** NOTES *****

11/5/14 MICHELLE AND GREG CARVAJAL OF 509 1/2 E 7TH ST (715-921-6502) FILED A COMPLAINT ON DOLORES KLEINHANS OF 402 N STATE ST. MOLD ON KITCHEN FLOOR AND BROKEN WINDOWS SO ITS COLD.

OPEN FLAMES TO GAS HEATER IN LIVINGROOM. NUMEROUS PICTURES ON FILE. GIVEN TO BLDG INSP AND HLTH OFFICER 11/5/14.

11/10/14 per Norb Ashbeck, mold is taken care of. Darin has orders.

11/11/14 paint/siding orders due 6/7/15; windows/furnace due 12/1/2014.



D E T A I L

INCIDENT#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P CREATED BY CONTACT NAME

1/20/15 furnace ok. paint/siding due 6/7/15
2/16/15 orders due 6/7/15

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE

1876 INSPECT 509 1/2 E 7TH ST Active 11/05/14 11/06/14 1 CODE

1800-MISC 509 1/2 E 7TH ST ACTIVE 2/10/15 2/11/15 1 brenda-g
***** NOTES *****
2/9/15 MICHELLE & GREG CARVAJAL, 509 1/2 E 7TH ST (715-921-6502) FILED A NUISANCE COMPLAINT ON JERRY KLEINHANS THE OWNER OF THAT PROPERTY. BLACK MOLD IN THE BATHROOM AND KITCHEN. TILES ARE JUST PUT OVER THE MOLD. BATHROOM HAS NO OUTLET COVER, BLACK MOLD, AND A LEAKING SINK THE OWNER WILL NOT FIX. THEY WERE CALLED MULTIPLE TIMES. GIVEN TO BLDG INSP AND HLTH OFFICER 2/10/15
2/11/15 per n. ashbeck, owner has limited time to fix issues ordered by bldg insp.
2/16/15 per Shari, orders due 3/9/15
3/18/15 vacant now, Jerry will call Darin when complete

see incident #1818

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE

1879 INSPECT 509 1/2 E 7TH ST Active 2/10/15 2/11/15 1 CODE

1801-MISC 1909 E MAINST ACTIVE 2/18/15 2/19/15 1 brenda-g
***** NOTES *****
2/18/15 ALEXANDRA WALKER, 1909 E MAIN ST (715-203-6142) FILED A COMPLAINT ON LANDLORD, MARVIN & GLORIA CLARK, N586 CORNING RD. RAW SEWAGE IN BACKED UP IN BASEMENT, ROOF LEAKS, SCREENS TORN OR GONE, MOLD/MILDEW THROUGHOUT THE HOUSE, ELECTRICAL ISSUE-LOOSE ELECTRICAL, COLD AIR DRAFTS THROUGHOUT THE HOUSE. BLACK WASP NEST IN ROOF THIS PAST SUMMER. FRONT PORCH FALLING APART (EVEN THE FIX THEY DID IS FAILING), LEAKING PLUMBING THROUGHOUT THE HOUSE, GARAGE CEILING HAS LARGE HOLE IN IT DUE TO WATER/MOLD DAMAGE. GIVEN TO BLDG INSP & HLTH OFFICER 2/18/15
3/18/15 orders due 3/19/15
4/21/15 per shari, orders extended until 5/20/15

Shari
✓ Darin meeting w/ owner 8/20/15
(full open new complaint)

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE

1880 INSPECT 1909 E MAINST Active 2/18/15 2/19/15 1 CODE

1803-MISC 307 CLEVELAND ST ACTIVE 3/24/15 3/25/15 1 brenda-g SMITH, RICHARD
***** NOTES *****
3/16/15 RICHARD SMITH (715-470-2332), 307 CLEVELAND ST, FILED A COMPLAINT ON THE PROPERTY WHICH IS OWNED BY JENNIFER SCHMIDT, 27056 SCHOOL AVE. JENNIFER HAS KNOWN ABOUT AND NOT FIXED A TOILET THAT HAS BEEN LEAKING SINCE LAST FALL WHEN HER HANDYMAN REPLACED THE FLOOR AND RESET THE TOILET. ROOF LEAKS IN SEVERAL

D E T A I L

INCIDENT#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE

DIFFERENT SPOTS. CEILING IN DAUGHTERS ROOM FELL. INSULATION HANGING OUT ALL OVER. WALLS HAVE SPOTS THAT PLATER HAS FALLEN OFF. MIGHT BE LEAD BASED PAINT. GIVEN TO BLDG INSP 3/24/15
per shari, orders due 5/4/15
per shari w., orders due 5/31/15
6/16/15 due 6/30/15

Shari
✓ *due 9/1/15*

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE

1882 INSPECT 307 CLEVELAND S Active 3/24/15 3/25/15 1 CODE

1806-MISC 502 W RIVERSIDE AVE ACTIVE 4/15/15 4/16/15 1 brenda-g NORTON, ROBIN & LAUR

***** NOTES *****
4/10/15 ALD ROB NORTON, 1207 LARK ST, FILED A COMPLAINT ON BEHALF OF W RIVERSIDE RESIDENTS.NOLA AND DAN GARNER, 502 W RIVERSIDE AVE, BACK PORCH FELL OFF, GARBAGE, URINE SMELL ON PORCH, MENTALLY CHALLENGED CHILDREN HOME ALONE FOR LONG PERIODS.
RATS AND BATS SEEN COMING FROM THE HOUSE/GARBAGE AREA. GIVEN TO BLDG INSP PAGEL, PROP INSP WICKE AND HLTH OFFICER ASHBECK 4/15/15
5/14/15 more info needed on children. per Shari W. yard is cleaned; porch repairs due 7/21/15
7/22/15 PARTIALLY DONE - DUE 9/21/15

due 9/21/15
✓

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE

1885 INSPECT 502 W RIVERSIDE Active 4/15/15 4/16/15 1 CODE

MISC 1102 VAN BUREN ST ACTIVE 5/21/15 5/22/15 1 brenda-g UNERTL, KATHY

***** NOTES *****
5/18/15 KATHY UNERTL, RDA SEC/FINANCE DIRECTOR FILED A COMPLAINT ON 1102 VAN BUREN ST OWNED BY ELINOR KUEHN OF OWATONNA, MN. BLIGHTED APPEARANCE - UNMOWED GRASS. NEEDS TO BE RAZED! PER NEIGHBOR, RODENTS IN AREA. MOLD IN HOUSE - ROOF LOST SHINGLES IN 4/2011 TORNADO. TAXES DELINQUENT STARTING 2008 (TOTAL 5/2015 - \$31,939) GIVEN TO PROP/BLDG INSP & ST COMM ON 5/18. ENTERED IN SYSTEM 5/21/15
6/16/15 on hold per Dave J; per Dick city mowed
7/22/15 ON HOLD

Shari
✓ *on hold*

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE

1889 INSPECT 1102 VAN BUREN S Active 5/21/15 5/22/15 1 CODE

1812-MISC 205 E 1ST ST ACTIVE 5/28/15 5/29/15 1 brenda-g

***** NOTES *****
5/28/15 SHAWNNA HANNEMANN 205 E 1ST ST FILED A COMPLAINT ON THOMAS TORKELSON, OWNER, 64 W WATERBURY DR. MERIDIAN, ID 83646. OPEN WIRES IN BASEMENT, BROKEN WINDOWS, LIGHT SWITCH SPARKS. MOLD UNDER SINK, HOUSE IS NASTY. EXPOSED OUTLET IN LIVING ROOM.

DETAIL

INCIDENT#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P CREATED BY CONTACT NAME

GIVEN TO BLDG INSP AND HLTH OFFICER 5/28/15
6/16/15 per Shari, people moved out-unfit for habitation.
Building department entering today.
7/22/15 DUE 8/17/15

Shari-
closed
owner complied

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE
1891 INSPECT 205 E 1ST ST Active 5/28/15 5/29/15 1 CODE

1814-MISC 1006 E 2ND ST ACTIVE 6/11/15 6/12/15 1 brenda-g KARAU, AYL A

***** NOTES *****
6/8/15 AYL A KARAU, 1006 E 2ND ST, APT EAST (715-610-6982), FILED
A COMPLAINT ON 1006 E. 2ND ST OWNED BY GAIL MATTSON, N2021
FARMINGDALE RD. POSSIBLE MOLD UNDER TOILET AND CRACKS OF
BATHTUB AREA, ELECTRICAL BOX EXPOSED NON-INSULATED WALL IN
BASEMENT. POSSIBLE LEAD PAINT IN BEDROOM.
GIVEN TO BLDG INSP AND HLTH OFFICER 6/11/15
6/16/15 inspection on thursday 6/18/15
7/22/15 DUE 8/18/15

Shari-
✓ due 9/18/15

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE
1893 INSPECT 1006 E 2ND ST EA Active 6/11/15 6/12/15 1 CODE

1815-MISC 305 EAST ST ACTIVE 6/25/15 6/26/15 1 brenda-g WALKER, ALEXANDRA

***** NOTES *****
6/25/15 CHAD & ALEXANDRA WALKER, PO BOX 101, GLEASON, WI (CHAD
715-302-8822 OR ALEX 715-203-6142) FILED A COMPLAINT ON 305 EAST
ST OWNED BY WI HOME RECOVERY FUND LLC, 2100 STEWART AVE, STE
160, WAUSAU 54401. CHAD AND ALEX ARE DEALING WITH STAN
POPHAL/CREATIVE HOME FINANCE. MOLD THROUGHOUT HOUSE ON FLOORS,
MOUSE FECES UNDER KITCHEN CABINET DRAWERS, BASEMENT IS DAMP.
STRUCTURLY UNSAFE, HOLES IN FOUNDATION, BROKEN LIGHT BULBS IN
LIGHT SOCKETS, HOUSE LEANING ON ANGLE. WASP/BEEES NEST ON EVE OF
HOUSE. BIRDS NESTING UNDER ROOF. SEE ATTACHED FOR MORE DETAIL
. . .
7/22/15 DUE 8/10/15

Shari-
due 9/10/15

TASK#/DESCRIPTION PROPERTY STATUS ORIG DATE DUE DATE P ASG GRP ASG USR RES CODE RES DATE
1894 INSPECT 305 EAST ST Active 6/25/15 6/26/15 1 CODE

2017
SET:
OR SET: 01 City of Merrill
ENCE : ALPHABETIC
TO/FROM ACCOUNTS SUPPRESSED

-----ID-----			GROSS	P.O. #		
POST DATE	BANK CODE	-----DESCRIPTION-----	DISCOUNT	G/L ACCOUNT	-----ACCOUNT NAME-----	DISTRIBUTION
=====						
01-003742		ARROW INTERNATIONAL, INC				
I-93249331		NEEDLE BOX	560.39			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		NEEDLE BOX		10 52300-03-40000	Operating Supplies	560.39
=====						
I-93252580		NEEDLE BOX	560.39			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		NEEDLE BOX		10 52300-03-40000	Operating Supplies	560.39
=== VENDOR TOTALS ===			1,120.78			
=====						
01-000081		BAJA'S				
I-16735		TABEL THROW/BANNER	181.00			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		TABEL THROW/BANNER		10 52100-03-40000	Operating Supplies	181.00
=== VENDOR TOTALS ===			181.00			
=====						
01-002088		BOB'S WEST 64				
I-25283		OIL CHANGE	24.95			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		OIL CHANGE		10 52100-03-51000	Vehicle Repair/Maintenan	24.95
=====						
I-25302		OIL CHANGE	24.95			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		OIL CHANGE		10 52100-03-51000	Vehicle Repair/Maintenan	24.95
=== VENDOR TOTALS ===			49.90			
=====						
01-000091		BOUND TREE MEDICAL, LLC				
I-81847878		SUPPLIES	485.97			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		SUPPLIES		10 52300-03-40000	Operating Supplies	485.97
=====						
I-81852236		EXT SET NEEDLE FREE MACROBORE	100.50			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		EXT SET NEEDLE FREE MACROBORE		10 52300-03-40000	Operating Supplies	100.50
=== VENDOR TOTALS ===			586.47			

2/201
ET:
DR SET: 01 City of Merrill
ENCE : ALPHABETIC
PO/FROM ACCOUNTS SUPPRESSED

-----ID-----			GROSS	P.O. #		
POST DATE	BANK CODE	-----DESCRIPTION-----	DISCOUNT	G/L ACCOUNT	-----ACCOUNT NAME-----	DISTRIBUTION
=====						
01-000070		BREAMAN MERRILL FORD				

I-C84895		REPAIRS TO AC	684.80			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		REPAIRS TO AC		10 52300-03-51000	Amb. Repair/Maintenance	684.80
		=== VENDOR TOTALS ===	684.80			
=====						
01-003611		CHOICE 1 HEALTH CARE SERVICES,				

I-3672		MICRODOT EXTRA STRIPS	74.85			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		MICRODOT EXTRA STRIPS		10 52300-03-40000	Operating Supplies	74.85
		=== VENDOR TOTALS ===	74.85			
=====						
01-000976		CITY OF ANTIGO				

I-0173536		TEXT BOOKS	360.00			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		TEXT BOOKS		10 52200-03-32000	Eduation & Conference	360.00
		=== VENDOR TOTALS ===	360.00			
=====						
01-000204		DAVE'S COUNTY MARKET				

I-072915		BAKERY	16.80			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		BAKERY		10 52200-03-40000	Operating Supplies	16.80
		=== VENDOR TOTALS ===	16.80			
=====						
01-000130		EMERGENCY MEDICAL PRODUCTS INC				

I-000130		COMBITUBE KIT/RESUSCITATOR	275.64			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		COMBITUBE KIT/RESUSCITATOR		10 52300-03-40000	Operating Supplies	275.64

I-1751036		SUPPLIES	432.95			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		SUPPLIES		10 52300-03-40000	Operating Supplies	432.95

I-1751038		BACK RAFT DISPOSABLE AIR MATT	307.50			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		BACK RAFT DISPOSABLE AIR MATTR		10 52300-03-40000	Operating Supplies	307.50

I-1753300		SUPPLIES	528.19			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		SUPPLIES		10 52300-03-40000	Operating Supplies	528.19

2017
SET: 01 City of Merrill
INCE : ALPHABETIC
O/FROM ACCOUNTS SUPPRESSED

-----ID-----			GROSS	P.O. #		
ST DATE	BANK CODE	-----DESCRIPTION-----	DISCOUNT	G/L ACCOUNT	-----ACCOUNT NAME-----	DISTRIBUTION
=====						
01-000130 EMERGENCY MEDICAL PRODUCTS INC(** CONTINUED **)						

I-1754202		FENTANYL CITRATE/MORPHINE	180.49			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		FENTANYL CITRATE/MORPHINE		10 52300-03-40000	Operating Supplies	180.49

I-1754534		SUPPLIES	652.56			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		SUPPLIES		10 52300-03-40000	Operating Supplies	652.56

I-1755199		SUPPLIES	1,052.30			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		SUPPLIES		10 52300-03-40000	Operating Supplies	1,052.30
=== VENDOR TOTALS ===			3,429.63			
=====						
01-000638 GREAT LAKES TESTING, INC						

I-80130		LINEAR FOOT GROUND LADDER	548.00			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		LINEAR FOOT GROUND LADDER		10 52200-03-40000	Operating Supplies	548.00
=== VENDOR TOTALS ===			548.00			
=====						
01-003164 HEARTLAND COOPERATIVE SERVICES						

I-211430		TASTE OF THE SW CANYON	42.08			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		TASTE OF THE SW CANYON		26 52100-03-41575	Dog Unit Expenses	42.08
=== VENDOR TOTALS ===			42.08			
=====						
01-003315 IMAGE TREND						

I-34480		RESCUE BRIDGE - MO FEE	633.34			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		RESCUE BRIDGE - MO FEE		10 52200-15-92500	CAD-Software Linking	316.67
		RESCUE BRIDGE - MO FEE		10 52300-15-92500	CAD-Linking Software	316.67
=== VENDOR TOTALS ===			633.34			
=====						
01-001231 KOSS MARINE & SPORTS, INC.						

I-2035		KOSS MARINE & SPORTS, INC.	35.00			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		KOSS MARINE & SPORTS, INC.		10 52200-03-40000	Operating Supplies	35.00
=== VENDOR TOTALS ===			35.00			

2/201
SET: 01 City of Merrill
ANCE : ALPHABETIC
O/FROM ACCOUNTS SUPPRESSED

-----ID-----			GROSS	P.O. #		
POST DATE	BANK CODE	-----DESCRIPTION-----	DISCOUNT	G/L ACCOUNT	-----ACCOUNT NAME-----	DISTRIBUTION
=====						
01-000162		LYNN PEAVEY COMPANY				

I-305960		KIT CO GSR 2DISK	16.50			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		KIT CO GSR 2DISK		10 52100-02-94000	Jail/Evidence	16.50
		=== VENDOR TOTALS ===	16.50			
=====						
01-002161		MED ALLIANCE GROUP, INC				

I-74551		DELUXE MASK W/NEBULIZER	618.22			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		DELUXE MASK W/NEBULIZER		10 52300-03-40000	Operating Supplies	618.22
		=== VENDOR TOTALS ===	618.22			
=====						
01-000521		MEDPRO MIDWEST GROUP				

I-00014820		QUARTERLY BILLING - 3 COTS	172.00			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		QUARTERLY BILLING - 3 COTS		10 52300-03-40000	Operating Supplies	172.00
		=== VENDOR TOTALS ===	172.00			
=====						
01-000041		MERRILL ACE HARDWARE				

I-140525/1		ORGANIZER	13.99			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		ORGANIZER		10 52200-03-40000	Operating Supplies	13.99

I-140552/1		CM WRENCH COMB/RET ORGANIZER	4.00			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		CM WRENCH COMB/RET ORGANIZER		10 52200-03-40000	Operating Supplies	4.00

I-140731/1		UTILITY HOSE	4.99			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		UTILITY HOSE		10 52300-03-40000	Operating Supplies	4.99

I-140989/1		CABLE TIES	12.99			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		CABLE TIES		10 52200-03-40000	Operating Supplies	12.99

I-141020/1		BLADE RECIP	33.98			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		BLADE RECIP		10 52200-03-40000	Operating Supplies	33.98

I-141480/1		STAPLES/TARP	80.46			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		STAPLES/TARP		10 52200-03-40000	Operating Supplies	80.46

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01-002179 OFFICE ENTERPRISES INCORPORATE

I-352278		OFFICE ENTERPRISES INCORPORAT	40.95			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		OFFICE ENTERPRISES INCORPORATE		10 52100-03-40000	Operating Supplies	40.95
=== VENDOR TOTALS ===			40.95			

01-000576 PHYSIO-CONTROL, INC

I-116019716		ELECTRODE-EDGE/CAPNOLINE	684.23			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		ELECTRODE-EDGE/CAPNOLINE		10 52300-03-40000	Operating Supplies	684.23
I-116019951		ADHESIVE	303.45			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		ADHESIVE		10 52300-03-40000	Operating Supplies	303.45
I-416017355		ANNUAL MAINTENANCE	3,405.96			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		ANNUAL MAINTENANCE		10 52300-03-40000	Operating Supplies	3,405.96
=== VENDOR TOTALS ===			4,393.64			

01-000582 POMP'S TIRE SERVICE, INC

I-350019171		REPAIR TIRES UNITS 61 AND 63	300.00			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		REPAIR TIRES UNITS 61 AND 63		10 52200-03-51000	Vehicle Repair/Maintenan	150.00
		REPAIR TIRES UNITS 61 AND 63		10 52300-03-51000	Amb. Repair/Maintenance	150.00
=== VENDOR TOTALS ===			300.00			

01-002778 ROBERTS REPAIR

I-0020044		REPAIR LAMP	176.27			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		REPAIR LAMP		10 52300-03-51000	Amb. Repair/Maintenance	176.27
=== VENDOR TOTALS ===			176.27			

01-000537 ROTOGRAPHIC PRINTING

I-2734		BUSINESS CARDS - FIRE DEPT	80.00			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		BUSINESS CARDS - FIRE DEPT		10 52200-03-40000	Operating Supplies	80.00
=== VENDOR TOTALS ===			80.00			

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POST DATE	BANK CODE	-----DESCRIPTION-----	DISCOUNT	G/L ACCOUNT	-----ACCOUNT NAME-----	DISTRIBUTION
=====						
01-003098		SAFECARE DIV. MAGIC MEDIA INC				

I-2081		X LARGE GLOVES	210.08			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		X LARGE GLOVES		10 52300-03-40000	Operating Supplies	210.08
=== VENDOR TOTALS ===			210.08			
=====						
01-000258		STATE INDUSTRIAL PRODUCTS				

I-97380208		ECOLUTION CAR/TRUCK WASH	348.43			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		ECOLUTION CAR/TRUCK WASH		10 52300-03-40000	Operating Supplies	348.43
=== VENDOR TOTALS ===			348.43			
=====						
01-003372		TASER INTERNATIONAL				

I-SI1407247		HOLSTERS	47.46			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		HOLSTERS		10 52100-03-32500	Firearms-Supplies	47.46
=== VENDOR TOTALS ===			47.46			
=====						
01-000266		TRANTOW DO IT CENTER				

I-454494		PINE	23.07			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		PINE		10 52100-03-40000	Operating Supplies	23.07
=== VENDOR TOTALS ===			23.07			
=====						
01-000278		TRIDENT SUPPLY				

I-H7801		TISSUE/TOWELS/GARBAGE BAGS	91.80			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		TISSUE/TOWELS/GARBAGE BAGS		10 52200-03-40000	Operating Supplies	91.80
=== VENDOR TOTALS ===			91.80			
=====						
01-000649		UNIFORMS PLUS				

I-152211		SHIRTS/PATCHES	105.90			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		SHIRTS/PATCHES		10 52100-03-40000	Operating Supplies	105.90
=== VENDOR TOTALS ===			105.90			

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T:
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-----ID-----			GROSS	P.O. #		
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=====						
01-003601		UST - U S TANKER CO				
I-00289		REPAIR KIT/BALL/ADAPTER/BRACK	425.73			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		REPAIR KIT/BALL/ADAPTER/BRACKE		10 52200-03-40000	Operating Supplies	425.73
=== VENDOR TOTALS ===			425.73			
=====						
01-000284		VIP ALL-VALUE				
I-094230		FEDEX TO TASER INT	14.96			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		FEDEX TO TASER INT		10 52100-03-11000	Postage	14.96
I-094310		STAPLER/PEN REFILL	30.98			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		STAPLER/PEN REFILL		10 52300-03-10000	Office Supplies	30.98
I-094322		UPS TO LARK UNIFORM	14.18			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		UPS TO LARK UNIFORM		10 52200-03-40000	Operating Supplies	14.18
I-094413		UPS TO FED SIGNAL CORP	13.21			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		UPS TO FED SIGNAL CORP		10 52100-03-11000	Postage	13.21
=== VENDOR TOTALS ===			73.33			
=====						
01-000727		ZIEBELL'S DOOR COMPANY				
I-5286		893MAX 3 BUTTON REMOTE	45.00			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		893MAX 3 BUTTON REMOTE		10 52100-03-40000	Operating Supplies	45.00
=== VENDOR TOTALS ===			45.00			
=====						
01-003451		ZORO TOOLS				
I-INV1237604		NEMA STRAIGHT BLADE PLUGS/CON	60.48			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		NEMA STRAIGHT BLADE PLUGS/CONN		10 52300-03-40000	Operating Supplies	60.48
=== VENDOR TOTALS ===			60.48			
=== PACKET TOTALS ===			16,789.99			

2017
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O/FROM ACCOUNTS SUPPRESSED

** TOTALS **

INVOICE TOTALS 16,789.99
DEBIT MEMO TOTALS 0.00
CREDIT MEMO TOTALS 0.00

BATCH TOTALS 16,789.99

** G/L ACCOUNT TOTALS **

BANK	YEAR	ACCOUNT	NAME	AMOUNT	=====LINE ITEM=====		=====GROUP BUDGET=====	
					ANNUAL BUDGET	BUDGET OVER AVAILABLE BUDG	ANNUAL BUDGET	BUDGET OVER AVAILABLE BUDG
2015	10	-21-0000	Accounts Payable Control	16,747.91-*				
	10	-52100-02-94000	Jail/Evidence	159.60	5,000	2,179.63	2,322,955	1,073,515.81
	10	-52100-03-11000	Postage	28.17	1,000	411.39	2,322,955	1,073,647.24
	10	-52100-03-32500	Firearms-Supplies	47.46	5,000	1,164.92	2,322,955	1,073,627.95
	10	-52100-03-40000	Operating Supplies	395.92	9,000	3,918.51	2,322,955	1,073,279.49
	10	-52100-03-51000	Vehicle Repair/Maintenan	49.90	9,000	6,198.84	2,322,955	1,073,625.51
	10	-52200-03-32000	Eduation & Conference	390.00	4,500	328.63- Y	1,396,287	619,691.09
	10	-52200-03-40000	Operating Supplies	1,463.25	36,000	21,685.63	1,396,287	618,617.84
	10	-52200-03-51000	Vehicle Repair/Maintenan	1,323.25	10,000	4,810.01	1,396,287	618,757.84
	10	-52200-15-92500	CAD-Software Linking	316.67	5,000	956.18	1,396,287	619,764.42
	10	-52300-03-10000	Office Supplies	30.98	2,000	867.08	994,500	450,232.16
	10	-52300-03-40000	Operating Supplies	11,039.97	47,500	6,161.28	994,500	439,223.17
	10	-52300-03-51000	Amb. Repair/Maintenance	1,186.07	7,000	3,326.55	994,500	449,077.07
	10	-52300-15-92500	CAD-Linking Software	316.67	2,500	207.13- Y	994,500	449,946.47
	26	-21-0000	Accounts Payable Control	42.08-*				
	26	-52100-03-41575	Dog Unit Expenses	42.08	0	3,667.78- Y	0	24,097.72- Y
	99	-14-0010	Due from General Fund	16,747.91 *				
	99	-14-0026	Due From Non-Lapsing	42.08 *				
			** 2015 YEAR TOTALS	16,789.99				

APPLICATION FOR TEMPORARY CLASS "B"/"CLASS B" RETAILER'S LICENSE

See Additional Information on reverse side. Contact the municipal clerk if you have questions.

FEE \$ 10⁰⁰ pd 8/18/15 Application Date: August 17, 2015

Town Village City of Merrill County of Lincoln

The named organization applies for: (check appropriate box(es).)

- A Temporary Class "B" license to sell fermented malt beverages at picnics or similar gatherings under s. 125.26(6), Wis. Stats.
- A Temporary "Class B" license to sell wine at picnics or similar gatherings under s. 125.51(10), Wis. Stats.

at the premises described below during a special event beginning Nov 7, 2015 and ending Nov 7, 2015 and agrees to comply with all laws, resolutions, ordinances and regulations (state, federal or local) affecting the sale of fermented malt beverages and/or wine if the license is granted.

1. ORGANIZATION (check appropriate box) Bona fide Club Church Lodge/Society Veteran's Organization Fair Association

(a) Name Merrill Historical Society

(b) Address 100 E. Third St., Merrill, WI 54452
(Street) Town Village City

(c) Date organized 1978

(d) If corporation, give date of incorporation 1978

(e) If the named organization is not required to hold a Wisconsin seller's permit pursuant to s. 77.54 (7m), Wis. Stats., check this box:

(f) Names and addresses of all officers:

President Bee Lebal, 100 E. Third St, Merrill, WI 54452

Vice President Michael Wackewitz, 100 E. Third St Merrill, WI 54452

Secretary David Johnson, 100 E. Third St., Merrill, WI 54452

Treasurer Patricia Burg, 100 E. Third St, Merrill, WI 54452

(g) Name and address of manager or person in charge of affair: Jane Francoeur, 100 E. Third St., Merrill, WI 54452

mail to Sec 2

2. LOCATION OF PREMISES WHERE BEER AND/OR WINE WILL BE SOLD:

(a) Street number 100 E. Third St.

(b) Lot _____ Block _____

(c) Do premises occupy all or part of building? yes

(d) If part of building, describe fully all premises covered under this application, which floor or floors, or room or rooms, license is to cover: All premises

3. NAME OF EVENT

(a) List name of the event Trivia Contest

(b) Dates of event Saturday, November 7, 2015

DECLARATION

The Officer(s) of the organization, individually and together, declare under penalties of law that the information provided in this application is true and correct to the best of their knowledge and belief.

Officer Patricia Burg 8-17-15
(Signature/date)

Officer [Signature]
(Signature/date)

Date Filed with Clerk 8/18/15

Date Granted by Council _____

Merrill Historical Soc, Inc
(Name of Organization)

Officer Patricia Burg 8-17-15
(Signature/date)

Officer Michael Wackewitz Vice President
(Signature/date)

Date Reported to Council or Board _____

License No. _____

cc: Patricia

Heideman, Bill

From: Grefe, Brenda
Sent: Tuesday, August 18, 2015 4:34 PM
To: Neff, Ken; Savone, Dave; Drury, Michael
Cc: Heideman, Bill; Bialecki, Bill; Johnson, David
Subject: Street Use Permit Application - Ott's Garage
Attachments: Scanned Document from the City of Merrill.pdf

Please see attached Street Use Application for Ott's Garage which was submitted today. It can go to H & S, but is before Council. Per Tom Hayden, if no one has an issue with it, and since they have had a similar event before, once approved by H & S we would issue the permit. Please let me know ASAP.

Thank you,
Brenda

-----Original Message-----

From: Xerox Machine
Sent: Tuesday, August 18, 2015 4:27 PM
To: Grefe, Brenda
Subject: Scanned Document from the City of Merrill

Please open the attached document

Number of Images: 1
Attachment File Type: pdf, Multi-Page

City of Merrill
1004 E 1st Street
Merrill, WI 54452

CITY OF MERRILL STREET USE PERMIT

Name of Applicant: OTTS Garage Teen Center
 Applicant Address: 805 E. Main Street Applicant Phone #: 715-539-3939
 Club or Organization (if applicable): OTTS Garage Teen Center
 Name of Responsible Person: Justin Novitski
 Responsible Person Address: PO Box 62 Phone #: 262-287-7076
 Date of proposed street use: September 2, 2015
 Time of street use: From: 5pm To: 10pm
 Describe portion of street to be used: Past Trophy Bar to Scott St.
In front of OTTS Garage adjacent to Merrill Public Parking Lot #3
 Approximate number of persons who will attend: 30
 Proposed use (in detail): Concert and skate boarding competition

.....
Petition for Street Use Permit

We, the undersigned residents of the 800 hundred block of Main Street/Avenue in the City of Merrill, hereby consent to the use of this street as requested above and hereby consent to the City of Merrill granting a Street Use Permit for use of the said portion of said street for said purpose and do hereby agree to abide by such conditions of use as the City of Merrill shall attach to the granting of the requested Street Use Permit. We further understand that the permit will not be granted for longer than twelve (12) hours on the date above specified. We agree to remove from the street all equipment, vehicles and other personal property placed or driven thereon during the event for which the permit is granted prior to the end of said period. We further agree to designate OTTS Garage Inc. as the responsible person or persons who have applied for said Street Use Permit.

Shawn Koski 813 E. Main St. Cosmo Theatre
 Name Address
Gregory T. Leach 808 E. Main St. Trophy Bar
 Name Address

pd \$20
 8/18/15
 cc: PD

CITY OF MERRILL
1004 EAST FIRST STREET
MERRILL, WI 54452-2586

AN ORDINANCE: By Health and Safety Committee
Re: Amending Chapter 20, Article III, Section 20-52(a)(5) to add dimensions for commercial use fire pits

ORDINANCE NO. 2015-
Introduced: _____
1st Reading: _____
2nd Reading: _____
3rd Reading: _____
Committee/Commission Action: _____

AN ORDINANCE

The Common Council of the City of Merrill, Wisconsin, does ordain as follows:

Section 1. Chapter 20, Article III, Section 20-52(a)(5) of the Code of Ordinances for the City of Merrill is amended to add the following:

- (5) Fire in pits, encircled with nonflammable materials, fire rings or commercially built fire containers with a maximum diameter of 42 inches **on residential property and a maximum of 60 inches on commercial property**, located at least ten feet from any lot line and any structure. Fires shall be extinguished by 10:00 p.m. Sunday through Thursday and 12:00 a.m. on Fridays and Saturdays or if fires are left unattended or creating a nuisance

Section 2. Severability. In the event any section, subsection, clause, phrase or portion of this ordinance is for any reason held illegal, invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remainder of this ordinance. It is the legislative intent of the Common Council that this ordinance would have been adopted if such illegal provision had not been included or any illegal application had not been made.

Section 3. Repeal and Effective Date. All ordinances or parts of ordinances and resolutions in conflict herewith are hereby repealed. This ordinance shall take effect from and after its passage and publication.

Attachment: Ordinance on Fire Pit sizes (1223 : Ordinance on commercial fire pit dimensions)

Moved by: _____
Adopted: _____
Approved: _____
Published: _____

Approved:

William R. Bialecki,
Mayor

Attest:

William N. Heideman, City Clerk

Attachment: Ordinance on Fire Pit sizes (1223 : Ordinance on commercial fire pit dimensions)



4.3.a

City of Merrill Bicycle and Pedestrian Plan 2015

Prepared by North Central Wisconsin Regional Planning Commission



July 1, 2015
Draft

Attachment: Bicycle and Pedestrian Plan (1214 : Consider Bicycle and Pedestrian Plan)

Merrill Bicycle & Pedestrian Plan Acknowledgements

Merrill Park & Recreation Commission

Mike Willman, Chairperson
Brian Artac
Ben Debroux
Troy Peiper
Jean Raven
Melissa Schroeder
Dave Sukow

Advisory Group participants

Sharon Anderson
Noel Bushor
Anthony Gerlach
Brenda Mamer
Chris Schotz
Sue Weith

Principal staff who assisted in the development of this plan

Chief Ken Neff, Police Department
Dick Lupton, Streets Commissioner
Dan Wendorf, Director, Merrill Parks & Recreation Department
Fred Heider, AICP, Principal Author, North Central Wisconsin Regional Planning Commission

Cover photo sources: NCWRPC

DRAFT: July 1, 2015

This plan was developed by NCWRPC with guidance from the Advisory Group of citizens and oversight provided by the Merrill Park & Recreation Commission. Funding provided by a grant from the U.S. Department of Transportation, with additional funding from WisDOT, NCWRPC, and Merrill.

For more information contact:

North Central Wisconsin Regional Planning Commission
210 McClellan Street, Suite 210
Wausau, WI 54403
715-849-5510
www.ncwrpc.org



July 1 DRAFT

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Map 10	Proposed Bike Routes
Map 11	Proposed Merrill Memorial Forest Bike Route

ATTACHMENTS

- A. Merrill, Bicycle & Pedestrian Crashes, 2005-2012
- B. Bicycle Crash Analysis for Wisconsin
- C. Bicycle Tune-Up Bill Summary Sheet
- D. Bike Route Signs & Road Markings for Merrill
- E. River Bend Trail Map
- F. Bicycle Parking Guidelines
- G. School Success Story: Omro WI
- H. Recommended STH 64 & 107 Area Improvement Panels
- I. Recommended Downtown Bike Route Loop Improvements
- J. Recommended 6th Ward STH 64 Improvements
- K. Recommended MARC & Stange Park Additions
- L. River Bend Trail crossing signs

CHAPTER 1

INTRODUCTION

PURPOSE

The primary emphasis of this plan is to develop a more bicycle and pedestrian friendly transportation system in the City of Merrill. Biking and walking are essential to maintaining and promoting the quality of life for residents and visitors of Merrill.

Merrill's motto is "the city of parks." With such a statement comes a feeling that there are easily accessible parks for all residents. Many positive attributes make Merrill a great place to walk or bike for daily trips and for recreation. Historic downtown buildings and houses in some neighborhoods, surrounded by rivers and towering white pines provide scenic beauty to travel through. Distances are short to walk or bike. Many destinations are within a 3.5- mile, 20-minute, bicycling distance of most residents. Topography in Merrill is generally flat with gradual hills that are convenient to climb on a bike or to walk. With all the reasons that make Merrill a good place to walk and bike, 6.7% of commuter trips in 2010 (U.S. Census 2006-2010 ACS) occurred by walking and biking, and 13% of school trips in 2015 (SRTS tally) were made by walking or biking.

This is a citywide plan developed by the Merrill Bike & Pedestrian Advisory Group (see back of plan cover) with oversight provided by the Merrill Parks and Recreation Commission, and technical assistance provided by NCWRPC. Efforts were made to include additional local citizens, schools and businesses to make all of Merrill bicycle and pedestrian friendly. Adoption of this plan does not commit Merrill to funding projects listed in this plan, however, success in obtaining possible grant money may require that a project be listed in this plan.

Funding for this effort was provided in part by a grant from the Wisconsin Department of Transportation. Staff support was provided by the North Central Wisconsin Regional Planning Commission. This Plan outlines recommendations to improve conditions for bicycling and walking in Merrill.

Some of the main components of this plan include:

- A review of existing conditions (e.g. sidewalk locations, crash data, pinch points, education, and existing plans & laws);
- Bike route planning;
- Vision, mission, goals, and objectives; and
- Recommendations that are policy based, in addition to education, enforcement, engineering, and evaluation.

There are recommendations for many City departments and Merrill area groups, along with the Highway Dept. and WisDOT based upon jurisdiction.

BICYCLING AND WALKING AS TRANSPORTATION

Bicycling and walking are two of the most efficient ways to get around. Walking is ubiquitous; nearly everyone depends on walking for at least part of every trip, if only from the parking lot to the nearest building. Although some lament that “people just can’t seem to walk anywhere anymore,” the reality is that, given the opportunity, many people choose to walk from one place to another, particularly if they can do so safely and conveniently. During the past fifty years, however, there is no question that we Americans have become increasingly auto-dependent. This is partially by choice, and partly as the result of a development pattern where individual land uses (e.g. retail, fast food, and schools) exist on the periphery of communities. Not only are edge of town land uses a long walk from where people live, but they may be a half-mile or more from the nearest sidewalk. Conditions such as these not only discourage able-bodied pedestrians, they literally prevent access for pedestrians with special needs, a group that includes elderly, children, and people with disabilities.

DEFINING WHO RIDES BICYCLES

Not everyone who walks or bikes has the same ability or confidence riding. Age, experience, and bicycling ability dictate where and when individuals (or parents, in the case of children) feel comfortable to safely bicycle on roads.

Age Differences

In general, young bicyclists are found in places where a park is within a mile from their home, and where development is clustered, like in a city’s downtown. Some kids learn the basics of balance and control with their first bicycle by the age of four. By the time they turn 10 years old many children are allowed to ride to school if the route is safe, or to the store, or to visit friends. By the time kids reach their junior high years (7-9th grades), they often have good traffic safety skills. Bicycles are their primary means of independent mobility beyond walking.

Many high school students stop riding their bikes as infatuation with the car takes hold. But after high school, some people come back to bicycling, especially if they attend college. Beyond school, many people limit their bicycling to family outings, recreational trail riding, and within a few miles of their homes for low-impact exercise.

Some adults bicycle to work. The latest trend is that young adults are choosing where to live based upon how walkable or bikeable their commute is. Other adults may use bicycles for touring long distances. Bicycle clubs which tend to cater to people in the 25 to 50 age group often sponsor rides through rural areas (e.g. GRABAAWR, which passes through Merrill).

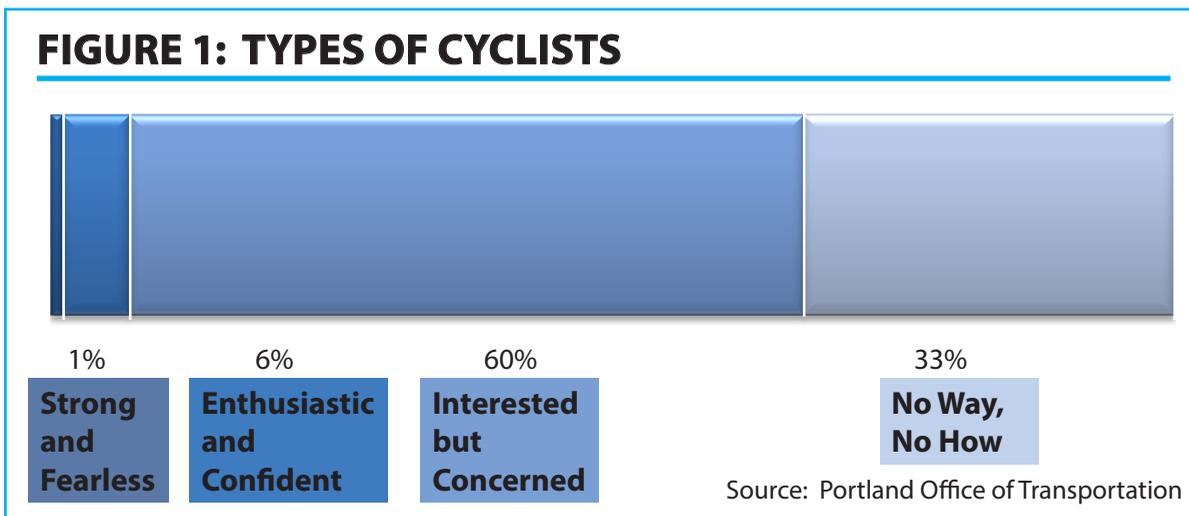
By retirement age, many people who have not ridden for years take up bicycling again as a way to keep limber and fit. For some older adults, the bicycle or adult tricycle may be their only means of independent travel. In many cases, these bicyclists will ride close to home or on local trails.

The challenge to increasing bicycling among the general population is making biking appeal to the big “interested but concerned” contingent.
By building a bicycle network that addresses the needs for the “interested but concerned” group, the more confident bike riders will also be served.

Types of Cyclists

The American population can be divided into four classes of bicyclists (see Figure 1):

- **1 percent describe themselves as “fearless.”**
These riders are confident in their abilities and will ride regardless of roadway condition, amount of traffic, or inclement weather.
- **6 percent call themselves “enthusiastic and confident.”**
Riders are comfortable sharing the road with motor vehicles, but they prefer to ride on separate facilities like bike lanes. May or may not ride in inclement weather.
- **60 percent are “interested but concerned” about their vulnerability.**
Very few of these people regularly ride a bicycle, but they like riding. They are concerned that their route is not safe to ride, so they don’t ride very often, and definitely do not ride when the weather is bad.
- **33 percent say “no way, no-how” to biking.**
They are not interested in bicycling at all, not even for recreation.



TYPES OF PEDESTRIANS

Everyone is a pedestrian at some point in their trip, whether it is from home to car, or walking to the bus stop. There are essentially two groups of pedestrians: 1) general pedestrians who walk, and 2) pedestrians with limitations that make walking difficult or impossible. The general pedestrian is anyone who can walk along and across streets without being limited by physical, sensory, or cognitive impairments. Other pedestrians, such as the elderly, children, people with physical or mental disabilities, and the blind may have limitations that make walking more challenging.

Since there are people with different abilities, then understanding how they need to interact with pedestrian facilities is the first step for policy makers in creating accessible facilities. The needs of disabled people and other pedestrians should determine what is accessible design that everyone can use. WisDOT’s Pedestrian Policy Plan 2020 was used in this section to identify the types of pedestrians and their limitations for navigating the built environment.

Children

Facilities designed to separate and protect children will be welcomed by everyone else. General limitations of children include:

- One-third less peripheral vision than adults, making it difficult to see turning vehicles or those down the road;
- Less cognitive ability and experience to judge speed and distance, making safe crossings more difficult;
- Lower auditory development makes it difficult to localize the direction of vehicle sounds;
- Overconfidence in their judgments may result in poor decisions on crossing timing;
- Inability to read or comprehend warning signs, traffic signals, and directional aids;
- Inexperience dealing with complex traffic situations results in poor decisions; and
- No sense of fear.

Nearly one-fourth of Wisconsinites are younger than 15 years of age. Children do not develop adequate sight, thinking, and hearing abilities necessary to cross streets safely until age 10 or later.
- WisDOT, Ped. Policy Plan

In Merrill, 53% of bike or pedestrian crashes with vehicles involved people 16 years old and under.

Mobility Impairments

People with mobility impairments include those who use wheelchairs, crutches, canes, walkers, orthotics, and prosthetic limbs.

Characteristics common to mobility impaired individuals include:

- Space requirements to accommodate their assistive device (for example, manual wheelchairs have an average turning radius of 5 feet and require a minimum width of 3 feet of sidewalk); and
- Difficulty negotiating soft surfaces (e.g. grass, sand, or loose gravel).

Sensory Impairments

Sensory impairments include problems with depth perception, deafness, tunnel vision, blindness, or color blindness. Assistive technologies may include hearing aids, corrective lenses, white canes, or guide dogs. For visually impaired users, intersections are easiest to negotiate when the line of travel from the edge of the sidewalk to the opposite curb is straight and unimpeded by obstacles rather than skewed as at some irregularly shaped intersections. Designing curb ramps to face the line of travel across a road, as shown in Figure 2, will greatly assist visually impaired users. Pedestrians with hearing problems cannot hear vehicles approaching. Driveways pose a challenge because the hearing impaired pedestrian is unable to hear the vehicle especially when shrubs or fences block the sound and view.

For visually impaired users, intersections are easiest to negotiate when the line of travel from the edge of the sidewalk to the opposite curb is straight and unimpeded by obstacles.
- WisDOT, Ped. Policy Plan

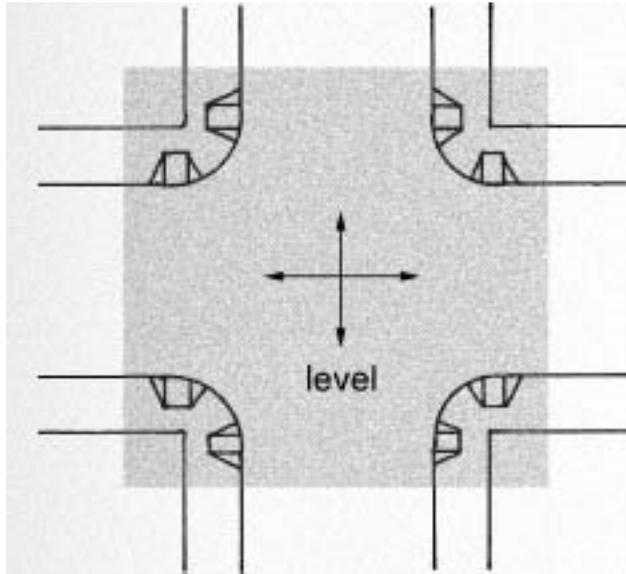
Cognitive Impairments

People with cognitive impairments have difficulty perceiving, recognizing, understanding, interpreting, and responding to information. Cognitive disabilities can hinder a person’s ability to think, learn, and reason. Facility designers might consider that such a reduced capacity for sensory processing and problem solving may cause such people to experience more difficulties negotiating unfamiliar environments.

Overall, level sidewalks and well designed ramps and crossings complement people with disabilities.
- WisDOT, Ped. Policy Plan

FIGURE 2: CURB RAMP PLACEMENT AT INTERSECTION

The preferred design is to have a separate curb ramp aligned with each crossing direction to allow all pedestrians to cross at the same location. At most intersections, a pair of perpendicular curb ramps placed at 90 degree angles to one another is the optimal design for meeting these criteria.



The shaded area represents the portion of the intersection that should be level for pedestrian travel.
Source: FHWA, Designing Sidewalks and Trails for Access.

The challenge to increasing walking among the general population is making walking conditions safer for people with impairments.

Repairing the existing infrastructure to accommodate pedestrians with various impairments will also inspire others to get out and walk.

CHAPTER 2

EXISTING CONDITIONS

Knowing what currently exists provides a baseline for monitoring changes in facility use. An inventory of roadway conditions, bicycling and walking facilities, and crash locations will build this baseline.

ROADWAY CONDITIONS

Generally, the wider the road, the more vehicle and bicycle traffic it can accommodate, because fewer **triple pass occurrences** would restrict traffic speed. It is the law in Wisconsin that a motor vehicle must provide at least 3 feet between it and a bicycle when passing.

Triple Pass Occurrence

A *triple pass occurrence* is when a bicycle, and oncoming motor vehicle, and an overtaking motor vehicle arrive at the same lateral section at the same time.



Buses are wider than cars, and buses are about 8.5 feet wide; so a car (less than 8.5 feet wide) + 3 feet + a bike + an on-coming car can fit on a road that is 24 feet wide without any of the three vehicles leaving the pavement. The car passing the bike would probably cross the centerline slightly to make room for the bike, while still maintaining room for the on-coming vehicle.

Functional Classification

Functional classification groups highways and streets according to the character of service they are intended to provide, ranging from a high degree of travel mobility to land access functions. Merrill's Functional Classification for roads is Map 2.

Roads rated on Map 1 are the higher traffic volume roads that are functionally classified by WisDOT as: Collector, Minor Arterial, or Principal Arterial. Most road recommendations will focus on these types of roads.

Bikeability of Roads

All roads in Merrill that are classified as *collector, minor arterial, or principal arterial* were rated for their level of bicycle friendliness by WisDOT in 2014 (Map 1 – Bikeability of Roads). Low traffic volumes and paved surfaces often make neighborhood roads in Merrill ideal for bicycling, so most neighborhood streets are considered as having the “best conditions” for bicycling, and therefore are not rated on Map 1.

Traffic Volumes

Traffic counts identify how many motor vehicles pass a point during the count period. Some counters are calibrated to also identify bicycles, but neither WisDOT nor Lincoln County are using such counters at this time.

Historically, Center Avenue was USH 51 before the current USH 51 freeway was constructed. Most of Center Avenue was constructed as a 4-lane road, but the Wisconsin River Bridge was only constructed to support 2-wide lanes of traffic, and was therefore a bottleneck at busy tourism times of the year.

When WisDOT constructed the roundabout on Center Avenue at STH 64, they determined that only 2-lanes of the former USH 51 (now Center Ave) were needed, thus proving that excess road capacity now exists on Center Avenue. The roundabout construction coincided with reconstruction of STH 64, west to Mill Street. This STH 64 reconstruction modified the 2-lane road with 2-parking lanes, to retain 2 wide travel lanes and now have a center turn lane instead of any on-street parking in these 3 blocks, all within the same road right-of-way.

The 2013 Access Safety Study of STH 64 at Pine Ridge Avenue identified what the projected peak traffic needs would be in this area. Currently, STH 64 between Stuyvesant Street and Eagle Drive has traffic levels around 8,900 AADT, and projected AADT of 14,500 to 15,550 by 2043.

See Map 2 (Functional Classification of Roads) for 2010 traffic volumes. 

Truck Routes

Several state highways in Merrill are *Designated Long Truck Routes*, which means that the heaviest, longest, and oversized trucks that can legally operate in Wisconsin can use these roads. See Map 3 – Truck Routes. WisDOT requires a 12-foot wide lane to accommodate these trucks.

The City of Merrill also has designated a few additional roads for through truck traffic.

National research indicates that bicycles and trucks can exist successfully in the same city by separating bicycle traffic from truck traffic and by developing context sensitive solutions where the two modes of travel need to use the same roads.

No truck & bike or truck & pedestrian crashes occurred from 2005-2012 in Merrill.

CRASH DATA

Safety is often cited as the primary reason people do not bike or walk more. Creating a safer environment for these activities is an important focus that requires an understanding of safety issues and proven actions that can be taken to improve safety. Crashes involving motor vehicles that result in injuries or fatalities to bicyclists and pedestrians have been recorded at the state and federal levels for many years.

Over the past decades, traffic safety experts have been moving away from the term **accident** in favor of the term **crash** to describe a collision. An accident is defined as an unforeseen and unplanned event or circumstance. WisDOT made this change in 1990 because traffic crashes are not accidents, but avoidable events caused by a single variable or chain of variables.

Crash data are reported universally for Wisconsin on Form MV400. However, it is important to highlight some shortcomings:

- 1. Some studies indicate that as few as 10% of all bicycle crashes are reported;
- 2. Some roads with a higher frequency of bicycle crashes may have higher bicycle use;
- 3. Very likely that there will be no detectable pattern of bicycle crashes because of the small number reported in rural areas and small cities.

Merrill Crash Data

In Merrill, it appears that many crashes occur along the downtown loop of STH 64 and other main roads. Some known difficult crossings throughout the City also have additional crashes.

Here are some statistics about crashes that involved a bike or a pedestrian in Merrill:

- There were 30 bike and pedestrian crashes between 2005-2012;
- 63% of these crashes involved a bike, and 36% involved a pedestrian;
- Half are male and half are female [nationally, most crashes are male];
- 53% of these crashes involved people ages 16 and under;
- 27% of these crashes involved people ages 17-64;
- 17% of these crashes involved people ages 65 and over, with 1 person's age not listed in the data.

A summary of Merrill crash data collected between 2005-2012 is in Attachment A, and shown on Map 4.

Wisconsin Bike Crash Analysis

A bicycle crash analysis that was performed for Wisconsin in 2006 (Attachment B) has some major findings that directly affect bicycle planning in Merrill:

“Four out of the top five crash types indicate that the motorist made the critical error. This may indicate that motorists are not fully aware of bicyclists on the roadway and that increased education is necessary.”

“For local rural roads [like county highways near Merrill], the greater the width, the lower the bicycle-vehicle crash rate. Twenty foot roadways had a crash rate that was double the crash rate of 22 foot roadways, but the 22 foot roadways had a rate that was over 40% higher than 24' roadways. Overtaking-type crashes were significantly lower for 24' roadways.”

“Rural state highways had much lower bicycle-vehicle crash rates than local roads. Similar to local roads, 24-foot roadways had significantly lower crash rates than 22-foot roadways. Interestingly, having three foot paved shoulders did not improve the crash rate among these widths of roadways. However, the crash rate did significantly lessen when five [foot] paved shoulders were added [compared to three foot paved shoulders].”

Since crash typing provides an indicator of critical errors or actions that likely led to the crash rather than on assigning fault, then potential options for reducing specific types of crashes can be identified. These options include better engineering and design, increased education, stronger enforcement, or a combination. As an example, the most frequent crash type involving children is mid-block ride out. Eliminating on-street parking would be one way (engineering/design) to reduce the incidence of this type of crash; however, educating parents and children to this danger may be more effective and less controversial. Similarly, while there are a number of engineering and design techniques that would be effective in reducing the number of bike crashes involving turning motor vehicles, using educational and enforcement techniques to alert both bicyclists and motorists of this concern should be a complementary strategy. These are but two of a litany of common causes for bike crashes and are cited because they demonstrate that there are multiple techniques that are available for improving safety for both bicyclists and pedestrians. At the same time, they show that having a clear understanding of how, where, and why crashes occur can be a crucial determinant in effectively targeting dollars for safety related improvements.

Types of Bike Crashes

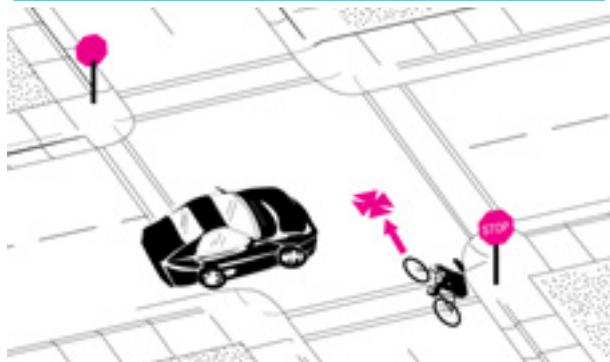
Studies have shown that it is possible to "type" crashes into distinct categories. A study undertaken by the FHWA of crashes involving bicycles and moving motor vehicles in six states has identified 38 different crash types. With a database of nearly 3,000 incidents, there are enough incidents in each crash type to provide a relatively good indicator of where, why, and how most crashes occur.

The FHWA study found that the most common crash types were: (Figure 3)

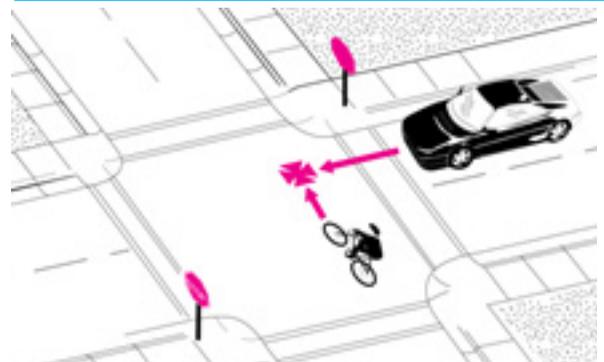
- 1.) ride out at stop sign (9.7%)
- 2.) drive out at stop sign (9.3%)
- 3.) ride out at intersection – other (7.1%)
- 4.) drive out at mid-block (6.9%)

FIGURE 3: TOP CRASH TYPES

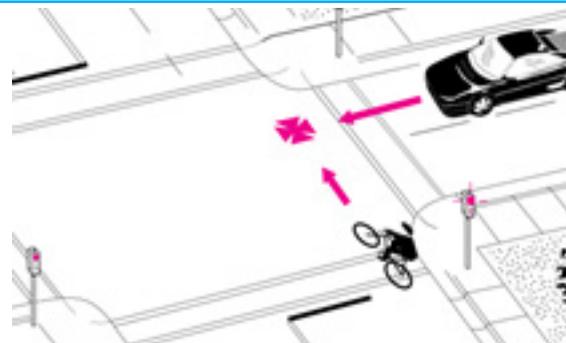
1. Ride out at stop sign



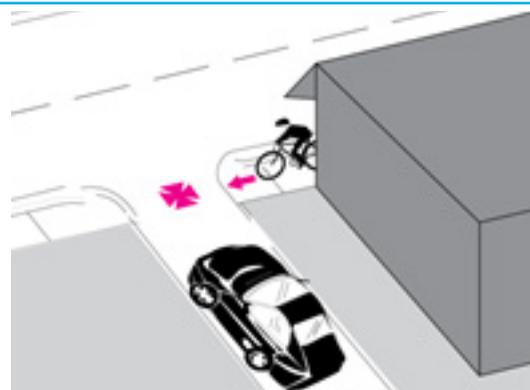
2. Drive out at stop sign



3. Ride out at intersection-other



4. Drive out at mid-block

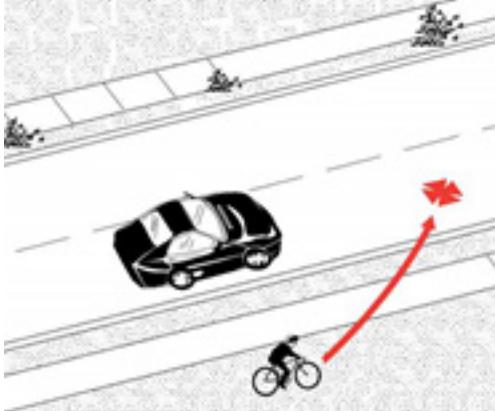


Source: FHWA, Crash-Type Manual for Bicyclists

FIGURE 4: TOP CRASH TYPES INVOLVING CHILDREN

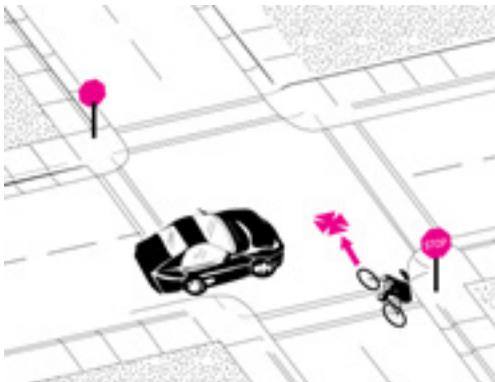
1. *Bicyclist mid-block ride-out*

1. Rides of the curb;
2. Rides out at a driveway;
3. Rides into the road from a gravel shoulder or parking lane.



2. *Bicyclist ride-out at controlled intersection*

Rides through a stop sign.



3. *Bicyclist makes unexpected turn or swerves into traffic*

Four common possibilities:

- Left turn: parallel paths, same direction
- Left turn: parallel paths, facing approach
- Swerve left: parallel paths, same direction
- Right turn: bicyclist riding wrong way

Source: FHWA, Crash-Type Manual for Bicyclists

The three most common crash types involving children: (Figure 4)

- 1.) bicyclist mid-block ride-out
- 2.) bicyclist ride-out at controlled intersection
- 3.) bicyclist makes unexpected turn or swerves into traffic

WALKING AND BICYCLING FACILITIES

Pedestrian Infrastructure

Sidewalks are the primary piece of infrastructure that everyone thinks of when asked where walking is allowed, but the road itself is a walking surface. In Merrill all roads except Highway 51 are legal to walk and bike on. It is not safe to walk in a travel lane of a 4-lane highway, and it would slow down traffic flow, so sidewalks or a 5-foot paved shoulder are usually provided for people to walk on. Walking is only acceptable on low volume streets and streets that are wide enough to allow for parked vehicles. If there are too many parked vehicles taking advantage of this space, then sidewalks should be installed.



Crosswalks are the other piece of infrastructure for people to use when crossing streets. In Wisconsin, every street intersecting another street has crosswalks regardless if they are marked or not.

Difficult walking areas and crosswalks within Merrill are shown on Map 8, Bike & Pedestrian Pinch Points.

The challenge for road designers is to balance competing user types (cars, trucks, bikes, pedestrians) in the limited amount of right-of-way, and to develop a transportation infrastructure that provides equal access and safety for all user types.

Determining if a 4-lane highway or other road should have sidewalks or paved shoulders, directly relates to how many people are projected to walk along that road in a given day. For example, all state highways now have 3-foot wide paved shoulders to reinforce the lane pavement, but also to provide a minimal amount of pavement for bicyclists. Rural state highways only have at least 5-foot wide paved shoulders because someone has determined that a higher amount of walkers and bikers would impede traffic (cause too many triple pass occurrences), so the extra pavement (wide paved shoulder) is warranted.

This plan takes into account where people are walking now or where they could be walking if the right facilities or circumstances were in place for them to walk confidently.

In Merrill, sidewalks exist on both sides of many roads, but there are significant gaps or missing altogether in various residential neighborhoods.

Map 7, Walking and Biking Facilities, shows where sidewalks are in Merrill, along with other bike and pedestrian facilities.

Bicyclist Infrastructure

Paved roads are the main bicycling infrastructure. In Merrill all roads except Highway 51 are legal to walk and bike on. Pavement width, road geometry, traffic volume (both bicyclist and motor vehicles), and speed limit determine if a road is bicycle friendly or not.

Map 1, Bikeability of Roads, shows what roads in Merrill are listed as bicycle friendly by WisDOT. Another way to view this map is that bicyclists who are confident enough in their riding ability ("fearless" & "enthusiastic and confident") will use this map to plan what roads are safe to use right now for their daily commute.

Map 8, Bike & Pedestrian Pinch Points, shows what roads and intersections in Merrill were identified through this planning process as not friendly for bicycling or walking.

Attachment: Bicycle and Pedestrian Plan (1214 : Consider Bicycle and Pedestrian Plan)

Bicycle parking is a key piece of infrastructure that is necessary when people decide to bike to destinations. Schools are traditionally the only places that have enough bike parking for their users. When bicycling becomes a transportation choice vs. a recreational use, then more bike parking will show up at other employers, commercial and civic locations. Locking a bike to any number of objects is not adequate bike parking, although it will show where the immediate need for bike parking exists. A bike owner needs a convenient safe place to secure their bike, which is a similar need to a motor vehicle owner. Basically, well designed bike parking allows a bike to be secured using a U-lock, supports the locked bike so it does not fall down, and is located on a paved surface near the main entrance. See Attachment F for summarized bike parking guidance.

Bicycle wayfinding is also bike route development. Some roads are just too busy for most users to feel comfortable riding on, so alternate routes are needed. Other parallel roads and the River Bend Trail both provide this alternative. While riders are on streets or paths that are not the main roads in Merrill, then they may need some guidance that directs them to common civic, commercial district, and park destinations. There are two common sources for constructing and locating proper wayfinding signage: The Manual for Uniform Traffic Control Devices, and the NACTO Urban Bikeway Design Guide.

 Map 8, Bike & Pedestrian Pinch Points, shows where there are roads that are difficult to bike on and intersections that are difficult to cross. Walking and biking facility improvements should be a higher priority at these places before addressing other areas in the City.

On-street bicycle facilities in Merrill:

- **Taylor Street bike lanes** (Figure 5) were added with the recent road resurfacing.
- **East 1st Street**, between Polk St. and Scott St. (Figure 5), has no bicycle markings on it. What makes this road bike friendly now are: 1) the City removed parking from both sides, which created two 18-foot wide travel lanes (only 12-foot travel lanes are needed for truck routes), and 2) the 25 mph speed limit was retained, which is a safe speed for sharing the lane (up to 35 mph). The “interested but concerned” bike riders may still not feel confident enough without the white line identifying a “bike lane.”

Off-street bicycle and pedestrian facilities in Merrill:

- **Lions Park staircase** (Figure 5) is in fair condition, is lit at night, and connects to the neighborhood above. A sign could be installed on East Street that directs people to this publicly available staircase.
- **Lions Park dirt ramp path** (Figure 6) is an informal path with very steep drop off ramp that was made through many bicycle users riding down the hill. See recommendation about how to improve Lions Park Dirt Path.
- **River Bend Trail** (Figures 9 & 10) is the newly developing bikeway along a former railroad right-of-way. See Attachment E for the planned route, Map 10 for the existing route, and Map 7 which shows completed sections.
- **Stange Park** (Figures 11, 12, & 13) has 5 bridges, all of which are in great condition, but all of the pathways to them are in poor condition.
- **Trails at the MARC**  (Figure 14) are for recreation and also connect with trails and roads inside of Council Grounds State Park. Some curb ramps and path connections are needed at the MARC to make the trails bicycle friendly.

Figure 5: Lions Park Stairs



Figure 6: Lions Park Dirt Path



Figure 7: Taylor Street Bike Lanes



Figure 8: East 1st Street

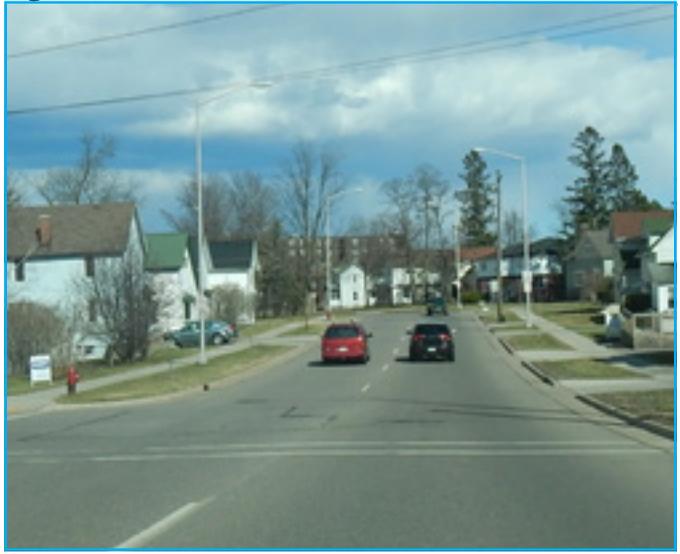


Figure 9: River Bend Trail



Figure 10: River Bend Trail - Bridge



Attachment: Bicycle and Pedestrian Plan (1214 : Consider Bicycle and Pedestrian Plan)

Figure 11: Trails and Bridges in Stange Park



Figure 12: Prairie River Pedestrian Bridge



Figure 13: Stange Park Paths

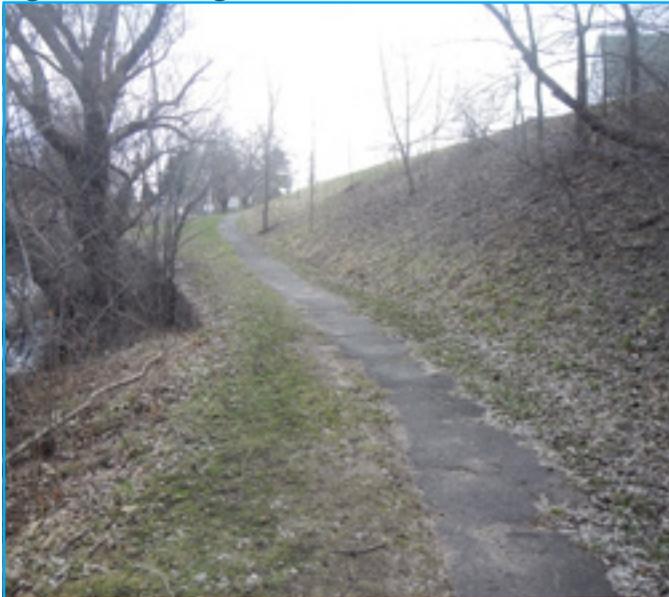


Figure 14: Trails at the MARC



BICYCLING EDUCATION

Bike Rodeos are safety clinics aimed at teaching children under 15 years old the basics of riding a bike in a neighborhood. Clinics usually include bike safety inspections, a safety lecture about the rules of the road (10 to 15 minutes), followed by a ride on a miniature “chalk street” course set up in a parking lot where young cyclists are shown where and how to apply the rules. Optional activities include helmet fittings and prizes. 

In Merrill, the police department has been providing bicycle education in 3rd and 4th grades. The Merrill Optimist Club along with Merrill Park and Recreation Department and the Merrill Police Department provides bicycle safety training at the annual Children’s Festival, which targets toddlers up to 5th grade.

Attachment: Bicycle and Pedestrian Plan (1214 : Consider Bicycle and Pedestrian Plan)

REFERENCE PLANS AND LAWS

Each plan and law listed below affects bicycling facilities in Merrill.

Merrill's Municipal Code

Various municipal codes in Merrill relate to where sidewalks are required, size and strength requirements, who may bicycle on them, and maintenance responsibility. The codes also state where bikeways are required, along with their design, maintenance, and use.

Merrill's Comprehensive Plan

Merrill was in the process of updating their Comprehensive Plan while the Bicycle and Pedestrian Plan was being completed. The Transportation chapter of the Comprehensive Plan will reference this Bicycle and Pedestrian Plan.

Complete Streets Law

Wisconsin's Pedestrian and Bicycle Accommodations law addressing Complete Streets was codified in 2009. It was incorporated as State statute §84.01(35) and later into administrative rule as Transportation 75.

Complete Streets are roadways designed and operated to enable safe, convenient, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street.

All roads receiving state or federal funding through the Wisconsin Department of Transportation must also accommodate bicycles and pedestrians per this law. Local governments may pass their own Complete Streets ordinances to cover their own road networks. Specific guidelines related to traffic counts, and if the road is urban or rural, are used in these ordinances to determine whether a sidewalk, path, or lane is needed to accommodate bicycles and pedestrians.

State Trails Network Plan

This 2001 document clarifies the Wisconsin Department of Natural Resources (WDNR) role and strategy in the provision of all types of trails. The plan identifies a series of potential trail corridors that would link existing trails, public lands, natural features, and communities. This statewide network of interconnected trails would be owned and maintained by municipalities, private entities, and partnerships of the two. Preserving transportation corridors, such as old rail lines, is specifically discussed as a very important strategy in the creation of recreational and alternative transportation corridors.

One Segment affects Merrill (see Map 6):

Segment 18 – Tomahawk to Wisconsin Dells

From the end of the Bearskin/Hiawatha Trail in Tomahawk, this corridor would go south to Merrill, and then into the West Central Region terminating in Wisconsin Dells. Part of State Highway 107 has wide shoulders to accommodate bicycles and was identified in the Wisconsin Bicycle Transportation Plan 2020. When the remaining section of highway is reconstructed, wide shoulders will be included. Going south, this corridor links to Wausau, where it could link up to Mountain Bay Trail from there by road corridors.

North Central Wisconsin Regional Bicycle Facilities Network Plan, 2004

North Central Wisconsin Regional Planning Commission created this document to guide the development of an interconnected bikeway system for the North Central Wisconsin Region at the county level.

One route is listed: "Scenic Bike Auto Tour" on Map 6. The following improvement description from this plans was created to facilitate implementation:

"Lincoln also has a scenic bike and auto tour, which is incorporated into the Regional trail network and linked to the Hiawatha. This tour route includes STH 107, long suggested as a designated bike route due to good bicycle suitability and its scenic track along the Wisconsin River. The tour also includes STH 17, which is not so well suited to bicycling and should be a candidate for bicycling improvements such as an expanded paved shoulder."



STH 64 / Pine Ridge Avenue, Access Safety Study, 2013

This study was requested by WisDOT due to their desire to transfer the right-of-way property along STH 64 between Eagle Drive and Pine Ridge Avenue to the City.

Bicycle and pedestrian facilities were considered as part of the study, and recommendations were made for the whole study area.

River Bend Trail

This is a venture by citizens and businesses to develop a recreational trail on specific vacant railroad right-of-ways in Merrill. See Attachment E. Completed segments appear on Map 7.



CHAPTER 3

ROUTE PLANNING

TRAVEL DEMAND

Motorists can expect to encounter bicyclists and pedestrians nearly anywhere on roadways in and near Merrill. As you can see on Map 5, Major Trip Generators, there are schools, parks, and major employers in every corner of Merrill. Travel distances are short enough for residents to walk and bike to many destinations.

The national average bicycle trip length is 2.31 miles. The national average pedestrian trip length is less than 2 miles. WisDOT through the Safe Routes To School program considers a 2-mile radius around each school as the focus area where walking and bicycling facilities need scrutiny.

Map 9, Latent Walking and Biking Demand, shows the potential for more walking and biking to occur when conditions become favorable for the “interested but concerned” bicyclist and similar minded pedestrians. Housing density, school enrollments, and employer interviews were used to map where potential demand for walking and biking facilities may increase those activities.

PUBLIC PARTICIPATION

To create bicycle and pedestrian facilities that local residents want, several methods of public participation were used.

August 22, 2013 – the whole Merrill community was notified about this planning process in a presentation that piggy-backed on a well attended public meeting regarding a temporary alternate route for the River Bend Trail. NCWRPC had a poster and provided a brief introduction about the citywide bicycle and pedestrian plan that would kick-off soon.

January 14, 2014 – Advisory Group Meeting #1 – At this meeting most group members were able to share where the problem areas are. Additional information was provided to them after the meeting about how to start a fun ride and what bike racks are best to install.

May 29, 2014 – The Advisory Group performed a Walk Audit at several problem areas throughout the City. The Parks and Recreation Commission identified the Walk Audit areas with NCWRPC guidance.

June 19, 2014 – A second Walk Audit was performed with staff from Merrill’s Streets Dept., Merrill’s Parks & Recreation Dept., NCWRPC, and WisDOT. Through performing this exercise we noticed additional problem areas and strategies to fix the problems.

January 27, 2015 – Advisory Group Meeting #2 – At this meeting a transportation study was reviewed along with various plan maps. Bike routes were identified to serve all of Merrill, and direction was given for staff to identify where transportation use of the bicycle is occurring in Merrill, since the Advisory Group identified themselves mainly as recreational users.

April 13, 2015 – A third Walk Audit was performed with staff from Merrill’s Streets Dept., Merrill’s Parks & Recreation Dept. and NCWRPC, regarding creating a bicycle boulevard, and reviewing how to best mark the downtown bike route loop.

April 2015 – NCWRPC staff took a two day tour of Merrill where they:

1. Performed Walk Audits and took pictures of various locations that were identified as problematic for walking or biking;
2. Interviewed seniors at two events in the Merrill Community Enrichment Center about how they get around Merrill;
3. Conducted interviews with facility managers at Church Mutual, Ministry Good Samaritan, Weinbrenner Shoe Company, and Semco Windows and Doors to get a feel for how many employees may be walking and biking.

May 20, 2015 – Advisory Group Meeting #3 – An initial plan draft, a series of maps, and a set of goals were reviewed. Feedback received related to....

June 3, 2015 – Park & Recreation Committee – The initial plan draft, revised from Advisory Group Meeting #3, was reviewed and released for public review.

Public Review Period – The Plan was available for public review at the T.B. Scott Library and online.

July 1, 2015 – Public Hearing

CHAPTER 4

VISION, MISSION, GOALS, & OBJECTIVES

The following mission, goals, and objectives were created by the Advisory Group working with NCWRPC.

VISION:

For children and adults to safely bicycle and walk throughout Merrill for daily trips and recreational purposes.

MISSION:

Develop a transportation system that is safe and easily shared by motorists, bicyclists, and pedestrians, by bringing all streets up to a comfortable level of compatibility.

GOAL 1. MAKE ALL ROADS SAFE TO WALK OR BIKE

All roads in Merrill are available for people to walk and bicycle on. Some roads are dangerous or very uncomfortable to walk or bicycle on, and therefore need alternative routes or the road right-of-way needs some other accommodation to make it safe for all users.

Objective 1.1 – Identify very hazardous road segments for prioritization so that basic bicycling improvements can be scheduled to make those segments safer.

Objective 1.2 – Identify pinch points where walking could be dangerous due to predictable and observable hazards.

Objective 1.3 – Sign and possibly paint pavement markings for bike routes so drivers become aware to share the road with bicyclists.

Objective 1.4 – Create better outdoor recreation wayfinding and trailhead signage.

GOAL 2. PROVIDE BICYCLE PARKING

Everyone who owns a bicycle has a place to securely park it at home, but many destinations do not provide secure bicycle parking.

Objective 2.1 – Provide bicycle parking guidance through fact sheets to all employers.

Objective 2.2 – Provide bicycle parking in downtown commercial areas in the street furniture zone of the sidewalk and in select street parking spots (like at the ends of each block).

Objective 2.3 – Create a bicycle parking ordinance.

GOAL 3. PROVIDE SAFE ROUTES TO SCHOOLS

This is an opportunity to make walking and bicycling to school safer for children in grades K-8, and to increase the number of families who encourage their children to walk and bike.

Objective 3.1 – Apply for Safe Routes To School assistance for each school.



GOAL 4. BUILD BIKE FACILITIES FOR “INTERESTED BUT CONCERNED” BICYCLISTS

All roads in Merrill are available for people to walk and bicycle on. Some roads are dangerous or very uncomfortable to ride on, so the challenge is making biking appeal to this huge contingent of “interested but concerned” bicyclists.

Objective 4.1 – When a road is 25 MPH, has a painted center line, and is not a truck route,  paint a white line (urban shoulder) to make lanes that are not wider than 10-feet. Narrow roads promote slower driving. 

Objective 4.2 – On bike routes and paths that are not on the main roads in Merrill, design and install bicyclist oriented wayfinding signage that directs them to common civic, commercial district, and park destinations.

Objective 4.3 – Place 4-lane sections of Center Avenue and STH 64 on road diets to provide bike lanes. Side street traffic will also benefit due to fewer lanes to cross.

GOAL 5. DESIGN WALKING FACILITIES FOR IMPAIRED INDIVIDUALS

Making it easier for impaired individuals to walk around will also benefit everyone else.

Objective 5.1 – Make intersections predictable for visually impaired users to navigate by pointing curb ramps in the line of travel across a road.

Objective 5.2 – Provide adequate crosswalk lighting for pedestrians using the crosswalk, and for vehicle drivers to see pedestrians in crosswalks in time to stop for pedestrians.

Objective 5.3 – Create sidewalks that are level and have properly sloping ramps at crosswalks. Replace stairs in the sidewalk line of travel with gradually sloping sidewalks, and keep sidewalks level at driveways so that only the driveway apron slopes to meet the road – or lower the whole sidewalk instead of slanting it toward the road.

Objective 5.4 – Where paths are needed, but asphalt or concrete are not desired, provide flat hard packed surfaces that are wide enough to allow wheelchairs to navigate a path during a rain event (at least 5-foot wide). A saturated grass path will be too soft to allow a wheelchair to pass.

CHAPTER 5

RECOMMENDATIONS

Plan support and endorsement both by public officials and residents alike will greatly enhance the potential that key policy based recommendations related to bicycle and pedestrian issues will be implemented. These recommendations are seen as an important first step in promoting uniform bicycle and pedestrian facility decisions throughout the city.

In addition to policy-based recommendations, NCWRPC created education, enforcement, engineering and evaluation recommendations. Where possible, the recommendations have been developed to establish priorities for undertaking specific actions. This will help decision-makers understand the value of their actions within the broader context of Merrill's overall bicycle and pedestrian network.

The cost-effectiveness of physical improvements often can be influenced by when, where, and how specific projects are undertaken. For example, adding paved shoulders to a larger road project is less costly than paving the shoulders as a "stand-alone" project. Similarly, since roadways with traffic volumes under 400 vehicles per day are generally considered acceptably safe for bicycling, expenditures for marking bike lanes to such a low volume road would be difficult to justify.

IMPLEMENTATION

The recommendations on the following pages will identify an implementation schedule for each one. The following guidance for how soon a recommendation could occur is listed by each specific recommendation:

- Short-range (less than 5 years)
- Intermediate (5 to 10 years)
- Long-range (more than 10 years)

It is important to note that implementation is heavily reliant on the availability of sufficient funding. Specific infrastructure recommendations need to be further developed at the time a project is undertaken. Routing will also be dependent on the physical characteristics of the location to be developed.

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POLICY RECOMMENDATIONS

Advertise Infrastructure Changes

Determine how individual or grouped infrastructure projects will be introduced, or advertised, to residents.

Time frame: Short term after an infrastructure project is completed.

Responsible party: Parks & Recreation Commission, Street Department.

Investments in infrastructure should be supported by promotional programs, such as bike-to-work days and bicycle training, Safe Routes to School programs, and other programs that facilitate bicycling, including bike sharing systems and those that accommodate bicycles on buses.

Create Sidewalk Plan

A citywide sidewalk inventory does not exist, but the annual ward inspection program does exist. Many neighborhoods throughout Merrill have partial sidewalks, either missing in mid-block, or whole blocks are missing sidewalks in neighborhoods that have sidewalks around most other blocks. This recommendation is to digitize the locations of existing sidewalks, and then to determine where the high priority sidewalks are needed. City codes may need to change too.

Time frame: Short term to create inventory, and Intermediate to implement sidewalk plan.

Responsible party: Street Department.

This recommendation includes:

1. Create a citywide GIS layer that identifies where every sidewalk is.
2. Upon GIS layer creation, review what neighborhoods should have sidewalks:
 - Roads To Have Sidewalks
 - a. All roads designated as truck routes (Map 3) should have sidewalks on both sides (unless one side of a block has no uses between intersections, or no reason for through pedestrian access.);
 - b. Other streets that serve as major pedestrian access routes to and from pedestrian traffic generators, see Map 5 (e.g. businesses, restaurants, schools, parks, & high density multifamily housing) [per Merrill Code Sec. 111-173];
 - c. All streets that have sidewalk along only a portion of a block between two intersections [per Merrill Code Sec. 111-173];
 - d. All streets that are functionally classified as Collector or Arterial that are also shown on Map 8 as having pinch points. This recommendation is only to place sidewalks (or 5-foot paved shoulders on rural roads) on both sides of each road section that is a pinch point on Map 8; and
 - e. Perform Safe Routes To School analysis at each elementary school to determine high priority roads to add sidewalks to.
3. Create a 5-year plan to install and remove sidewalk citywide, and to install ADA approved curb ramps that point in the direction of travel across roads, to bring the whole city up to an acceptable level of pedestrian friendliness.

Attachment: Bicycle and Pedestrian Plan (1214 : Consider Bicycle and Pedestrian Plan)

Change New Sidewalk Width in Code

Change minimum sidewalk width from 4-feet to 5-feet in new residential areas.

Time frame: Short term.

Responsible party: City Council.

Merrill Municipal Code Sec. 32-54, Sidewalks (4), states that sidewalks in residential areas shall be 4-foot wide. The minimum width that Safe Routes To School money will cover is a 5-foot wide sidewalk. If any block of a street has a sidewalk that is less than 4-feet wide in 50 percent or more of that block, then change the code to upgrade the sidewalk to 5-feet wide.

Allow Bikeway To Replace Sidewalk

Change Merrill Code to allow bikeway to also serve as a sidewalk.

Time frame: Short term.

Responsible party: City Council.

Merrill Municipal Code Sec. 111-173 states that bikeway construction does not replace the requirement to also have a sidewalk.

Remove Snow and Ice from Stange St Segment of River Bend Trail

Remove snow and ice from the River Bend Trail bikeway segment parallel to Stange Street.

Time frame: Short term.

Responsible party: River District Development Foundation, Streets Department.

The Stange Street segment of the River Bend Trail is projected to have high neighborhood pedestrian use to get to work. The River District Development Foundation owns the whole road right-of-way, because they purchased the railroad right-of-way, and Stange Street was built within it. Instead of having the City construct a sidewalk on Stange Street, the 10-foot width of the River Bend Trail will suffice as a bikeway and sidewalk within this area. The trail will be a convenient well used path for those who work nearby.

EDUCATION AND ENCOURAGEMENT RECOMMENDATIONS

Every road in Merrill except USH 51 is available for bicyclists to ride on. The bicycle is defined as a vehicle [340.01(5)]. The bicyclist is granted the same rights and is subject to the same duties as the driver of any other vehicle [346.02(4)(a)]. Figure 1 on page 3 shows that generally 60% of residents are “interested but concerned” about their vulnerability riding with traffic, and generally 30% of residents have no desire to bike, which means that 90% of the population probably drives or gets a ride most of the time. Teaching motorists to share the road and teaching bicyclists to ride safely will go a long way to helping everyone share the road.

Paint Bike Lanes and Sharrows As Part Of Public Education

Time frame: Short term.

Official bicycle routes are new in Merrill, so a refresher course on motorists sharing the road with bicyclists, and bicyclists understanding where to ride on the road are needed.

Painting bike lanes and sharrows on Collectors, Minor Arterials, and Major Arterials:

- Provide a continuous reminder to motorists that bikes are always allowed on the road; and
- Tell bicyclists the best place to be in the lane for safety and predictability.



Citywide Biking and Walking Encouragement Activities

Time frame: Short term.

One way to inform is through doing. A group of volunteers that wants to promote bicycling in Merrill could coordinate a variety of activities in Merrill.

1. Setting up bike rides creates excitement about bicycling, and improves a person’s confidence when riding with traffic. Group rides are more visible to a motorist than a single bicyclist, which makes riding safer. This could be regular weekly or monthly occurrence, or a few large events with “waysides” every few miles. All of these rides would be set up by a volunteer group of individuals working with the City or private property owners to get all the necessary approvals.



Source: Spokehaven.com

2. National Bike To Work, and Bike & Walk To School days are annual events that could be used to promote the opening of a new bike path or route, and bike education could occur within a week before the event.

Bike To Work Week – League of American Bicyclists has online resources for any group or agency to coordinate a successful event: <http://bikeleague.org/bikemonth>.

Bike & Walk To School Day – National Center for Safe Routes To School has online resources for any group or agency to coordinate a successful event: <http://www.walkbiketoschool.org/>.

The Wisconsin Bike Fed will also assist communities with either event.

School Biking and Walking Encouragement Activities

Time frame: Intermediate.

School districts are asked to do more with less resources. The Omro School District in Wisconsin was faced with reduced staffing for bicycling programs, so they decided to incorporate bicycling into their Physical Education classes. Over a decade they have built up various bicycle education opportunities. 

See success story in Attachment G.

Print Bike Routes on Tourism Map

Time frame: Short term.

Many visitors are coming to Merrill and asking for bike maps. Printing a bike map will show residents and visitors the best ways to bike to common destinations. Print bike route map with only approved and marked bike routes and trails.

Bicycle Education Classes

Time frame: Short term.

Share & Be Aware includes a variety of pedestrian, bicyclist, and driver education classes that are taught by The Wisconsin Bike Fed. These Share & Be Aware classes are paid for by a grant from WisDOT, so no local money is needed, but advanced registration with the Wisconsin Bike Fed is needed, as their classes are very popular.

Class descriptions and advanced registration available online:
<http://wisconsinbikefed.org/for-your-community/share-be-aware/classes/>

The lead party to complete or initiate the tasks is **bolded**.

Share & Be Aware Class	Responsible Parties
<u>Skills for Pedestrians</u> This class can be tailored for a senior citizen audience as they are at a higher crash risk, but is appropriate for all adults.	Community Enrichment Center, Merrill Housing Authority , Bike Fed.
<u>Go by Bike.</u> The course focuses on getting people to try biking for journeys less than 3 miles long.	Library , Bike Fed.
<u>Driver's Ed & Driver's Ed Refresher Course.</u>	Course providers , Bike Fed.
<u>Law Enforcement's Role in Promoting Bicyclist and Pedestrian Safety.</u>	Police , Bike Fed.

Update existing bicycle safety training for children by replacing bike rodeo with bike camp and family bike class, or Safety City.

A sampling of safety issues covered in Safety City classes are:

- **Traffic Safety:** Traffic lights, stop signs, pedestrian rules, cross walks, safety patrols
- **Stranger Safety:** Various situations involving strangers and what to do
- **Poison Safety:** Learn about dangers of poison and medicines
- **Water Safety:** Discuss safety around water
- **Fire Safety:** Meet a firefighter, learn about fire safety in your home
- **School Bus Safety:** Learn about bus safety, and how to follow driver's rules
- **Bicycle Safety:** We will be riding bikes and learning all about helmets

Class	Responsible Parties
Bicycle education in 3rd and 4th grades.	Police
Bicycle education at annual Children's Festival.	Optimist Club, Police, Park & Rec.

Education In Lieu of Punishment

Time frame: Short term.

Responsible party: Merrill Police, Municipal Court.

Some communities have found success with offering a bicycle and pedestrian education course as an alternative for bicyclists, pedestrians, and motorists who are first-time offenders of bicycle and pedestrian related rules of the road.

Bicycle Education Website

Time frame: Short term.

Responsible party: Merrill Parks & Recreation, Streets Department, Merrill IT, NCWRPC.

Each department in Merrill has their own set of web pages within the City’s website. Adding bike and pedestrian information to the website under both the Parks & Recreation Department, and the Streets Department web pages (both would link to the same pages) would provide general safety and informational materials and videos to increase the level of biking and walking savvy among Merrill residents.

ENFORCEMENT RECOMMENDATIONS

Many laws are in the municipal code to keep people safe. A lack of strict compliance with those laws is often a reason why residents do not walk or bike to local destinations. 

Roadway Design – Vision Zero Deaths

Where there is a history of traffic crashes (Map 4) or where there are pinch points (Map 8), consider what traffic measures to use to reduce perceived or actual danger with walking or biking on problem roads.

Time frame: Short term to Long term depending upon what traffic measure is chosen.

Responsible party: Streets Department, Merrill Police, WisDOT, Highway Department.

Research shows that lowering a speed limit without other improvements like road design changes or improved police enforcement does not work to slow traffic. Roadway design affects people’s speeds.

Traffic Measures to slow speeds, deter distracted driving, and help make walking and biking more comfortable:

- Reduce the number of travel lanes (road diets);
- Reduce the width of travel lanes;
- Make crosswalks more visible;
- Paint bike lanes where roads are already wide enough;
- Shorten crosswalks;
- Add raised median islands in the middle of busy streets as a refuge for pedestrians at crosswalks;
- Reduce turning radius at intersections, without restricting truck turns;
- Install traffic circles – usually done where residential street speeds are high;



Crosswalk Enforcement

Consider adding crosswalk enforcement into the annual rotation of police duties.

Time frame: Short term.

Responsible party: Merrill Police.

Crosswalk enforcement campaigns are an effective way to remind motorists of their duty to yield to pedestrians in crosswalks. A press release is usually associated with such campaigns to make the broader public aware of how to operate in the crosswalk areas in Merrill.

School Zone Speed Enforcement

Consider adding school zone speed limit enforcement into the annual rotation of police duties.

Time frame: Short term.

Responsible party: Merrill Police, local school, Streets Department.

Work with the Streets Department to make sure crosswalks are properly signed and marked, and then work with the school chosen for that year’s speed limit enforcement campaign to provide additional education in the local school newsletter.



Peter Lagerwey

Sidewalk Snow and Ice Removal Enforcement

Enforce the Merrill sidewalk snow & ice clearing ordinance.

Time frame: Short term.

Responsible party: Every business and resident, Streets Department, Police Department.

Sidewalks are not useful in winter if they are covered with impassible amounts of snow and ice. Every business or resident on a corner lot should be reminded to keep their corner sidewalk ramps clear. If the sidewalk ramp is not cleared, then people in wheelchairs cannot access the sidewalk, and may need to use the nearest driveway to get off the road. 



Source: NCWRPC

ENGINEERING RECOMMENDATIONS

Use the Wisconsin Bicycle Facility Design Handbook (WisDOT), the WisDOT Facilities Development Manual, the Manual for Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide, and other guides and regulations when designing any bike or pedestrian accommodations mentioned in this plan.



Sidewalk Maintenance

Inspect sidewalks in Merrill for impassible cracks, tripping hazards, and overgrown vegetation, and then create a multi-year improvement plan as part of the annual ward inspection program.

Time frame: Intermediate.

Responsible party: Streets Department.

Roads are inspected and slated for annual improvements. Sidewalks as a ~~mode of~~ transportation also deserve inspection and improvements listed in a multi-year improvement plan.

See "Create Sidewalk Plan" under Policy Recommendations.

Pedestrian Signals

Reprogram the pedestrian signal phase to be automatic during every traffic light cycle, and to provide a Leading Pedestrian Interval.

Time frame: Short term.

Pedestrian pushbuttons are detectors intended to provide pedestrians with the ability to activate a pedestrian signal and reassure pedestrians that they will receive a crossing indication. However, only approximately 50 percent of pedestrians at intersections activate pushbuttons to cross at the intersection. To improve potential use of the pushbuttons and compliance with pedestrian signals, pushbuttons should be designed and installed to maximize convenience, conspicuity, and communication for pedestrians. Section 4E.08 of the MUTD provides specific guidance on the location of pushbuttons at traffic signals.

Leading Pedestrian Interval (LPI) - An LPI gives pedestrians an advance walk signal before motorists get a green signal, giving the pedestrian several seconds to start walking in the crosswalk before a concurrent signal is provided to vehicles. This makes pedestrians more visible to motorists and motorists more likely to yield to them. Typical LPI settings provide 3 to 6 seconds of advance walk time. LPI has been used successfully in several places, such as New York City, for two decades and studies have demonstrated LPI reduces conflicts and crashes for pedestrians.

LPIs enhance pedestrian visibility and reinforce their right-of-way over turning vehicles.

Attachment: Bicycle and Pedestrian Plan (1214 : Consider Bicycle and Pedestrian Plan)

Bicycle Parking

Create a bicycle parking ordinance to require certain amounts of bike parking and the location of bike parking at every employer within a given time. 

Time frame: Short term to create a bike parking ordinance.

Time frame: Intermediate to implement bike parking ordinance.

Installing bike racks by each employer, both public and private, or conveniently located in a commercial district, would provide secure parking for residents and visitors.

A set of bicycle parking recommendations from the Association of Pedestrian and Bicycle Professionals (APBP) is summarized in Attachment F. The amount of space needed for a bike rack, and how to determine good bike rack designs are included in those guidelines.

Warehouses, and other employers, may choose to use a closet or create a fenced in bicycle parking area within their building for employees to store their bikes, in addition to providing some public bike parking.

Some considerations:

- Will the bicycle be secure in the storage area?
- Will anyone with a bicycle in the storage area be able to get their bike out without tipping over the remaining bicycles in the area?
- Is there a shower facility and gym lockers available for bicyclists to clean up in? A shower and lockers are not required, but some riders may need them to maintain their professional appearance to customers.

Bike Racks on Buses

Add exterior bike racks to buses. 

Time frame: Intermediate.

Many public transportation agencies are providing bicycle racks on buses, enabling what might be a long bicycling trip to be shortened by using transit for part of the journey. In 2001, only 32 percent of buses in the U.S. had exterior racks for bicycles, but that figure rose to 72 percent by 2010. Bike parking is another key aspect for integrating bicycling with public transit.



Safe Routes To School

Create Safe Routes To School plans for each elementary school to increase the number of kids walking and biking to school. 

Time frame: Short term.

School districts to work with WisDOT and NCWRPC to perform a Safe Routes To School analysis at each school to determine what engineering, encouragement, education, enforcement, and evaluation tasks need to be completed to encourage more students to walk and bike to school.

Route Wayfinding Signs

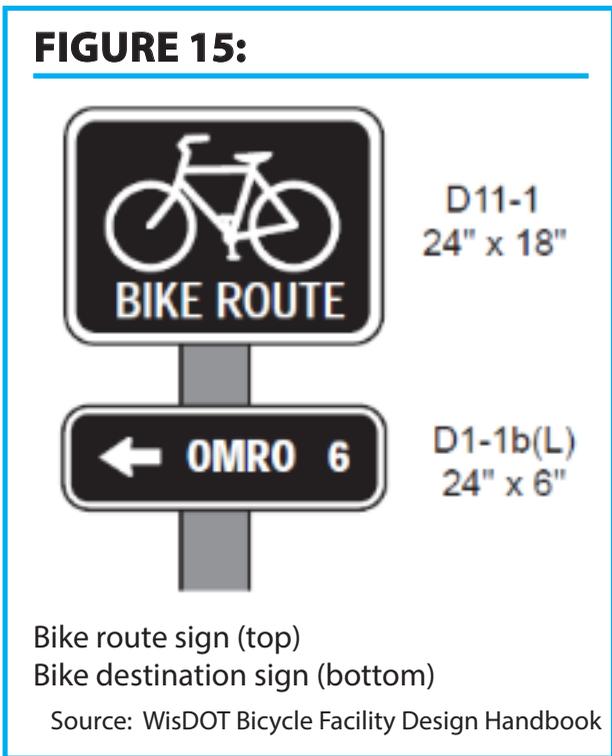
Assemble an advisory group to work with the Streets Department or Parks & Recreation Commission on choosing wayfinding sign types, colors, and what the routes should be called, or what locations should be listed on wayfinding signs.

Time frame: Short term.

Review if a designated bicycle route needs upgrades, or has "favorable conditions." Once the upgrades are done, or favorable conditions exist, then install signs. "Favorable conditions" is defined for Merrill as having "good" or "moderate" conditions on Map 1; so a bike route with favorable conditions may be signed (see Map 1 Conditions Described box). If a road is not rated on Map 1 for bicycling conditions, then its rating is "good."

There are two parts to bike route wayfinding:

1. The route name itself, shown on a map, will tell users where they are; and
2. Places with or without mileages may be placed on additional signs.



Always follow MUTCD standards for mounting height and lateral placement from edge of path or roadway. Additional guidance and standards clarification are provided by the NACTO Urban Bikeway Design Guide. Use the WisDOT regional bike and pedestrian coordinator as a resource for planning and designing bike and pedestrian facilities on state and federally funded projects.

Lions Park Dirt Path

Create a secondary path down this hill that is manageable for more abilities, including wheelchairs.

Time Frame: Intermediate.

The key to an enjoyable average tread grade is to keep it as low as reasonable while fulfilling the objectives of the trail. Designing the average grade to 4-6% may necessitate creating a switchback or serpentine path and adding some near level sections for wheelchairs to pause before continuing down or up the path. Review Trail Design and Construction on AmericanTrails.org for additional guidance.

Mark the original dirt path and the secondary path per a nationally recognized standard like the IMBA Trail Difficulty Rating System (e.g. white circle to double black diamond), other useful standards also exist.



Source: ICORR

Grass Paths for Wheelchairs

Pave grass paths for wheelchair accessibility (Attachment K).

Time Frame: Short term.

Grass paths are often too soft to allow wheelchairs to travel on them without getting stuck. These paths should be paved, so wheelchairs may pass when the ground is saturated. If asphalt or concrete are not used, then pave the path with crushed rock to a minimum of 5-feet, and design the path so water does not sit on it.

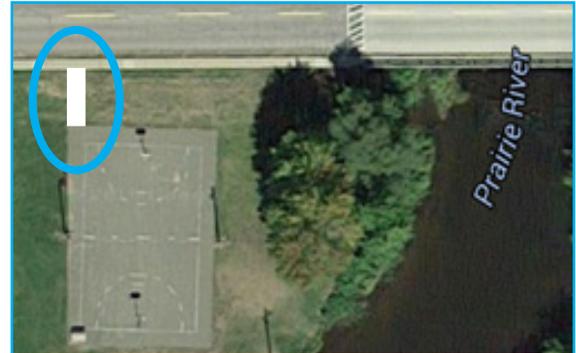
Make Recreation Facilities ADA Accessible

Create a plan for how and when each recreational facility citywide will become ADA accessible.

Time Frame: Short term.

For example, add a sidewalk to connect the Thrid Street sidewalk to the basketball court along the Prairie River.

This recommendation is also in the Merrill Outdoor Recreation Plan.



Solid line is proposed sidewalk.

Source: Google

Sidewalk Ramps

Install sidewalk ramps on both sides of each crosswalk, and line up the ramps to direct people straight across the street.

Time frame: Long term to replace ramps throughout the City.



Crosswalk may not have ramps on both sides, because a driveway is nearby. Additionally, visually impaired individuals have a difficult time identifying where the crosswalk is. Ramps are useful for visually impaired, wheelchair users, and parents with strollers.



Add a sidewalk ramp that is separated from the driveway.

Double sidewalk ramps.

Source: NCRWPC

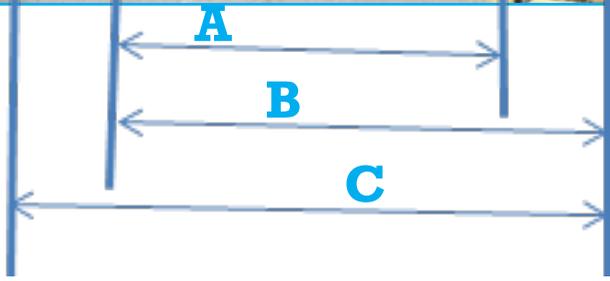
Third Street Bridge Over Prairie River

Make the sidewalk along the Third Street Bridge over the Prairie River wheelchair accessible and add bike lanes to the bridge. 

Time Frame: Short term to install sidewalk ramps and bike lanes.

Time Frame: Intermediate to widen the sidewalk on the bridge.

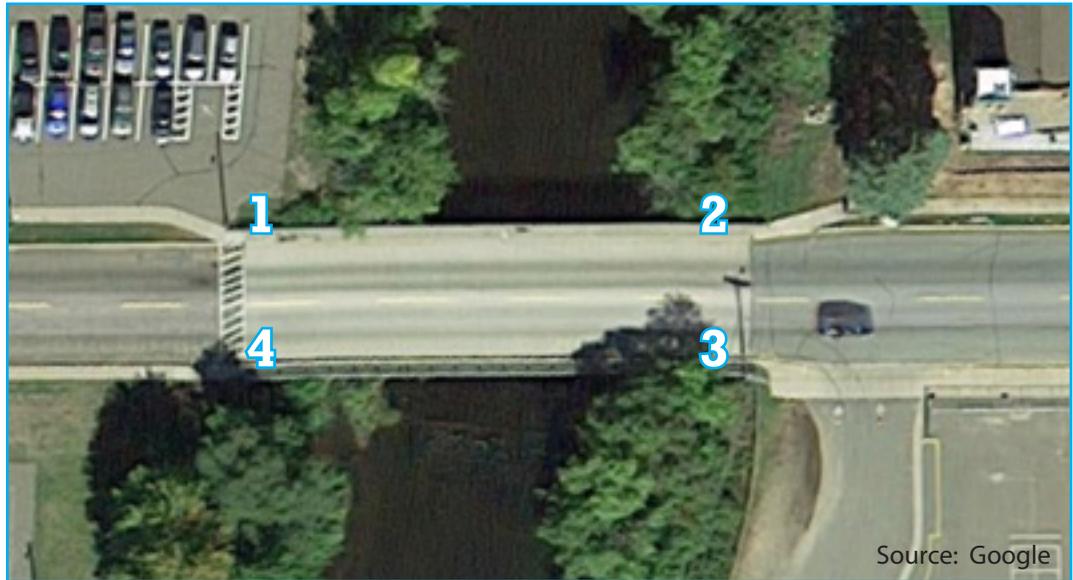
The Third Street Bridge over the Prairie River is not wheelchair accessible, and ramps at crosswalks on both sides of the bridge are missing.



A = Distance between car brace cement and crease between sidewalk and curb.
B = Distance between car brace cement and curb face.
C = Distance 1-inch away from car brace cement and curb face.

Attachment: Bicycle and Pedestrian Plan (1214 : Consider Bicycle and Pedestrian Plan)

The minimum width for an ADA-compliant sidewalk is **36 inches**; and 32 inches at any one point.



Using the A, B, and C distances from the opposite page, the table below shows the current widths of the sidewalks at the four marked corners of the Third Street Bridge.

	1	2	3	4
A	34"	25"	23"	33"
B	40"	31"	29"	40"
C	47"	39"	36"	47"

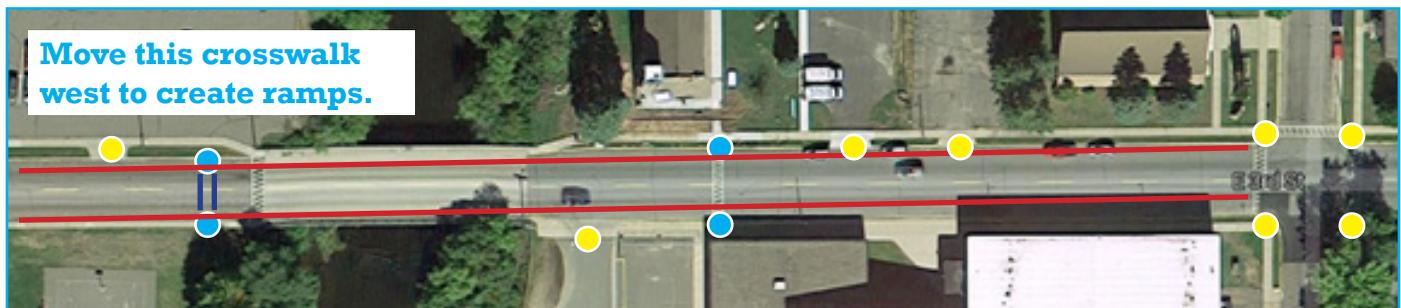
Short Term Recommendation: Install ADA crosswalk ramps, and paint bike lanes. Wheelchairs will need to use these bike lanes to cross the Prairie River, because points #2 and #3 on the bridge sidewalk are wide enough for a wheelchair.

Long Term Recommendation: Repair the pitted sidewalk surface on the bridge, and widen the bridge sidewalk to at least 5-feet on both sides of the bridge. 

Street Improvements

Add ramps and bike lanes (Logan St west to Stange Park driveway) as per below:

- = Proposed Sidewalk Ramp
- = Existing Sidewalk Ramp or Driveway
- = Potential Bike Lane
- || = Potential New Crosswalk



Source: Google

Remove Sidewalk Trip Hazards

Use saw cutting or grinding to eliminate sidewalk tripping hazards when the concrete slab is still in good condition.

Time Frame: Short term.

Sidewalks are reviewed for tripping hazards in Merrill as part of the *annual ward inspection program*. Managing ADA compliance, risk, and budget is the balancing act necessary to provide safe sidewalks in any community.

Four common methods to remove trip hazards include:

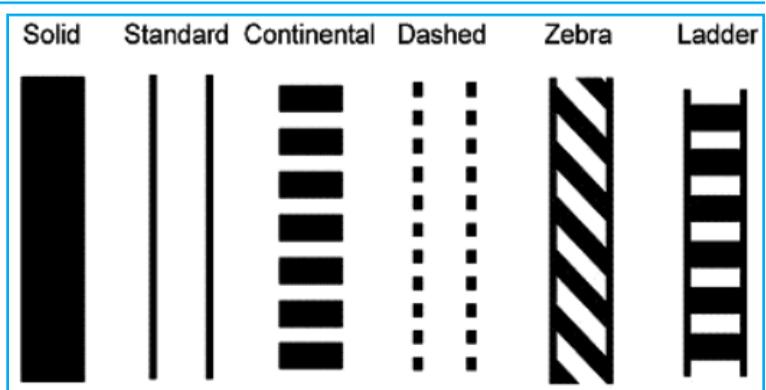
1. Saw cutting (permanent fix);
2. Grinding (permanent fix);
3. Patching and ramping (temporary fix); and
4. Removing and replacing concrete slabs (permanent fix).

Crosswalk Improvements

Increase visibility with new crosswalk marking patterns.

Time Frame: Short term.

Where either the Streets or Police Departments determine that extra visibility is needed for a crosswalk, paint a more visible crosswalk style (e.g. Continental, Zebra, or Ladder) as seen at right:



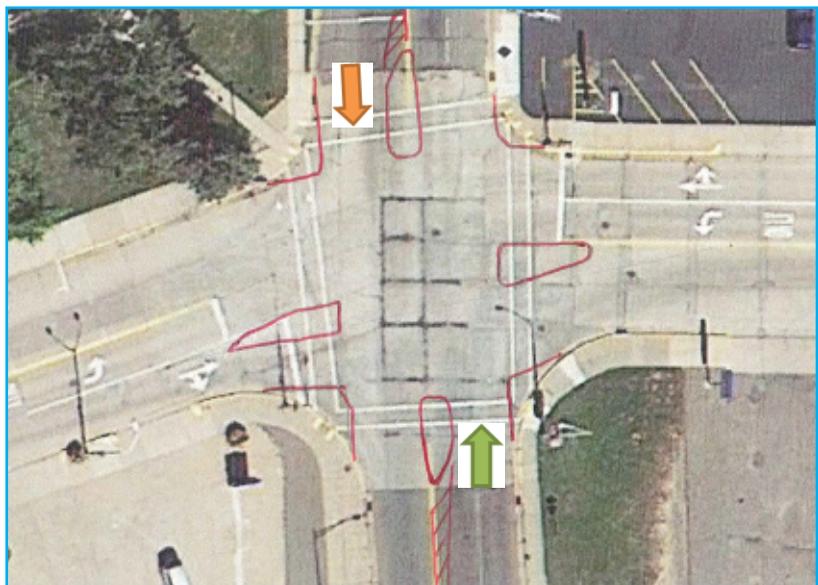
Center Avenue and Main Street

Revise the Center Ave and Main St intersection to improve pedestrian crossings.

Time Frame: Intermediate.

 Add medians for pedestrians to rest while crossing each street. Design medians so that trucks can turn onto each street.

Red lines in drawing at right represent new medians and curb extensions with new ADA approved sidewalk ramps pointing in the direction of travel.



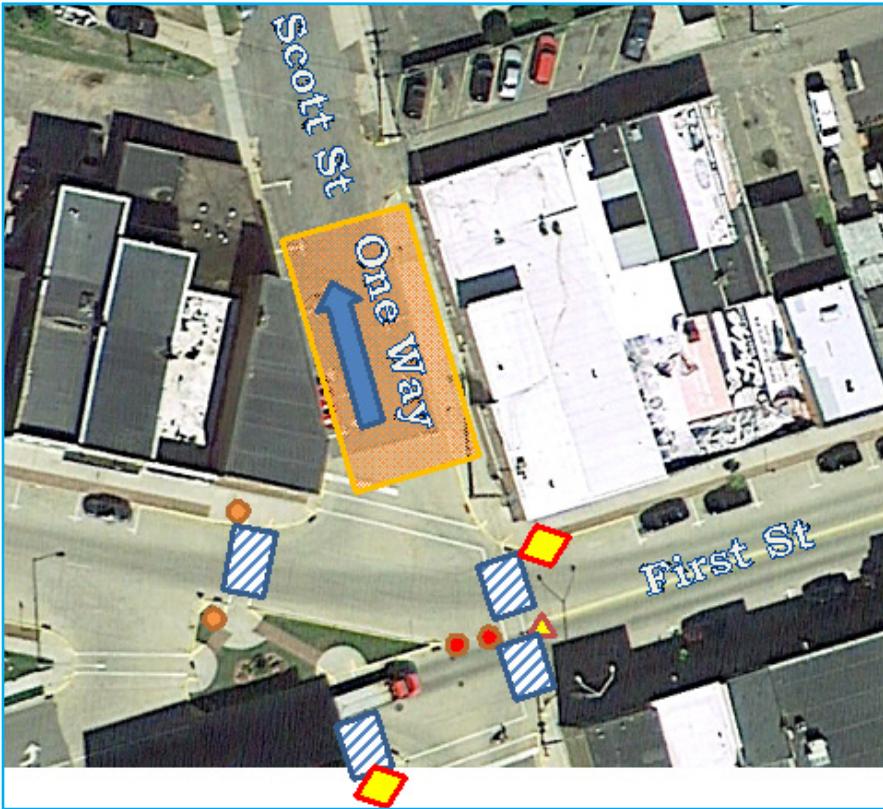
-  = Replace 2 travel lanes with 1 travel lane and a bike lane.
-  = Replace 1 travel lane and a turn lane with 1 travel lane and a bike lane.

First Street and Scott Street

Revise the First St and Scott St intersection to improve pedestrian crossings.

Time Frame: Short Term

Make part of Scott St one way (see graphic) and allow diagonal parking on that section of the road.



-  = Flashing LED beacon pedestrian crosswalk (Figure A) 
-  = Flexible delineator with reflective band (Figure B)
-  = Double-sided YIELD Crossing panel with portable base (Figure C)
-  = Paint high visibility crosswalk (such as Continental, Zebra, or Ladder from Crosswalk Improvements recommendation)
-  = Replace "No Left Turn" signs with pedestrian crosswalk and arrow signs (W11-2 & W16-7P). May place a double-sided "No Left Turn" sign in the median.

Figure A: Crosswalk Beacon Assembly

Install a Double Light Rapid Flash Beacon assembly on both sides of crosswalk, on west side so pedestrians can see when lights are flashing.

Make sure that beacons automatically adjust their brightness with daylight conditions, or day and night.

Includes:

- 2 amber LED beacons;
- 1 microwave pedestrian detector to automatically actuate signal;
- 1 pedestrian sign (W11-2);
- 1 arrow sign (W16-7P); and
- wiring to connect two of these assemblies to electricity and to each other on both sides of the crosswalk.



Do not install a Rectangular Rapid Flash Beacon (RRFB). Due to the brief time that drivers will have to view this assembly, the brightest RRFBs are too small and dim to adequately warn drivers of pedestrians in the crosswalk.



Figure B: Flexible Delineator

Install 3 of these flexible delineators with reflective bands in the middle of Scott St to reinforce that through traffic is not allowed.

Flexible delineators will still allow emergency vehicles to run over the posts.



Figure C: YIELD Crossing Panel

Install a double-sided YIELD Crossing panel with portable base on the double yellow line, just east of the crosswalk. This location will reinforce that left turns are not allowed.



Review Crosswalk Lighting Citywide.

Most crosswalks are colocated with intersections. Lighting levels should allow detection of pedestrians in enough time to yield to pedestrians at crosswalks.

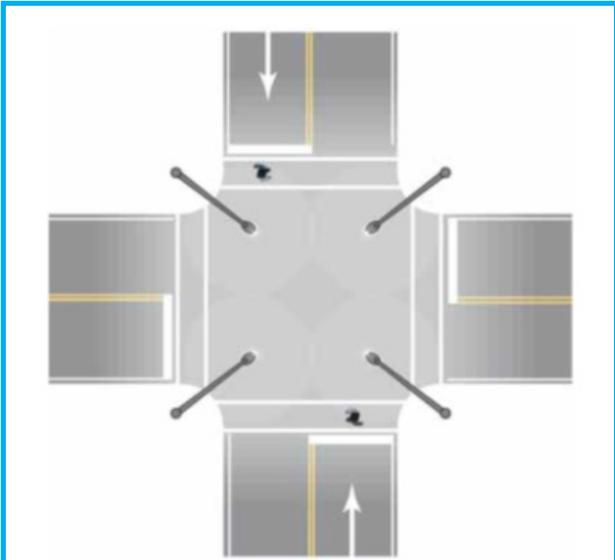
Time frame: Long term.

Begin with intersections:

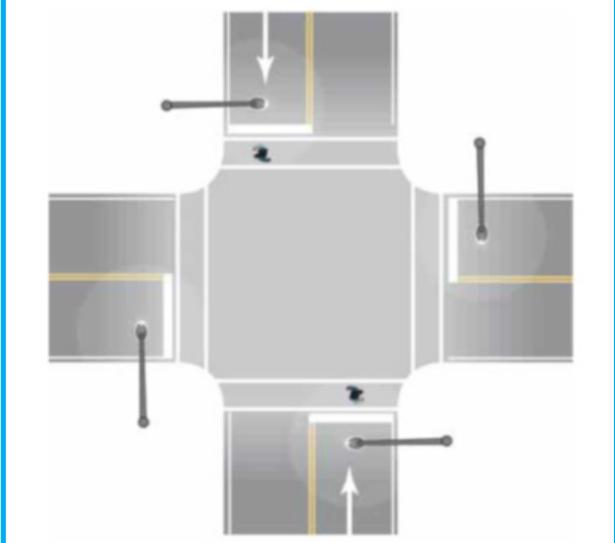
- Identified as pinch points on Map 8;
- Identified by Safe Routes To School;
- Downtown intersections; and
- River Bend Trail crossings.

FHWA Research Findings [FHWA-HRT-08-053]

- A vertical illuminance level of 20 lx measured at 1.5 m (5 ft) from the road surface allowed drivers to detect pedestrians in midblock crosswalks at adequate distances under rural conditions.
- A higher level of vertical illuminance may be required for crosswalks when:
 - » There is a possibility of continuous glare from opposing vehicles.
 - » The crosswalk is located in an area with high ambient light levels.
 - » The crosswalk is located at a lighted intersection.
 - » The luminaire selected will influence the best mounting location and height of the luminaire with respect to the crosswalk.
- The vertical illuminance level that allowed drivers to detect pedestrians at adequate distances was the same for high pressure sodium and metal halide sources; however, MH or other white light sources may provide better facial recognition and comfort for pedestrians.



Traditional intersection lighting layout.



New design for intersection lighting layout for crosswalks.

Source: FHWA

Attachment: Bicycle and Pedestrian Plan (1214 : Consider Bicycle and Pedestrian Plan)

Bike Routes

Recommendation: Designate bike routes to cover the whole city.

Time frame: Intermediate to implement bike routes.

All of the proposed bike routes on Map 10 and recommended improvements on Map 11, and Attachments H & I, will need City Council approval and Streets Department implementation.

When scheduling a repaving project, check to see if it is a designated segment on Map 10 or 11, then check for the recommended improvement under that segment’s description on pages 42-48.

Each proposed bike route becomes a bike route when the City:

1. Officially designates by ordinance one of the segments or part of a segment named below (e.g. Segment 1) per WI State Statute 349.23; and
2. Installs bike route signs (see recommendation: “Route Wayfinding Signs”), and marks the pavement if necessary to make “favorable conditions” for bicycling.

A bike route may be officially designated when there are “favorable conditions” for bicycling. If a route is inherently dangerous, then it should not be officially designated until it becomes acceptable to bicycle on. “Favorable conditions” is defined for Merrill as having “good” or “moderate” conditions on Map 1; so a bike route with favorable conditions may be signed. If a road is not rated on Map 1 for bicycling conditions, then its rating is “best.”

Map 1 Condition Descriptions

“Best” conditions for bicycling include roads with light volumes of traffic and may have many other favorable factors such as good sight distance and minimal truck traffic. This classification also includes highways approaching a moderate level of traffic but with paved shoulders.

“Moderate” conditions for bicycling are roads that have moderate traffic volumes for the amount of pavement width present. This classification may also include county and state highways with paved shoulders, but slightly more traffic. Due to moderate traffic volumes, less experienced cyclists should use care on these segments.

“Undesirable” conditions for bicycling include roads with moderately high traffic volumes with no paved shoulders, or high traffic volumes with narrow paved shoulders, and may have moderate to high truck traffic. This classification could also include some moderate volume roadways, but with an assortment of negative factors for bicycling. Bicyclists should try to plan around these roads and or use considerable caution when using them. Bicyclists should have appropriate amounts of expertise with these types of riding conditions if choosing these roads.

Bike Route Descriptions:

RIVER BEND TRAIL

The River District Development Foundation is coordinating bikeway development along with the City. WisDOT and DNR both have trail building standards to follow for the enjoyment of all users. This recommendation is for trail builders to follow WisDOT and DNR trail standards when constructing any section of the trail, regardless of whether WisDOT or DNR money is used or not.

SEGMENT 1 – FOSTER STREET AND EMMERICH STREET

Time frame: Short term.

This on-street route connects Otts Park to other routes. No improvements are necessary beyond posting bike route signs.

SEGMENT 2 – COTTAGE STREET

Time frame: Short term.

Cottage Street is the north-south alternative to using State Street, which is a truck route. Parking was recently removed from one side of Cottage Street. Since this road will have bicycle traffic from the River Bend Trail, then in addition to installing Trail and bike route signs, paint shared lane markings (sharrows) per MUTCD standards, in the curb lane where there is no on-street parking, and paint sharrows outside of the curb parking lane on the other side of the road.

SEGMENT 3 – PROSPECT STREET AND 10TH STREET

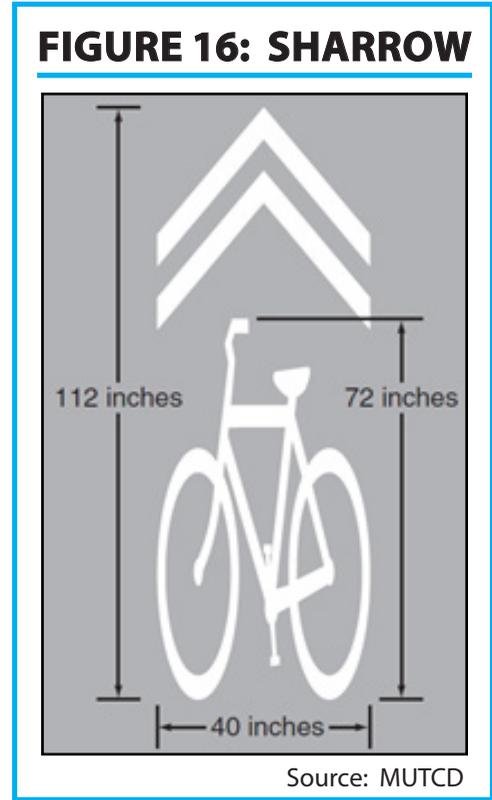
Time frame: Short term.

Prospect Street connects Kate Goodrich Elementary School, and Third Street, south to the River Bend Trail. The only improvement needed is to improve how Prospect, north of STH 107, intersects with STH 107. Part of this intersection creates blind corners and high speed turns. See the #2 diagram  Attachment H for the intersection improvement.

SEGMENT 4 – MILL STREET AND DUNGINSKI ROAD

Time frame: Short term.

Mill Street connects downtown with a local scenic route out of the City to connect with CTH K. No improvements necessary beyond posting bike route signs.



SEGMENT 5 – PIER STREET AND MERRILL MEMORIAL FOREST

Time frame: Intermediate.

Pier Street is a main north-south street that becomes CTH JJ out of the City, which leads to the Merrill Memorial Forest. The only improvement is to add 5-foot asphalt paved shoulders to Pier Street from the north end of the Prairie River bridge, north to Taylor Street. See Figure __ to pave an extra space for bicyclists to cross the railroad tracks.

When the County repaves CTH JJ, this recommendation is to add 5-foot asphalt paved shoulders from Taylor Street north to the end of the double yellow center line (no passing zone), and then to widen the remaining pavement to at least 24-feet wide, if paved shoulders are not added.

SEGMENT 6 – CENTER AVENUE / CTH K

Time frame: Short term.

Center Avenue was USH 51 before the current freeway was constructed. This recommendation is to add a bike lane on both sides of Center Ave from Joe Snow Rd north across the Wisconsin River Bridge up to the Main Street turn lane. Add a sharrow at the end of the northbound bike lane. Begin bike lane again on both sides of Center Ave, from Main St to bike ramp onto/off of sidewalk in roundabout. Add a “bicycles may use sidewalk” sign on a post just before the bike ramp on all four sides leading into the roundabout. Also, change Merrill’s Municipal Code to allow all bicyclists to use the sidewalk within the roundabout.

North of the roundabout on Center Ave to Lake Street, perform a road diet by reducing the 4 travel lanes, to 2 travel lanes, a two-way center turn lane, and curb bike lanes on both sides. Keep the current lane configuration from Lake St to 14th Street. Paint sharrows per MUTCD in the curb area on both sides.

On CTH K, from CTH G north to Pope Road, paint bike lanes on both sides. Adding the bike lanes on both sides of CTH K will reinforce to motorists that bicyclists may be in the area. This will provide a safe space to bike within the existing road pavement.



SEGMENT 7 – SALES STREET

Time frame: Short term.

Sales Street, north of STH 64, is wide enough to accommodate two travel lanes and two parking lanes. The parking lane is not heavily used on this street, so no improvements are necessary beyond installing bike route signs. If speeding becomes a problem on this road, then painting an “urban shoulder,” which is a white line to create 10-foot travel lanes, may slow traffic down due to drivers perceiving the road to be narrower. This urban shoulder would automatically allow parking (unless a no parking zone is created) and bikes to operate in this area without additional signage.

Sales Street south of STH 64 is wide enough for one travel lane if cars are parked on both sides. Add bike route signs high enough to be seen over parked cars, and choose posts just after driveways or roads where parked cars would not obstruct the sign visibility.

SEGMENT 8 – MEMORIAL DRIVE

Time frame: Short term.

Memorial Drive, north of STH 64, is wide enough to accommodate two travel lanes and two parking lanes. The parking lane is not heavily used on this street, so no improvements are necessary beyond installing bike route signs. If speeding becomes a problem on this road, then painting an urban shoulder, which is a white line to create 10-foot travel lanes, may slow traffic down due to drivers perceiving the road to be narrower. This urban shoulder would automatically allow parking (unless a no parking zone is created) and bikes to operate in this area without additional signage.

Memorial Drive south of STH 64 is wide enough for one travel lane if cars are parked on both sides. Add bike route signs high enough to be seen over parked cars, and choose posts just after driveways or roads where parked cars would not obstruct the sign visibility.

SEGMENT 9 – RIVERSIDE AVENUE TO JEFFERSON ELEMENTARY

Time frame: Intermediate.

This is a low traffic volume bike route, south of the Wisconsin River, that connects Center Ave with Jefferson Elementary and continues west to STH 64 out of the City.

Map 8 shows a couple of pinch points on both ends of Riverside Avenue. To make these pinch points **bicycle friendly**, paint sharrows in travel lanes of Riverside Ave, between State St and just east of Schultz Street due to parked cars often using the parking lane, and then also paint sharrows on the road in front of the athletic center – paint westbound sharrows in curb zone per MUTCD, and paint eastbound sharrows in curb zone per MUTCD until on-street handicapped parking is allowed where sharrows should then be painted in the travel lane per MUTCD.

To make these pinch points **pedestrian friendly**, install sidewalk on at least one side of Riverside Ave (both sides would be best), between State St and Schultz Street due to parked cars often using the parking lane, and then also install sidewalks on both sides of Riverside Ave from Center Ave west to the last driveway of the athletic center parking lots on either side of the road, allowing each driveway to act as the pedestrian ramp to the road.

SEGMENT 10 – SIXTH STREET/STH 64 ALTERNATIVE

Time frame: Short term.

This route was chosen as an alternative to riding on STH 64 from Park Ridge Avenue to STH 107 (Grand Ave).

Map 8 shows that 3rd St, between Center Ave and Grand Ave, is a pinch point for bicyclists due to high traffic volumes (but not as high as STH 64) and the allowance for parking on both sides. If parking was removed from one side, and bike lanes were added to both sides, then 3rd Street would provide bicyclists more confidence with using this road.

Due to half of Third Street identified as a bicycle pinch point on Map 8, then the STH 64 Alternative route was moved to Sixth Street.

For most of this bike route, only posting bike route signs is needed.



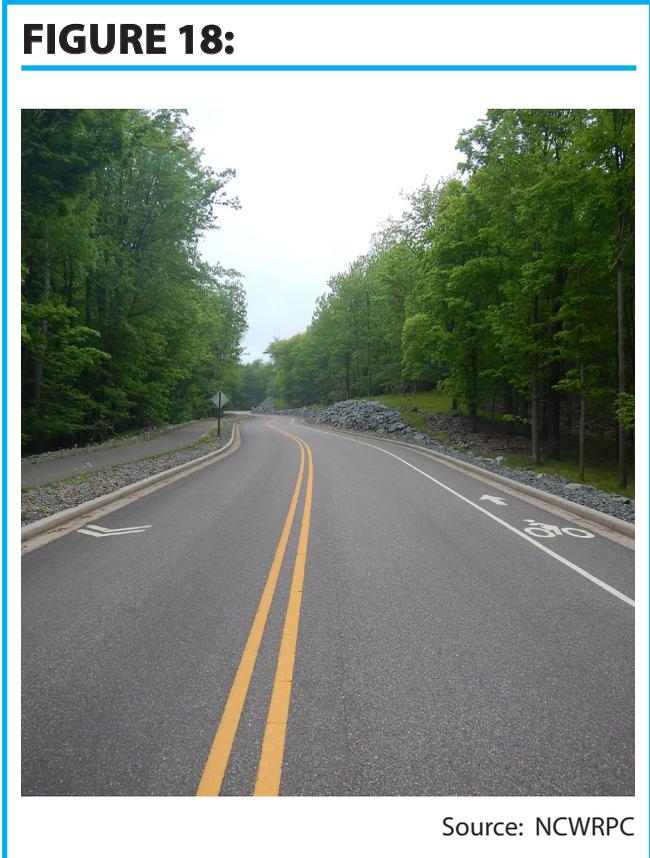
On Sixth Street, parking is allowed on both sides, but the traffic volume is low. Due to expecting a high amount of bike traffic on Sixth Street this road’s recommendation includes:

- Paint the center line of sharrows 11 feet away from the curb in each direction;
- Review where stop signs are necessary, and which stop signs may be replaced with yield signs to reduce the amount of complete stops that bicyclist would be required to make;
- If traffic on Sixth St and cross traffic streets are moving faster than the posted speed limits, then consider replacing stop signs with yield signs and adding traffic circles to the middle of the intersection. Neighborhood traffic circles can include a paved apron or mountable curb to accommodate the turning radii of larger vehicles like fire trucks or school buses. Larger circles should include splitter islands (painted on the pavement) at the approaches.

Since one block of Sixth St and one block of Logan St, by Athletic Park, are gravel roads, then until they are paved, re-route this bike route south a block onto Fifth St, and then back to Logan St, and then down to Third Street. Re-inforce where the route is by painting the center line of sharrows 11 feet away from the curb in each direction on Blaine St, Fifth St, and Logan Street.

The Third St bridge over the Prairie River is not ADA accessible for wheelchairs. To provide immediate space for wheelchairs to cross the Prairie River, paint bike lanes on Third Street, from Logan St west to the old pool’s parking lot driveway. Paint a bike lane going up Parkway Dr and paint sharrows coming down Parkway Dr (see #2, Attachment H). Bikes move closer to traffic speed going down hills. (Figure 18)

On Merrill St, make changes per Panel #2 in Attachment H, and paint sharrows on both sides.



SEGMENT 11 – NORTH ROUTE, CTH G AND TAYLOR STREET

Time frame: Intermediate

This route crosses on the north side of Merrill from STH 17, west to the MARC. In addition to installing bike route signs, pave 5-foot shoulders onto both sides of CTH G, from Memorial Drive east to STH 17 – but do not mark these shoulders as bike lanes. This is an ATV route, and ATVs must remain on the paved surface, so these paved shoulders will benefit bicyclists and ATVers. For CTH G west of Memorial Drive, request an exception from WisDOT to modify the two-way center turn lane from 14-feet wide to 11-feet wide.  This extra lane width may be used, in addition to extra pavement, to provide bike lanes on both sides.

Center Avenue’s recommendations are under Segment 6’s description.

Pier Street’s recommendations are under Segment 5’s description.

On Taylor Street, bike lanes exist from Pier St to Jefferson Street. This recommendation is to extend those bike lanes west until Taylor Street intersects with STH 107.



SEGMENT 12 – MAIN STREET/STH 64

Time frame: Short term.

Bikeability of Roads, Map 1, shows most of STH 64 in Merrill is either rated “moderate” or “undesirable” for bicycling. These recommendations are designed to make STH 64 safer for bicyclists and possibly change the rating to “moderate” for the whole length within the existing roadway surface. Map 3 shows that STH 64 is a designated long truck route, meaning that the largest trucks that can operate in Wisconsin can operate on this road. WisDOT requires that a travel lane in each direction on STH 64 must remain 12-foot wide. Due to truck traffic, this road may not become the “best” conditions for bicycling. Proper bicyclist education along with engineering changes will still make STH 64 an acceptable road to bicycle on.

Main Street east of Stuyvesant St is a 4-lane road out to just past Eagle Drive, then Main St becomes a 4-lane divided highway into the USH 51 interchange.

The 2013 STH 64 / Pine Ridge Avenue, Access Safety Study, analyzed the potential future safety and operational capacity of traffic leading into this intersection. Bicycle and pedestrian needs were taken into account as part of the study too. WisDOT indicates that road diets from four lanes down to three lanes have been very successful on roads with AADT less than 17,500, and even up to 25,000 AADT with an engineering study. Due to an actual AADT of 8,900 and projected AADT of 14,500-15,000 in 2043, Main St is a good candidate roadway for a road diet.

Recommendation is to perform a road diet on Main Street east of Stuyvesant St out to just past Eagle Drive. A road diet for this roadway would convert the undivided 4-lane roadway into two travel lanes, a center turn lane, and two outside bike lanes. 

Recommendation for STH 64 as it winds through Stuyvesant St and 1st St:

- Allow bicyclists to use the sidewalks through these intersections; and
- Paint sharrows in these intersections per Attachment 

Recommendation for STH 64, west of Center Avenue to Polk Street:

- Paint bike lanes or sharrows, and install signs per Attachment I diagrams.

Recommendation for STH 64, between Polk St and STH 107 intersection:

- Paint bike lanes or sharrows, and install signs per Panels #1, 3, & 4 in Attachment H.

Recommendation for STH 64, between Polk St and STH 107 intersection:

- Paint bike lanes or sharrows, and install signs per Panels #1, 3, & 4 in Attachment H.

Recommendation for STH 64, between the Prairie River Bridge and the Wisconsin River Bridge:

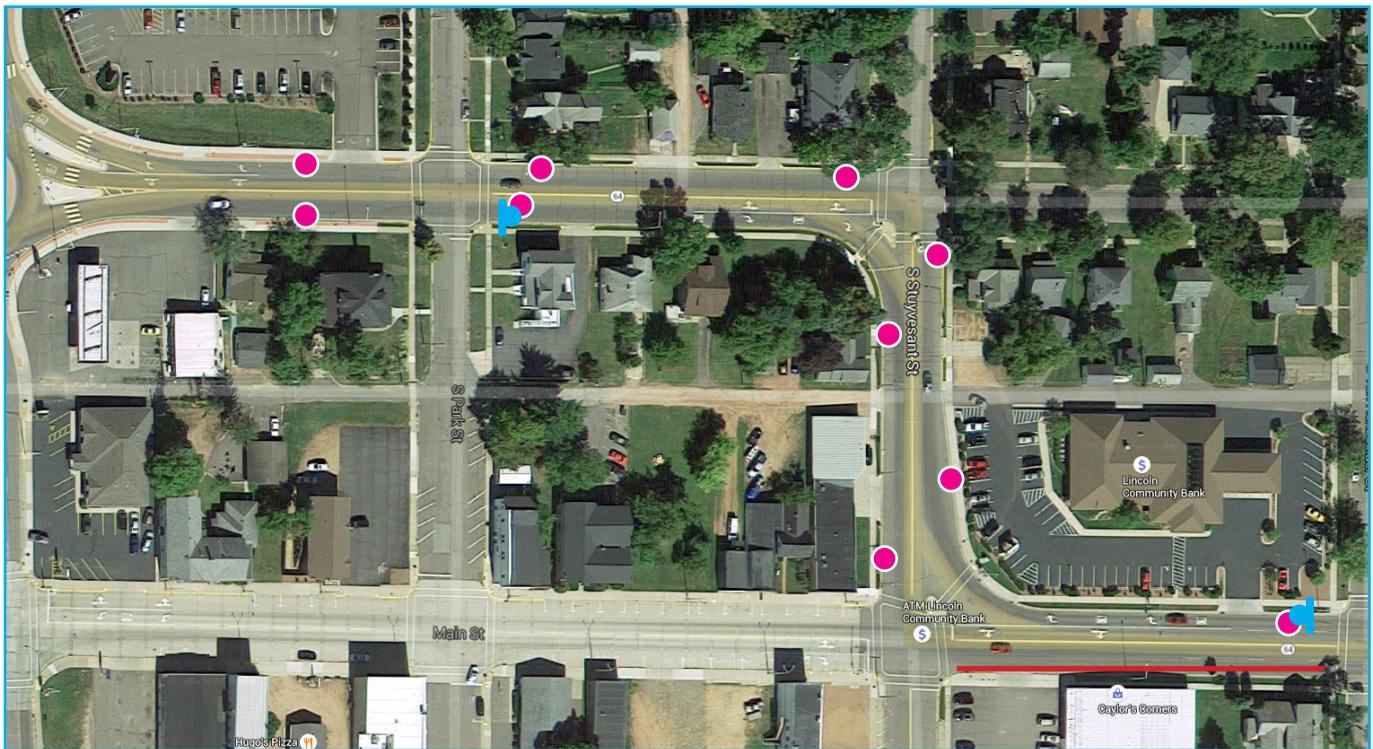
- Replace on-street parking, except between Prospect St and Genesee St, with bike lanes, and paint sharrows per "Recommendation for Hwy 64 between Rivers" in Attachment J.

Recommendation for STH 64, from Cottage St west to Glen Dr:

- Replace on-street parking with bike lanes.
- Where on-street parking will remain, paint an urban shoulder, which is a solid white line painted 12-feet away from the roadway center line. Urban shoulders provide space for parking, and when cars are not there it may be used by bicyclists.



FIGURE 19: STH 64 CURVE BIKE MARKINGS



- = Sharrows
- = Potential Bike Lane
- ➡ = "Bicyclists May Use Sidewalk" Sign (Figure 17)

Source: NCWRPC

ROAD DIET

Road Diets are a safety-focused alternative to a four-lane, undivided roadway. The most common type of Road Diet involves converting an existing four-lane, undivided roadway segment that serves both through and turning traffic into a three-lane segment with two through lanes and a center, two-way left-turn lane (TWLTL). The reclaimed space can be allocated for other uses such as bike lanes, pedestrian refuge islands, bus lanes and parking. The benefits of Road Diets include:

- **Safety.** Road Diets can make the roadway environment safer for all users. Studies indicate a 19 to 47 percent reduction in overall crashes when a Road Diet is installed on a previously four-lane undivided facility. For pedestrians, Road Diets result in fewer lanes to cross and provide an opportunity to install refuge islands that slow vehicles in the midblock crossing area, which is where 70 percent of pedestrian fatalities occur.
- **Low Cost.** Road Diets make efficient use of the roadway cross-section. The majority are installed on existing pavement within the right-of-way. When planned in conjunction with reconstruction or simple overlay projects, the safety and operational benefits of Road Diets are achieved essentially for the cost of restriping pavement lanes. Striping can also be ground of and the whole road repainted.
- **Quality of Life.** Road Diets can make shared spaces more livable and contribute to a community-focused, Complete Streets environment. On-street parking and bike lanes can also bring increased foot traffic to business districts.



SEGMENT 13 – GRAND AVE/STH 107

Time frame: Short term for repainting crosswalks.

Time frame: Long term for reconfiguring intersections.

Grand Avenue/STH 107 was laid out in a 45 degree angle from the north-south and east-west road grid. With such a layout comes acute and obtuse angled intersections that are much longer to cross than perpendicular intersections. Longer crosswalks increase the safety risk for pedestrians because they are in the road longer, and curb ramps need to be specially designed to face the line of travel for visually impaired individuals to accurately cross the street. Several of the pinch point intersections, shown on Map 8, may be inexpensively redesigned by repainting crosswalks and adding new curb ramps to increase pedestrian safety with crossing STH 107. Other recommendations suggest realigning whole intersections, which will take a long time to implement with reconstruction road projects.

Recommendation for STH 107 is:

- Paint two 12-foot travel lanes, then paint an urban shoulder, which is a white line painted 12-feet away from the roadway centerline. Parking or bike riding could occur in the curb lane.
- Make crosswalk improvements per Panels #3, and 5 through 10 in Attachment H.



EVALUATION RECOMMENDATIONS

Reviewing how programs are working and how people are interacting on a regular basis determine if changes are needed to get the desired effect.

Program Counts

Always count how many people are participating in a bicycle education class, or fun ride, or Walk & Bike To School day event.

Time frame: Short term.

Responsible party: Same entity that is organizing event.

If few people are coming to an event in proportion to all the potential residents in Merrill, then changes are needed to make the program useful.

Bike and Pedestrian Counts

Annually count how many people are biking and walking.

Time frame: Short term.

Responsible party: Volunteers in coordination with Park & Recreation Commission.

One of the greatest challenges facing the bicycle and pedestrian field is the lack of documentation on usage and demand. Without accurate and consistent demand and usage figures, it is difficult to measure the positive benefits of investments in these modes, especially when compared to the other transportation modes such as the private automobile. Annual bicycle and pedestrian counts provide a direct way to track usage trends over time. The National Bicycle & Pedestrian Documentation Project provides a recommended methodology and timing, survey and count forms free online. Local trainers Volunteers conduct the counts under a local government committee, so little financial burden exists. Don't forget to provide a thank you token of appreciation to the volunteers.



MERRILL FIRE DEPARTMENT

Monthly report July 2015

Administration

Chief Savone attended Common Council Meeting
Chief Savone attends monthly Health and Safety Committee Meeting
Chief Savone attends monthly Personal and Finance Committee Meeting
Chief Savone attended the monthly Lincoln County EMS Meeting
Chief Savone attends the NC Wisconsin Fire Chief's Meeting
Chief Savone conducts department officers meeting
Chief Savone attends department head meeting
Fire Department/EMS stand-by at the City Fireworks Display
Chief Savone attends County Fair board Meeting to review Emergency Operations Plan
Fire Department/EMS stand-by at the County Fair
Chief Savone participates in Dietman Carlson Wage Study Interview
Chief Savone and Police Chief Neff, have meeting to discuss & plan upcoming Community Night Out Event.
Chief Savone meets with City administrator Johnson and City Attorney Hayden to discuss union contract negotiations
Chief Savone Attends quarterly EMS meeting with Doctor Schertz from GSMC
Wisconsin State Fire Marshall conducts training on Fire Cause & Origin Class for Police Dept, Sheriff's Dept and Fire Dept members
Captain Drury and Chief Savone attend a tabletop exercise planning session at GSMC
Chief Savone Attends the MABAS Conference

Operations

Month	EMS Incidents	EMS Incidents Motor Vehicle Crash	Structure Fire	Other Fires	Other Hazards & Service Calls	Mutual Aid	Total Incidents for Month
January	148	2	2	1	12	4	169
February	113	1	5	3	9	0	131
March	126	3	0	6	8	0	143
April	129	3	4	3	10	0	149
May	131	3	1	7	9	1	152
June	138	3	0	4	18	0	163
July		6	1	7	14	1	169
August							
September							
October							
November							
December							
Year to Date Total	785	21	13	31	70	6	1076

EMS

Month	Total EMS Patients	Transfers	Stand-by	Stand By Tomahawk	Expenses	Total Billing
January	157	14	3	0	\$89,856.97	\$120,976.70
February	123	9	3	0	\$85,162.60	\$90,545.10
March	135	19	1	0	\$70,600.01	\$104,245.10
April	134	13	0	0	\$67,054.90	\$109,589.00
May	133	12	1	1	\$66,280.93	\$103,418.50
June	152	10	3	0	\$68,604.40	\$111,075.10
July	159	17	5	1	\$96,681.04	\$117,349.30
August						
September						
October						
November						
December						
Total YTD	993	94	16	2	\$544,236.86	\$757,198.80

Training

	Number of trainings offered	294	
	Number of Staff attending	441	
	Number of Staff Hours	774.22	

During the month training topics included Incident Priorities, Fire Department Connections, Engine pumping Operations, Aerial Operations, County Fair Prefire Plan review, Fire Cause and Origin Class, ICS 300 class, Firefighter 2 class, Driver Training

Fire Prevention Bureau

	Inspection by Towns		
	City of Merrill	89	
	Town of Merrill	0	
	Town of Scott	7	
	Town of Rock Falls	0	
	Total Inspections	96	
	Number of Violations	45	
	Number of Corrected Violations	21	
	Number of Staff Hours this month	60.5	

Public Education & Community Activities

Heartsaver CPR class for 8 people from Kids Kingdom Daycare
Heartsaver CPR/First Aid class for 5 people from the Parkside Preschool.

Attachment: Monthly Report - Fire Department (1219 : Fire Chief Savone)



**MERRILL
WISCONSIN**
City Of Parks

CITY OF MERRILL

Police Department

Chief Kenneth J. Neff
Captain Corey A. Bennett

1004 East First Street • Merrill, Wisconsin • 54452-2586
Phone (715) 536-8311 • FAX (715) 536-5930

JULY 2015

	Last Month	This Month	Last Year
Complaints received	586	686	691
Traffic crashes	15	15	17
Juvenile non-traffic arrests	14	12	19
Traffic Citations (adult & juv.)	77	56	74
Adult non-traffic arrests	90	77	146

CVR Transactions

New applications	33	36	55
New application city revenue	\$429.00	\$468.00	\$715.00
Renewals	25	27	35
Renewal city revenue	\$162.50	\$175.50	\$227.50
CVR Revenue YTD		2015 \$5,167.50	2014 \$6,513.00

“Serving Merrill with Pride”

An equal opportunity/affirmative action employer.

SPECIAL ASSIGNMENTS AND ACTIVITIES

- July 6, **Captain Bennett** attended the Lincoln County Fair Board meeting to discuss Emergency Operation Plan
- July 7, **Lieutenant C. Hartwig** conducted weapons training at firearms range
- July 8, **Officer Drabek** and **Eros** attended K-9 inservice training
- July 9, **Lieutenant Hamann** attended Crime Stoppers board meeting
- July 9, **Lieutenant Hamann** attended Drug-Free Coalition meeting
- July 13, **Chief Neff** attended United Way agency training
- July 13-15, **Officer Jaeger** and **Officer Tremaine** attended DARE officers training conference
- July 14, **Chief Neff** attended Department Head meeting
- July 14, **Chief Neff** attended City Council meeting
- July 21, **Officer Drabek** and **Eros** attended K-9 inservice training
- July 21, **Lieutenant C. Hartwig** conducted weapons training at firearms range
- July 21-22, **SRO Investigator Heckendorf** and **Officer Mathwich** attended ALERT Response training at Nicolet College
- July 22, **Chief Neff** and **Officer Jaeger** attended United Way Review meeting regarding mid-year report
- July 23, **Chief Neff** attended North Central Chief's meeting in Stevens Point
- July 23, **Lieutenant Hamann** attended FBI Meth Roundtable in Wausau
- July 27, **Chief Neff** was guest speaker on WJMT Our Town broadcast
- July 27, **Captain Bennett** attended Health & Safety committee meeting
- July 28, **Chief Neff**, **Captain Bennett**, **Lieutenant C. Hartwig**, and **SRO Heckendorf** participated in Badges and Bows event at Lincoln County Sports Club with Park & Recreation children
- July 28, **Chief Neff** attended Personnel & Finance committee meeting
- July 30, **Chief Neff** attended United Way Review meeting for Lincoln County Drug Coalition
- July 30, **Chief Neff**, **Captain Bennett**, **Lieutenant Hamann**, **Officer Tremaine**, **Officer Mathwich**, and **Officer Cimino** participated in Gutter Busters Event at Les and Jim's with Park and Rec



Kenneth J. Neff
Chief of Police

Department Activity Report

First Date: 07/01/2015

Jurisdiction: LINCOLN911

Last Date: 07/31/2015

Department	Complaint Type	Description	All Units	Primary Unit
MRPD				
	911 HANGUP	911 HANGUP	6	4
	911 NUISANCE	911 NUISANCE CALL	4	3
	ABAND VEH	ABANDONED VEHICLE	1	1
	AGENCY/ASS	AGENCY ASSISTANCE	10	8
	ALARM	ALARM (BANK, FIRE, COMMERCIAL, RESIDENTIAL)	27	13
	AMBULANCE	AMBULANCE NEEDED	56	2
	ANIMAL BITE	ANIMAL BITE	4	3
	ANIMAL CARC	ANIMAL CARCASS IN LANE	2	2
	ANIMAL COMF	ANIMAL COMPLAINT (BARKING DOG, NEGLECT, E	42	30
	ATT LOCATE	ATTEMPT TO LOCATE	2	1
	ATT FRAUD	ATTEMPTED FRAUD	1	1
	ATT THEFT	ATTEMPTED THEFT	1	1
	ATV/SNOW CC	ATV/SNOWMOBILE COMPLAINT	2	2
	BAIL JUMP	BAIL JUMPING	3	3
	BATTERY	BATTERY (intentional and unlawful touching or strikin	9	3
	BURGLARY	BURGLARY (unauthorized entry into a building, vehicl	9	6
	CHILD ABUSE	CHILD ABUSE/NEGLECT	13	5
	CHLD CUS	INTERFERE W/CHILD CUSTODY	1	1
	CRASH/DEER	CRASH CAR/DEER	1	0
	CRASH/FATAL	CRASH WITH FATALITY	1	0
	CRASH/INJUR	CRASH WITH INJURY	9	2
	CRASH/PDO	CRASH PROPERTY DAMAGE ONLY	23	17
	CRIM DAM PR	CRIMINAL DAMAGE TO PROPERTY (VANDALISM)	6	4
	CTZNI/ASSIST	CITIZEN ASSISTANCE	18	10
	CVL	CIVIL	8	5
	DEBRIS SPILL	DEBRIS/SPILL ON ROADWAY	7	7
	DIS CONDUCT	DISORDERLY CONDUCT	39	19
	DISREGARD	DISREGARD	2	1
	DOMESTIC	DOMESTIC	23	8
	DRUG ACTVIT	DRUG ACTIVITY (POSSESSION, USE, PARAPHERN	18	12
	DRV COMP	DRIVING COMPLAINT (RECKLESS, ROAD RAGE, E	30	17
	ESCORT	ESCORT/CONVOY	29	13
	EXTRA PATRL	EXTRA PATROL	11	8
	FALSE ALARM	FALSE ALARM (BANK, FIRE, COMMERCIAL, RESID	6	4
	FIGHT	FIGHT IN PROGRESS	17	5
	FIRE CAR	FIRE CAR	4	0
	FIRE MISC	FIRE MISCELLANEOUS	4	2
	FIRE STRUC	FIRE STRUCTURE	3	1
	FORGERY/FR	FORGERY/FRAUD	9	9
	FOUND ITM/AN	FOUND ITEM/ANIMAL	25	23
	GARBAGE DU	ILLEGAL DUMPING OF TRASH OR DEBRIS	3	3
	GAS SKIP	GAS SKIP	7	7
	HARASS CALL	HARASSING PHONE CALLS	3	3
	HARASSMENT	HARASSMENT	9	7
	HAZ SITUATIC	HAZARDOUS SITUATION	10	6
	HIT & RUN	HIT & RUN / F.PI.PD	5	4
	HOUSEWATCH	HOUSEWATCH	1	1
	IMP/ILL PARK	IMPROPERLY/ILLEGALLY PARKED VEHICLE	33	32

Department Activity Report

First Date: 07/01/2015

Jurisdiction: LINCOLN911

Last Date: 07/31/2015

Department	Complaint Type	Description	All Units	Primary Unit
MRPD	INFO COMPL	INFORMATIONAL COMPLAINT	32	28
	INTOX PED	INTOXICATED PEDESTRIAN	8	4
	INTOX DRIVEF	INTOXICATED DRIVER	7	3
	JUNK ORD	JUNK. ORDINANCE VIOLATION	4	4
	JUV COMP	JUVENILE COMPLAINT	10	5
	LOCKOUT	VEHICLE LOCKOUT	26	23
	LOITERING	LOITERING	2	2
	LOST ITEM/AN	LOST ITEM/ANIMAL	5	5
	MAN WITH GU	MAN WITH A GUN	4	1
	MENTAL SUB	MENTAL SUBJECT	8	4
	MESS DEL	MESSAGE FOR LOCAL DELIVERY	6	1
	MISSING PER	MISSING PERSON	15	7
	MOTORIST AS	MOTORIST ASSIST	5	5
	NEIGH COMP	NEIGHBOR COMPLAINT	4	4
	NOISE COMP	NOISE COMPLAINT	23	14
	ODOR INVEST	ODOR INVESTIGATION	2	1
	OPEN DR/WIN	OPEN DOOR/WINDOW FOUND	4	3
	ORD VIOLATE	ORDINANCE VIOLATION	9	8
	PED ROADWA	PEDESTRIAN ROADWAY	2	1
	PICKUP PRISC	PICK UP PRISONER/SUBJECT	2	1
	PROB VIO	PROBATION VIOLATION	15	11
	PROP DAM	PROPERTY DAMAGE	3	2
	RCKLS CN/DR	RECKLESS CONDUCT/DRIVING	4	3
	RD SIN COMP	ROAD SIGN COMPLAINT	3	3
	ROAD BLOCKI	ROAD BLOCKED	1	1
	RUNAWAY	RUNAWAY	8	2
	SEX ASSLT J	SEXUAL ASSAULT JUVENILE	1	1
	SHOPLIFTING	SHOPLIFTING	8	6
	STAND BY	STAND-BY	16	8
	STOLEN VEH	STOLEN VEHICLE	3	1
	SUDDEN DEAT	SUDDEN DEATH	12	1
	SUICIDE ATT	SUICIDE ATTEMPT	7	3
	SUICIDE THRT	SUICIDE THREAT	18	5
	SUSP ACTVTY	SUSPICIOUS ACTIVITY	35	23
	SUSP PERSON	SUSPICIOUS PERSON	8	5
	SUSP VEH	SUSPICIOUS VEHICLE	10	9
	THEFT	THEFT	36	28
	THREAT	THREATS	6	5
	TRAFFIC STOI	TRAFFIC STOP	115	83
	TRESPASSINC	TRESPASSING	6	5
	VANDALISM	VANDALISM	6	6
	VIO CRT ORD	VIOLATION OF COURT ORDER	3	2
	WANTED PER	CHECK RECORD FOR WANTS	22	11
	WELFARE CK	WELFARE CHECK	31	18
	WIRE DOWN	WIRE DOWN	2	1

Department: 1114 686

IN

Department Activity Report

First Date: 07/01/2015

Jurisdiction: LINCOLN911

Last Date: 07/31/2015

<i>Department</i>	<i>Complaint Type</i>	<i>Description</i>	<i>All Units</i>	<i>Primary Unit</i>
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<i>Overall:</i>			1114	686
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Minutes from the LCHS Board meeting held on Tuesday July 14, 2015

Attendance:

President:	Pat Hoerstmann	Vice President:	Jim Daenicke
Shelter Manager:	Liz Friedenfels	Treasurer:	
Secretary:	Mary Moscherosch	WTA Rep:	Stacy Pettit
County Board Rep:	Mike Loka		
Board Members:	Sally Thayer, Trina DeLasky		
Public:			

The meeting was called to order by President Pat Hoerstmann.

A motion to approve the minutes from the June meeting was made by Mike, 2nd by Jim. Voted on and approved

Presidents Report:

Pat started the meeting with a tour of the new shelter building.

Pat received a phone call from Dr. Deffner, who a few months ago donated several shares of Disney stock to LCHS that we sold. He wanted to make another donation of 100 shares of 3M stock. We were able to sell them for around \$21,000.00.

The family of one of the founders of the Humane Society donated \$5,000.00 in her honor. Both donations will be added to the building fund. Since the start of the new building fund we have received around \$620,000.00 in donations. We have spent around \$395,000.00 and have about close to that same amount to spend yet.

Pat has contacted local banks and we should have no problem if we have to take out a mortgage of about \$150,000.00 Pat wrote up a corporate resolution to seek a mortgage loan. Jim made a motion to go ahead with it, Mike 2nd. Voted on and approved.

Vice President Report:

Jim reported the total profit for the Cruisin for Critters was \$9,881.00. He and Sally have booked the same venue and the same band for next year. The date is set for June 11th 2016. They would like to have the registration at the new shelter.

Treasure Report:

Pat went over the financial report for Kari. A motion to approve was made by Jim and 2nd by Trina. Voted on and approved.

Shelter Manager Report:

Liz reported there was a man who claimed a stray dog from the shelter that wasn't his. The true owner came and the Police Dept. was called. Liz will follow up on the matter to see if there will be charges filed and what we should do with his check. He did get reimbursed by the rightful owner. It was discussed that in the future a photo copy of the persons drivers license will be taken when they claim a stray.

We had a discussion about a cat (Alice) that had tested positive, then negative and then positive again. It was decided it would be best to euthanize if they can't be isolated safely. Fortunately this has been very rare.

We have a donation of two Taylor Swift concert tickets worth about \$160.00 each. Jim said he can Sally could possibly organize a raffle. Another policy is a silent auction. The tickets were donated to us by Julaine Shulist. Liz will contact her and have them transferred to LCHS.

A motion to adjourn was made by Jim and 2nd by Sally

Upcoming board meeting dates:

Wednesday	August 12th 2015
Wednesday	Sept. 16 th 2015

Shelter Report

July 2015

Animals – Our cat numbers have increased near the end of the month but Petsmart adoptions helped to prevent overcrowding. We remain low on the dogs. The cats have been healthy this summer so that has reduced the amount of medications and vet visits.

Staff – Andrea Nicholson will go back to school full time at the end of August but Misty Wirt and Kassie Boyce will pick up the hours that Andrea is dropping.

Events – Liz and Trina are working with The Optimist's Club to schedule a presentation. Jim and Sally are preparing for another bake sale at Fall Ride so if anyone is able to donate baked goods or find others willing to donate items, it would help a lot. Johanna and Renee are working with various businesses to get donations for the banquet. We have received the Taylor Swift tickets and will start the silent auction soon.

5.3.a

Packet Pg. 84

08/10/15
Cash Basis

Lincoln County Humane Society
Expenses by Vendor Summary
July 2015

	<u>Jul 15</u>	
Brickner's Park City Inc	96.25	Van Repairs
Cellcom Rhinelander PCS	107.53	
Colleen Woller.	209.70	Cat Litter
Digicopy	52.85	Thank-you cards
Frontier Communications	107.02	
Janet Klutterman.	75.00	
Krueger Plumbing LLC-	21,950.86	Building
Kwik Trip	153.69	Gas for Van
Liz K Friedenfels	65.29	Cat Litter
Mary Bootz.	350.67	Shelter supplies (bleach, yogurt, dryer sheets)
Menards	37.59	Repairs for Dryer
Merrill Post Office	98.00	Stamps
Merrill Veterinary Clinic	244.10	
Merrill Water Utility	437.21	
Midwest Veterinary Supply, Inc	650.22	Snap Tests
Nelson's Power House	79.90	Repairs for Lawn Mower
Paypal	9.69	
Peterson Sand & Gravel	12,260.12	Building
Petsmart #1415	53.80	Grooming
Quick Books	494.80	
Red Dingo Inc	52.50	Tags
Spay Me!	5,140.00	
The Fix Is In, Inc	30.00	
The Practice LLC	1,045.81	
Tomahawk Leader	211.80	Poker Run
Van Strydonk Construction	14,081.00	Building
Wal-Mart Community	231.40	Shelter Supplies
Walgreens	8.70	
Waste Management of Central Wisconsin	412.89	
Wausau Award and Engraving Inc.	51.60	Tiles for Building
West Bend Mutual Insurance Company	203.00	
Wisconsin Department of Revenue - Sales T	470.92	
Wisconsin Dept Financial Inst.	54.00	
Wisconsin Public Service	800.00	
Wisconsin Valley Veterinary Services	274.95	
TOTAL	<u><u>60,602.86</u></u>	

Lincoln County Humane Society
Animal Statistics 2015

INCOMING	Jan.	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Strays													
Cats	16	8	4	6	15	16	22						87
Dogs	8	7	12	14	11	9	16						77
Other	0	0	0	10	0	0	0						10
Surrendors													
Cats	34	9	4	13	13	5	21						99
Dogs	9	6	6	4	12	4	6						47
Other	1	0	0	0	0	0	0						1
Transfer													
Cats	11	10	35	15	13	0	7						91
Dogs	3	2	4	7	2	1	0						19
Other	0	0	0	0	0	0	0						0
Born at Shelter / Foster													
Kittens	0	0	0	0	5	0	0						5
Puppies	0	0	0	0	6	0	0						6
Total Incoming	82	42	65	69	77	35	72	0	0	0	0	0	442

OUTGOING	Jan.	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Redeems													
Cats	2	1	1	2	2	2	3						13
Dogs	5	5	9	11	8	9	11						58
Other	0	0	0	0	0	0	0						0
Adoptions													
Cats	68	25	52	24	30	26	22						247
Dogs	14	7	9	8	7	11	48						104
Other	2	0	1	0	3	0	0						6
Euthanasia													
Cats	1	2	0	0	0	3	0						6
Dogs	1	0	1	0	1	0	1						4
Other	0	0	0	0	0	0	0						0
Rescue													
Cats	0	0	0	0	0	1	1						2
Dogs	1	3	0	0	2	0	0						6
Other	0	0	0	0	6	0	0						6
Natural Death													
Cats	0	0	0	1	2	4	0						7
Dogs	0	0	0	0	2	0	0						2
Other	0	0	0	0	0	0	0						0
Total Outgoing	94	43	73	48	63	56	86	0	0	0	0	0	461

Currently at Shelter													AVG	
Cats	20	16	25	25	29	36	34							26
Dogs	4	3	8	8	17	11	6							8
Other	0	0	10	10	0	0	0							3
Total	24	19	43	43	46	47	40	0	0	0	0	0	0	37

Currently in Foster Care													AVG	
Cats	4	1	4	4	5	7	7							5
Dogs	0	0	3	3	2	2	7							2
Other	0	0	10	0	0	0	0							1
Total	4	1	17	7	7	9	14	0	0	0	0	0	0	8

Spay Me													Total	
SpayMe Trips #	1	1	1	0	1	0	1							5
SpayMe LCHS Cats	21	21	3	0	15	0	15							75
SpayMe Public Cats	6	4	13	0	9	0	8							40
SpayMe LCHS Dogs	7	1	2	0	6	0	4							20
SpayMe Public Dogs	3	1	5	0	4	0	1							14
Total SpayMe	37	27	23	0	34	0	28	0	0	0	0	0	0	149

Adoption Partners													Total	
Petsmart Cat Adoptions	47	0	37	0	22	0	30							136
Petco Cat Adoptions	2	2	2	1	2	3	2							14

08/10/15
Accrual Basis**Balance Sheet**
As of July 31, 2015

	<u>Jul 31, 15</u>
ASSETS	
Current Assets	
Checking/Savings	
Expense Checking Account	239,936.05
PayPal Checking (RVB)	7,198.32
Buddy & Tar Savings	187.89
Associated Bank	1,667.92
RVSB - Building Fund	193,001.86
PayPal	1,146.49
Total Checking/Savings	<u>443,138.53</u>
Accounts Receivable	
Accounts Receivable	750.00
Total Accounts Receivable	<u>750.00</u>
Other Current Assets	
CD #700344021	10,000.00
CD #700366339	2,050.00
Total Other Current Assets	<u>12,050.00</u>
Total Current Assets	455,938.53
Fixed Assets	
Accumulated Depreciation	-4,200.03
Equipment	11,082.08
Total Fixed Assets	<u>6,882.05</u>
TOTAL ASSETS	<u><u>462,820.58</u></u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
Sales Tax Payables	320.25
Total Accounts Payable	<u>320.25</u>
Other Current Liabilities	
Payroll Liabilities	
Payroll Tax Liabilities	2,456.77
Total Payroll Liabilities	<u>2,456.77</u>
Total Other Current Liabilities	<u>2,456.77</u>
Total Current Liabilities	<u>2,777.02</u>
Total Liabilities	2,777.02
Equity	
Fund Balance	666,964.24
Net Income	-206,920.68
Total Equity	<u>460,043.56</u>
TOTAL LIABILITIES & EQUITY	<u><u>462,820.58</u></u>

Profit & Loss

July 2015

Income	Jul 15	Budget	Jan - Jul 15	YTD Budget	Annual Budget
LCHS INCOME					
Animal Related Income					
Surrender Fees	0.00	166.66	1,224.00	1,166.65	2,000.00
Spay Me	285.00		4,575.00		
Adoption Fees	5,547.00	3,000.00	22,063.00	21,000.00	36,000.00
Reclamation Fees	90.00	83.34	475.00	583.35	1,000.00
Dog License-Public	385.00	2,125.00	6,780.00	6,375.00	8,500.00
Dog License-County	0.00	0.00	44,275.20	47,000.00	47,000.00
Red Dingo Tags	60.00	83.34	651.00	583.34	1,000.00
Microchip	0.00		20.00		
Other Animal Related Income	161.00		636.00		
Total Animal Related Income	6,528.00	5,458.34	80,699.20	76,708.34	95,500.00
Fundraising Income					
Aluminum Cans	4,255.28		8,496.71		
Donation Banks	284.86		2,507.08		
Sales/General Event Income	0.00		20,455.46		
Event Sponsorships	0.00		425.00		
Raffle	3,286.33		10,978.57		
Other Fundraising Income	0.00		220.00		
Fundraising Income - Other	0.00	12,350.00	0.00	37,050.00	49,400.00
Total Fundraising Income	7,826.47	12,350.00	43,082.82	37,050.00	49,400.00
Donation Income					
Paypal Income	120.00	583.33	305.00	4,083.32	7,000.00
Building Fund Income	26,537.33		75,076.46		
General Donation	1,226.25	1,666.67	20,065.27	11,666.68	20,000.00
Memorial Income	2,840.00	625.00	8,635.00	4,375.00	7,500.00
Total Donation Income	30,723.58	2,875.00	104,081.73	20,125.00	34,500.00
Municipal Funding					
County Installments	8,750.00	8,750.00	26,250.00	26,250.00	35,000.00
City of Tomahawk	0.00	0.00	1,500.00	1,500.00	1,500.00
City of Merrill	0.00	0.00	10,000.00	10,000.00	10,000.00
City of Maine	0.00	250.00	1,500.00	750.00	1,000.00
Total Municipal Funding	8,750.00	9,000.00	39,250.00	38,500.00	47,500.00
Other					
Bank Interest	0.00	16.67	199.63	116.66	200.00
Total Other	0.00	16.67	199.63	116.66	200.00
Total LCHS INCOME	53,828.05	29,700.01	267,313.38	172,500.00	227,100.00
Total Income	53,828.05	29,700.01	267,313.38	172,500.00	227,100.00

Profit & Loss

July 2015

Expense	Jul 15	Budget	Jan - Jul 15	YTD Budget	Annual Budget
EXPENSES					
Animal Related Expenses					
Spay Me	5,140.00		9,672.00		
Cat litter	428.77	166.66	799.21	1,166.66	2,000.00
Food	149.50		296.30		
Medical - Surgeries/ Exams/Euth	399.98	2,500.00	6,281.15	17,500.00	30,000.00
Cremation Expense	0.00		20.00		
Medical Supplies	1,705.39	1,250.00	12,407.80	8,750.00	15,000.00
Dog License to County	0.00	1,975.00	5,590.00	5,925.00	7,900.00
Sales Tax	470.92	250.00	1,730.17	1,750.00	3,000.00
Red Dingo Tags	52.50	41.67	392.50	291.67	500.00
Other Animal Related Expenses	207.55		207.55		
Total Animal Related Expenses	8,554.61	6,183.33	37,396.68	35,383.33	58,400.00
Total EXPENSES	8,554.61	6,183.33	37,396.68	35,383.33	58,400.00
Fundraising Expenses					
Advertising	211.80		211.80		
Food	0.00		14.60		
Supplies	0.00		31.65		
Printing	51.60		681.84		
Starting Cash	0.00		600.00		
PayPal Expense	9.69		59.19		
Other Fundraising Expenses	0.00		436.61		
Fundraising Expenses - Other	0.00	935.42	0.00	6,547.91	11,225.00
Total Fundraising Expenses	273.09	935.42	2,035.69	6,547.91	11,225.00
Office Related Expenses					
Bank Fees	12.00		82.00		
Advertising Expenses	0.00		119.96		
Licenses and Permits	54.00	25.00	69.00	175.00	300.00
Domain/QuickBooks/Software	494.80	41.67	954.80	291.66	500.00
Professional Fees	75.00	7,125.00	625.00	7,875.00	8,500.00
Office Supplies / Equipment	108.79	168.75	799.90	1,181.25	2,025.00
Postage	98.00	41.66	266.02	291.65	500.00
Customer Returned Check	0.00		50.00		
Staff Meetings	14.45	20.84	100.23	145.83	250.00
Uniforms	0.00		338.75		
Other Office Related Expenses	0.00		75.00		
Total Office Related Expenses	857.04	7,422.92	3,480.66	9,960.39	12,075.00
Payroll Expenses					
Unemployment Expense	248.98	208.33	2,423.10	1,458.33	2,500.00

08/10/15
Cash Basis

Profit & Loss

July 2015

	<u>Jul 15</u>	<u>Budget</u>	<u>Jan - Jul 15</u>	<u>YTD Budget</u>	<u>Annual Budget</u>
Hourly Employees	5,219.81	6,083.33	36,798.89	42,583.34	73,000.00
Manager Salary	2,807.70	2,916.67	20,884.65	20,416.68	35,000.00
Federal Payroll Tax Expense	614.08	666.67	4,412.78	4,666.67	8,000.00
Workers' Compensation	0.00	250.00	0.00	1,750.00	3,000.00
Total Payroll Expenses	8,890.57	10,125.00	64,519.42	70,875.02	121,500.00
Shelter Expenses					
Security Services	0.00	125.00	737.46	875.00	1,500.00
Staff Education	0.00	41.67	39.00	291.67	500.00
Equipment	150.00	125.00	150.00	875.00	1,500.00
Repairs	117.49	166.66	709.14	1,166.66	2,000.00
Supplies	65.93	208.34	616.04	1,458.34	2,500.00
Electric/Gas	384.80	583.34	2,834.00	4,083.33	7,000.00
Insurance (Gen'l Lia, Vehicle)	203.00	266.66	203.00	1,866.66	3,200.00
Telephone	214.55	225.00	1,502.97	1,575.00	2,700.00
Vehicle	249.94	250.00	786.38	1,750.00	3,000.00
Water	437.21	208.33	1,338.03	1,458.33	2,500.00
Waste Removal	412.89	375.00	2,692.46	2,625.00	4,500.00
Other Shelter Expenses	8.70		8.70		
Total Shelter Expenses	2,244.51	2,575.00	11,617.18	18,024.99	30,900.00
New Shelter Expenses					
Construction Expenses					
Sewer/Water, Plumbing	0.00		27,865.12		
Survey & Design	0.00		110.00		
Construction Expenses - Other	48,698.18		328,164.06		
Total Construction Expenses	48,698.18		356,139.18		
Total New Shelter Expenses	48,698.18		356,139.18		
Total Expense	69,518.00	27,241.67	475,188.81	140,791.64	234,100.00
Net Income	-15,689.95	2,458.34	-207,875.43	31,708.36	-7,000.00