

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: August 14, 2014, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Gisselman, Kellbach, Mielke, Abitz (arrived at 5:35 p.m.)

Also Present: Mayor Tipple, Lenz, Wesolowski, Gehin, Wagner, Neal.

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 meeting to order.

CONSENT AGENDA

- A. Approve minutes of the July 10, 2014 meeting**
 - B. Approve Final Resolutions to levy special assessment for 2014 Street Construction Projects**
 - C. Approve Stormwater Maintenance Agreement for VNA parking lot at 520 North 32nd Avenue**
 - D. Approve Easement for storm sewer on 80th Avenue (Reif Family Limited Partnership)**
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This item was taken out of agenda order.

Kellbach moved to approve the consent agenda items. Mielke seconded and the motion carried unanimously 4-0.

Discussion and possible action on request for directional signage for the Center for the Visual Arts

This item was taken out of agenda order.

Rose DeHut, Executive Director, stated the Center for Visual Arts has been a part of the community for over thirty years. The City of Wausau recognizes the CVA as a non-profit and an influential part of the community through the room tax program. Since they have been a part of the community for over thirty years she feels investing in directional signs to inform people of the opportunity of visiting the CVA and the programs they offer would improve the downtown.

Rasmussen stated the cost for this item includes the cost for the sign shop to make and place the signs. Mielke moved to direct staff to work with the CVA to delineate the appropriate signage. Kellbach seconded and the motion carried unanimously 4-0.

Discussion and possible action on potential modifications to 28th Avenue to address traffic access and flow pending development adjacent to Kwik Trip on Stewart Avenue

This item was taken out of agenda order.

Chuck Ghidorzi stated they have been working diligently to try to attract a couple of retailers to this site, which do not exist in our market place today. A new retailer would probably create 150 to 200 jobs and a volume of sales over \$30 million. Currently there is one access to the site, which is essentially across from Menards. Approval was also received for a right-in right-out on 28th Avenue. What would dramatically help this development move forward would be a left in for traffic going north on 28th Avenue because of the volume of traffic and amount of employees. Therefore, there would be a right-in right-out and a left in on 28th Avenue. This would not only help in attracting these retailers, it would also help with the traffic flow. They have engaged REI to design the layout and it appears it would be easy to accomplish. There is 17' from face of curb to face of curb and the turning lane would be 11', which would leave 5' to 6' for a boulevard.

At this time Abitz entered the meeting.

Rasmussen stated this was briefly talked about in Economic Development. This would basically be a deceleration lane to stage traffic waiting to turn left so there is not a backup of cars at the intersection. She also noted that Economic Development was very excited about this project. The County and DOT do have jurisdiction as to whether the lane would get placed, but a resolution recommending the change to assist in developing the site would be beneficial.

Mielke moved to send a recommendation to the County and the DOT that the left turn lane be approved and constructed as proposed. Kellbach seconded.

Abitz questioned if staff had any concerns regarding the turn lane. Wesolowski stated his concern would be the length and location of the turn lane and he would expect REI to analyze that. Lenz asked if the median would prevent a left turn out of the site onto 28th Avenue and Ghidorzi confirmed. Mayor Tipple indicated the area exiting Kwik Trip and Menards is becoming a busy intersection and this would help alleviate some of the congestion. Abitz believes it is a great design overall, but questioned how the turn lane would be affected when the lights turn green for north and south traffic. Gisselman questioned if the area was properly aligned for the growth of traffic. Gehin questioned if a traffic analysis has been completed and Ghidorzi replied no. He added that the property is zoned IB and a development would generate traffic. It would be hard to judge the amount of traffic. He believes the modifications would help the flow of traffic and emergency vehicles. Rasmussen explained when Ghidorzi purchased the site it was brought to this committee. The original plan for the area was for traffic to exit on and off 28th Avenue. The plan for the area was retail and potential big box so this does dovetail with the original plan and would help with the flow on and off of Stewart Avenue. Abitz asked if the sidewalk on 28th Avenue and the turn lane from Highway 52 Parkway would have to be shifted to incorporate the proposed turn lane. Wesolowski stated the center median would have to be reconstructed to create the turn lane but the sidewalk would not be impacted.

There being a motion and a second, motion to send a recommendation to the County and the DOT that the left turn lane be approved and constructed as proposed passed unanimously 5-0.

Public comment on matters appearing on the agenda

Kevin Korpela, 1221 Steuben Street, stated he was impressed at the willingness and positive nature of the Council members at the Committee of the Whole meeting on July 29th to discuss his proposed concepts of Thomas Street. He was impressed of hearing terms such as footage acquisition versus property acquisition, prevent the project from spilling too wide and use creativity to work within federal requirements. During the Committee of the Whole meeting, themes such as minimize property acquisition, minimize right-of-way and remove bicycle lanes from the street were mentioned. He submitted a two-page letter with minor adjustments to his plan of Thomas Street. He believes the revisions meet the majority of the requirements offered in the consultant memo while retaining the existing right-of-way. Some of the elements of his concept include a 5' wide sidewalk, a 5'4" terrace, a 1'6" wide gutter, an 11' wide travel lane, a 10' wide two-way left turn, and light posts located outside of the right-of-way to maximize snow storage on the terrace.

Chris Bargender, 1118 West Thomas Street, stated he and most of the neighbors that live on his side of the street are tired of hearing comments that they are not interested in making progress regarding Thomas Street. They do want to move forward. Eight residents are ready to get bought out and want the City to do the right thing, which they believe is the GRAEF plan. A petition was submitted indicating they would like at a minimum two lanes from 17th Avenue to 3rd Avenue and four lanes from 3rd Avenue to the bridge. The majority of the people he has talked to want four lanes for the entire length of Thomas Street. They are tired of halting the project and wasting money on consultants. The amount of traffic makes it difficult to exit their property. They want to move but cannot sell their property.

Marilyn Schreffler, stated she is a resident of Weston. Six years ago she moved to Weston but previously lived on South 1st Avenue. She had a garden thinking the ground was good to garden on. Last year she was diagnosed with blood cancer, which she got while she lived on 1st Avenue. She is concerned for the people living around 3M if houses are torn down and the ground disturbed. She does not want to see more people get sick.

Wayne Olson, 500 Grand Avenue, indicated the road should be paved and left as is.

Angela Pendley, 242 East Thomas Street, stated the road should be left as a two-lane road. There are people who range in ages from 45 to 96 living in her building. She does not feel it is fair to make them move for a four-lane road.

Robert Janas, 201 West Thomas Street, indicated he is a mechanic and bought the property to open a business. He was told by an attorney that the property was not going to be touched as part of the Thomas Street project. He has put \$30,000 into the property and his business is thriving. He has pictures of the property before and improvements he made within a year. Now the property is identified as blight. He also owns 806 North 3rd Avenue. His property on Thomas Street and the property next door will be acquired but the corner property is not being taken because it is a landmark. If the problem is his front door would be too close to the street, he would move the door to the side of the house. He does not want to leave his property.

Tom Kilian, 133 East Thomas Street, addressed contamination from the old Crestline factory. The information he has given committee members has been mocked, called a dog and pony show and a red heron, but he has been assured everything is well documented. Joe Gehin, Brad Lenz, Brad Marquardt and Lisa Rasmussen have all said it is perfectly safe. He received a document from the civil case from 2008. What is conflicting with the information he received from the City and DNR is that there were surface soil samples done by the plaintiffs, which were positive for elevated levels of dioxins. He read a statement from the complainant regarding soil testing and questioned why no action was taken. He then read a response from a Council member and County Board member to an environmental law center asking why residents would want to stay if they are concerned for their health. Rasmussen stated the author of the email is not on trial. Kilian indicated there is an absence of truth. Shortly after the properties across from his house were demolished, a community garden was approved by the City. He is urging for more surface soil samples and for an air-tight remediation plan before considering the project.

Robert Baumann, 1040½ South 5th Avenue, stated he has lived on Thomas Street for three to four years. He likes his neighbors and landlord and does not feel comfortable moving. Most people he knows do not see a logical reason to expand Thomas Street. He liked the idea at one time but no longer does. He was recently requested to sign a petition, but cannot sign something he does not agree with.

Dennis Schepp, 1039 South 12th Avenue, stated he has been hearing about contaminated land. He cannot see why people would want to live there. Something should be done with that whether the road is done or not. He remembers voting on Thomas Street twelve years ago. People feel the City is incompetent. He added if Mr. Ghidorzi was in charge it would get done sooner.

Jan Muetzel, 1101 South 12th Avenue, has lived there for 25 years and has seen it changed. He was not wild about moving originally. There is heavy truck traffic, school traffic, bus traffic, and a lot of car traffic. He feels two lanes will not solve the traffic flow issues. Stewart Avenue and Bridge Street are four lanes and handle the traffic better with more options and feels four lanes would benefit Thomas Street as well.

Willie Guillaume, owner of the restaurant at 10th Avenue and Thomas Street, has been dealing with this for 12 years. He urged the committee to get it done right. If there are two lanes and someone wants to turn off, traffic will back up. With four lanes, traffic can go around.

Don Lewandowski, 6626 Mission Lake Road, Hatley, stated he owns 133 East Thomas Street, along with eight other rental properties in the City of Wausau. His main concern is for the City to be fiscally responsible. Members are worried about population growth. His wife is a realtor and a lot of times the final decision on purchasing a home is the taxes, and Wausau has the highest tax rate. It seems members have the mentality that if they build it they will come. There may be more jobs, but that does not mean they will live in the City. He asked for clarification on the reconstruction of 1st and 3rd Avenues. Rasmussen replied 1st Avenue is scheduled for 2018. The west half of Thomas Street is tentatively proposed for 2017 and the east half for 2018. Lewandowski stated there was talk of changing 1st Avenue and 3rd Avenue to two-way street. He believes that would change the traffic flow dramatically and then four lanes may not be justified for Thomas Street. He stated a decision should be made on 1st and 3rd Avenues before Thomas Street and asked the committee to be fiscally responsible. He added decisions should be made based on facts.

Joe Gehin, 3400 Springdale Avenue, stated the existing right-of-way is 60'. There are three bridges in the City and the bridges are essential to the community. He believes when the Thomas Street bridge was repaired traffic flow had to be maintained across the bridge. He is not sure what would happen if the integrity of the corridor is not maintained. Roads are not built for tomorrow but built for 50 to 60 years out. He urged the committee not to diminish what needs to be done in that corridor. As he remembers, there will be four lanes eventually across the river and it needs to line up on the north side. There cannot be an additional set of lanes on the south side as there is a sewer interceptor on that side of the bridge and the alignment would be poor. He is concerned about snow removal and the utility poles from 3rd Avenue to the west are right behind the curb. He is unsure where they would go within a tight corridor. The street needs to be placed on the Official City Map whether property is purchased today or not. The contaminated soil came up before 1989 as when the Wastewater Treatment Plant was expanded they had to do creative things to minimize any movement of contamination floating on the ground water. He never heard of discussion regarding soil contamination. The Health Department, DNR, and the City of Wausau were involved in the process to ensure there were no points or old wells inadvertently used. To the best of his knowledge they were all removed and he is not sure if they even found any.

Discussion and possible action on selecting Thomas Street design concept and plan

Lenz explained that staff and the consultant have tried to go through the issues of Thomas Street. A memo from AECOM was included in the packet that addresses the project purpose and need. There are a lot of issues that cannot be addressed at this point until other decisions are made first. In 2004 the study by SEH and the DOT was largely based on traffic movement and safety. As we moved forward it was noticed that other issues regarding economic development and aesthetics were missing from the first study. The study by GRAEF addressed these issues. We still need to go back to the purpose and need, identify the different issues, and determine what design can accommodate all of the needs. If we start designing the street because of another design, we may be sacrificing the purpose and need of this project.

Bruce Gerland, AECOM, stated he would like to address the purpose and need, Map 21 requirements, the Korpela plan, and the typical sections developed through the different studies. There was a plan that did depict a four lane road, but design never carried through. Exact limits never came to any kind of conclusion. There were a number of studies: the corridor study by the DOT, the draft environmental assessment from 2008-2012 and the corridor master plan. All studies define Thomas Street as a principle arterial, which means a roadway that serves centers of activity of an urban area. It is the highest traffic volume corridor, longest trip desires, and has a portion of total urban travel. Also, it has one of three bridges that cross the community. The principle objective for a principle urban arterial is mobility. Not just mobility of vehicles but of all transportation users, such as pedestrians, bicyclists and vehicles. It is important to establish the extent and need of the facility. The purpose of this project was to develop an improvement plan for Thomas Street that would allow the roadway to serve as a safe and efficient link in the City's transportation system. The needs include an increased roadway capacity, improved safety, addition of multimodal accommodations, addressing deterioration of existing pavement, and economic development. In 2003 the traffic was 16,000 and projected to go to 25,000 in 2033. Anytime there are over 16,000 vehicles per day a four lane section was considered.

In 2008 the recession took place and traffic reduced. In 2012 more traffic counts were completed and found 10,400 to 13,600 vehicles. The DOT did a traffic projection for the design year of 2037 and projected the volume at 13,300 on the west end to 21,500 on the east end. Capacity may not be as big of an issue as initially thought. When traffic volumes are over 20,000 a four lane section becomes warranted. The GRAEF report indicated a two lane road may be acceptable for the capacity but later on followed up with it would create congestion and cause pedestrian safety concerns. Therefore, there is an issue with a two lane section. The next need was to improve safety. There are 19 cross streets and 101 driveways along this section. There is a lot of access and anytime there is access there is an additional chance for accidents. From 2001 to 2009 there were 323 reported crashes of which 42% were rear end and 28% were angle. That indicates the two lane road is not functioning correctly. When analyzed, the corridor was found to be 63% higher than similar corridors in the state. This was recently revisited and found to be worse. From 2009 to 2013 there were 269 crashes of which 52% were rear end and 21% angle. This is an average of 53 crashes per year versus the earlier study averaging 36. Even though traffic has gone down, accidents have not changed. Safety is still an issue and needs to be addressed correctly. The third item was to add multimodal facilities and accommodations. There are many intersections that do not have crosswalks and no pedestrian refuge. There is a lack of gaps for pedestrians to cross during high peak travel time and it is a designated bike route with no on-street bicycle lanes. There is a lot of pedestrian activity as there are two schools and three churches. Also the pavement is in disrepair and needs to be replaced. And lastly is economic development and aesthetics.

Rasmussen asked about the feasibility of a sidewalk where bicycles and pedestrians could share rather than striping bicycle accommodations on the street. Lenz stated when looking at bicycle accommodations they focus on providing on-street accommodations because in most cases they are safer on the street. Most bicyclists prefer off-street accommodations because they do not compete with cars. However, that is generally in less dense areas where there are no conflict points, such as side streets, alleys, and driveways. There are over 100 points along Thomas Street with conflicts. He recommends providing on-street accommodations in this environment.

Rasmussen mentioned the notion of placing lamp posts outside the public right-of-way. She believes the City is not in the practice of installing public owned street lights on private property. Wesolowski stated in most cases lighting is kept in the boulevard, except for Grand Avenue. However, easements would have to be obtained from each property owner. Rasmussen stated that would be problematic as it would be a disruption to their lawn. Wesolowski added if lights are further off the street more powerful lights would be needed or they would need to be spaced more closely. Rasmussen stated Mr. Winters submitted a letter requesting that we look for elements brought forth from the Korpela plan that could be worked into the GRAEF plan to create a hybrid. She asked if any elements within the Korpela plan could be included. Gerland stated we need to start with desirable standards and identify the impacts and then see where portions of other plans can be incorporated. Rasmussen said it was identified at the Committee of the Whole that the Korpela plan constructed in a 60' right-of-way would not meet Map 21 and Gerland confirmed. Rasmussen said it was also stated that we could go to our legislators and seek exemptions from Map 21. She feels it is ironic that as a municipality we would seek exemptions from federal regulations when sidestepping regulations is what got us to this point in the first place. Exemptions from Map 21 are difficult to come by. She feels asking legislators for exemptions from Map 21 would not be in the City's best interest. She believes Winters was looking for how we could get to a point where we have a design that is community sensitive enough but still meeting the needs of current and future traffic flow. Gerland stated that takes time and you have to stop studying and begin with design. We need to start with a section that we believe meets the requirements of Map 21 and then identify impacts. We will not gain consensus but hope to gain consent. The federal standards state if you ask for a waiver you have to work through the federal highway administration and you have to start with an approved project design that conforms to requirements and then identify the environmental constraints such as taking of buildings, impacting historic structures, or environmental contamination. We cannot tell you to pick a 72' right-of-way until there is a design. Rasmussen indicated that the road widths in the GRAEF plan are approximate until the design process is started. Gerland explained there are concerns with the GRAEF plan regarding the width of the paved roadway for emergency vehicles. This can be discussed if the committee gives AECOM and staff the ability to start the design and identify the true impacts. Gerland stated if the

committee agrees with the purpose and need and that safety needs to be addressed, then to meet Map 21 requirements a two lane facility does not work. The Korpela plan is already minimized and we cannot start at minimum. We need to start with a desirable and work down to a minimum.

Neal stated there is no two lane aspect to the Korpela plan and we are not talking four lane either. The Korpela plan is a three lane plan. He was recently driving in the Upper Peninsula on Highway M35. This is a State highway that has undergone a recent redo. It gets interstate truck traffic, tourism traffic and local traffic. It is a three lane highway for a significant stretch of road. They have bicycle accommodations on a multi-use side path, which is about 5' to 6' wide. This is a highway with a lane in each direction and a center turn lane. That is what the Korpela plan is based on. There have been modifications to the Korpela plan, but they are all based on the same principles, which are minimum right-of-way and minimum purchase of property. Flow issues are handled through the use of three lanes. It takes bicycle traffic off the road and puts it on a multi-use side path. Four lanes are out for west section as is a two lane section. Three lanes are very common and applicable to this thoroughfare. There has been talk about acquiring properties, but we should be talking about acquiring footage instead. This plan can be done with minimal disruption to contaminated soils and minimal acquisition of property. He urged the committee to start considering the soul of the Korpela plan.

Rasmussen stated we need to be mindful of the need for adequate snow storage. It seems with the GRAEF plan even with the west half designed the way it was is not essentially a two lane road either as there are turning movements so vehicles can get out of the way and the traffic flow can continue. We need to look at compliance with regulations. She recalled from Committee of the Whole that approximate 70' is needed to implement the Korpela plan. If the existing right-of-way is 60' we would have to purchase 10' somewhere. The original GRAEF plan had the west half at 72', so the City is not saving much in terms of compliant property acquisition. She noted that a petition was received today with 36 signatures from residents on Thomas Street. The petition is requesting the City return to the GRAEF plan passed in 2014. This does depict there is a high volume of emotion on both sides of the issue. We need to find a way to settle this and move forward. Abitz asked when the last time Thomas Street was reconstructed. Lenz believes it was in the 1960's. Abitz stated we also need to consider sewer laterals. Wesolowski stated the condition and size of laterals varies throughout the corridor. Staff will look at the underground utilities when the street is reconstructed. Abitz stated when other streets in the area were reconstructed it was found that the old sewer pipes were smaller than what is needed and some were cracked. The underground utilities need to be re-evaluated. If the west side has contamination, the road will still need to be dug up. Even if people feel the road is not deemed necessary it will still need to be done unless the property owners want to pay for sewer problems. Since the road has not been reconstructed since the 1960's, there is a lot of added tar on the road. In one area there is no longer curb and gutter, which creates a safety issue when the spring thaw freezes on the sidewalk. Bicyclists do not want to be on the sidewalk as there are too many safety issues with vehicles backing out of driveways and pedestrian traffic. They would prefer to travel down Bopf Street rather than on the sidewalk on Thomas Street. We are trying as a County and City to make this a bicycle community. Riding on the sidewalk is not bike friendly. The traffic on Thomas Street is going down because the road has been deteriorating for a number of years and people have been using other routes. People are looking forward to using Thomas Street again. Regarding economic development, several businesses are looking to remain. To say that Thomas Street will not grow is a mistake. Businesses are planning to expand and others are looking to relocate to Thomas Street. She noted if the Thomas Street bridge is closed traffic would go to the downtown area or use Bridge Street. Abitz further stated that Nagle believes all the traffic from the east side use Thomas Street to get to Rib Mountain. She stated that Thomas Street should be a cul-de-sac and then we would not have to worry about traffic and growth as the City of Wausau would slowly diminish in size and population. She wondered how many people would complain that they can no longer get across Thomas Street. Thomas Street is a major road even though Winters indicated we should contact legislators to see if it could be changed from an arterial road. How much economic development would there be if we got rid of the bridge. If Thomas Street is no longer there we would not need schools and businesses.

Rasmussen stated we cannot underestimate the importance of Thomas Street in terms of daily commute, emergency management and safety. There should be pedestrian staging in the middle. In the Korpela plan the

median is gone and there is nowhere for pedestrians to stop mid way when crossing the street. The right-of-way with turn lanes is projected at 70'. We will be buying property no matter what we do. We need to give AECOM direction so we can gauge the impacts. She questioned from a design perspective what stage of design do we need to get to delineate estimated costs and acquisitions. Gerland stated there is a process that we need to go through. We need to start with desirables and work to minimize. We ultimately need to get to a 60% design to do a plat. That will define property acquisition. Rasmussen asked if it was possible to create a 2D drawing with a three lane road with turn lanes in approximately 70' and the initial concept by GRAEF where the west side is a 72' right-of-way with two lanes in either direction.

Neal noted that economic development was mentioned as part of the project and it is not just the road. If we are using economic development money then the economic development committee impacts that decision. If we have to purchase right-of-way to accomplish the logistics of building the road, the Economic Development should be involved. If we are buying the entire property it goes beyond the scope of the road project and into economic development. Rasmussen stated right-of-way acquisition that happens with standard road project happens in CISM. The delineation of excess right-of-way would happen at Economic Development. Neal said when talking about out right buying properties he is concerned that we have an eye on minimal acquisition when at all possible. Rasmussen stated the drawings will show acquisitions and if we cannot get a 2D rendering we will have problems moving forward. Rasmussen indicated the goal is to buy only what is needed, but when looking at partial acquisition, you also have to look at what is left for the home owner. If the home owner is damaged to the point where their driveway is too short, you have to look at more of a buyout. Gisselman stated that in the past we have worked with the legislators in getting great things for the City of Wausau. He asked if AECOM would be working with the DOT regarding the Korpela plan and Map 21. Gerland replied the DOT will not be involved as there is no funding. The design would follow federal highway guideline standards. Gisselman asked how we would know that the design will be compliant. Gerland stated they are a professional organization with professional staff that understands the requirements of design guidelines. They start with meeting desirable criteria and define the impacts. If need to they would go to the federal highway to request an exemption from the standards. Rasmussen stated when grants were lost the federal highway administration was involved and now does not necessary look favorably on the Thomas Street corridor. Gisselman feels strongly about the contamination issues and believes the community on Thomas Street has its own integrity. The Korpela plan is a way to minimize the roadway and level of contamination. He wants to have a neighborhood that has integrity and a lot of the houses would be gone. He asked about the GRAEF plan regarding the traffic study and what houses would be taken as it seems like a lot of properties would need full acquisition. Gerland stated the determination to approve a design that does not meet minimum criteria is to be made only after due consideration. Gerland said after we do that we can look at the environment constraints and see if there is something that can be done to minimize impacts. We have not done a design as all the exhibits are based on aerial photos, which are approximate. Rasmussen asked what the extra cost would be for design of a three lane and design of the GRAEF plan. Gerland replied he could not give an exact cost but when looking at the overall budget for the project they should be able to negotiate a change order for no cost or possibly a deduction. Wesolowski stated engineering cannot put themselves in a position to approve plans that they do not agree with professionally. Staff does not feel comfortable being asked to do something substandard. They do not want to put their professional licenses in jeopardy. The Bicycle and Pedestrian Committee want accommodations on the street. We need to go with their professional judgment. There have been three professional engineering companies that have told us where we should be at with this design. Now there is another plan that has come in that staff cannot stand behind. The right-of-way needs for the west end of the GRAEF plan and bringing the Korpela plan into compliance are similar. Rasmussen stated the designers of the Korpela plan are architects and not engineers. Architects create beautiful buildings but engineering standards are not their specialty. While they are very creative in their approach, she also is not willing to stake the reputation of this committee on a plan that is not compliant. There are 100's of traffic crashes on Thomas Street every year. There are snow storage issues and parking problems. We design streets for 20 to 30 years and bridges more than that. There are traffic counts that already recommend a four lane section on the east half and the area has not grown yet. We could direct AECOM to begin to design a compliant cross section and then work backwards. Abitz stated the original design was for four lanes because of the traffic flow. Gerland indicated the GRAEF report was reviewed and

they do not dispute three lanes on the west end and four lanes on the east end. Rasmussen stated we could begin with the GRAEF plan in concept and then insert turn lanes. We should design a two lane road with turning movements and median in the middle, with compliant sidewalks, boulevards and bicycle lanes and see what the options are.

Abitz moved to work with the GRAEF design of two lanes on the west end and four lanes on the east end. Rasmussen stated a recommendation could be sent to Council to direct AECOM to begin the design process on a compliant design based off of the GRAEF plan. Gerland stated they should be working with staff as there are concerns with the typical section that GRAEF developed. Lenz indicated committees direct staff to go a certain route and at this point we are just obtaining more information to bring back to CISM. Neal stated this is here as a result of extended Council discussion where a lot of different viewpoints were heard. The request was to take concerns and ideas and alter the design. Council is looking for creative solutions with what we can do within the acceptable guidelines. He added there has been talk about snow storage. We could designate the road as priority status for snow removal. Staff could clear the snow more frequently as the snow dump is not that far away. Rasmussen stated we could direct AECOM and staff to work together to create a compliant design for the reference of this committee. Neal noted the Council is concerned about acquisition. Rasmussen stated the plan could delineate properties as far as acquisition.

Abitz amended her motion to direct AECOM to work with staff to create a drawing for the benefit of this committee so that an informed decision can be made. Kellbach seconded.

Mielke asked if this would be a combination of the Korpela plan and the GRAEF plan. Rasmussen stated they will look at all plans. Meilke believes it should be a compromise as we need to get this done. He does not want to see one plan or the other but a mixture of the two. Gerland stated they would start with the GRAEF plan and modify it to show the impacts and decide what impacts can be lived with. This could be brought back to the September CISM meeting.

There being a motion and a second, motion to direct AECOM to work with staff to create a drawing for the benefit of this committee so that an informed decision can be made passed 5-0.

Discussion and possible action on appropriate right-of-way width to accommodate selected design for Thomas Street

This item was pulled from the agenda.

Discussion and possible action on which half of the Thomas Street Project to construct first

Rasmussen stated in 2018 1st Avenue from Thomas Street to Stewart Avenue will be rebuilt with a federal grant. When the project is underway, 3rd Avenue will need to be used as the detour and it will be a two-way street. For the detour to function properly, the intersection of 3rd Avenue and Thomas Street should already be built. The timeline for 1st Avenue is starting to dictate which half of Thomas Street to do first. The west half not only has the highest number of people that need to be moved it also should be done before we have to use 3rd Avenue as a detour. Gerland indicated the west end of Thomas Street is anticipated to be a three lane section. Construction cannot be staged so the section will be closed while under construction. The east half is anticipated as a four lane section and it should be able to be staged and open during construction. Therefore, he recommends to do the west half first and then 3rd Avenue could be used as a detour during 1st Avenue construction.

Mielke moved to construct the west half of Thomas Street first. Kellbach seconded.

Gisselman asked if this vote would hinder the process if adjustments are needed in the future. Gehin stated a typical section should be designed first. If the east half is four lanes he does agree with completing the west end first. However, the proposed four lane design could change.

The committee agreed to postpone this item.

Discussion and possible action on recommendation to the Economic Development Committee to create a communication conduit for stakeholders potentially impacted by the Thomas Street reconstruction project

Rasmussen explained that Winters wanted us to find a way to facilitate communicate with residents.

Abitz moved to recommend Chairman Nagle work with staff to create a mechanism by which residents can communicate with the City. Seconded by Mielke.

Gisselman suggested that Lenz would be the proper person to be the conduit as he works with both the Economic Development Committee and CISM.

There being a motion and a second, motion to recommend Chairman Nagle work with staff to create a mechanism by which residents can communicate with the City passed unanimously 5-0.

Evaluation of Landscape Maintenance Contracts for Municipal Lot 9, the Highway 52 Median, and the Public Safety Block as to cost and scope of work and possible action thereon

Rasmussen stated this item was placed on the agenda at the request of Oberbeck. He was concerned about the substantial payments to Re-vi and questioned the scope of work. In the absence of outsourcing landscaping, the work is completed by the Park Department, which is how Duncanson became involved. Rasmussen then read an email from Duncanson regarding the contract maintenance. Rasmussen has asked that staff find out what Re-vi is performing and how often so we can look at the cost to do the work in-house versus the cost for next year's contract. If it is beyond the Park Department's staff ability based on manpower or skill set and we need to outsource it again next year, we need a better scope of work because this contract was too loosely worded.

At this time Abitz left the meeting.

Rasmussen stated from the Board of Public Works minutes, the payments are substantial and the contract price is substantial. Re-vi was the only bidder for this contract. She also noted that the contract lump sum is \$20,248.70, which is just under \$25,000. Wesolowski added that the contract was advertised and placed on the City website for 10 days. Proposals were sent to three local landscaping companies; however, Re-vi was the only bidder. Rasmussen indicated that this contract and the landscaping maintenance contract were both bid about the same time. The RFP's were not sent out to the same contractors. She indicated we need to offer a longer window of opportunity to bid and the process should be started sooner.

The committee agreed by consensus that more information is needed. This item will be placed on a future agenda.

Consideration and possible action on analysis of cost and value of seasonal employees performing landscape maintenance vs. outsourced contracts for same

Rasmussen realized after she read Duncanson's email that beyond the basics it takes skilled work to do landscape maintenance. In terms of cost it is good to compare the two, but landscape maintenance is beyond mowing and weeding. Staff will find out what work is being done and provide additional information at a later meeting.

2015 CIP Summary

Rasmussen stated the CIP Committee was faced with a tremendous amount of need in a couple of departments, especially the Fire Department. A proposed method to meet the high need was to postpone the concrete pavement repair for a year. Wesolowski stated budget modifications have been made. He explained \$100,000 was taken out of the asphalt overlay project and put into the concrete pavement repair project. Therefore we can do some of each project and not have to take the year off of one project. McClellan Street from 1st to 7th Street and Grant Street from 1st to 3rd Streets are proposed to be delayed. It is the most expensive project; however, we could possibly do an asphalt overlay on those streets to save a few years. This would allow the TIF district to afford a complete reconstruction in seven to ten years. Even with deferring these two streets we are still over budget. He also recommends delaying Ashland Avenue and Meadowview Road. These streets have low traffic volume. A petition was received to reconstruct the streets; however, the underground utilities are newer. He believes these roads can last one more year. Asphalt overlay budget is proposed at \$685,000. We have not had a request for alley paving so that has been deferred. The sidewalk replacement budget is proposed at 200,000 and installation of new sidewalk at \$75,000.

Rasmussen stated she is not a fan of delaying infrastructure projects to meet budgetary needs; however, the Fire Department identified a long list of items that have expired and need to be replaced. Wesolowski again stated that \$100,000 was taken from asphalt paving for concrete pavement repairs. That can be put back to asphalt paving if that is the wish of the committee. Pavement marking and streetscaping would be deferred. \$20,000 was proposed for curb repairs to alleviate ponding. Gisselman asked if money was available in the 2014 budget for curb repair. Wesolowski stated this is a new project engineering would like to try in 2015. Mayor Tipple asked if the Brownfield remediation would be completed on 2nd Avenue to allow for reconstruction next year. Wesolowski stated he is optimistic at this point.

Mielke moved to approve the revised CIP list with the deferrals as proposed. Kellbach seconded and the motion carried unanimously 4-0.

Update on the Scott Street lighting project

Wesolowski stated street lighting will be installed on Scott Street from Bellis Street to 10th Street as part of the construction project this year. The conduit and bases for lights on Scott Street from 6th Street to Bellis Street will also be installed this year, but the poles and fixtures will not. Due to funding, the light poles and fixtures will be purchased after the first of the year and then installed in spring.

Update on the installation of permeable pavers on 1st Street

Gehin stated Stantec was hired to design the extension of 1st Street from Fulton Street to just north of Bridge Street. To meet stormwater requirements and site constraints (site constraints include shallow ground water, contamination and limited property) the installation of permeable pavers was proposed to meet the stormwater requirements and minimize the amount of right-of-way used for stormwater treatment. The pros include avoiding using developable property for stormwater BMP's. It is a shallow system so it fits the conditions of the area. The biggest con is the cost. The first estimate he received was \$40,000. He recently received an updated number from County Concrete that is closer to \$100,000. In the winter sand cannot be used on the roadway as it would clog the system. He is concerned about the cost and there are other means to meet the stormwater requirements, such as swales and bio-retention devices.

Rasmussen asked the life span of the pavers. Gehin believes it is similar to an asphalt street. We are not experienced with this system. This means of treatment is relatively new. It is gaining popularity in Milwaukee and Chicago as in highly populated areas where property is limited for the conventional means of treating stormwater. Rasmussen asked if there are any grants available to help with the costs. Gehin stated

another challenge is staff is looking at finalizing these plans quickly. Due to the cost of the pavers, he will be looking at other creative ways to treat stormwater.

Update on the Wausau Business Campus Trail project

Gehin has been working with businesses in the Industrial Park to prepare plans for a trail system in the business campus. The trail is roughly 5 miles. It would be a multi-use path to accommodate both bicyclists and pedestrians. Due to the size, the project would be broken into two phases. The first phase would consist of a 2½ mile loop starting at 72nd Avenue. The trail would need easements to be constructed. The design of the second phase has not been started, but a wetland delineation has been completed. This phase is also a 2½ mile loop starting at 80th Avenue. The trail would be constructed with three different sections; a 10' wide asphalt section, a trail along the shoulder of the roadway and a boardwalk section.

Rasmussen stated there was discussion about this project in Economic Development. The businesses are asking for a trail system to assist with their worker wellness programs. Gehin stated an informational meeting was held in February. The plan was widely accepted; however, very few businesses want the trail on their property. The intent is to bid out the first phase yet this year. To utilize the available TIF dollars, both projects need to be under contract by July of 2015. The cost of the project is estimated at \$1.6 million. The high cost is somewhat due to the wetlands in the area.

Future agenda items for consideration

Mielke stated River Valley State Bank would like an entryway from 14th Avenue and a possible barrier along Financial Way to avoid vehicles from sliding down into the Plaza property. Rasmussen stated when the site was developed, there was opposition to driveways off of 14th Avenue. She suggested staff look into the issues.

Adjourn

Kellbach moved to adjourn the meeting. Mielke seconded and the motion carried unanimously 4-0. Meeting adjourned at approximately 8:20 p.m.