

JOINT MEETING OF THE CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE AND PARKING AND TRAFFIC COMMITTEE

Date of Meeting: February 13, 2014, at 5:30 p.m. in the Council Chambers of City Hall.

CISM Members Present: Rasmussen, Abitz, Gisselman, Kellbach, Mielke

Parking & Traffic Members Present: Abitz, Kellbach, Nutting, Winters, Mielke

Also Present: Marquardt, Lenz, Gehin, Alfonso, Pekarske

In compliance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and received by the *Wausau Daily Herald* in the proper manner.

Noting the presence of a quorum, at approximately 5:30 p.m. Chairperson Rasmussen called the Capital Improvements and Street Maintenance Committee meeting to order and Chairperson Abitz called the Parking and Traffic Committee meeting to order.

Discuss and make recommendation regarding the configuration of the intersection of Bridge Street and Westwood Drive in regard to pedestrian crossings

Marquardt stated that employees of GI Associates park on the southeast corner and cross the intersection. Due to the configuration of the intersection, they have safety concerns when crossing the intersection. R.A. Smith completed a study of the intersection and John Bruggeman was present to provide the following alternatives:

- A leading pedestrian interval, which would provide pedestrians two to five seconds of advance walk time.
- Protected only left turn phasing, which would only allow a left turn on a green arrow phase.
- Split phasing that would have northbound and southbound traffic running consecutively not concurrently.
- Provide a flashing yellow left turn arrow for southbound traffic.
- Left turn path delineated with pavement markings and an extended median, causing vehicles to make the turn slower.
- Installation of additional signage.
- Enhancing the crosswalks.
- Pedestrian countdown signals.

Marquardt stated signage and pavement markings could be done at low cost; however, paint wears off and after time drivers become immune to signage. The pedestrians are mostly concerned when crossing at night from north to south when their backs are to traffic. Traffic is looking south and east and does not see the pedestrians. The safest option is to go with the split phasing. Northbound would have its own green giving pedestrians time to cross and southbound would turn on green only. This would require an upgrade of the signals.

Rasmussen asked the estimated costs for implementing split phasing. Bruggeman replied approximately \$5,000 and the biggest hindrance would be upgrading the signals. This would have to be done on a weekend or during off-peak hours. Rasmussen questioned the timeline for the extension of Bridge Street to Pine Ridge Boulevard. Marquardt said there is not a timeline for construction at this time. 70% plans are being finished to hold onto until the need arises and the City applies for STP Urban funding. Abitz asked if any of the alternatives could be combined and how much the countdown signals would cost. Bruggeman stated if countdown signals were installed on each approach it would cost approximately \$4,000.

Gisselman asked about conflict with bicycles. Marquardt stated there should be no change as bicycle accommodations are already provided.

Nutting believes that traffic will ignore signs and pavement markings will become obscured. He would prefer going with a safer option, but opt out on the pedestrian countdown and split phase alternatives. Discussion followed. Abitz asked if the lights would go back to a normal phase during non-peak hours. Bruggeman stated that could not be done, but the signal would operate based upon demand.

CISM Committee

Mielke moved to agree with the staff recommendation of split phasing the intersection and install pedestrian countdown heads. Kellbach seconded and the motion carried unanimously 5-0.

Parking and Traffic Committee

Mielke moved to agree with the staff recommendation of split phasing the intersection and install pedestrian countdown heads. Winters seconded and the motion carried unanimously 5-0.

Discuss and make recommendation regarding the configuration of the intersection of 1st Street and Scott Street

Marquardt stated there are issues with the lane configuration at the intersection of 1st Street and Scott Street and because of that there have been near accidents. Bruggeman explained after reviewing the intersection it is their recommendation to install additional lane use signage for northbound traffic, construct a curb bump out at the southwest corner of the intersection to prevent southbound traffic from continuing through in the right turn lane, restriping the northbound approach with an exclusive left turn lane and a through lane, adding a northbound left turn arrow, and stripping between Scott Street and McClellan to direct traffic to the appropriate lane. The intersection does have a high crash rate, which can be addressed with proper signal timings.

Mielke stated he is not in favor of the curb bump out. Nutting agreed with Mielke and added that southbound traffic turning west does not stay in their lane and addition of a left turn signal will move traffic. Rasmussen stated rather than extra signage it is more of an enforcement issue. Marquardt added that several years ago painted lines were added but traffic did not follow it. Rasmussen stated if the bump out is not constructed; it does not solve the problem with the southbound lanes. Gehin suggested marking the area on the south side instead of building a curb bump out. Bruggeman stated that could be done, but he was not sure if it would be complied with. Nutting added a bump out would be another obstacle for snow plow drivers. Gehin stated the southbound right turn movement is hard to make while staying in your lane. Marquardt added changes in that area would require property acquisition. Bruggeman stated signage and pavement markings would be minor in cost, approximately \$500 for signage and \$500 to \$1,000 for markings. It would cost approximately \$2,000 to \$3,000 for signal changes.

CISM Committee

Kellbach moved to enable all changes with the exception of the bump out. Mielke seconded and the motion carried unanimously 5-0.

Parking and Traffic Committee

Winters moved to enable all changes with the exception of the bump out. Mielke seconded and the motion carried unanimously 5-0.

Discuss and make recommendation regarding converting 2nd Street to two-way traffic from Jefferson Street to Scott Street

Marquardt stated 2nd Street north of Scott Street was converted to two-way traffic several years ago. Abitz questioned the car count leaving the parking ramp and Bruggeman responded there were 210 vehicles during the peak p.m. hours. 185 vehicles were northbound turning left on Scott Street during the peak p.m. hours. Changing 2nd Street to two-way would work from an operation standpoint with a number of modifications. The first option would provide one northbound and one southbound lane, which would require modifications to the raised curb median between the entrance and exit to the ramp. Also, the entrance and exit points would have to be limited to one driveway each. The second option provides two northbound lanes and one southbound. The advantage to this option is it provides a bypass lane for northbound traffic when northbound traffic turning left is entering the ramp. The third option would allow parking on one of the northbound lanes. The second and third options would require removal of the full lane of the raised curb median between the ramp entrance and exit points along with internal modifications to the parking ramp. Rasmussen stated the turning radius is already small and the ramp is full every day. It would take twice as long to exit the ramp and create a bottleneck of traffic, which will not be well-received. Winters questioned who is asking for the change of traffic pattern. Marquardt stated a number of business owners have inquired. Dawn Follendorf stated Main Street has also made the request for ease of use and navigating the downtown. Visitors get confused with one-way streets so from a user standpoint having a two-way street is more favorable. Nutting asked if traffic could be restricted during the peak hours. Bruggeman stated with the two-way conversion, they believe about 20 vehicles in the p.m. peak would make a southbound through, 20 vehicles would be westbound to southbound left, and the exiting traffic, 210 vehicles, would be split 145 making a left and 65 making a right turn. Marquardt stated he was unsure if restricting through traffic would be allowed, but there could be a no left turn between 4:00 and 6:00. Abitz does not approve of putting parking on one side of the street. Marquardt stated he would not advocate for parking, but rather a loading zone as Peking and other business use that side of the street for deliveries. Rasmussen asked about the cost to make modifications to the interior of the ramp. Bruggeman stated he does not have costs for the interior, but other modifications would cost approximately \$50,000. Rasmussen stated the ramp is full all day, five days a week and we would not have a place for people to park while these modifications are taking place. Joe Gehin, Becher Hoppe, stated there is a vault for utilities in the right-of-way. Bruggeman replied the vault is about 12' feet from the face of the parking structure and should not be affected.

Marquardt stated he could get input from Main Street, business owners, and people who park in the ramp. Winters stated the \$50,000 price tag plus the cost to modify the ramp is too much and will make too many people mad. Lenz explained a RFP is being prepared for a downtown parking study that may provide more insight. Winters stated he is sympathetic to Main Street's issues but the comprehensive parking study is the right way to move forward.

CISM Committee

The committee agreed by consensus to defer action at this point.

Parking and Traffic Committee

The committee agreed by consensus to defer action at this point.

Discuss and make recommendation for adding pedestrian crossings at 18th Avenue and Stewart Avenue

Marquardt explained part of the agreement with the development on the northeast corner was to look at pedestrian crossings on the north and east leg of the intersection. The least costly option would be to skirt

the nose of the island on the east side and angle the crosswalk to the west. Another option would be to go directly south and cut through the island, which would cost more by having to redo the island. Bruggeman stated peak hour counts did not provide a lot of pedestrian traffic. Adding crosswalks on either leg would not impact traffic. Option 1 would require a Type I ramp and the crosswalk on the east leg would skirt around the existing island. The second option they feel is the best long-term solution. This would have a Type II ramp, one ramp for each direction. Both options impact the existing right-of-way and would require additional pedestrian heads. The second option would require the stop bar for the traffic signals to be moved back approximately 6' back.

Gisselman questioned the difference of cost between the two options. Bruggeman stated Option 1 would cost around \$12,000 and option 2 approximately \$20,000. Option 2 would require signal poles to be relocated. Colored concrete would be removed from the island in the northeast corner to install a ramp. Abitz asked if either option would affect snow plow operations. Marquardt stated the second option would require additional time for snow removal.

Nutting asked if the signal by Panera Bread could have split phasing or a longer green light to help with traffic flow exiting Panera Bread. Rasmussen stated the timing of signals is an engineering function that can be changed without committee direction. Deb Ryan, a constituent of Mielke's, stated there are problems with traffic cutting through Walgreens and she suggested getting the traffic issues fixed before adding pedestrian crossings. Rasmussen stated the Police Department was to step up patrol to help with the traffic cutting through Walgreens.

Bruggeman stated the Type I ramp is an acceptable design but not as preferred as the Type II. The Type I ramp is harder for visually impaired and handicapped individuals.

CISM Committee

Gisselman moved to approve the second option. Mielke seconded and the motion carried unanimously 5-0.

Parking and Traffic Committee

Nutting moved to approve the second option. Mielke seconded and the motion carried unanimously 5-0.

Adjourn (Parking & Traffic Committee)

Mielke moved to adjourn the Parking and Traffic Committee meeting. Winters seconded and the motion carried unanimously 5-0. Parking & Traffic adjourned at approximately 6:40 p.m.

Approve minutes of the January 9, 2014 Capital Improvements and Street Maintenance meeting

Mielke moved to approve the minutes from the previous meeting. Kellbach seconded and the motion carried unanimously 5-0.

2014 Street Construction Projects: Discuss public hearing results and make recommendation

Marquardt stated a few residents of the Westview Terrace area asked that the project be delayed. All who spoke at the public hearing asked that sidewalk not be installed, although it was not proposed to be installed. The project has already been delayed; therefore, staff recommends moving forward with the project. No one appeared at the public hearings for 11th Avenue or 6th Avenue. Those who attended the public hearing for Scott Street and McClellan Street had concerns regarding sidewalk.

Mielke moved to approve the 2014 Street Construction Projects. Kellbach seconded.

Gisselman asked if the costs would change depending upon what is decided regarding sidewalk on Scott and McClellan Streets. Marquardt explained the money for the project is already in the budget and the design should fit within the budget.

There being a motion and a second, motion to approve the 2014 Street Construction Projects carried unanimously 5-0.

Discuss and make recommendation regarding sidewalk on Scott Street from Bellis Street to 10th Street and on McClellan Street from Bellis Street to Gray Place

This item was taken out of agenda order.

McClellan Street from Bellis Street to Gray Place

Gehin explained that sidewalk exists on the north side of McClellan Street from Bellis Street to 900 McClellan Street. The property owner of 604 Gray Place is concerned that a number of trees would be removed if sidewalk is extended to Gray Place. Sidewalk exists on the south side of McClellan Street from LaSalle Street to Gray Place. There are stairs along the sidewalk which present a challenge. When looking at a project, staff tries also to look at pedestrian accessibility. At the minimum the stairways will have to have handrails installed. However, we may also want to consider eliminating the steps. Currently there is a long stairway that runs east of LaSalle Street. This existing stairway needs to be replaced due to tree damage. He recommends removing the stairs and building a walkway parallel to the roadway. However, there would be impacts to Johansen's property at 917 McClellan Street as we would have to grade about four to five feet into their property. This would not require the construction of a retaining wall. Gehin spoke with the property owner of 900 McClellan Street and he does not have an issue with removal of the sidewalk abutting his property. The sidewalk in this area ends at his property and does not connect to anything.

Meg Johansen, 917 McClellan Street, stated there are seven steps in the sidewalk abutting her property. If the steps were removed and her property was graded it would ruin her entire front yard. Due to the slope of the walk, there is very little pedestrian traffic. Installation of handrails would be cheaper and would not destroy her front yard.

Mielke does understand where the City is coming from by trying to make the sidewalk accessible, but he respectfully stated that it would be very difficult for a person in a wheelchair to use the sidewalk with the steep slope. Jackie Mueller, 604 Gray Place, stated the sidewalk is rarely used. The money could be better spent in other areas.

Mielke moved to rebuild the sidewalk in its current configuration but remove the sidewalk on the north side of McClellan at 900 McClellan Street, and install handrails where necessary. Gisselman seconded and the motion carried unanimously 5-0.

Scott Street from Bellis Street to 10th Street

Gehin explained Scott Street also has slope and grade issues and it will be challenging to rebuild the roadway. There is sidewalk along the north side that has steps, which staff is proposing to eliminate. On the south side to help meet the accessibility requirements, staff is proposing to remove two to three steps and install a public corner with truncated domes. This would require sloping into the abutting yard about

5' to 10'. He has not been able to contact the property owner for feedback. Additionally two trees would be affected; however, they are dying.

Kellbach moved to approve as drafted by staff. Mielke seconded. Abitz asked that the neighbor is contacted before the plans are finalized. There being a motion and a second, motion to approve as drafted by staff carried unanimously 5-0.

Approve easement for the installation of sidewalk at 720 South 6th Avenue (Wausau School District)

Marquardt stated Wesolowski has been working with the Wausau School District regarding the design of 6th Avenue. The school district proposed moving the sidewalk 5' onto their property to allow room for buses to park.

Kellbach moved to approve the easement for the installation of sidewalk at 720 South 6th Avenue. Mielke seconded and the motion carried unanimously 5-0.

Update on design and construction schedule for 2nd Avenue from Stewart Avenue to Elm Street and Clark Street from 2nd Avenue to the cul-de-sac

Marquardt stated staff is still waiting for estimates from the utility companies to bury overhead lines. Community Development owns property on 2nd Avenue that is contaminated. Staff met with the DNR and was informed there has not been enough soil borings to the west. Community Development is to complete further investigating to determine the limits of the contamination. This may delay the timeline for the street construction project. Community Development is responsible for the additional testing and the City would be responsible for removal of contamination as part of the construction project.

Approve preliminary resolution for the 2014 construction project of 2nd Avenue from Stewart Avenue to Elm Street and Clark Street from 2nd Avenue to the cul-de-sac

Marquardt stated the construction project was already approved by CISM and Council, but we will not make the deadline required by State statutes to hold a public hearing. Approving the project again would allow until the end of April to hold a public hearing.

Kellbach moved to approve the preliminary resolution for the 2014 construction project of 2nd Avenue from Stewart Avenue to Elm Street and Clark Street from 2nd Avenue to the cul-de-sac. Gisselman seconded and the motion carried unanimously 5-0.

Discuss and make recommendation regarding the installation of sidewalk on 10th Street, north of Dekalb Street

Marquardt explained that there is a section of sidewalk missing along City-owned property on 10th Street. It would make sense to install the sidewalk this year while improvements are being made to Kaiser Pool.

Kellbach moved to approve the installation of sidewalk on 10th Street, north of Dekalb Street. Mielke seconded and the motion carried unanimously 5-0.

Accept DOT deed for stormwater pond

This item was pulled from the agenda.

Approve petition for annexation – Eckert, the south 30 feet of the western 786.21 feet of 3800 North 25th Street (Town of Wausau)

Marquardt stated this annexation would allow for the future extension of Talon Lane. Mielke moved to approve the petition for annexation by Eckert for the south 30 feet of the western 786.21 feet of 3800 North 25th Street. Kellbach seconded and the motion carried unanimously 5-0.

Approve application for the DNR Non-Point Source Stormwater Management Grant

Marquardt stated staff would like to apply for a grant to assist in updating the City's suspended solids and phosphorus loads discharged from the stormwater outfalls. Gisselman moved to approve the application for the DNR Non-Point Source Stormwater Management Grant. Mielke seconded and the motion carried unanimously 5-0.

Discuss property owners depositing snow onto adjacent property

This item was pulled from the agenda and will be placed on the March agenda.

Future agenda items for consideration

There were no future agenda items offered for consideration.

Adjourn

Abitz moved to adjourn the meeting. Mielke seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 7:20 p.m.