

AGENDA

CITY OF MONONA PUBLIC WORKS COMMITTEE
CITY HALL CONFERENCE ROOM
THURSDAY, March 31, 2016
6:30 P.M.

1. Call To Order.
2. Roll Call.
3. Approval of Minutes from March 2, 2016.
4. Appearances.
5. Unfinished Business.
6. New Business.
 - A. Consideration of Special Assessment Schedule for dredging of the Schluter Beach Channel.
 - B. Consideration of Ordinance 2-16-675 Amending Section 6-1-4 of the Code of Ordinances Regarding Sidewalk Assessment.
 - C. Consideration of resident long term on-street reserved parking request.
7. Public Works & Utility Operations Report.
8. Next Scheduled Meeting: Wednesday, May 4, 2016
9. Adjournment.

NOTE: Upon reasonable notice, the City of Monona will accommodate the needs of disabled individuals through auxiliary aids or services. For additional information or to request this service, contact Joan Andrusz at (608) 222-2525 (not a TDD telephone number), FAX (608) 222-9225, or through the City Police Department TDD telephone number 222-2535. The public is notified that any final action taken at a previous meeting may be reconsidered pursuant to the City of Monona ordinances. A suspension of the rules may allow for final action to be taken on an item of New Business. It is possible that members of and a possible quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information or speak about a subject, over which they have decision-making responsibility. No action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice.

PUBLIC WORKS COMMITTEE

Draft Minutes – March 2, 2016

The regular monthly meeting of the Public Works Committee for the City of Monona was called to order at 6:33pm by Alderperson Thomas.

Present: Alderperson Thomas, Mr. McConnell, Ms. Busse, Mr. Besch, Mr. Turino, Mr. Podell

Excused: Alderman Speight, Mr. Stolper, Mr. Franklin

Also Present: DPW director Stephany, Monona Residents Martha and Richard Nawratil, Susan Sauer, Emily Kite, Evelyn Jones, Marjorie Kravitz, Rob Kalejta, Bruce Meier, Karen Dorman, Charles Paskey, Doug Drake, Nancy Moore

APPROVAL OF MINUTES

A motion was made by Mr. Besch, and seconded by Ms. Busse to approve the Public Works Committee minutes of February 3, 2016, was carried.

APPEARANCES

Rob Kalejta, 4402 Outlook, spoke before the committee on the upcoming Schluter Park channel dredging project. Mr. Kalejta feels it is inappropriate and unfair to assess the residents for channel dredging based on the current cost share policy, and the information from the City that states the park shoreline is sloughing off into the channel. Mr. Kalejta feels the park's sloughing shoreline is the major contributor of the sediment in the channel. Mr. Kalejta provided a copy of his information to the committee.

Nancy Moore, 4505 Winnequah Road, registered in favor of Schluter Park channel dredging, and spoke before the committee on the upcoming Schluter Park channel dredging project. Ms. Moore is in favor of the dredging but has concern about how the dredging is paid for and the percentage of the cost the residents are responsible for. Ms. Moore is asking for the City to reconsider the cost share ordinance because she feels the City's park shoreline is the major contributor for the sediment in the channel, and the City should be paying for a greater portion of the cost.

Marjorie Kravitz, 4400 Outlook Street, spoke before the committee on the upcoming Schluter Park channel dredging project, and the parking issue on Winnequah Road at Outlook Street. Nothing has changed about the parking, and the owner's car is parked on the road for longer than a week. It has actually gotten worse.

Karen Dorman, 6101 Bridge Road, registered against the Bridge Road Parking Plan, and spoke before the committee against the Bridge Road Parking Plan. Ms. Dorman wants to know if there are statistics for accidents and close encounters. She is not happy about giving up parking on their side of the road. She also wants to know why bike lanes are being proposed for Bridge Road when the City just put bike lanes on Winnequah Road. She said bike lanes are going to encourage more bikes to use Bridge Road instead of Winnequah.

Evelyn Jones, 6102 Bridge Road, registered in favor of the Bridge Road striping plan, and spoke before the committee in favor of the Bridge Road striping plan. Ms. Jones states there is a lot of traffic on Bridge Road and at the Stop signs, and it often takes up to five minutes to cross the lane of traffic.

Emily Kite, 6102 Bridge Road, registered in favor of the Bridge Road striping plan, and spoke before the committee in favor of the Bridge Road striping plan. Ms. Kite strongly supports bike lanes and the parking plan, and feels that cars are crowding the side of the road driving too close to the curb, and they drive too fast. This is a concern with children, and Bridge Road does not have safe access to the park. Ms. Kite does support adding speed humps.

Susan Sauer, 6013 Bridge Road, spoke before the committee on the changes to Bridge Road. Ms. Sauer wants to know what the safety concerns are. Painting lines on the road isn't going to slow anyone down.

Richard Nawratil, 411 Frost Woods Road, spoke before the committee on changes to Bridge Road and Frost Woods Road. Mr. Nawratil stated that traffic is too fast and often goes through Stop signs. He would like to see speed humps on Frost Woods Road and Bridge Road, and is in favor of parking on one side of the road.

UNFINISHED BUSINESS

5A: Parking Update at 4501 Winnequah Rd. – Director Stephany stated that contact was made with Mr. Adams after the last meeting to inform him that the cars of his staff need to park elsewhere or the City would move forward with the recommendation of No Parking at this location. Mr. Adams told the director that he wanted to cooperate and will ask his staff to move their cars. He asked if he could park his personal vehicle in front of his house, which he can. Emails were received by area residents with photos showing Mr. Adams car and trailer was parked on the street for a week and hasn't moved. The staff parking is now parking in the Schluter Park parking lot. Residents are concerned because it is a safety issue with cars being parked on the corner. It doesn't matter who owns the vehicles, it's a safety issue and they block the sight from Outlook.

Aldersperson Thomas stated to the committee that staff will contact the police chief regarding the parked cars on the road at this location. This item will be back on the agenda again in the future for review.

NEW BUSINESS

6A: Discussion and approval of Resolution for No Parking on Bridge Road – Director Stephany explained the initial resident request for improved safety for pedestrians trying to reach the City Park. The proposed bike lanes are being added for pedestrian safety, and because people want to see more bike lanes in the City. The Resolution for consideration is to eliminate parking in the southbound lane on Bridge Road, from Frost Woods to Winnequah. A 100' stretch of No Parking is proposed at the guard rail, in the northbound lane, so vehicles don't block the yellow arrows indicating a curve in the road. Letters were sent in early February to Bridge Road residents, notifying them of the proposed No Parking zone. Director Stephany received two emails from Bridge Road residents, indicating they were in favor of the proposed changes.

A motion was made by Ms. Busse and seconded by Mr. Turino to approve the pavement marking plan and No Parking zone on Bridge Road was carried.

6B: Assessment method discussion and approval for Schluter Beach channel dredging – Director Stephany explained the handouts in the packet. The current ordinance reads that the City pays 30% of dredging costs, and the residents pay 70% of the dredging cost. Assessment calculations based on expected dredging expenses were provided to the committee for review. One scenario followed the assessment ratios outlined in the City Code, and the second scenario followed the format that was used for the Belle Isle dredging project, a 50' minimum assessment frontage and 100' maximum assessment frontage. The calculations in each scenario are based on the low bid received on February 18th. Aldersperson Thomas stated she didn't like establishing frontage limits for the City park property, and thought it would be fairer for the City to pay for the whole length of the park shoreline and not establish a limit for the park property. Mr. Turino stated that he agreed with Aldersperson Thomas on this. Mr. Turino confirmed with Aldersperson Thomas that one of the options they have is to recommend a different assessment formula. Mr. Turino suggested to keep the 50' minimum, and 100' maximum, but the City be excluded from these and pay full it's full share for the 242'.

A motion was made by Mr. Turino and seconded by Ms. Busse to recommend establishing a 50' minimum assessment frontage and 100' maximum assessment frontage for residential property owners, and with the City's Schluter Park property being excluded from this and paying it's assessment for the full shoreline length of 242' was carried.

6C: Approval of Schluter Beach Improvement Project bid – Director Stephany presented the bid information from the February 18, 2016 bid opening. Bids were received from three bidders, with the low bid provided by Drax Incorporated for the amount of \$891,982.30. Vierbicher reviewed the bids, and conducted reference checks on the low bidder and has determined that Drax meets the requirements of the bidding documents, and is considered a responsive bidder. The project is a joint project with the park department, and a portion of the costs will be the responsibility of the park department. The project includes the demolition of the park restrooms and construction of new restrooms, completing other park amenities, dredging the channel, shoreline restoration, and installing two sediment removal structures prior to the storm water outfalls.

A motion was made by Ms. Busse and seconded by Mr. Turino to approve the Schluter Beach Improvement Project bid award to Drax Incorporated in the amount of \$891,982.30 was carried.

NEXT SCHEDULED MEETING: Wednesday, April 6, 2016.

ADJOURNMENT

A motion was made by Ms. Busse and seconded by Mr. Turino to adjourn was carried (7:35 pm).

Daniel Stephany
Director of Public Works

Today you will address resolution 16-3-2085 regarding establishing a special assessment schedule for dredging of the Schluter Beach channel. In doing so, I ask you to consider three issues:

- 1. What is the source of the material to be dredged from the Schluter Beach channel, and who “owns” it, or who is responsible for it being there?**
- 2. Who benefits the most from this dredging?**
- 3. Is there precedence for deviating from the established assessment schedule, and would it be appropriate and fair to do so?**

I will address each point briefly, and in turn.

1. What is the source of the material to be dredged from the Schluter Beach channel, and who “owns” it, or who is responsible for it being there?

Last week I presented to the Public Works Committee photographic and testimonial evidence that the majority of material to be dredged from the Schluter Beach channel was material eroded from the shoreline of Schluter Beach Park, not from silt introduced by storm water runoff. The picture is shown in Figure 1, and the testimonial evidence from Mr. Borucki of SCS engineering, the firm hired by the city to survey the channel, is shown in Figure 2.

I argued that because the majority of the material in the channel eroded from the park, that the city should be responsible for the majority of the cost of its removal. The public works committee was sympathetic to my point, but was unwilling to recommend a deviation from the established assessment protocol because I was unable to provide them with quantitative measurements of how much of the material to be dredged from the channel was actually from the eroded shoreline of the park. Basically, I couldn't prove to them how much of the material in the channel eroded from the park. Now I can.

I acquired the Sediment Sample Laboratory Results for the Schluter Beach channel, as well as for the Belle Isle Lagoons, which were dredged a few years ago. On page 27 of the Schluter report (page 386 of the Project Manual for the project) data are presented that silt represents 9.5 % of the material in the channel, whereas gravel, clay and sand represent the other 90.5% of the material (Figure 3). This data generated by the city-hired engineers provides the quantitative data requested by the Public Works Committee and demonstrates that the overwhelming majority of the material to be dredged from the channel is not silt, but is consistent with the composition of the soil in the park. With the picture of the erosion provided (Fig. 1), as well as the testament by the surveying engineer that the west bank of the park is sloughing off into the channel (Fig. 2), it is reasonable to conclude that the

overwhelming majority of the material to be dredged from the channel (>90%) was deposited by erosion from the park, not by storm water runoff.

It is important to consider whether this is similar to or different than to the material dredged from the Belle Isle lagoons. I obtained the Bid Package for the Belle Isle dredging project. On page 211 of that document, it is reported that the material present in the lagoons of Belle Isle was 50% silt (Figure 4). Thus, there is considerable difference between what was removed from the Belle Isle lagoons (mostly silt from storm water runoff) and what is to be removed from the Schluter Beach channel (mostly eroded material from the city park).

Furthermore, 10,000 cubic yards (cy) of material was removed from Belle Isle, which represented 7,384 feet of water frontage, or about 1.35 cy/ft. For Schluter, 2,200 cy of material will be removed from 559 ft of frontage or about 3.94 cy/ft. This is 3X more material than was in Belle Isle, again attesting to the different nature of these dredging projects.

Therefore, I submit that these dredging projects are so significantly different that it is inappropriate to utilize an identical assessment structure. The city park is the source of most of the material to be removed from the channel. Therefore, the city should pay for most of the cost. If 90.5% of the material is erosion from the park, the city should pay at least 90.5% of the cost of removal.

2. Who benefits most from this dredging?

During the debates over the Belle Isle dredging assessment schedule, city attorney William Cole was quoted in the Herald-Independent (the Monona - Cottage Grove local newspaper) on March 8th 2012 as saying "everyone benefiting from dredging would be assessed" (Figure 5).

How will adjacent property owners benefit from dredging Schluter Beach channel? Our access to the lake will increase 0% as we already have access (I also have non-channel access to the main lake from my property). The channel is too small to accommodate boat lifts or piers. So the benefits derived by the adjacent property owners will be minimal. Again, this is quite different from the Belle Isle lagoons, with their piers and boat lifts.

However, the benefit to the park will be enormous. Dredging the channel allows for renovation of the west shoreline that will increase access to the lake by 113% (more than doubling it) (Figure 6).

The adjacent properties total 0.53 acres. The park is 1.8 acres, meaning that the park area benefiting from the dredging is 77 % of the entire adjacent area.

The adjacent properties have 5 residents. In a recent survey, 99.4 % of residents that responded said they visited a park in Monona within the last year. Monona had 7,745 residents in 2013. So 7698 people visited at least one of the 18 parks, so on average, Schluter Park will get 428 different visitors each year. Therefore, residents not living adjacent to the park but benefiting from the dredging will make up 98.9% of those deriving benefit.

During the discussions of the renovation project by the Parks and Recreation Board, a constant theme has been their desire to increase park usage and specifically, to increase lake access. I spoke at a few of their meetings to give input into the renovation plans, and it was made very clear to me that the parks belong to all citizens of Monona, not just to the owners of the adjacent properties.

I should note that no public access lands are adjacent to the lagoons served by the Belle Isle dredging project, once again, indicating the Schluter project is different in substantial and significant ways from the Belle Isle project.

3. Is there precedence for deviating from the established assessment schedule, and would it be appropriate and fair to do so?

Yes, there is a clear precedent.

On June 15TH 2015 the city council voted unanimously to approve resolution 15-6-2033 to use \$14,000 of the city's reserve funds to pay for the removal of a sand bar from a lagoon in Belle Isle.

Yes, it would be fair to do so.

As mentioned in point #1 above, 90% of the material to be removed from the channel originated from the park, not from storm water runoff.

As mentioned in point #2 above, the benefits to city and all of its citizens far outweigh any benefit to be derived by the adjacent property owners.

Finally, I want to remind you the vastly different scale of the projects in terms of financing by special assessment.

Dredging of Belle Isle cost \$511,278.25 of which 95 adjacent property owners were billed 70% (\$357,894.78) for an average of \$3,767.31 per household.

Dredging of Schluter Beach will cost \$146,365.00 If the same schedule is used, then the 5 adjacent property owners will be billed \$102,455.50 (70%) for an average of \$20,491.10 per property, or well over 5-times more than Belle Isle residents (even though the fraction of silt to be removed is 5-times less).

This is a very, very different dredging project than Belle Isle.

Conclusion:

In conclusion I submit that there exists substantial and significant differences between the Belle Isle and Schluter Beach dredging projects in regards to the source of the material to be removed, the parties receiving the most substantial benefit, and the average cost per adjacent property owner so that applying the previously used special assessment schedule would be both inappropriate and unfair.

I submit two alternate methods to generate assessments that, in general, follow the recommendation of the Public Works committee, but charge adjacent property owners only for silt removal, not for removal of the eroded soil from Schluter Park.

Method#1:

City is charged 90% of the project because 90% of the material is soil eroded from the park.

Removal of silt (10%) is assessed as recommended by the Public Works Committee.

Assessable costs for dredging: \$146,365
City (soil) 90% \$131728.50
Adjacent Properties (silt) 10% \$14,636.50
Shoreline Frontage 559 feet (14636.5/559=26.18)

No.	Address	Adjusted Frontage	Assessment
1.	4511 Winnequah (Park)	242	\$6,335.56
2.	4507 Winnequah	76.5	\$2002.77
3.	4505 Winnequah	50	\$1309.00
4.	4400 Outlook	50	\$1309.00
5.	4402 Outlook	100	\$2618.00

Method#2:

City is charged 90% of the project because 90% of the material is soil eroded from the park.

Removal of silt (10%) is assessed only to citizen property owners as recommended by the Public Works Committee.

Assessable costs for dredging: \$146,365
City (soil) 90% \$131728.50
Citizen property owners (silt) 10% \$14,636.50
Shoreline Frontage 317 feet (14636.5/317=46.17)

No.	Address	Adjusted Frontage	Assessment
1.	4511 Winnequah (Park)	0	\$0.00
2.	4507 Winnequah	76.5	\$3532.00
3.	4505 Winnequah	50	\$2308.50
4.	4400 Outlook	50	\$2308.50
5.	4402 Outlook	100	\$4617.00

Figure 1

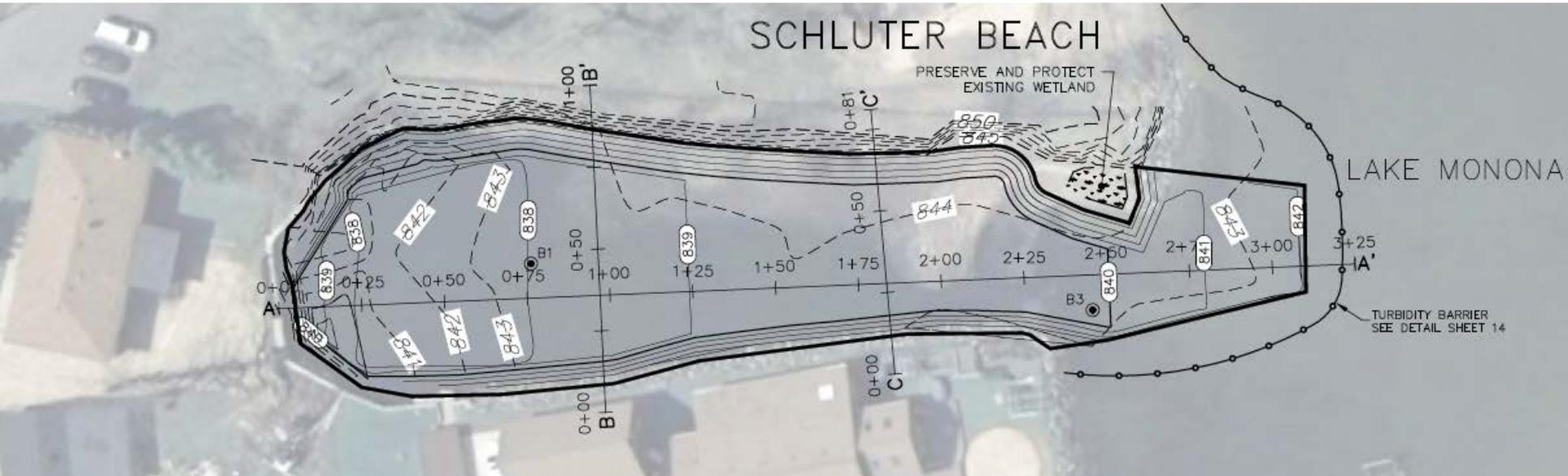


Figure 2

PUBLIC WORKS COMMITTEE

March 6, 2013

Draft Minutes

OLD BUSINESS

5A: Schluter Park Channel Cleaning – Director Stephany provided a summary of the handout that was included in the packet, with reference to preliminary sediment removal structures. The City is installing a similar structure at the Cove Channel storm water outfall. Mr. Borucki provided a summary of the sediment measurements that were taken in the Schluter Park Channel, which was found to have very high sediment levels. The west side of the channel is natural landscape without support and has been sloughing off into the channel. Reconstruction of the west side of the shoreline would need to be completed.

Figure 3



GRAIN SIZE DISTRIBUTION REPORT
(ASTM D 422)

Northeast Technical Services, Inc.
526 Chestnut Street, PO Box 1142
Virginia, Minnesota 55792
Telephone: (218) 741-4290
nts@netechnical.com

Project Pace Analytical 40123722
Sample Description 40123722-001
Date Reported 11/13/2015
Client Pace Analytical 40123722

Project # 10613
Lab ID # M550319
COC # 211326

Sampled By Client
Date Collected 10/27/2015
Sample Location B3 Dredge

Lab Technician SJ/AS
Date Analyzed 11/9/2015

Size	Percentage
Gravel	1.6%
Coarse Sand	4.1%
Medium Sand	5.7%
Fine Sand	77.0%
Silt	9.5%
Clay	2.2%

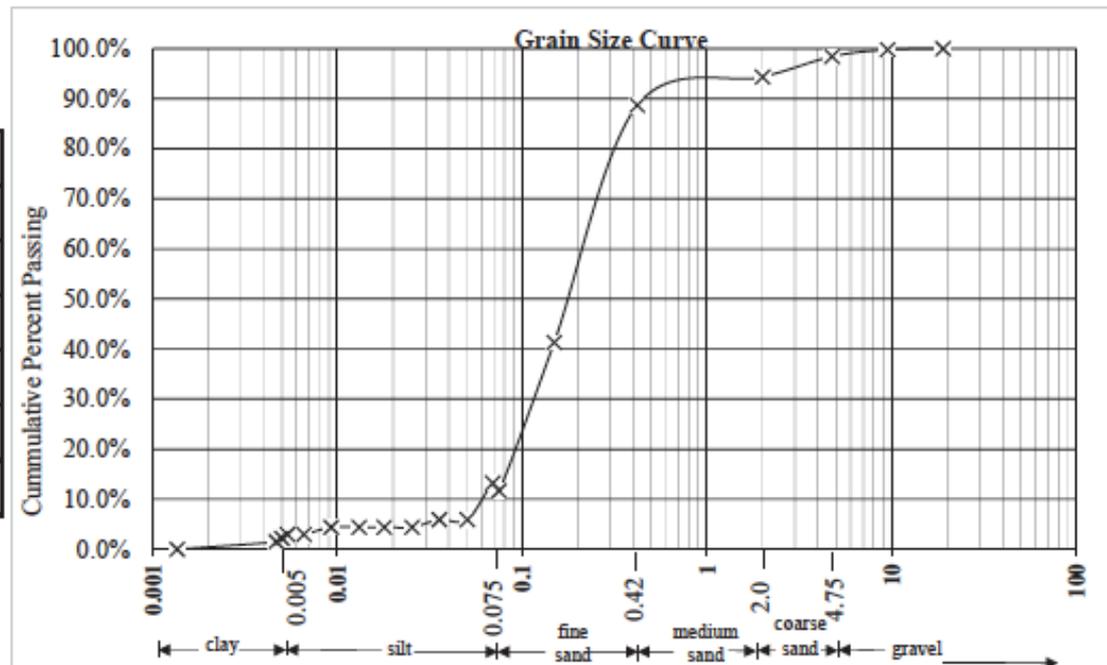


Figure 4

Wisconsin Department of Natural Resources
Laboratory Report

06/08/2006

Lab: 113133790

Sample: IQ016957

Page 2 of 3

<i>Analysis Method</i>		<i>Analysis Date</i>		<i>Lab Comment</i>		
PARTICLE SIZE (UW-EXT SOILS LAB; NON-05/30/2006						
<i>Code</i>	<i>Description</i>	<i>Result</i>	<i>Units</i>	<i>LOD</i>	<i>Report Limit</i>	<i>LOQ</i>
99185	SOLIDS PERCENT CLAY	9.	%		0	
99183	SOLIDS PERCENT SAND	41.	%		0	
99184	SOLIDS PERCENT SILT	50.	%		0	

Monona Dredging Project

Contacts: Mark Tusler, and Mike Groh

Mark,

I tested the 5 bucket of sludge from BT2; Mark Tusler. I found that all of the sludge samples are fairly similar. I tested the usual AQ 587, AQ 564, and AQ 200 followed by AQ 109. I tested each sample of sludge with 400ml parts sludge and 600ml of h₂o. It seemed to me that AQ 564 worked better on each of the samples.

Figure 5

Council prepares to vote on Belle Isle dredging project

Story Comments

Print Font Size:

Recommend 0 Tweet G+1 0

Posted: Thursday, March 8, 2012 12:00 am

Gina Covelli | 0 comments

Members of the Monona Festival Committee present a check for \$18,117 to Monona Police and Fire chiefs Wally Ostrenga and Scott Sullivan at the City Council meeting Monday, March 5.

The Monona City Council will likely vote on whether or not to dredge Belle Isle lagoons at its next meeting after its discussion Monday night, March 5.



Providing the best care for your best friend.

AAHA
ACCREDITED

DEER-GROVE
Veterinary Clinic

535 Southing Grange
Cottage Grove, WI 53527
608-839-5323
deergrovevet.com

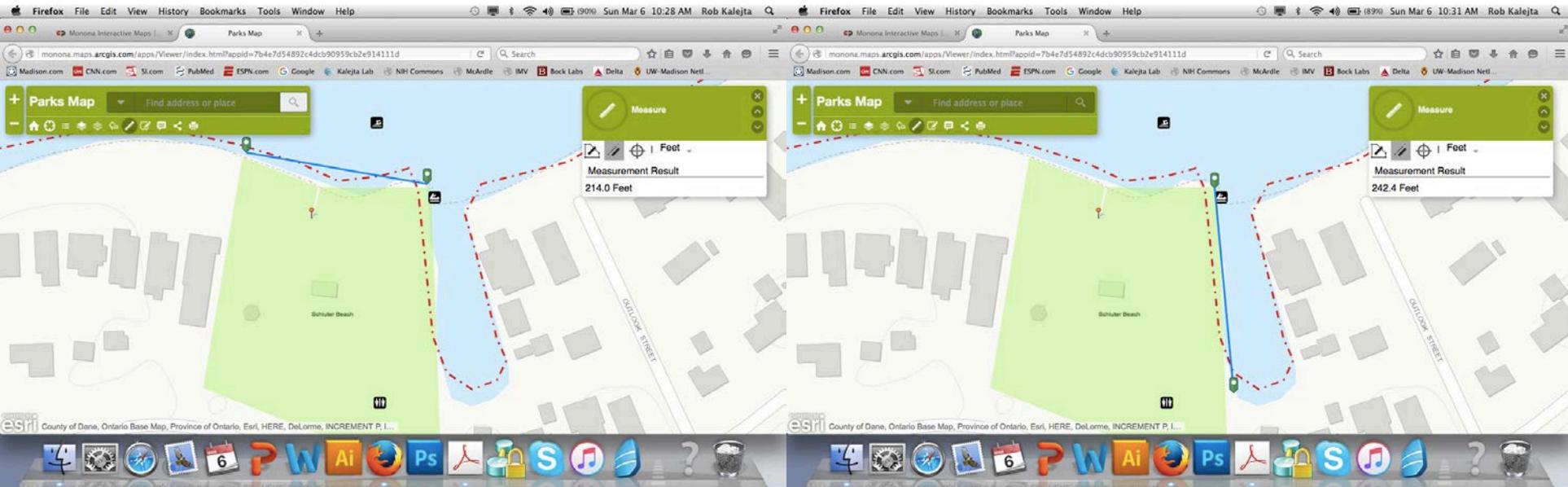
click here for monthly deals or visit our Facebook page

The project, which has been talked about for the past seven years, was delayed yet again a couple months ago when one resident living on one of the channels brought up a statute that said the city could only special assess the residents for the dredging if it received the homeowners' approval.

Monday night, City Attorney William Cole said that specific statute related to harbors, and because the lagoons in Belle Isle are not harbors, the special assessment statute would prevail in this case.

"There's no clear answer in this thing but the special assessment statute gives us the authority to special assess," Cole said. "The thing that needs to be clear to property owners, that everyone benefiting from dredging would be assessed."

Figure 6



Both
FP

John W. Van Arsdale
4507 Winnequah Rd
Monona, WI 53716
517.402.4399
jwvan@hotmail.com

March 6, 2016

Dear Monona Finance Committee & City Council:

I am writing to place my opinion on the assessments of the dredging project of Schluter Cove. At over \$14,000 seems a very excessive burden being placed on myself, and my neighbors' added expense. Unfortunately, I am not able to attend the meeting March 7, 2016 as I am out of town on business. The letter I received from the city, dated February 24, 2016 did not include information regarding this meeting.

I consider this cove or small bay to be part of Lake Monona. The City of Monona just happens to be discharging street runoff into this area next to my home. The discharge along with the severe erosion of the Schluter Park side of the cove has caused a fill in of this area of the lake. I do not see my responsibility to pay for the city's discharge or lack of erosion control.

Thank you for the consideration of my concerns.

Sincerely,



John W. Van Arsdale

Presentation to the Monona Finance Committee & Common Council Dredging of the Schluter Beach Channel

Section 6-1-12 (b) (8) (page 109) of Monona's Code of Ordinances calls for a special assessment of 70% to abutting property owners and 30% to the City for cleaning of lagoons, rivers and channels. It also says the City may elect to follow a different special assessment if such a schedule would be "inappropriate and unfair."

We understand the City's WISH to treat the maintenance of all waterways the same. We also understand the City's WISH to apply the same reasoning to the Schluter Beach Channel as was used for the most recent other dredging project, Belle Isle.

However, we are here tonight to request that members of the Finance Committee and Common Council revisit their reasoning. We are here to provide you with well documented proof that not all waterways are the same and that the dredging of the Schluter Beach Channel IS NOT ANYTHING like the Belle Isle dredging project for 3 reasons:

- 1) the ownership of the abutting property
- 2) the cause and culpability for the Channel's current condition
- 3) who benefits from the dredging of the affected area

We also have an alternative assessment recommendation we believe to be fair and appropriate given the facts.

Ownership

In the Schluter Beach Channel, the City is not only an abutting property owner but by far the largest property owner on the Channel with 242 feet of abutting frontage and more than an acre of public park.

In major contrast, the complete shoreline of Belle Isle is privately owned. The City does not own or have responsibility for managing or maintaining any parcel of land abutting the Belle Isle Channel.

Cause and Culpability for the Channel's Current Condition

The FIRST reasoning behind the 70%/30% assessment schedule is that the abutting property owners largely bear culpability for the condition of the Channel via storm water runoff and shoreline erosion from our properties. The data shows that this is not the case.

As is clearly indicated in the *current* Channel engineering reports, silt (storm water runoff) represents only 9.5% of the material needing to be dredged from the channel. Gravel, sand and clay – generated from the erosion of the City owned bank of Schluter Park - represents 90.5% of the material needing to be dredged. By comparison, more than 50% of the material sampled at Belle Isle was silt.

Second, each and every one of the abutting private property owners on the Schluter Beach Channel has long-standing solid concrete walls, rip rap or steel girding – sometimes even in combination – to prevent erosion and lessen storm runoff. The only property that is NOT stable, has not been stable, and has been eroding into the Channel is Schluter Park. Again, in contrast, Belle Isle had no public shoreline and a healthy percentage of its residents had unstable and eroding shorelines.

A third data point as it relates to the current condition and culpability for that condition is reflected in the historical records and pictures of the Channel. Interviews with long-time residents of the neighborhood have confirmed that the Schluter Park Channel was last dredged in 1987 – 29 years ago. In 1995 (prior to the “every 15 year” limit placed in the ordinance), the Common Council agreed to visit dredging the channel again but instead chose to “kick the can down the road.” In 1997, owners received notice that the dredging of the channel was included in the 1998 capital improvements program, only to be “kicked down the road” further. In 1999, the Council “deferred dredging all together until adequate funding are available.” And just as important, in the 1999 letter, it says that “installing oil & grit separators was discussed, as it had been successfully done in Lott Park.” Dredging was never completed and oil and grit separators were never installed. The letters substantiating this timeline and pictures from 1996 reflecting, as now, that private land owners have stable shorelines and that the shoreline of Schluter Park is the overwhelming (90%) source of the sediment in the Channel are attached.

This historical data is highly significant now because the cost of the dredging is directly tied to the volume of sediment needing to be removed. It is within the Common Council’s prerogative to leave the Schluter Park bank unstable, deny calls for dredging, and dismiss its own best thinking and experience reflecting that the installation of oil and grit separators would be helpful. But the volume to be removed has been generated over 29 years. It does indeed seem unfair that the current residents are “on the hook” and expected to pay for 29 years of what many would describe as neglect.

Finally, I have one last data point as it relates to culpability. In 2007, when I purchased the residence at 4505 Winnequah Road, I discovered that the largest storm water duct, along my west property line, had badly rusted out; there were numerous sink holes along the duct and the trees and fence were literally being swallowed into the ground. The sediment material from the 15’ of property on which the city holds the easement to install and maintain that duct (that easement having been purchased from 4507 Winnequah for \$1 in the 1950’s), was eroding into the Channel. As I am sure the members know, that easement carries a specific guarantee that the City assumes 100% responsibility for the stewardship and maintenance of the 15’ right of way and the storm duct. In 2010, after *3 more years of erosion and sink holes*, the City finally replaced the duct. While I am grateful it has been remedied, there is no question that *at least* 3 years of delay (because there is no way of knowing how long the duct was actually leaching) had a detrimental effect on the Channel – depositing at least some additional sediment.

In summary, the data directly shows that the current condition of the Channel is 90% due to the bank of Schluter Park and that the high volume of sediment needing to be dredged is directly attributable to 29 years of inaction by the City of Monona.

Who benefits from the dredging?

As I understand it, the SECOND reasoning behind the 70%/30% assessment schedule in cleaning channels is the assumption that only (or even primarily) the abutting land owners benefit from the Channel and *will benefit* from its cleaning. This, again, is false. This again, is not like Belle Isle.

If City representatives were to poll local fisherman, they would tell you that the Schluter Park Channel is a known, highly valued haven for fishing. Indeed, when I first moved into 4505 Winnequah Road, friends and acquaintances quickly remarked that I landed on one of the most prized sites on all of Lake Monona for fishing.

If Common Council members placed a video camera on the shores of the channel, they would see that it is fished *daily* from the shore of the park as well as from kayaks, canoes and fishing boats with trolling motors. Individuals of all ages (including even toddlers) playing on and exploring the eroded Park bank and mud flats of the Channel are also a frequent occurrence.

In short, the abutting property owners ARE NOT the only ones who benefit from the Channel in its current condition and with the renovation of Schluter Park and the dredging, in many respects, we will *benefit the least*. The Park will see a significant increase in pedestrians, the entire Channel will be without a fence to encourage maximum fishing, the channel itself will be open for fishing by any size watercraft, and there's no question that more people frequenting the Park and Channel will trespass on our shores and property. Here again, this differs from Belle Isle. Since all of the shore property is privately owned, the only way that individuals without a watercraft can benefit from it dredging is by trespassing.

There is one other point I wish to make as it relates to benefits accrued to the abutting land owners...

There is no question that those of us abutting *any* shoreline benefit from being on the water. However, we also **already pay** for that benefit in higher assessments and much higher property taxes. I pay more than \$5,000 annually in taxes, more than double what is typically paid for a residence of my size in Monona.

Alternative Proposal

Given the facts:

1. The City is more than 90% culpable for the condition of the channel due to the unstable shoreline of Schluter Park.
2. The sediment from the bank and the Channel itself has not been attended to for 29 years.
3. The volume of sediment to be dredged is very large due to the City postponing any remedial action – “kicking the can down the road” for nearly 30 years
4. Abutting property owners are NOT the only ones who benefit from the channel now and most assuredly will not be the only ones benefitting in the future.



CITY OF
MONONA

Received 5/20/99

5211 SCHLUTER ROAD ■ MONONA, WI 53716-2598

CITY HALL (608) 222-2525

FAX (608) 222-9225

<http://www.monona.wi.us>

May 19, 1999

William Branch
4400 Outlook St.
Monona, WI. 53716

Dear Mr. Branch,

At its regularly scheduled meeting on May 5, 1999, the City of Monona Public Works Committee decided to defer the dredging of Schluter Beach Inlet until such time that adequate funding is available. The cost estimate for this project has sky-rocketed. The material to be dredged must be trucked to a landfill. The committee instructed me to remind you that you will be assessed 70% of the cost of any work done to this inlet, in accordance with City of Monona Ordinance Sec.6-1-12 Waterway Maintenance. I have enclosed a copy of this section for your review.

It was further discussed that perhaps oil/grit separators could be installed on the storm sewers, upstream from the inlet. The City of Monona has installed one of these at Lottes Park. It is maintained by the City of Monona. These structures retain much of the silt that otherwise enters the waterways. There may be funding available through the Dane County Priority Watershed to help pay for such a project.

The next Public Works Committee meeting is scheduled for 7 p.m. June 2, 1999.

If you have any questions please feel free to call me at City Hall between the hours of 8 a.m. and 4 p.m. Monday through Friday.

Sincerely,

Gary J. Weinert
Director of Public Works

POLICE DEPARTMENT

5211 Schluter Road
222-0463

COMMUNITY CENTER

1011 Nichols Road
222-4167

MONONA SENIOR CENTER

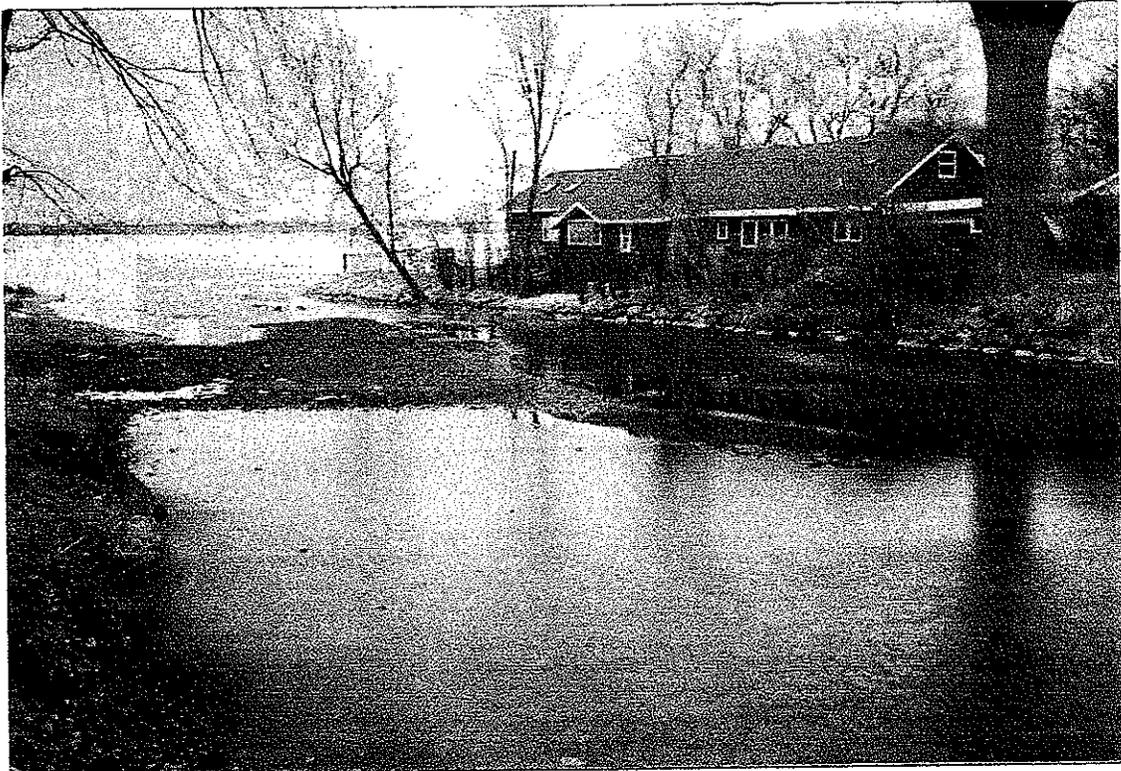
1011 Nichols Road
222-3415

FIRE DEPARTMENT

5211 Schluter Road
222-2528



1996 PHOTOS



MONONA CITY COUNCIL MINUTES
March 7, 2016

The regular meeting of the Monona City Council was called to order by Mayor Miller at 7:42 p.m.

Present: Mayor Robert Miller, Alderpersons Brian Holmquist, Kathy Thomas, Jim Busse, Doug Wood, Chad Speight, and Mary O'Connor

Also Present: City Administrator April Little, City Attorney William Cole, Library Director Erick Plumb, Public Works Director Dan Stephany, Operations Lieutenant Curt Wiegel, Recreation Director Jake Anderson, and City Clerk Joan Andrusz

ROLL CALL AND PLEDGE OF ALLEGIANCE

APPROVAL OF MINUTES

A motion by Alder Thomas, seconded by Alder Holmquist to approve the Minutes from the February 15, 2016 City Council meeting, was carried.

APPEARANCES

The following individuals registered against the Schluter Park dredging assessment:

- Marjory Kravitz and Jeff Barsness, 4400 Outlook Street
- John Van Arsdale, 4507 Winnequah Road

The following individuals appeared before the Council and spoke against the Schluter Park dredging assessment:

- Nancy Moore, 4505 Winnequah Road
- Rob Kalejta, 4402 Outlook Street

Alder Wood reported this item was referred back to the Public Works Committee by the Finance & Personnel Committee based upon data residents presented.

Library Director Plumb provided information Regarding Amending the Library's Internet Use Policy. The South Central Library System is pursuing Federal funds for technology options. Usage continues to increase. On February 18 and again on March 24 the Library Board, along with other municipalities, held discussions on the filtering that is required. The Monona Library is a pilot site for software that has been improved to avoid over-filtering. Members are invited to test the software and report back to Library Director Plumb. Alder O'Connor stated adults can ask to have this filter removed as long as it is for an approved site.

PUBLIC HEARING

There was no Public Hearing.

CONSENT AGENDA

A motion by Alder Wood, seconded by Alder Speight to approve the following, was carried:

1. Application for a Temporary Operator License:
 - a. Michael W. O'Brien, Lake Monona 20K
2. Applications for 2015/2016 Operator Licenses:
 - a. Erin L. White, East Side Club
 - b. Bryon D. Sande, Joe's Fire Station
 - c. Rudy A. Garcia, Speedway – Royal Avenue
 - d. Marco A. G. Ramirez, Speedway – Royal Avenue
3. Applications for 2015/2017 Operator Licenses:
 - a. Eric J. Pledl, East Side Club
 - b. Teresa C. Schwerin, East Side Club

UNFINISHED BUSINESS

A motion by Alder Thomas, seconded by Alder Holmquist to approve Resolution 16-2-2081 Approving a Contract with Schmidt's Auto, Inc. to Provide Towing and Impound Services, was carried.

Alder Wood reported the Ordinance regarding sidewalk assessments was tabled by the Finance & Personnel Committee for Public Works Committee review. It needs to follow State statute, and the Public Works Committee didn't have all of the City Attorney's information. There wouldn't be a policy statement included. The City Attorney could draft an "intent" section and remove Section E.

City Attorney Cole stated the Statute is part of the Ordinance unless the Council determines otherwise and gives the Council leeway to change the assessment formula based upon a particular project depending upon benefits to residents. He suggests the Council follow the Statute; his memo came in after the Public Works Committee review.

Alder Speight questioned whether the basic standard leaves the City more susceptible to litigation than a case by case policy. City Attorney Cole responded the Statute avoids a pre-determined benefit and makes it easier for the City to defend its position. Alder Speight stated Section E should be removed and a statement of intention should be declared. City Attorney Cole stated a prefatory section could be part of the Ordinance so that future Councils would know the process and actions to be taken. Proof is required to deviate from the defacto standard in the Ordinance.

Alder Thomas reviewed the Public Works Committee's actions. She doesn't want to burden a future Council, but a future Council is free to amend the Ordinance. City Attorney Cole will work with Alder Speight to put together a draft Ordinance for Public Works Committee review prior to final Council action. A motion by Alder Speight, seconded by Alder O'Connor to approve Ordinance 2-16-675 Amending Section 6-1-4 of the Code of Ordinances Regarding Sidewalk Assessments was withdrawn.

A motion by Alder Busse, seconded by Alder Thomas to table Ordinance 2-16-675 Amending Section 6-1-4 of the Code of Ordinances Regarding Sidewalk Assessments, and refer it to the Public Works Committee for work with the City Attorney on language, was carried.

A motion by Alder Speight, seconded by Alder Thomas to approve Resolution 16-2-2079 Amending the Contract with Strand Associates for Bridge Road Reconstruction Design and Construction Administration Services. On a roll call vote, all members voted in favor of the motion.

NEW BUSINESS

A motion by Alder Holmquist, seconded by Alder Busse to suspend the rules and take action on Resolution 16-3-2083 Approval of Participation in a Wisconsin Bureau of Transportation Safety Grant Titled "2016 Seatbelt Task Force Grant", was carried.

Lieutenant Wiegel reported this grant was received by ten communities. Monona will receive \$12,500 with a 25% match cost covered by on-duty personnel so there is no budget impact.

A motion by Alder Holmquist, seconded by Alder O'Connor to approve Resolution 16-3-2083 Approval of Participation in a Wisconsin Bureau of Transportation Safety Grant Titled "2016 Seatbelt Task Force Grant", was carried.

A motion by Alder Thomas, seconded by Alder Speight to suspend the rules and take action on Resolution 16-3-2082 Award of Bid for Schluter Beach Improvement Project, was carried.

Public Works Director Stephany reported this is a joint project and costs will be split between the Public Works and Parks Departments. A \$330,000 stormwater grant has been awarded. Recreation Director Anderson reported there is a \$100,000 surplus possible in the Parks side of the costs.

A motion by Alder Thomas, seconded by Alder Speight to approve Resolution 16-3-2082 Award of Bid for Schluter Beach Improvement Project. On a roll call vote, all members voted in favor of the motion.

Public Works Director Stephany reported Resolution 16-3-2085 Establishing a Special Assessment Schedule for Dredging of the Schluter Beach Channel was referred back to the Public Works Committee by the Finance & Personnel Committee based upon information provided by residents. Mayor Miller stated he wants to allow residents to share their new information with the Committee. Alder Busse stated the proposed cost of \$184 per foot is well above the \$100 per foot for Belle Isle dredging. He wants the per foot figure recalculated. Mayor Miller stated the bid is good for 60 days, so the project can go forward. Alder Wood stated the shoreline frontage method includes the City paying for its property. Alder Thomas stated if reports can show the City caused 90% of the erosion this could impact the cost share calculation. City Attorney Cole stated the Council can consider arguments but in court the analysis is based upon benefit to property owners. Culpability is not taken under consideration in court. Alder Speight suggested shoreline maintenance should be enforced in future and referenced the Pirate Island project under consideration.

Public Works Director Stephany provided information on Ordinance 3-16-676 Amending the Official Traffic Map of the City of Monona for the Establishment of "No Parking This Side" and "No Parking Between Arrows" on Bridge Road. Residents have reported safety concerns at Bridge Road Park. Letters were sent to residents. Of those that responded, one was against this change and six were in favor. The area was described and crosswalks were discussed. Bicycle lanes would be installed.

A motion by Alder Speight, seconded by Alder O'Connor to Convene in Closed Session under Wisconsin Statute section 19.85(1)(e) Deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever

competitive or bargaining reasons require a closed session (Wisconsin Professional Police Association contract update and Metropolitan Lane real estate purchase) and section 19.85(1)(c) Considering employment, promotion, compensation or performance evaluation data of any public employee over which the governmental body has jurisdiction or exercises responsibility (Recreation/Aquatic Supervisor).

Upon reconvening in Open Session:

No action was taken on Resolution 16-3-2086 A Resolution to Exercise an Option to Purchase Real Estate Located at 6320 & 6321 Metropolitan Lane. City Attorney Cole stated the property owner is present and is aware this was not on the Agenda for action tonight.

No action was taken on Resolution 16-3-2084 Revising the Title and Salary for the Recreation/ Aquatic Supervisor.

REPORTS

Alder Thomas asked Public Works Director Stephany to provide an update on projects and grants. Public Works Director Stephany reported \$12,304,000 in grants have been received.

City Clerk Andrusz reminded residents that requests for an Absentee Ballot by mail must include a copy of Voter ID. Voters who wish to vote in person at City Hall prior to Election Day must show a Voter ID. In person absentee voting begins in two weeks.

City Administrator Little outlined projects she has completed and will be working on, including recodification and the Waterfront project.

Recreation Director Anderson reported the Parks & Recreation Board is reviewing Chapter 12 of the Ordinances regarding leashed dogs in the parks. This will be reviewed and input will be received at public hearings for Council consideration. The Easter Egg Hunt and Breakfast will be early this year on March 26. Volunteers are welcome.

Mayor Miller complimented City Administrator Little on the common report form for Department Heads. It is easier to read and gain information. He will be out of the country until mid-April and thanks Council President Thomas for serving as Acting Mayor in his absence.

APPOINTMENTS

A motion by Alder O'Connor, seconded by Alder Speight to approve the following, was carried:

1. Election Inspectors, January 1, 2016 – December 31, 2017:
 - a. Bob Derry
 - b. Mary Murell

ADJOURNMENT

A motion by Alder Speight, seconded by Alder Wood to adjourn, was carried. (10:12 p.m.)

Joan Andrusz
City Clerk

City of Monona - Department of Public Works
 2016 Schluter Beach Improvement Project - Dredging
 Preliminary Special Assessment Role
 Assessable Costs, Dollars Per Foot - \$183.28

Scenario 1

No.	Parcel Number	Property Owner	Address	Shoreline Frontage	Assessed Frontage	Preliminary Assessment
1	71017152954	City of Monona	4511 Winnequah Rd.	242	242	\$44,353.76
2	71017152847	John Vanarsdale	4507 Winnequah Rd.	76.5	76.5	\$14,020.92
3	71017152730	Nancy Moore	4505 Winnequah Rd.	20	20	\$3,665.60
4	71017153006	William Branch	4400 Outlook St.	41.5	41.5	\$7,606.12
5	71017153088	Robert Kalejta	4402 Outlook St.	179	179	\$32,807.12
				559	559	\$102,453.52

Assessable Costs:

Design	\$20,445
O&A	\$3,220
Permit Reporting	\$450
Dredging	\$122,250
	\$146,365

City Ordinance Shoreline Frontage Method

Shoreline Frontage: 559'

Assessable Cost Per Foot: \$183.28 $(102,455.50/559 = 183.28)$

Ordinance 70% Property Owner = \$102,455.50

Ordinance 30% City = \$43,909.50

Total Combined City Expense: \$88,263.26 (60.3% of total cost)

City of Monona - Department of Public Works
 2016 Schluter Beach Improvement Project - Dredging
 Preliminary Special Assessment Role
 Assessable Costs, Dollars Per Foot - \$183.28

Scenario 2

No.	Parcel Number	Property Owner	Address	Shoreline Frontage	Assessed Frontage	Preliminary Assessment
1	71017152954	City of Monona	4511 Winnequah Rd.	242	242	\$44,353.76
2	71017152847	John Vanarsdale	4507 Winnequah Rd.	76.5	76.5	\$14,020.92
3	71017152730	Nancy Moore	4505 Winnequah Rd.	20	50	\$9,164.00
4	71017153006	William Branch	4400 Outlook St.	41.5	50	\$9,164.00
5	71017153088	Robert Kalejta	4402 Outlook St.	179	100	\$18,328.00
				559	518.5	\$95,030.68

Assessable Costs:

Design	\$20,445
O&A	\$3,220
Permit Reporting	\$450
Dredging	\$122,250
	\$146,365

PWC Recommendation:

Maximum 100' shoreline frontage assessment

Minimum 50' shoreline frontage assessment

City park excluded from maximum/minimum scenario

Ordinance, Property owner responsible for 70% of expenses \$102,455.50

Ordinance, City responsible for 30% of expenses \$43,910

Shoreline Frontage Method

Shoreline Frontage: 559'

Assessable Cost Per Foot: \$183.28 (102,455.50/559 = 183.28)

Total City Combined Expense: \$95,688.58 (65.4% of total cost)

City of Monona - Department of Public Works
 2016 Schluter Beach Improvement Project - Dredging
 Preliminary Special Assessment Role
 Assessable Cost, Dollars Per Foot - \$18.33

Scenario 3

No.	Parcel Number	Property Owner	Address	Shoreline Frontage	Assessed Frontage	Preliminary Assessment
1	71017152954	City of Monona	4511 Winnequah Rd.	242	242	\$4,435.86
2	71017152847	John Vanarsdale	4507 Winnequah Rd.	76.5	76.5	\$1,402.25
3	71017152730	Nancy Moore	4505 Winnequah Rd.	20	20	\$366.60
4	71017153006	William Branch	4400 Outlook St.	41.5	41.5	\$760.70
5	71017153088	Robert Kalejta	4402 Outlook St.	179	179	\$3,281.07
				559	559	\$10,246.48

Assessable Costs:

Design	\$20,445
O&A	\$3,220
Permit Reporting	\$450
Dredging	\$122,250
	\$146,365

Resident Request - City 90% of Cost - Remaining 10% Parcel Owner

City of Monona 90% Cost Requirement = \$131,728.50
 10% Balance = \$14,636.50

Remaining Balance 70%/30% Share

Ordinance Property Owner: 70% of \$14,636.50 = \$10,245.55
 Ordinance City Share: 30% of \$14,636.50 = \$4,390.95

Shoreline Frontage Method

Shoreline Frontage: 559'
 Assessable Cost Per Foot: \$18.33 (10,245.55/559 = 18.33)

Total City Combined Expense: \$140,555.31 (96% of total cost)

City of Monona - Department of Public Works
 2016 Schluter Beach Improvement Project - Dredging
 Preliminary Special Assessment Role
 Assessable Costs, Dollars Per Foot - \$36.66

Scenario 4

No.	Parcel Number	Property Owner	Address	Shoreline Frontage	Assessed Frontage	Preliminary Assessment
1	71017152954	City of Monona	4511 Winnequah Rd.	242	242	\$8,871.72
2	71017152847	John Vanarsdale	4507 Winnequah Rd.	76.5	76.5	\$2,804.49
3	71017152730	Nancy Moore	4505 Winnequah Rd.	20	20	\$733.20
4	71017153006	William Branch	4400 Outlook St.	41.5	41.5	\$1,521.39
5	71017153088	Robert Kalejta	4402 Outlook St.	179	179	\$6,562.14
				559	559	\$20,492.94

Assessable Costs:

Design	\$20,445
O&A	\$3,220
Permit Reporting	\$450
Dredging	\$122,250
	\$146,365

City 80% of Cost - Remaining 20% Parcel Owner

City of Monona 80% Cost Requirement = \$117,092.00

20% Balance = \$29,273.00

Remaining Balance 70%/30% Share

Ordinance Property Owner: 70% of \$29,273.00 = \$20,491.10

Ordinance City Share: 30% of \$29,273.00 = \$8,781.90

Shoreline Frontage Method

Shoreline Frontage: 559'

Assessable Cost Per Foot: \$36.66 (20,491.10/559 = 36.66)

Total City Combined Expense: \$134,745.62 (92% of total cost)

City of Monona - Department of Public Works
 2016 Schluter Beach Improvement Project - Dredging
 Preliminary Special Assessment Role
 Assessable Costs, Dollars Per Foot - \$54.99

Scenario 5

No.	Parcel Number	Property Owner	Address	Shoreline Frontage	Assessed Frontage	Preliminary Assessment
1	71017152954	City of Monona	4511 Winnequah Rd.	242	242	\$13,307.58
2	71017152847	John Vanarsdale	4507 Winnequah Rd.	76.5	76.5	\$4,206.74
3	71017152730	Nancy Moore	4505 Winnequah Rd.	20	20	\$1,099.80
4	71017153006	William Branch	4400 Outlook St.	41.5	41.5	\$2,282.09
5	71017153088	Robert Kalejta	4402 Outlook St.	179	179	\$9,843.21
				559	559	\$30,739.42

Assessable Costs:

Design	\$20,445
O&A	\$3,220
Permit Reporting	\$450
Dredging	\$122,250
	\$146,365

City 70% of Cost - Remaining 30% Parcel Owner

City of Monona 70% Cost Requirement = \$102,455.50

30% Balance = \$43,909.50

Remaining Balance 70%/30% Share

Ordinance Property Owner: 70% of \$43,909.50 = \$30,736.65

Ordinance City Share: 30% Of \$43,909.50 = \$13,172.85

Shoreline Frontage Method

Shoreline Frontage: 559'

Assessable Cost Per Foot: \$54.99 (30,736.65/559 = 54.99)

Total City Combined Expense: \$128,935.93 (88% of total cost)

Ordinance No. 2-16-675

**AN ORDINANCE AMENDING SECTION 6-1-4 OF THE CODE OF ORDINANCES
REGARDING SIDEWALK ASSESSMENTS**

WHEREAS, 6-1-4 (e) (1) of the Code of Ordinances currently states the full cost of the construction of all sidewalks abutting on privately owned property shall be paid by the abutting property owner; and,

WHEREAS, the Public Works Committee discussed the Sidewalk Assessment and Repair Policy at its September 2, 2015 meeting and recommends the City should pay the full cost of construction to encourage sidewalk installation in the City because sidewalks are a public good, and because it is dangerous in certain areas for pedestrians to be walking in City streets; and,

WHEREAS, the city attorney recommends retaining flexibility to assess all or a portion of the cost to abutting property owners consistent with section 66.0907 of the Wisconsin Statutes in case of situations when budgetary considerations require such.

NOW, THEREFORE, the Common Council of the City of Monona, Dane County, Wisconsin, do ordain as follows:

SECTION 1. Section 6-1-4(a) is hereby created as follows:

- (a) **Intent.** The intention of the Common Council is to ensure the streets and sidewalks of the City are maintained on a regular and ongoing schedule as necessary to ensure public safety and welfare. The construction and utilization of sidewalks shall be given high priority in all areas of the City where pedestrian traffic is likely. Pedestrian use is to be highly encouraged. As such, whenever possible consistent with prudent budgetary considerations the cost for the initial construction of sidewalks in residential areas should be paid by the City. Whenever budgetary considerations require a portion of the initial construction of sidewalks to be paid by abutting property owners, the property owner share should be as minimal as possible and apportioned in a fair and equitable manner.

SECTION 2. Section 6-1-4 (e) (1) of the Code of Ordinances is hereby deleted.

SECTION 3. All other subsections of Section 6-1-4 shall be renumbered consistent with the above changes.

SECTION 4. This ordinance shall take effect upon passage and publication as provided by law.

Adopted this ____ day of _____, 2016.

BY ORDER OF THE COMMON COUNCIL

Robert E. Miller
Mayor

Joan Andrusz
City Clerk

Approval Recommended By: Public Works Committee – 9/2/15
Drafted By: Daniel J. Stephany, Director of Public Works
Approved As To Form By: William S. Cole, City Attorney – 3/10/16

Council Action:

Date Introduced: 2-15-16

Date Approved: _____

Date Disapproved: _____

REDLINE SUMMARY OF AMENDMENTS TO EXISTING SECTIONS

Sec. 6-1-4 Construction of Sidewalks and Streets.

(This section amended per Ordinance 2-10-612, adopted Feb. 15, 2010.)

- (a) **Intent.** The intention of the Common Council is to ensure the streets and sidewalks of the City are maintained on a regular and ongoing schedule as necessary to ensure public safety and welfare. The construction and utilization of sidewalks shall be given high priority in all areas of the City where pedestrian traffic is likely. Pedestrian use is to be highly encouraged. As such, whenever possible consistent with prudent budgetary considerations the cost for the initial construction of sidewalks in residential areas should be paid by the City. Whenever budgetary considerations require a portion of the initial construction of sidewalks to be paid by abutting property owners, the property owner share should be as minimal as possible and apportioned in a fair and equitable manner.
- (b) **City Engineer to Establish.** New and reconstructed sidewalks shall be of concrete, and constructed in substantial accordance with the specifications prescribed by the City Engineer.
- (cb) **Driveway Approaches.** Driveway approaches must be established for each lot in advance of the sidewalk construction and shall be clearly marked on the plans.
- (de) **Grade for Sidewalks; Locations.**
 - (1) Whenever the Council shall order construction of a sidewalk, the City Engineer shall immediately survey and stake out the location and grade of the same if a grade has been established; and where no grade has been established as ascertained by the records, the Engineer shall prepare and report a grade for the approval of the Council, and when the same shall be established shall stake out the sidewalk as ordered by the Council. No sidewalk shall be laid under this Section until a grade therefore has been established by the Council. No person shall construct any sidewalk except in accordance with such approved location and established grade, except with the permission of the Council.
- (ed) **Construction and Repair of Sidewalks.** The provisions of Sec. 66.0907, Wis. Stats., relating to the construction and repair of City sidewalks so far as applicable to the City, are adopted by reference.
- ~~(e) **Assessment and Repair Policy – Sidewalks.**
 - (1) ~~The full cost of the construction of all sidewalks abutting on privately owned property shall be paid by the abutting property owner and this policy shall apply to both front and side frontages on all corner lots in the City as well as to interior lots. The costs of all crosswalks shall be paid in full by the City. All sidewalks shall be kept in repair by and at the expense of the City, except as provided in Subsection (e)(2).~~
 - (2) ~~When an existing sidewalk in areas zoned other than for one (1) or two (2) family dwellings falls into disrepair to the extent that replacement of the sidewalk becomes necessary, the full cost of such replacement shall be assessed to the abutting property owner.~~
 - (3) ~~Notwithstanding any other provision of this Code of Ordinances to the contrary, payment for the cost of sidewalk construction may be, at the option of the Common Council, extended over a period of time not to exceed five (5) years.~~~~
- (f) **Assessment and Repair Policy - Streets**
 - (1) a. The following principles underlie this portion of the ordinance:
 - 1. The first time a street is “improved” to a “standard” street, the City and the owner will share in the cost as outlined herein.
 - 2. The defining characteristics of an improved street is a concrete curb and gutter. Once concrete curb and gutter has been installed, subsequent reconstruction of the standard street will be paid for entirely by the City.
 - 3. Any requests for the construction of non-standard street shall be subject to review and recommendation by the Public Works Committee to the City Council. The total cost of a non-standard street is to be paid by the abutting property owners, unless otherwise determined by the City Council.
 - b. Definitions.
 - 1. **Collector Street** shall be defined as set forth in the State of Wisconsin Department of Transportation Certified Mileage List.

2. **Concrete Curb and Gutter** include any design recommended by the Wisconsin Department of Transportation (WISDOT) or by the American Association of State Highway and Transportation Officials (AASHTO).
 3. **Municipal Arterials** shall be defined as set forth in the State of Wisconsin Department of Transportation Certified Mileage List.
 4. **Non-Standard Street** shall be defined as a street without curb and gutter.
 5. **Standard Street** a standard local street is an improved street with a 28 foot bituminous concrete surface with concrete curb and gutter. The total width back to back of curb shall be thirty-three (33) feet. The Public Works Committee may approve a greater or lesser width on a case by case basis.
- (2) **Improvement of Streets.** All local residential streets shall be improved as funds permit and as authorized in any calendar year by the Council, by constructing a standard street as defined in Paragraph 6-1-4(f)(1).
- (3) Municipal arterials and collector streets shall be improved as funds permit according to standards and specifications approved by the Common Council.
- (4) **Reconstruction as a Non-Standard Street.** The Public Works Committee may approve the reconstruction of a local street with a non-standard design, if the Committee finds that such design is not contrary to public health, safety and welfare.
- (g) **Specifications as to Materials Used in Construction.** The depth, width, type, gradation strength requirements, etc., of all materials shall be as recommended by the City Engineer and approved by the Public Works Committee.
- (h) **Costs.** In streets reconstructed the City shall assume forty percent (40%) of the cost of improvement, and the abutting property owner shall assume the sixty percent (60%) balance of such cost, according to the following formula: The cost for the initial construction of a "standard street" shall be apportioned 40% to the City and 60% to abutting property owners. The cost for subsequent reconstruction of a standard street shall be paid by the City. The cost for reconstruction of a non-standard street shall be paid by the abutting property owners, unless the Council determines to apportion the cost otherwise. Costs shall be assessed according to the following formula:
- (1) The cost per assessable front foot of property involved is the total cost as outlined in Subsection (h)(7) below of the improvement divided by the total assessable footage.
 - (2) On corner lots, the front footage (i.e., the width or narrow side) shall be assessed in full; the side footage (i.e., the depth or length of the lot) shall be assessed at fifty percent (50%) of the length of the "long side at the street".
 - (3) A lot fronting on two (2) streets shall be assessed in the following manner:
 - a. If such is not divisible into another (or more) buildable lots, the front frontage shall be assessed in full and the rear frontage shall be assessed at fifty percent (50%) of its rear frontage.
 - b. If such lot is divisible into another or more buildable lots, both front and rear frontages shall be assessed in full.
 - (4) Non-divisible lots fronting on a dead-end street, or lots on cul-de-sacs, with less than sixty (60) feet of frontage shall be given a benefit assessment of sixty (60) feet.
 - (5) An interior "pie-shaped" lot shall be assessed at fifty percent (50%) of its frontage, but in no case shall the assessment be for less than sixty (60) feet. A "pie-shaped" lot is defined as a lot having only three (3) sides. An interior lot is defined as any lot not being on a corner of two (2) streets.
 - (6) Any time a lot is assessed for special assessments, there shall be a minimum assessment based on sixty (60) feet of frontage, regardless of any other provision of this Code of Ordinances.
 - (7) In streets reconstructed in the City, the abutting property owner shall assume sixty percent (60%) of the cost of street improvements based on a standard section shown on the diagram marked Exhibit B [the twenty-eight (28) foot local street width or its twenty-eight (28) foot equivalent in other streets]. The costs shall be computed on the basis of the average actual unit quantity bid prices for street projects let by the City in the year of construction. Notwithstanding the provisions of this Section, no person shall pay an assessment which, when added to any state or federal funding for such project, causes the revenues to exceed the cost of the project. If possible, the unit quantities for the specific project being assessed shall be used. The costs include, but are

not limited to, up to twenty percent (20%) added on for City engineering, contingency and administrative costs. The City shall assume all remaining project costs beyond the abutting property owners' sixty percent (60%) share of the typical street cross section.

From: [Shari Rank](#)
To: [Daniel Stephany](#)
Cc: [April Little](#); [Kathryn Thomas](#)
Subject: Re: Online Form Submittal: City Council Contact Form
Date: Wednesday, March 16, 2016 12:18:41 PM

Dan,

I would not be able to attend a meeting at 6:30 in the evening due to my health. I am just requesting that the space in front of our home is available during the daytime hours for caregivers to park. It seems to me that the process I am going to need to follow to get this done is going to be overwhelming for me with all my other responsibilities and my health. I would appreciate it if you would just work with whomever you need to in order to get this accomplished. I can be contacted anytime at [redacted]. It saddens me that high school students needs take priority to the elderly and disabled in Monona. Shari Rank

Sent from my iPhone

On Mar 16, 2016, at 8:49 AM, Daniel Stephany <dstephany@ci.monona.wi.us> wrote:

Shari,

Would you be able to attend the March 31st meeting to present your request to the public works committee? The typical process for a resident request like this starts with an appearance at the committee. The agenda would then include a separate line for discussion with the committee. Our meeting on March 31st is at Monona City Hall, starting at 6:30pm.

Thanks.

Dan

Daniel Stephany

Director of Public Works & Utilities
City of Monona
5211 Schluter Road
Monona, WI 53716
608-222-2525

From: Shari Rank [<mailto:sarank@charter.net>]
Sent: Tuesday, March 15, 2016 10:44 AM
To: Daniel Stephany
Subject: Re: Online Form Submittal: City Council Contact Form

Daniel,

Thanks for your response. Your suggestion of parking my car in the street to allow caregivers to park in the driveway will not work for 2 reasons. I am also disabled and have a very difficult time walking myself and the condition of our street is terrible. I am at risk of falling. Also, part of the caregivers responsibility is to assist me in getting my mother out for lunch which involves getting her into my car in the garage. So having the caregiver park in the driveway will not work. They need to park on the street. I know an attorney and may contact him to see if he has any recommendations on a resolution. I am not familiar with what laws or ordinances are in place, if any, but intend to find out. I would appreciate the input from the city attorney. I'm confused as to why there are no parking signs on Gordon Ave which pushes the students cars onto our street. Thank you for your time. Shari Rank

Sent from my iPhone

On Mar 15, 2016, at 9:43 AM, Daniel Stephany <dstephany@ci.monona.wi.us> wrote:

Hi Shari,

Thanks for writing with your concern. Your request below is not a simple one for the city to take action on. The installation of No Parking signs require authorization from Monona city council, and only after a recommendation from the public works committee. We will be holding our next public works committee meeting on March 31st, and this will be on the agenda for discussion. I will also request an opinion from the city attorney, as this is not a scenario covered under federal standards. In the meantime, I would like to suggest the property owner vehicles be parked on the street and offer the driveway space to the daily caregiver. This could solve the on-street parking problem.

Regards,

Dan

Daniel Stephany

Director of Public Works & Utilities
City of Monona
5211 Schluter Road
Monona, WI 53716
608-222-2525

From: Leah Kimmell
Sent: Friday, March 11, 2016 4:59 PM
To: Walter Ostrenga; Daniel Stephany
Subject: FW: Online Form Submittal: City Council Contact Form

Just an fyi...

Leah Kimmell

Director of Administrative Services
City of Monona
5211 Schluter Rd.
Monona, WI 53716
(608) 222-2525
lkimmell@ci.monona.wi.us
www.mymonona.com

From: noreply@civicplus.com [<mailto:noreply@civicplus.com>]
Sent: Friday, March 11, 2016 3:24 PM
To: Bob Miller; Doug Wood; Jim Busse; Kathryn Thomas; Chad Speight; Mary O'Connor; Brian Holmquist; April Little; Leah Kimmell
Subject: Online Form Submittal: City Council Contact Form

City Council Contact Form

First Name	Shari
Last Name	Rank
Address1	4607 Wallace Ave
Address2	<i>Field not completed.</i>
	Monona

City	
State	WI
Zip	53716
Email	
Company	<i>Field not completed.</i>
Message	<p>My name is Shari Rank and my mother Naomi and I live together at 4607 Wallace Ave. I am sending this communication to request a resolution to the problem we are experiencing with Monona Grove HS students parking their cars on our entire street each day of the week Monday thru Friday. My mother is currently receiving home services from an agency 3-4 hours a day thru the entire work week and the caregivers are experiencing extreme difficulty finding a place to park close to our home. The home care agency will be coming in long term so there needs to be a permanent solution to this problem. My recommendation would be "No Parking" signs on the street so that caregivers can easily access our home. I would appreciate a timely response to my request. Thank you. Shari Rank</p>

Email not displaying correctly? [View it in your browser.](#)

MONTHLY DEPARTMENT HEAD REPORT TO COUNCIL

DEPARTMENT: Public Works & Utilities

MONTH OF: February 2016

Accomplishments:

- Completed pot hole patching the week of February 15th.
- Completed sediment box cleaning at Graham Park, Cove Circle, Maywood Road, Bartels Street, and cleaned the Interlake storm basin.
- Completed delivery of new recycle replacement carts.
- The yard waste site opened for the season on March 21st.
- Completed storm inlet repair in the City Hall parking lot.
- Completed maintenance to the salt brine tank system.
- Cleaned up plow trucks for the season, and completed general clean up at the DPW yard.
- Completed tree limb cleanup throughout the City from the recent wind storm.
- Completed spring manhole inspections.
- Completed water valve repair at various locations.
- Updated MSDS sheets at the three well houses.
- Annual winter water-drip locations were stopped for the year.

Major Projects / Issues:

- Received the new water/sewer utility van on March 11th.
- Strand Associates has started the water system fire flow analysis and hydraulic modeling.

In Progress / Routine Duties:

- Completed meter changes and meter reading for the month.
- Completed daily rounds at the wells and lift stations, collected required water samples, and complete diggers hotline locates for the month.
- Clean floor drains at the shop, complete inventory of shop items, and complete shop maintenance for the month.
- Complete street sign repair for the month.
- Completed salting operations for the March 24th snow/ice storm.
- Coordinate City projects with our engineers.
- Continuing with research and review of specifications for vehicles scheduled to be replaced in 2017.

Upcoming Objectives / Events:

- The public information meeting for the Schluter Park Improvement Project is scheduled for 6:00pm on April 13, 2016.
- 2016 Micro Surfacing bid opening is April 8, 2016.
- 2016 Street Resurfacing Project will be advertised for bids the first week of April.

Personnel:

- The department is at full staff.