



MERRILL
WISCONSIN
City Of Parks

CITY OF MERRILL

Parks & Recreation Dept. - Smith Center

1100 Marc Dr. • Merrill, Wisconsin • 54452
Rec. Dept. Telephone (715) 536-7313 • Smith Center Telephone (715) 536-6187
Fax (715) 539-2790

DECEMBER MEETING NOTICE

The Merrill Parks and Recreation Commission will have a meeting on **Wednesday, December 2, 2015, at 4:15 p.m., at the City Hall.**

Voting members of Commission: Dave Sukow, Jean Ravn, Brian Artac, Melissa Schroeder, Troy Pieper, Ben Debroux and Michael Willman.

The following items will be included on the agenda:

1. Approve minutes from previous meetings.
2. Approve claims.
3. Public Comment
4. Presentation on City Forest timber management program from Rich LaValley (WDNR)
5. Review/approve Smith Center hot water heater bids
6. Continued discussion regarding Bierman Family Aquatic Center policies.
7. Revisit Bike Route Designation initiatives and pedestrian routes to the Merrill Area Recreation complex.
8. Monthly reports.
9. Set date for next meeting.
10. Public comment
11. Adjournment

Submitted by

Mike Willman, Chairperson
Parks and Recreation Commission

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"Focusing on the Future"

An equal opportunity/affirmative action employer.

PARKS AND RECREATION COMMISSION

November 4, 2015

The Merrill Parks and Recreation Commission met on Wednesday, November 4, 2015 at 4:15 p.m. at the Merrill City Hal.

Members Present: Mike Willman, Melissa Schroeder, Dave Sukow, Jean Ravn, Brian Artac and Ben Debroux

Members Excused Absent: Troy Pieper

Department Staff Present: Dan Wendorf and Dawn Smith

Visitors:

***Motion by Sukow, seconded by Ravn to approve the minutes from the October meeting.

***Carried unanimously.

***Motion by Sukow, seconded by Schroeder, to approve the claims.

Schroeder questioned if the half million dollars was a normal payment to Miron Construction for the pool. Wendorf stated it was.

***Carried Unanimously.

Public Comment: None

The first item on the agenda was a presentation on City Forest timber management from Rich LaValley (WDNR). Wendorf stated that Rich LaValley was unable to attend the meeting due to another meeting he had to attend. This item will be on the December agenda.

The next item on the agenda was a presentation from Merrill Youth Hockey related to Concessions agreement. Wendorf stated that Corey McCorkle was present to talk about the contract. Corey McCorkle stated that everything with the contract was working out very well. McCorkle stated that numbers for the hockey program were down a little. McCorkle also stated that he has been working with Wendorf in updates and improvements to the Smith Center including matting flooring for the multi purpose room and the main bathrooms. McCorkle also stated that summer events have been slow but hopefully things will start to pick up with the new contract in place. McCorkle also stated that Merrill Youth Hockey may start to require a down payment for weddings due to non-payments of wedding this past summer. McCorkle also stated that due to lack of events Merrill Youth Hockey has been doing some raffles which has been a big help financially for Merrill Youth Hockey Association. McCorkle will be getting an expense report to Wendorf to share with the Park and Recreation Commission. McCorkle asked if anyone had any questions and thanked the commission.

The next item on the agenda was a discussion/recommendations related to 2016 budget.(Operational and/or Capital). Wendorf stated that he attended the all day budget meeting in October and it was discussed that the flower watering truck, trailer and broom for the front of the lawn tractor could be purchased out of the money from timber sale revenue. Wendorf also stated that it was brought up that NTC may want to utilize the old outdoor pool at Stange Park for some training purposes. Schroeder asked if any revenue would be coming in from NTC

utilizing the pool. Wendorf stated that he did not know, the subject was simply brought up at the all day budget meeting. Wendorf also stated that they are not done or will not do anything to make the pool bathrooms ADA accessible. Willman stated that he recommends to the City Council that they continue to stay with original plans of demolishing the old pool and new Hutcuff bathrooms be erected at Stange Park. Wendorf also stated that another subject has surfaced since that meeting. Johnson said there was an alderperson wanting to put the park employees under the direction of the new Public Works Director along with the street department and utility. Wendorf stated that he felt this was not a good idea due to the different jobs performed by the park employees. Wendorf stated that the department is always willing to help out any department that needs help but it would be in the best interest to keep the employees separate. Johnson stated that the park employees will not be under the direction of the new Public Works Director, Wendorf will remain the director over the parks employee and he will report directly to Johnson.

***Motion by Artac, seconded by Sukow to continue having park employees continue reporting to the Park and Recreation Director Dan Wendorf.

***Carried unanimously.

The next item on the agenda is the discussion/recommendations of Aquatic Center Policies. After some discussion Willman suggested that Wendorf condense items on the list of recommendations and any other recommendations from Commission members be brought to the December meeting.

The next item on the agenda was to discuss non-lapsing revenues. Wendorf stated that the Finance Director Kathy Unertl wanted the Park and Recreation Commission to review accounts of reserved and non-lapsing accounts. Wendorf stated that some accounts will be smaller once all the final bills are paid in 2015. Wendorf stated that balances on Athletic, Lions, Barleyfest and Smith Center will change after all bills are received. Wendorf stated that the balance on the Bike Route balance is incorrect and should be \$9,814.25. Sukow questioned why the bike trails have not been marked out yet. Wendorf stated that everything was approved through the Council and Board of Public Works but the Street Department has not started on any of the trails that were approved. There is a misunderstanding on procedures that is holding this back. Wendorf also stated that the balance in the timber sales is \$83,622.19 and some of that money was recommended to be used for equipment for the Park Department by the City Council.

***Motion by Sukow, seconded by Ravn, to take money from the City Forest Timber Sales and use it to purchase a watering truck, broom for snow blower and trailer.

***Carried unanimously.

The next item on the agenda was discussion regarding potential of disc golf expansion and/or improvements. Wendorf stated that Ravn requested this on the agenda. Ravn stated that she has been contacted by several people in regards to the disc golf course and some improvements or even a new course in the city. Ravn introduced Eric Pfantz and asked if he could share with the commission on some of the courses he has been at and how many people play the game. Eric stated that him and his buddies have been playing disc golf for a couple of years and travel all over for tournaments and stated that a lot of these tournaments bring in a lot of different people from different cities. Wendorf stated the best place to put another course would be the Merrill City Forest or MARC/Council Grounds area. Pfantz stated that he thought Prairie Trails would be a great place for a course and would be willing to sit down with Wendorf to discuss the

possibility and to help design the course. Wendorf and Pfantz will work on some designs and present them back to the Commission for approval.

The next item on the agenda was monthly board reports. Wendorf asked if anyone had any questions. Wendorf stated the ice is in and going smooth so far. Wendorf also stated that he is wishing Arena Specialist Joe Brown and his family best wishes after losing their house to a fire. Wendorf also thanked Brian Artac and everyone else who helped in getting the deck done at Athletic Park.

***Motion by Schroeder, seconded by Artac to approve the monthly board report given by Wendorf.

***Carried unanimously.

The next regular meeting is scheduled for December 2, 2015 at 4:15 p.m. at the Merrill City Hall.

No public comment

***Motion by Schroeder, seconded by Ravn to adjourn at 6:20 p.m.

***Carried unanimously.

Dawn Smith
Recording Secretary

NOVEMBER

ACE HARDWARE	PAINT TINNER	10/27/2015		\$54.40	55200-03-40000
ACE HARDWARE	SHOP SUPPLIES	10/23/2015		\$10.98	55200-03-40000
ACE HARDWARE	UNION GRIND JOINT	10/20/2015		\$2.49	55200-03-40000
ACE HARDWARE	FASTENERS	11/7/2015		\$18.21	55200-03-40000
ADVANTAGE PURCHASING	AQUATIC CENTER	10/9/2015	150357	\$104,646.99	AQUATIC CENTER
ADVANTAGE PURCHASING	AQUATIC CENTER	11/9/2015	150357-0003	\$146,914.75	AQUATIC CENTER
AMERICAN WELDING & GAS	CYLINDER RENTAL	10/31/2015	646	\$35.61	55200-02-15000
AMERICAN WELDING & GAS	CYLINDER RENTAL	10/31/2015	929	\$51.63	55200-02-15000
ATCO INTERNATIONAL	INVOICE	9/30/2015	132383	\$608.00	55400-03-50000
ATCO INTERNATIONAL	ICE-GO PELLETS	11/4/2015	10446600	\$260.00	55400-03-40000
ATCO INTERNATIONAL	CENTURION/GLISTEN/LEMON DROP	9/30/2015	132383	\$608.00	55400-03-50000
BAUMGART WASTE REMOVAL	WASTE HAULING	11/2/2015		83.00	55400-02-23600
BOB'S WEST 64	MOUNT TIRE	11/9/2015	26649	\$36.47	55200-03-50000
BRANDT EXTINGUISHERS	YEARLY INSPECTION	11/16/2015	8740	\$33.75	55400-02-16500
BURGOYNE'S TOILET RENTAL	TOILET RENTAL/NORMAL PARK	9/1/2015	51215	\$750.00	55200-02-15000
BURGOYNE'S TOILET RENTAL	TOILET RENTAL/NORMAL PARK	9/1/2015	51214	\$375.00	55200-02-15000
BURGOYNE'S TOILET RENTAL	TOILET RENTAL/NORMAL PARK	9/1/2015	51213	\$405.00	55200-02-15000
BURGOYNE'S TOILET RENTAL	TOILET RENTAL/NORMAL PARK	9/1/2015	51212	\$405.00	55200-02-15000
DAVE'S COUNTY MARKET	SUPPLIES	11/1/2015		\$398.00	55300-03-41500
DEPARTMENT OF NAT. RESOURCES	SUMMER PLAYGROUND TO COUN. GR.	11/15/2015		\$100.00	55300-03-41500
FASTENAL	PARTS FOR SHOP	9/25/2015	83889	\$9.99	55200-03-40000
FRANK ZAMBONI	NEW ZAMBONI	10/30/2015	80613	\$137,666.00	CAPITAL
G & K SERVICES	MATS/MOPS	10/29/2015	1016320669	\$263.99	55400-02-23250
G & K SERVICES	UNIFORMS JIM/JOE/ADAM	10/29/2015	1016320677	\$96.90	55200-03-46000
G & K SERVICES	UNIFORMS JIM/JOE/ADAM	10/22/2015	1016317786	\$93.56	55200-03-46000
G & K SERVICES	JIM/JOE/ADAM UNIFORMS	11/5/2015	1016323598	\$96.90	55200-03-46000
G & K SERVICES	UNIFORMS JIM/JOE/ADAM	11/12/2015	1016326505	\$96.90	55200-03-46000
G & K SERVICES	UNIFORMS JIM/JOE/ADAM	11/5/2015	1016323598	\$96.90	55200-03-46000
HARDGRAVE APPLIANCE	KEGERATOR	11/11/2015	5367313	\$300.00	BARLEYFEST

LEE RECREATION	RIVERBEND TRAIL BENCH	11/11/2015	10416-15	\$329.00	RIVERBEND TRAIL
MECHINICAL	FALL PREVENTATIVE MAINTENANCE	10/27/2015	48305	\$1,661.77	55400-02-16250
MERRILL STREET DEPARTMENT	P-19	10/26/2015	7815	\$124.18	55200-03-50000
MERRILL WATER UTILITY	ATHLETIC PARK CONC. STAND	12/10/2015	222-27040-00	\$53.32	55200-02-25000
MERRILL WATER UTILITY	ATHLETIC PARK	12/10/2015	222-26940-13	\$1,316.77	55200-02-25000
MERRILL WATER UTILITY	MARC CONCESSIOND STAND	12/10/2015	106-00941-06	\$194.11	55200-02-25000
MERRILL YOUTH HOCKEY	BEER FOR BARLEYFEST	10/28/2015	144	\$6,647.05	BARLEYFEST
MERRILL YOUTH HOCKEY	BARLEYFEST FOOD	11/17/2015	145	\$1,030.42	BARLEYFEST
MERRILL YOUTH HOCKEY	BIRTHDAY PARTY - ICE CREAM	11/17/2015	146	\$30.00	55300-03-41500
MERRILL YOUTH HOCKEY	BIRTHDAY PARTY - ICE CREAM	11/17/2015	148	\$45.00	55300-03-41500
MERRILL YOUTH HOCKEY	BIRTHDAY PARTY - PIZZA	11/17/2015	147	\$28.00	55300-03-41500
MIRON CONSTRUCTION	AQUATIC CENTER	10/31/2015		\$328,768.20	AQUATIC CENTER
NAPA AUTO PARTS	INSPECTION MIRROR FOR NEW ZAMBONI	11/10/2015	567557	\$15.99	55400-03-51500
NAPA AUTO PARTS	BASIC MULTIMETER	11/10/2015	567616	\$34.99	55400-03-51500
PREMIER MANUFACTURING	BRASS PLATE RIVERBEND TRAIL	11/19/2015	3377	\$28.00	RIVERBEND TRAIL
RIB MOUNTAIN GLASS	GLASS FOR DOOR	11/13/2015	48363	\$73.67	55400-03-50000
SPLASHTACULAR	AQUATIC CENTER	11/13/2015	12515-2	\$189,200.00	AQUATIC CENTER
T & P SALES & SERVICE	LP FOR ZAMBONI	11/10/2015	547	\$24.00	55400-03-51500
T & P SALES & SERVICE	LP FOR ZAMBONI	11/17/2015	564	\$24.00	55400-03-51500
T & P SALES & SERVICE	LP FOR ZAMBONI	11/7/2015	534	\$112.00	55400-03-51500
TRANTOW DO IT CENTER	ATHLETIC PARK SUPPLIES	10/31/2015	16448	\$1,161.44	ATHLETIC PARK IMPROVEMENTS
U.S. CHEMICAL PROCUREMENT	DEICER	11/21/2015	U934-2	\$589.67	55400-03-50000
VIP OFFICE SUPPLIES	CARDSTOCK	11/2/2015	95311	\$31.98	55200-03-10000
WACD-FM	ADVERTISING BARLEYFEST	10/31/2015		\$300.00	BARLEYFEST
WALMART	OFFICE SUPPLIES	10/29/2015		\$17.74	55200-03-10000
WALMART	BIRTHDAY PARTY SUPPLIES	11/5/2015		\$22.14	55200-03-100000
WPS	MARC STAND	12/2/2015	0405061701-00018	\$33.36	55200-02-22000
WPS	MARC SIGN	12/7/2015	0405061701-00002	\$33.91	55200-02-22000
WPS	SMITH CENTER	12/7/2015	0405061701-0003	\$4,332.79	55400-02-22000



Bid Tabulations: Smith Center Hot Water Heaters

*Bids for the Smith Center Hot Water Heater preventative replacements were opened on November 18th, 2015 at 2:00 p.m. in the Council chambers at the Merrill City Hall. Bids were opened by Dan Wendorf, Parks & Recreation Director, and recorded by Kathy Seubert, City Clerk's Office. There was not any public present.

<u>Company Name:</u>	<u>Meets Specs:</u>	<u>Base Price:</u>	<u>Options Price:</u>	<u>Price excluding Unit 5:</u>
Mechanical Incorporated 1520 West Mohawk Drive Tomahawk, WI 54487	Yes	\$44,800.00	Unit 5 - \$3,500	\$41,300.00

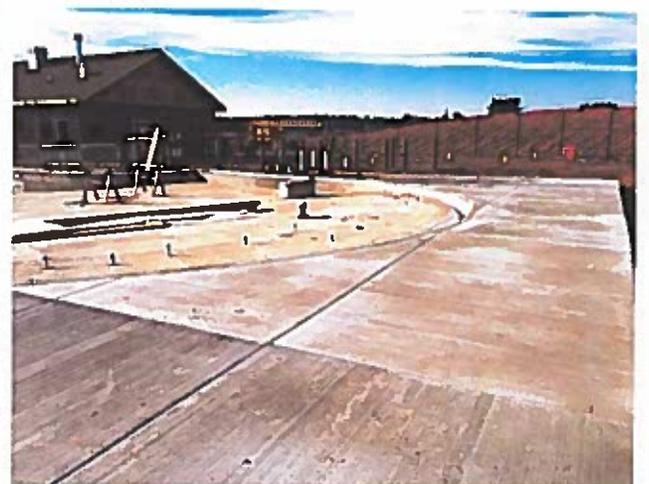
*Note: "Unit 5" pricing was to gauge cost to install hot water heaters in each of the main restrooms in the Smith Center. Currently the hot water supply for the main restrooms comes from the hot water heater in Locker Room number 1. It works fine, but takes a while for the water to warm up from Locker Room 1 to the main restrooms.

I would recommend we accept the bid from Mechanical Incorporated, excluding Unit 5, for the price of \$41,300. Through the capital process last year we were only allotted \$43,000, and I would rather be under budget with capital items. We can look at water heaters in the main restrooms at another time.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Dan Wendorf".

Dan Wendorf
Parks & Recreation Director
City of Merrill



~Draft 2~ Bierman Family Aquatic Center Policies

1. Showers are required before entering the pool and after using the toilet facilities
2. Running, shoving, dunking, rough play, profanity, improper or threatening behavior, and any horseplay whatsoever are not allowed in the locker rooms or pool area.
3. Do not enter the pool if you have a communicable disease or open cut. Do not enter the pool if you have been feeling ill with symptoms of diarrhea within the past two days.
4. Do not bring flotation devices, toys, masks or snorkeling equipment, glass, shatterable items, food, drink, gum, alcohol, drugs, or tobacco into the facility.
5. Do not bring animals into the pool area.
6. Proper swimming attire is required – cut-off shorts, khaki or jean shorts, and street clothes will not be allowed in the water.
7. No visiting with lifeguards, handling their equipment, or hanging on ladders or buoy lines.
8. Dive and swim in designated areas only.
9. Per State Law, there is no diaper changing on deck. Please change all diapers in the bathhouse on changing tables provided. Swim diapers must be used by all children who are not toilet trained (no disposable diapers). Swim diapers are available for sale at the ticket office or concession area.
10. All personal items and clothing must be placed in lockers or attended to. The City of Merrill and Bierman Family Aquatic Center is not responsible for lost or stolen items.
11. Per State Law, the use of cell phones inside the locker rooms is prohibited, except in an emergency.
12. No food and drink will be allowed outside of the concession area, no carry-ins allowed.
13. Patrons under 10 years of age must be accompanied by someone 15 years of age or older.
14. Radios, boom boxes or other electronic devices are not allowed. Personal electronic devices such as an Ipod or MP3 player are permissible so long as they are used with earphones, and not audible to others.
15. Bierman Family Aquatic Staff has the authority to remove patrons who fail to adhere to rules and/or endanger the safety of other patrons or facility staff. Manager and/or Director reserves the right to deny use of pool to anyone at any time.
16. Children ages 3 and under must be accompanied by an adult at all times while in the water. Parents and guardians must watch and are responsible for their children.
17. Lifeguards reserve the right to administer a swim test to any patron, for use of diving board or any other reason.
18. Lifejackets are allowed but must be U.S. Coast Guard Approved (Type II or III) *Lifejackets are not allowed down water slides or off diving boards.
19. Patrons leaving the facility who wish to return MUST get a stamp from the front desk in order to gain admittance upon return OR be a season pass holder.
20. Patrons who misuse their season pass will have their swim privileges revoked, without refund.

****Weather & Pool Closing Policy****

****We will inform patrons when severe weather is in the area. The facility will close for thunder, lightning, dangerous looking clouds, and severe weather warnings. Families are encouraged to have a safe transportation plan should the center close early.***

****Pool will not open when the air temperature is less than 70 degrees and skies are cloudy.***

****Pool will close due to poor attendance of less than (50??) patrons one hour after opening.***

**River District Development Foundation of Merrill
City of Merrill**

The River Bend Trail of Merrill

July 9, 2013

PROPOSAL

Alternate Route to Council Grounds State Park for The River Bend Trail

Introduction

This proposal derives from the Resolution of Support agreement to cooperatively undertake tasks that will bring the trail concept into existence so the City can become the owner.

As conversations have occurred in the community, consideration has been give to the development of a temporary alternate route from Main Street to Council Grounds State Park for The River Bend Trail.

The proposal provides maps of the proposed Alternate Route with two options, an inventory of existing resources and rationale for implementing the Alternate Route.

Starting Point for the Alternate Route

For reference, the starting point for the Alternate Route is Main Street at the east abutment of the Wisconsin River Bridge (STH 64 West). See Figure 1.

1. The Alternate Route - A and B options - proceeds from the portion of River Bend Trail on CN rail bed where it ends on the south side of Main Street at the Wisconsin River Bridge.
2. The Alternate Route turns east and uses the Main Street south side sidewalk to the ramped curb and marked pedestrian cross walk
3. The Alternate Route then turns north, crosses Main Street and proceeds along Cottage Street. See Figures 2, 3 and 4.



Figure 1

Proposed Alternate Route for River Bend Trail to Council Grounds State Park

Existing Conditions

The following conditions exist along the proposed Alternate Route:

1. Streets
 - a. Residential streets with parking on both sides
 - b. Exception - no parking on both sides of Grand Avenue from Genesee Street to the MARC entrance
2. Sidewalks with ramped curbs at all intersections - the route is accessible
 - a. Cottage Street - both sides
 - b. Grand Avenue - both sides
 - c. Division Street - both sides
 - d. Wisconsin Street - both sides
 - e. Chippewa Street - north side only

Superior Street between Wisconsin Street and Grand Avenue does not have sidewalks and is not shown as an option.

Proposed Alternate Route for River Bend Trail to Council Grounds State Park

Alternate Route A - Cottage Street to Grand Avenue to MARC entrance

See Figures 2 and 3.

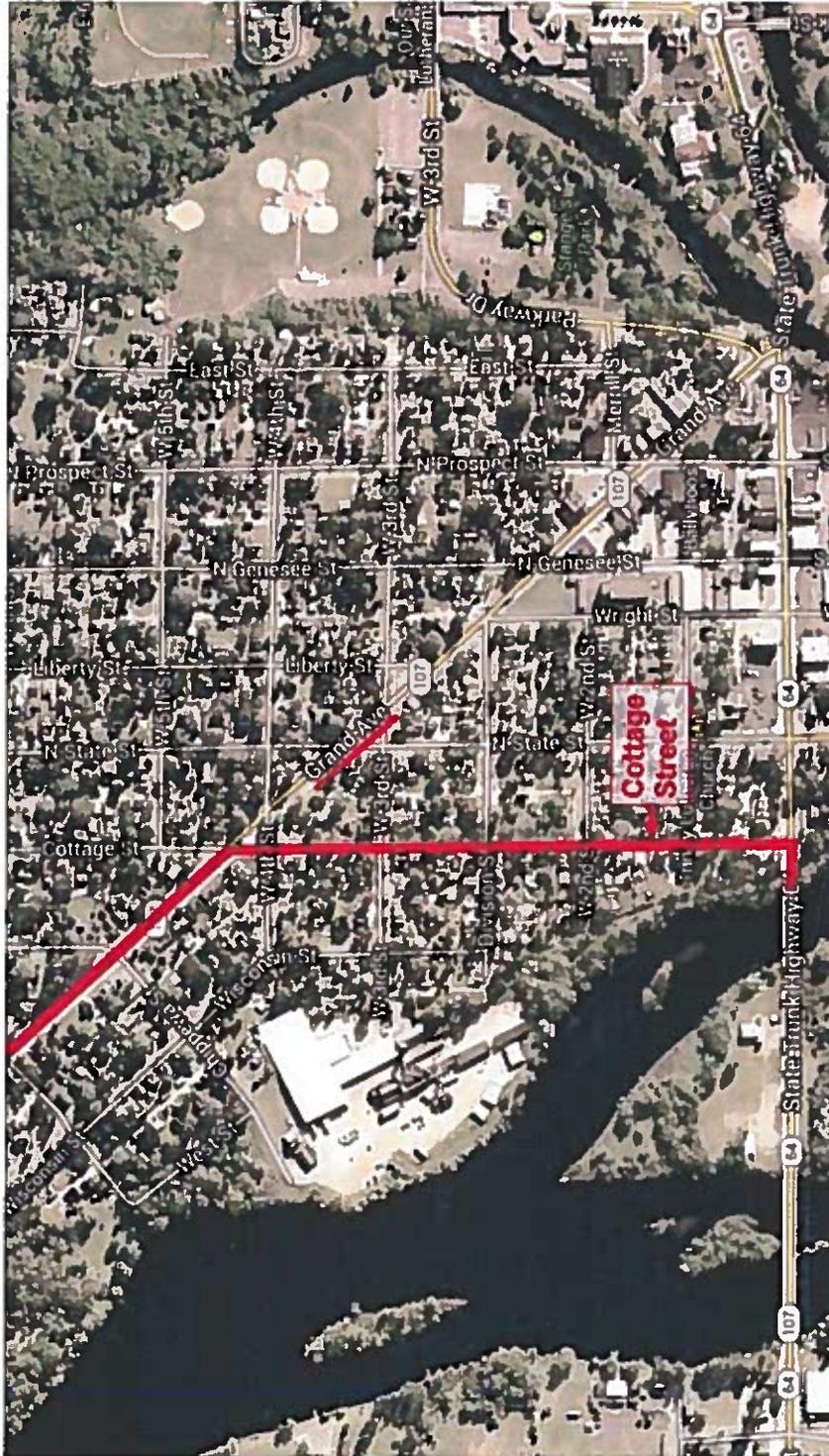


Figure 2

Proposed Alternate Route for River Bend Trail to Council Grounds State Park



Figure 3

Proposed Alternate Route for River Bend Trail to Council Grounds State Park

Alternate Route B - Cottage Street to Division Street to Wisconsin Street to Chippewa Street to Grand Avenue to MARC entrance

See Figure 4.



Figure 4

Authority

1. The City has statutory authority to
 - a. Designate bike routes and sign them
 - b. Paint pedestrian cross walks and bike operating area stripes
2. State law supports local enforcement
 - a. Recognizes pedestrian right of way
 - b. Recognizes bicycles as vehicles operated legally on streets

Proposed Alternate Route for River Bend Trail to Council Grounds State Park

Rationale for Implementing the Alternate Route

1. It provides an opportunity to complete the trail from Center Avenue to Council Grounds State Park in a quicker time frame
2. What is needed to implement the proposal already exists and is in place
3. It will provide safe legal public access
 - a. The concepts that would be applied for the Alternate Route would be applicable to the City bicycle route planning study that is currently underway - the two activities are mutually supportive
4. It would make it possible for State Park guests to patronize local businesses in a quicker time frame
5. It strategically supports fund raising to purchase the CN rail bed because the features that are found along the rail segment - the views to the river and the natural aesthetics - greatly enhance the attraction and reasons for people from Council Grounds to use the trail
6. It strategically supports the commitment from the Rotary Club for the development of trailhead facilities downtown as another access point for all trail users
7. The anticipated expense to the City (street signs and pavement marking) to implement the Alternate Route can be accommodated in the current budget
 - a. Development of a River Bend Trail logo and trail wayfinding signs would be funded by the Foundation
8. Using the Alternate Route provides time to explore possibilities for locating the trail along the river bank on private property from Main Street to Council Grounds
9. Implementing the Alternate Route demonstrates to federal and state funders that the community is committed to a partnership with the Wisconsin Trails Network Plan (2003)

Communications Plan

To inform the residents along the Alternate Route and the adjacent river-edge private property owners, the following consultations and communications would occur before the proposal is presented to the City Council.

1. Discussion by Foundation Real Estate Committee and Board of Directors - Done 6/20 and 6/25
2. Consult with Police Department - public safety, traffic, parking, enforcement - Done by City Administrator Dave Johnson with Police Chief Ken Neff 6/21, Chief Neff's comments are reflected in the proposal
3. Meet with Board of Public Works - last week of July
4. Consult with Street Department - re: street signs, painting
5. Inform the Parks and Recreation Commission
6. Prepare a public information handout
7. Host a meeting at MARC for residents along the Alternate Route
 - a. Provide written notice
 - i. Include the private property owners along the river
 - b. Present the Alternate Route proposal and answer questions
8. Provide information and maps to news media

Thomas Anderson commented that the City should seek to make an effort to create housing on some of the lots that are currently vacant. Jeremy Radloff responded that the City is actively seeking development opportunities.

Motion (Lokemoen/Schwartzman) to proceed with the condemnation orders for the property at 1008 East Seventh Street. Carried.

No Common Council action is necessary.

Presentation on Hwy 64/Pine Ridge study (North Central Wis. Regional Planning)

City Administrator Johnson had requested that this item be placed on the agenda.

Representing the North Central Wisconsin Regional Planning Commission (NCWRPC), Darryl Landeau distributed information related to a study done on the State Highway 64/Pine Ridge area. He then gave a presentation on the study. The study contained three main recommendations, along with several minor recommendations.

Mayor Bialecki requested that Darryl Landeau attend the Board of Public Works meeting in August. This would allow time for Board of Public Works to review the documents associated with the study, and then bring any concerns, comments or questions to that meeting. Mr. Landeau agreed to attend that meeting.

Discussion on the study will continue at the August meeting.

Discuss ordinance related to natural lawns

Mayor Bialecki placed this item on the agenda. Information was in the meeting packet.

City Administrator Johnson reported that a citizen had requested that the ordinance be discussed. Although an ordinance to allow and regulate natural lawns is "on the books" (Code of Ordinances Section 14-35), nobody could recall an instance when someone actually applied to install such a lawn.

City Attorney Hayden stated that he would contact neighboring municipalities to determine what type of regulations and/or ordinances they have related to natural lawns.

This item will be placed on a future agenda, after City Attorney Hayden has assembled and prepared information.

No action was taken at this time.

 **Consider Park & Rec. Commission recommendation on bicycle route designation**

Information was in the meeting packet.

Parks and Recreation Director Wendorf reported that the bicycle route, as presented in the meeting packet, has already been approved by the Parks and Recreation Commission.

Rob Livingston, Park City Cyclery, spoke in favor of the bicycle route as presented. He urged that it be accompanied by education for children as well as correct and complete markings on the route.

1408121

Motion (Lokemoen/Norton) to approve the bicycle route designation, as presented and recommended by the Parks and Recreation Commission.
Carried.

Consider installation of bicycle racks in the downtown area

Alderman Norton had requested that this item be placed on the agenda. He is requesting that bicycle racks be installed in the downtown area. He mentioned that this was initially discussed in 2013, but at the time there was no funding available.

Alderman Lokemoen reported that there have been downtown racks in the past, but that they were not used regularly.

Sharon Schmidt distributed samples of various types of racks, and urged the Board to proceed with installing racks.

Alderman Norton and Mayor Bialecki will formulate a plan on this. The possibility of businesses advertising on the racks was discussed.

No action was taken at this time.

Recess

At 5:03 P.M., Mayor Bialecki announced a recess so that the Water and Sewage Committee meeting could be held.

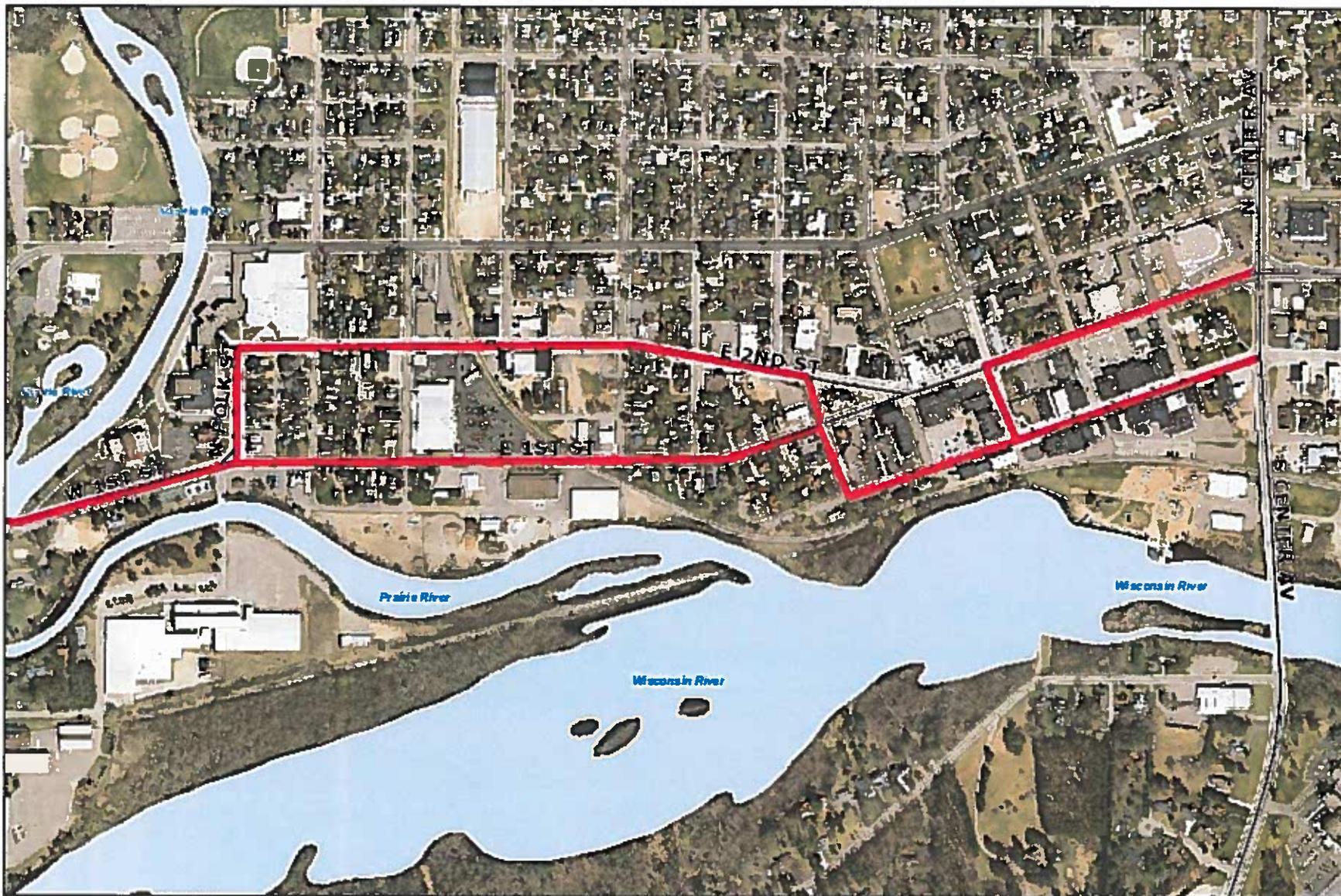
Call meeting back to order

At the conclusion of the Water and Sewage Committee meeting, Mayor Bialecki called the Board of Public Works meeting back to order at 5:38 P.M.

Consider resolution on Street Department fee schedule for grass & weed mowing

Street Commissioner Lupton had requested that this item be placed on the agenda. He explained the resolution would clarify the amount that the Street Department will charge for cutting grass, weeds or lawn, when a property owner fails to do so. The change will be as follows: \$100 for the first hour or part thereof and \$20 for every additional 15 minutes or portion thereof after the first hour, plus applicable taxes.

- 140890** Committee of the Whole
- 140891** The Committee recommends approving, as presented, the 2015-2017 assessment maintenance and revaluation contract with Bowmar Appraisal Inc., at a total cost of \$212,400. The annual costs would be as follows: 2015: \$29,500 (for maintenance and electronic updates), 2016: \$158,000 (for maintenance and revaluation of all taxable real property and personal property) and 2017: \$24,900 (for maintenance).
- Motion (Sukow/Norton) to adopt. Carried 7-0 on roll call vote.
- 140892** Consider recommendation from the August 13th, 2014, Committee of the Whole meeting regarding bids for West First Street Utilities Improvements. (Bids to be opened on August 11th, 2014).
- At that meeting, the Committee of the Whole recommended approving the bid of \$111,198 from Steen Construction, Inc.
- Motion (Schwartzman/Sukow) to adopt. Carried 6-1 on roll call vote. Voting No – Alderman Norton.
- 1408110** Parks and Recreation Commission
- 1408111** The Commission recommends accepting the bid from Mechanical Inc. in the amount of \$37,800.00 for the Smith Center HVAC replacement.
- Motion (Sukow/Norton) to adopt. Carried 7-0 on roll call vote.
- 1408112** The Commission recommends approving the request from the Merrill Girls Softball to accept the donation from the Bierman Foundation for improvement projects at the Merrill Area Recreation Complex.
- Motion (Meehean/Norton) to adopt. Carried.
- 1408120** Board of Public Works
- 1408121** The Board recommends approving the bicycle route designation, as presented and recommended by the Parks and Recreation Commission.
- Motion (Schwartzman/Peterson) to adopt. Carried.
- 1408130** Health and Safety Committee



Revised Bike Route Designation 2014

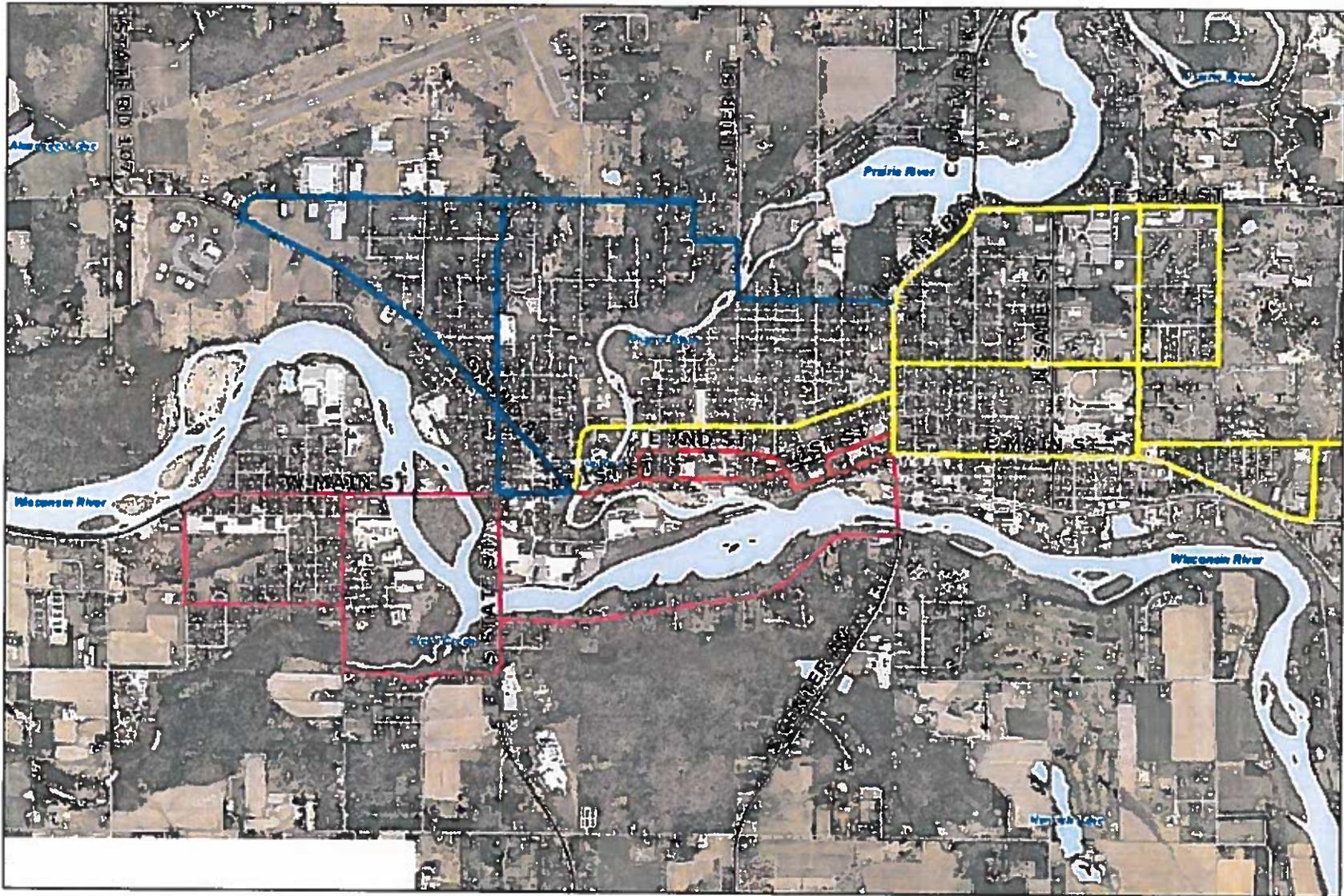
Central Phase 1



DISCLAIMER: The City of Merrill Does not guarantee the accuracy of the material contained here in and is not responsible for any misuse or misrepresentation of this information or its derivatives.

SCALE: 1" = 590'

Print Date: 5/8/2014



Comprehensive Bike Route Map 2

phases 1-4



DISCLAIMER: The City of Merrill Does not guarantee the accuracy of the material contained here in and is not responsible for any misuse or misrepresentation of this information or its derivatives.

SCALE: 1" = 2359'

Print Date: 5/16/2014

Paved shoulders are commonly used on rural highways to accommodate bicyclists. This is a common practice for WisDOT and often the paved shoulder width will be widened based on need. Shared-use paths which follow a rural divided highway or other high volume rural arterial are much less common, but where employed, they should be located as far as practicable from the roadway.

In urban areas, a portion of the roadway can be designated as a bike lane for the preferential use of bicycles or shoulder segments can be delineated and marked with edge lines without bike lane designations. Wide curb lanes that allow bicycle traffic to share the same traffic lane may be necessary especially where space is limited. One of these three forms of bicycle accommodation shall be used on urban and suburban projects that use state or federal funding unless one of the three exceptions is met in part 1 of this section.

The WisDOT Bicycle Facilities Handbook²¹ provides more detailed planning and design information and should be followed where design aspects of bikeways and roadways are not covered in the FDM.

3.1 - Bicycle Lanes

Bicycle lanes are typically found on curbed streets and are intended to separate bicycle traffic from motor vehicle traffic in the adjacent lane. They are most often the most preferred form of bicycle accommodation on streets and have been shown to increase the comfort level of bicyclists using them. On curbed streets without parking, the bicycle lane is located next to the curb. The width of the bike lane measured from the face of curb should be 5 feet when the curb is integral with the pavement (see Figure 2).

The minimum bike lane width should be 4 feet measured between a gutter/pavement longitudinal joint and the motor vehicle traffic lane where curb and gutter exists or is allowed to be constructed (see Figure 2). Bicyclists tend to shy away from longitudinal joints.

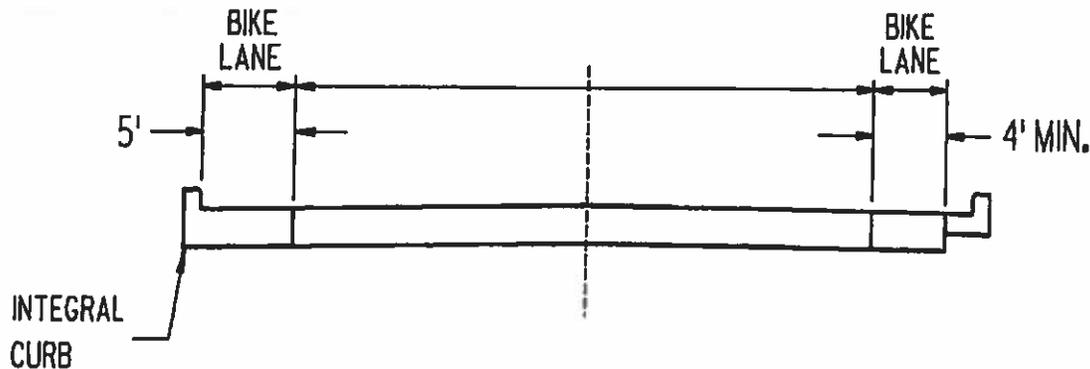


Figure 2. Bike Lane on Curbed Street

Where parking is permitted, the bicycle lane should always be located between the parking lane and the motor vehicle lane. The width of this combined bicycle and parking lane can vary from 13 feet to 16 feet depending on the width required for the parking lane (see Figure 3). The standard width provided for bicycle travel should be 5 feet (need to change figure to eliminate reference to using a combination of minimums and 4' wide bike lane reference). A reduced total width of 12 feet may be considered where site conditions and right of way restrictions preclude a greater width and the following conditions are met: posted motor vehicle speeds are low (less than or equal to 35 mph), there is low parking turnover or little on-street parking, and the traffic lane next to the bike lane is at least 11 feet wide. This minimum width should periodically be evaluated to ensure safe bicyclist use of the facility.

²¹ Wisconsin Department of Transportation Bicycle Facilities Design Handbook, <http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>

Authority to regulate certain events and
The authority in charge of the maintenance of a by order, ordinance or resolution:

ulate community events or celebrations, processions
ges on the highways, including reasonable regulations
of radios or other electric sound amplification devices.
. 84.07 (4).

ulate the traffic of pedestrians upon highways within
ion, including the prohibition of pedestrian crossings
erwise permitted by law and the erection of signs indi-
prohibition.

177 c. 116 ss. 14, 15; 1989 a. 31; 1991 a. 83.

Authority to require accident reports. Any city,
n or county may by ordinance require the operator of
volved in an accident to file with a designated munic-
ent or officer a report of such accident or a copy of any
red to be filed with the department. All such reports
:onfidential use of such department or officer and are
subject to s. 346.73, except that this section does not
disclosure of a person's name or address, of the name
f a person's employer or of financial information that
erson when requested under s. 49.22 (2m) to the
of children and families or a county child support
er under s. 59.53 (5).

71 c. 164; 1977 c. 29 s. 1654 (7) (a); 1997 a. 191; 2007 a. 20.

Authority to prohibit use of bridges for fishing
ing. The authority in charge of maintenance of a high-
ch is located a bridge or approach thereto which consti-
e traffic hazard, if used by pedestrians for the purpose
swimming, may erect signs prohibiting the fishing or
if of such bridge or approach.

Authority to regulate school bus warning
ie governing body of any town, city, village or
y ordinance provide for the use of flashing red warn-
school bus operators in a residence or business dis-
pills or other authorized passengers are to be loaded
at a location at which there are no traffic signals and
: must cross the street or highway before being loaded
g unloaded.

governing body of any town, city, village or county
nance, prohibit the use of flashing red warning lights
s operators when pupils or other authorized passen-
ded or unloaded directly from or onto the school
rat portion of the right-of-way between the roadway
of grounds in a zone designated by "school" warning
ided in s. 118.08 (1) in which a street or highway bor-
nds of a school.

3 c. 93; 1987 a. 125.

Authority to appoint school crossing guards.

g body of any city, village, town or county may by
vide for the appointment of adult school crossing
e protection of persons who are crossing a highway
y of a school. The school crossing guards shall wear
niforms which designate them as school crossing
all be equipped with signals or signs to direct traffic
ool crossings.

9 c. 344.

Authority to establish mass transit way. (1) The
ith respect to the state trunk highway system may by
y local authority with respect to highways under its
nay by ordinance, designate a portion of any highway
sion as a mass transit way, designate the type and
es which may be operated thereon and specify
nder which any of said vehicles may be oper-

If car pool vehicles are permitted to use the mass
he authority designating the mass transit way may
imum number of occupants, including the opera-

tor, in the vehicles. In this section, the department's authority to
designate a mass transit way is limited to freeway entrance ramps
and state trunk highways connecting with or extending a mass
transit way designated by a local authority.

(2) Whenever the department or local authority designates
any highway or portion thereof under its jurisdiction as a mass
transit way it may establish priority of right-of-way thereon and
make such other regulation of the use of the mass transit way as
it deems necessary. The department or local authority shall cause
appropriate signs to be erected giving notice of priorities or regu-
lations established under this subsection.

(3) The department or local authority designating the mass
transit way may construct curbs, paint lines, erect signs or estab-
lish other physical separations to exclude the use of the mass tran-
sit way by vehicles other than those specifically permitted to oper-
ate thereon.

History: 1973 c. 86; 1983 a. 130.

349.23 Authority to designate bicycle lanes and
bicycle ways. (1) The governing body of any city, town, vil-
lage or county may by ordinance:

(a) Designate any roadway or portion thereof under its juris-
diction as a bicycle lane.

(b) Designate any sidewalk or portion thereof in its jurisdiction
as a bicycle way.

(2) A governing body designating a sidewalk or portion
thereof as a bicycle way or a highway or portion thereof as a
bicycle lane under this section may:

(a) Designate the type and character of vehicles or other modes
of travel which may be operated on a bicycle lane or bicycle way,
provided that the operation of such vehicle or other mode of travel
is not inconsistent with the safe use and enjoyment of the bicycle
lane or bicycle way by bicycle traffic.

(b) Establish priority of right-of-way on the bicycle lane or
bicycle way and otherwise regulate the use of the bicycle lane or
bicycle way as it deems necessary. The designating governing
body may, after public hearing, prohibit through traffic on any
highway or portion thereof designated as a bicycle lane, except
that through traffic may not be prohibited on any state highway.
The designating governing body shall erect and maintain official
signs giving notice of the regulations and priorities established
under this paragraph, and shall mark all bicycle lanes and bicycle
ways with appropriate signs.

(c) Paint lines or construct curbs or establish other physical
separations to exclude the use of the bicycle lane or bicycle way
by vehicles other than those specifically permitted to operate
thereon.

(3) The governing body of any city, town, village or county
may by ordinance prohibit the use of bicycles and motor bicycles
on a roadway over which they have jurisdiction, after holding a
public hearing on the proposal.

History: 1973 c. 87, 182; 1977 c. 208; 1983 a. 243.

349.235 Authority to restrict use of in-line skates on
roadway. (1) The governing body of any city, town, village or
county may by ordinance restrict the use of in-line skates on any
roadway under its jurisdiction. No ordinance may restrict any per-
son from riding upon in-line skates while crossing a roadway at
a crosswalk.

(2) The department of natural resources may promulgate rules
designating roadways under its jurisdiction upon which in-line
skates may be used, except that no rule may permit a person using
in-line skates to attach the skates or himself or herself to any
vehicle upon a roadway.

History: 1993 a. 260.

349.236 Authority to regulate operation of electric per-
sonal assistive mobility devices. (1) The governing body
of any municipality or county may, by ordinance, do any of the fol-
lowing:

28.05 REPORT OF SALE OF BICYCLE.

(a) All persons engaged in the business of selling new or used bicycles shall at the time of the sale provide the purchaser with a bill of sale for such bicycle. Such bill of sale shall include the name and address of the purchaser, description, serial or frame number of the bicycle, the wheel size, and the equipment or accessories attached thereto. The purchaser shall present the bill of sale to the Sheriff's Department at the time the bicycle is presented for registration. The seller of such new or used bicycle shall keep a copy of the bill of sale for inspection by the Sheriff's Department or other law enforcement officials at all reasonable hours upon request by the Sheriff's Department or said officials.

28.06 BICYCLE LANES ESTABLISHED.

SAMPLE

(a) Lanes. Pursuant to Section 349.23 Wisconsin Statutes, the following bicycle lanes within the Village are hereby established:

(1) The West three feet of the paved portion of 248th Avenue from its intersection of State Trunk Highway 50 to the intersection of 67th Street.

(2) The East three feet of the paved portion of 248th Avenue from its intersection of State Trunk Highway 50 to the intersection of 67th Street.

(b) Use.

(1) Said bicycle lanes may be used by pedestrians. However, the bicycle shall have the right-of-way.

(2) Motor vehicles in said lanes shall be prohibited while being used by bicycles or pedestrians.

(c) Identification. Bicycle lanes shall be designated by the installation of official roadway signs giving notice to all highway users of the bicycle lane, and designated areas shall be painted lines on the roadways upon which bicycle lanes are established.

28.07 PENALTIES.

(a) Fines. Any person violating any provision of this Chapter upon the conviction thereof, may be required to forfeit not less than Ten Dollars (\$10.00) nor more than Twenty Dollars (\$20.00) for the first offense, and not less than Twenty-five

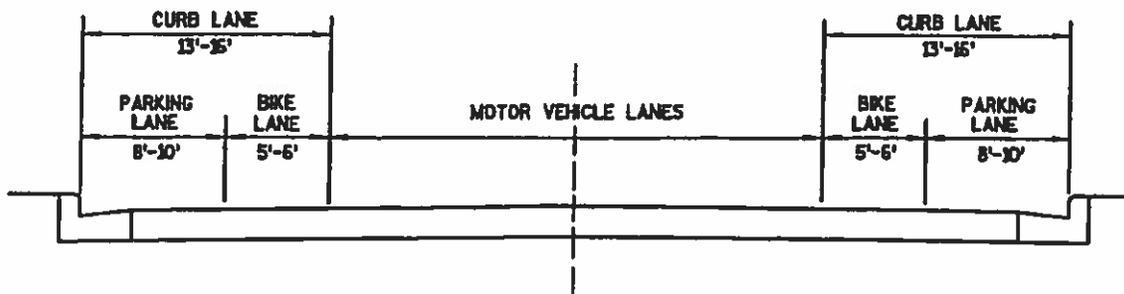


Figure 3. Combined Bike Lane and Parking Lane

Preferred bike lane width should be used to provide safe bicycle operation where there is frequent parking turnover, parked vehicles are mostly commercial vehicles, or motor vehicle speeds exceed 40 mph. Bicycle lanes should always be one-way facilities and flow in the same direction as the adjacent motor vehicle traffic.

3.1.1 Adding Bike Lanes or Shoulders to Existing Roadways

Bike lanes or shoulders can be retrofitted into existing urban roadways using one or more of the following methods:

1. Physically widening the roadway to add these facilities.
2. Marking or remarking the pavement to add these facilities. For example, it may be feasible to reduce the number or width of traffic lanes or remove parking to gain space for bicycle lanes. Also, on two-way streets with four lanes, remarking for a center turn lane, two travel lanes, and two bike lanes may increase safety, decrease delay and improve overall operations.

3.2 Paved Shoulders

Paved shoulders have become a common feature on the state highway system and consist of at least a 3 foot paved area to the right of the edge line. In far fewer cases a separated path will be considered (please see section 3.4 on shared-use paths for additional information).

Paved shoulders have applicability in both rural and urban situations. Although rarely viewed as such because of its location, space between a travel lane and a curb/gutter section in an urban cross-section delineated with an edge line is also considered a paved shoulder. Although 3' wide paved shoulders provide just enough space for bicyclists to operate in and are appropriate as a basic accommodation, wider paved shoulders shall be provided on state and federally funded, rural cross-section projects if any of these conditions apply to the project (read paragraph after the bullet points for possible exceptions):

- Identified in the Wisconsin Bicycle Transportation Plan or another WisDOT-endorsed or supported bicycle plan.
- The two-way bicycle traffic volume is or is expected to be 25 per day or more during peak travel days for cycling
- To complete short gaps in an otherwise continuous bicycle route
- To make short connections from communities or urban areas of up to approximately 3 miles to the town or county roadway network (not to a dead-end roadway).

The vast majority of these bicycle accommodations will be provided through 5' wide paved shoulders, but there are exceptions. The exception is when the ADT for the design year is less than 1,500, in which case, narrower paved shoulders may be adequate. Typically paved shoulders result in just a small marginal cost when part of reconstruction and some resurfacing projects. In some rare cases it may be necessary to rebuild or widen the shoulder to provide the wider paved shoulders, which could result in adding substantial costs for the project. In these cases, it may be appropriate to widen the paved shoulders as much as possible even if falling short of the 5 feet width, however local conditions and expected bicycle use must be thoroughly evaluated. Additionally, on some lower volume state and county highways, a standard 3' paved shoulder may be acceptable and still meet the above policy where the overall shoulder widths are currently not wide enough to support a wider paved shoulder and are not being widened as part of a project. See the WisDOT Rural Bicycle Planning Guidelines (<http://www.dot.wisconsin.gov/projects/state/docs/bike-guidance.pdf>) as an aid to determine the suitability of roadways when 3' paved shoulders are the only feasible option. If these guidelines indicate a rating of "best conditions for bicycling" for the design year ADT, these standard paved shoulders are permitted under this procedure.

Wisconsin's Pedestrian and Bike Accommodation Law

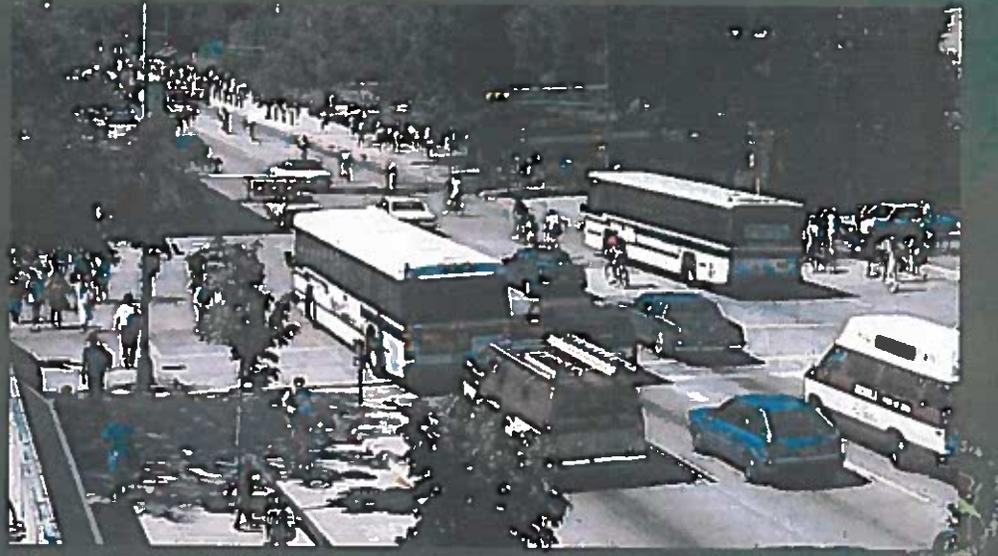
SS 84.01(35)

Complete Streets



What is a complete street?

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



Trans 75

75.02 (4) The department **shall refuse to provide any state funds or federal funds** appropriated under s. 20.395 or 20.866, Stats., for any highway construction or reconstruction project that does not include bikeways and sidewalks required under s. 84.01(35) and not excepted by this chapter. If an authority determines to omit any bikeway or sidewalk under this chapter, the department may request from the authority a written justification for the omission and shall deny state funds or federal funds appropriated under s. 20.395 or 20.866, Stats., for the project if the department determines the omission is not justified under this chapter.



The State Law

(35) (a) In this subsection:

1. "Bikeway" has the meaning given in s. 84.60 (1) (a).
 2. "Pedestrian way" has the meaning given in s. 346.02 (8) (a).
- (b) Except as provided in par. (c), and notwithstanding any other provision of this chapter or ch. 82, 83, or 85, the department shall ensure that bikeways and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds appropriated under s. 20.395 or 20.866.

(c) The department shall promulgate rules identifying exceptions to the requirement under par. (b), but these rules may provide for an exception only if any of the following apply:

1. Bicyclists or pedestrians are prohibited by law from using the highway that is the subject of the project.
2. The cost of establishing bikeways or pedestrian ways would be excessively disproportionate to the need or probable use of the bikeways or pedestrian ways. For purposes of this subdivision, cost is excessively disproportionate if it exceeds 20 percent of the total project cost. The rules may not allow an exception under this subdivision to be applied unless the secretary of transportation, or a designee of the secretary who has knowledge of the purpose and value of bicycle and pedestrian accommodations, reviews the applicability of the exception under this subdivision to the particular project at issue.
3. Establishing bikeways or pedestrian ways would have excessive negative impacts in a constrained environment.
4. There is an absence of need for the bikeways or pedestrian ways, as indicated by sparsity of population, traffic volume, or other factors.
5. The community where pedestrian ways are to be located refuses to accept an agreement to maintain them.

History: 1971 c. 40, 125; 1973 c. 12; 1973 s. 243 s. 82; 1975 c. 139; 1977 c. 29 s. 918 to 924, 1654 (1), (8) (a), (f), 1656 (43); 1977 c. 190, 272; 1979 c. 221, 314; 1981 c. 346 s. 35; 1983 a. 27, 130; 1985 a. 29, 300; 1987 a. 27; 1989 a. 31, 125, 345; 1993 a. 246; 1995 a. 225, 338; 1997 a. 27, 106; 1999 a. 9; 2001 a. 16; 2005 a. 25, 89, 392, 410; 2007 a. 20, 97, 125; 2009 a. 23.

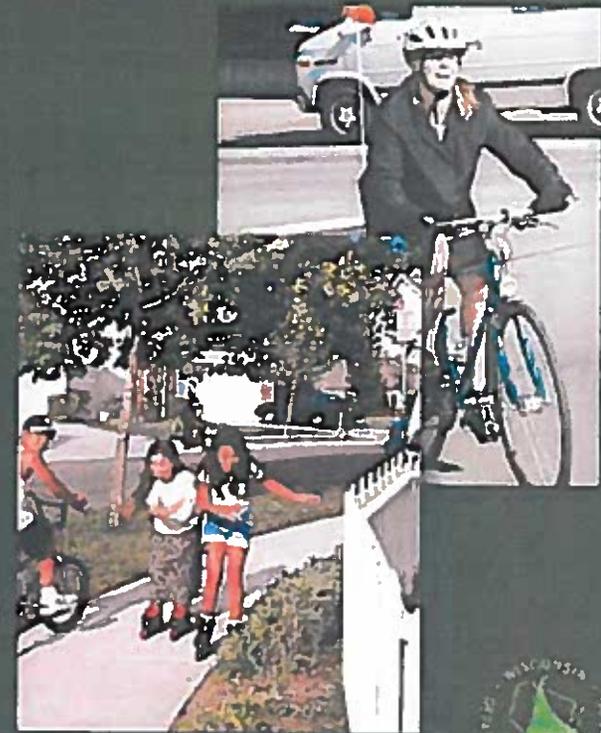
*...the department shall ensure that **bikeways** and **pedestrian ways** are established in all new highway **construction** and **reconstruction** projects funded in whole or in part from state funds or federal funds . . .*



Why?

Ped/ Bike Accommodations:

- Foster Transportation Equity
- Encourage Modes the State Wants to Promote
 - Transportation Economics
 - Health
 - Environment
 - Efficiency
- Contribute to Quality of Life
 - Community Desires
- Provide Benefits to Motorized Traffic



Efficient



Dane County GIS

- National Survey
 - 48% all trips in metro areas are 3 miles or less
 - 65% of all trips under one-mile are made by auto
- Why? Surveys say:
 - 47% over 50 yrs said they could not cross main road
 - 40% said neighborhoods don't have sidewalks
 - 55% said no bike lanes or paths

Encourage Alternate Modes

www.completestreets.org



Economic Impact in Wisconsin

SECTOR	MANUFACTURING	WHOLESALE/ DISTRIBUTION	RETAIL AND SERVICE	OTHER SERVICES	TOTALS
TOTAL JOBS	1945	222	1227	24	3,418
<i>Direct Jobs</i>	1098	112	875	17	2,102
<i>Indirect Jobs</i>	847	110	352	7	1,316
TOTAL OUTPUT	\$358,245,400	\$17,743,600	\$70,383,836	\$1,624,000	\$377,613,000
<i>Direct Output</i>	\$262,189,700	\$13,956,700	\$38,881,436	\$918,000	\$315,945,836
<i>Indirect Output</i>	\$96,055,700	\$3,786,900	\$31,502,400	\$706,000	\$132,051,000
TOTAL PERSONAL INCOMES <i>(wages, salaries, and proprietor incomes)</i>	\$67,408,000	\$10,280,740	\$30,185,380	\$598,000	\$108,472,120
<i>Direct Personal Income</i>	\$35,718,000	\$6,931,140	\$18,792,470	\$313,000	\$61,781,610
<i>Indirect Personal Incomes</i>	\$31,660,000	\$3,349,600	\$11,392,910	\$285,000	\$46,687,510
TOTAL IMPACT <i>(Output + Personal Incomes)</i>	\$425,653,400	\$28,024,340	\$100,569,216	\$2,222,000	\$556,468,956



Quality of Life

{ Economic impact of bicycling on Wisconsin Industry:
\$556 million and 3,420 jobs
 Tourism: *undetermined, but considered significant*
 Total: **\$556 million plus** }



Why would we put a bikeway on a 4-lane high volume urban roadway?

- Because the highway serves destinations.
 - Example: East Washington Avenue
 - Bike lanes added to a very busy 6-lane highway, posted speed 35 mph.
 - A bike count during morning and evening rush hours showed 113 cyclists using the roadway... during rush hour!
- Bicycle LOS determined by volume of traffic in lane next to cyclists, not total volume of road



I have never seen a bike on this urban road.

- Its about equity, access, and safety,
 - Not just volume
- Many cyclists will avoid a route that is not safe, but would use it as it is improved.
 - Example: Monona Drive



Why can't they use a parallel route for bikes?

- WisDOT highways tend to have the most direct and efficient routes through a community. They cross barriers, such as rivers, and interstates, that are obstacles on the local road system.
- WisDOT have the destinations that people are going to.
- Everything has a parallel route – but how circuitous





MERRILL
WISCONSIN
City Of Parks

CITY OF MERRILL

Parks & Recreation Dept. - Smith Center

1100 Marc Dr. • Merrill, Wisconsin • 54452
Rec. Dept. Telephone (715) 536-7313 • Smith Center Telephone (715) 536-6187
Fax (715) 539-2790

December 2015 Parks & Recreation Director's Report

Parks: The crew is ready for the winter season to arrive. Our equipment and facilities are ready for the snow and cold. The unseasonal weather has had other plans for us. The mild late fall weather has been nice though, as it has allowed us to get a few extra things done in and around the parks. Once winter is fully upon us we will be ready to flood rinks and plow snow. It is always our goal to have the outdoor ice rinks ready by Christmas Break so families have some outdoor recreation. The pool is still progressing on schedule, even with some very rainy days over the past few weeks. All of the play structures were delivered on November 12th and they assembled them this past week. Hopefully by the time you receive this report, they are installed in the pool. It will really start to take on the "finished look" by the end of the month. All of the doors and windows will be finished by the end of the week so the building can finally be completely secured. The plan is to finish all of the decking, play structures and slides, then bring in the actual pool fence and remove the perimeter safety fence for the winter. There are a few things they will finish inside before the end of the year, but they will close things up and finish the rest in early spring and be ready to hand us the keys in early May. Badger Pool has winterized the pool structure as part of the contract and is responsible for start-up next year, as well as winterizing again after a full season. That will be great for us to get a full season under our belt to gain valuable operating experience and to learn all of the nuances of the new aquatic center.

Forestry: We finished our entire fall tree planting for the year. It went very smooth thanks to the mild weather. I might have mentioned last month that I am experimenting with a new tree nursery so we can inject more species diversity onto our boulevards and in our parks. As I mentioned last month the other nursery is one hardiness zone to the south of us so I wanted to test a few species that I know we cannot get from the Rhinelander Nursery. There are quite a few species of trees that can cross a few hardiness zones if they are planted at the right time (fall) and are taken care of. We did purchase a majority of our trees from Northwood's Nursery in Rhinelander too. I just received word from the WDNR that we were unsuccessful in our grant application for Urban Forestry funding. The notification informed me that they received 80 applications asking for \$1,246,376.15 and they only had \$547,727.84 to hand out. We ranked very well but were one of the first ones to not receive, most of that is due to the fact that we were successful last year (and 5 times over the past 10 years). I am currently filling out our paperwork for Tree City USA qualification again this year as they are due at the end of the year. We will once again qualify easily for this award. One of the main stipulations for Tree City USA status is that the respective municipality spends a minimum of \$2 per capita on forestry related items.

Smith Center: We have had a few weeks of full ice schedules now and things have been going well. The new Zamboni arrived two weeks ago and we were all ready for it. When the trainer came up to go through everything with us, we discovered that they sent the wrong charger for it so we were not able

"Focusing on the Future"

An equal opportunity/affirmative action employer.

to use it until the end of last week. They sent us a new one to be switched out and we are just now getting it onto the ice and getting used to it. It is a very nice machine; quiet and smooth, with zero emissions. We also had an issue with our 20+ year old scoreboard in the arena. The score pad was beginning to fail which is not a great thing because of the age of the unit and the likelihood of more problems increases exponentially. Dawn was able to locate a spare pad from Tomahawk that we can use temporarily while we look into purchasing a new board. I had a conversation with Hockey regarding a plan for the scoreboard a few months ago, as we knew it was going to be within the next few years that we should look into replacing. Looks like now is the time. With 20+ year old scoreboards, once things start to malfunction, it is a downhill progression. Parts are not readily available anymore and none of the fixes are very trustworthy. We might have to use some timber sale revenue to make the purchase but it is a worthwhile investment for the arena and a needed upgrade. Otherwise our ice schedule looks good and we are going to continue serving with a smile!

Recreation: We are gearing up for our winter recreation schedule with a number of activities that are right around the corner. We have Little Dribblers Youth Basketball beginning after the first of the year, S.N.A.P Fitness (Special Needs Athletic Program), Breakfast with Santa, Zumba Classes, Winterfest, and outdoor and indoor skating to name a few. Over the winter months it also gives us a great opportunity to step back and review our programs from the past year and make the necessary improvements to make them better. This is also the time when we begin planning out next year's recreation programs. There are a lot of details that go into the programs and it really helps to take the time to get everything taken care of. We have benefited from winter planning and preparation because we are able to roll out a complete program in early/mid spring and begin registrations for all of our big summer programs right away.

Respectfully Submitted,

A handwritten signature in blue ink that reads "Dan Wendorf" with a small flourish at the end.

Dan Wendorf
Parks & Recreation Director
City of Merrill