

## CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

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Date of Meeting: January 14, 2016, at 5:30 p.m. in the Council Chambers of City Hall.

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

Also Present: Lindman, Jacobson, Wesolowski, Gehin, Graham

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 December 10, 2015 meeting**
  - B. Action on an Easement Agreement with Franklin Heights Homeowners Association**
  - C. Action on a Stormwater Maintenance Agreement for Apogee Wausau Group DBA Linetec at 7500 Stewart Avenue**
  - D. Action on a Stormwater Maintenance Agreement for Wausau Coated Enterprises 3, LLC at 825 South 77<sup>th</sup> Avenue**
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Abitz moved to approve the consent agenda items. Mielke seconded and the motion carried unanimously 5-0.

### **Update from the Bicycle and Pedestrian Advisory Committee**

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Aaron Ruff, 627 Bertha Street, indicated he is the current Chair of the Bicycle and Pedestrian Advisory Committee. He thanked the committee, especially Gisselman who serves on the Bicycle and Pedestrian Advisory Committee, as there has never been a better time to bike and walk in the City of Wausau due to the improvements over the last four years. Future projects, like Stewart Avenue and 2<sup>nd</sup> Avenue, are a great opportunity to continue to make biking and walking more accessible and safer for residents. Lenz, Gehin, Wesolowski, DPW and Economic Development have done a great job of supporting bicycling and walking. He appreciates staff listening and using feedback in planning efforts. A lot of that work has paid off with the Grand Avenue project. Although controversial, it was a great way to expose people to on-street bike accommodations. He is looking forward to the Stewart Avenue Project as that will feature some of the best bike and ped accommodations in Central Wisconsin.

Andy Lynch, Wausau MPO, stated last summer the Wausau MPO applied to the League of American Bicyclists for a designation as a Bicycle Friendly Community. He is pleased to report that in November the Wausau metro area became 1 of the 371 bicycle friendly communities in the 50 states with a bronze level of designation. This is a reflection of the hard work and effort by the Bicycle and Pedestrian Committee, CISM, the City of Wausau, and other communities and organizations. In recognition of this effort, the MPO has purchased road signs for each community. He looks forward to continued support in the coming years and working together on future projects.

Ruff stated the City has been leading the way as far as bike and pedestrian improvements in the metro area. Wausau has the most streets with bike lanes, the most bike accommodations, and the most miles with sharrows. This is paving the way for the rest of the metro area and he would like to see the City to continue to lead in that fashion. They are looking at the riverfront development, which will bring bicycle and pedestrian amenities to a greater level. He added that the great thing about the Bicycle Friendly Community designation is that the League of American Bicyclists sends a list of recommendations on how to get better. He would like to take the bronze designation to the next level and believes that

Madison was just named platinum. There is a way to go but the City is on the right track. One of the recommendations of the Bicycle Friendly Community application is to have more signature bicycling events. This includes events that are more than just group rides or mountain bike rides, but also get the community involved.

Elizabeth Field, Executive Director of Wausau River District, explained she is working on bringing more bike events to the community, such as Open Streets Wausau. Open Streets is an initiative that is global and started in Brazil. The event temporarily closes streets to vehicular traffic and opens them to all forms of alternative transportation. The goal is to promote alternative transportation, a healthy lifestyle, and to reimagine streets. Field, Ruff, Lynch and others are working together to get this event going. She has met with the Fire Department, Police Department and DPW on the proposed route. They are looking at holding this event on a Sunday afternoon, most likely from noon to 4:00 with family-friendly activities along the route. They are still in the planning mode, but they are working on it and excited to bring this event to Wausau. She added that this is the perfect time to highlight and celebrate the Bicycle Friendly Community designation. Abitz questioned the number of miles of the route. Field responded it will be a loop and they had looked at a couple of different routes. The Police Department, Fire Department, and DPW had suggested using the same route as the Susan G. Komen race. However, that route does not go through the downtown and more particularly past 3<sup>rd</sup> Street businesses. There is a proposed route that has been looked at by Police, Fire and DPW and one change was suggested. The exact route will be included on the Special Event application.

Ruff stated again that there has never been a better time to bike and walk, and they plan to continue to improve the metro area. He thanked the committee for continuing to keep making our communities friendlier to bicyclists and pedestrians.

#### **Discussion and possible action on Amendment #4 to the Design Services for Thomas Street Reconstruction**

Lindman stated that Thomas Street from 4<sup>th</sup> Avenue to 17<sup>th</sup> Avenue is considered phase one and is ongoing for design. The original contract has not been amended or updated for some time. He has been working with AECOM to create Amendment #4 to the contract to finish phase one design services, costs for finishing the design from 4<sup>th</sup> Avenue to the river and construction services costs. The costs have been outlined on the staff report but some options were not included. The original design contract included 17<sup>th</sup> Avenue to the WI River. Since then decisions were made to break the project into two phases, from 4<sup>th</sup> Avenue to 17<sup>th</sup> Avenue and 4<sup>th</sup> Avenue to the WI River. This amendment is to continue design to the river and also includes costs for construction management. The first cost for construction management would be in 2017 during construction of phase one. Another option would be to complete the design for phase one and send out a RFP for design of phase two and a RFP for construction services. This amendment is for all of that work for approximately \$1.4 to \$1.5 million.

Mielke questioned the status of the Environment Impact Study (EIS) from 4<sup>th</sup> Avenue to the WI River. Lindman indicated that an EIS was not needed because there will be no federal funding associated with the project. Mielke asked how it would be dealt with if the road is built and then there are problems later on. Bruce Gerland, AECOM, explained that during the initial project, AECOM completed a phase one investigation that identified sites with specific issues. The contract was amended for environmental investigations on several properties where soil borings were completed and coordination was completed with the DNR on contamination issues. He worked through the DNR on those issues, which will be addressed by writing technical specifications for the contractor to follow during construction. This work was included in the original agreement. Mielke questioned disturbance. Gerland responded disturbance will be minimal in these areas and depth will depend on replacement of sewer, water, and storm sewer.

Utility replacement is relatively shallow, within 10', and he recalls the contamination is deeper at approximately 25'. Mielke wonders if disturbance may cause issues. Gerland replied this would be covered by the technical specifications. During the design process this will be revisited with their environmental staff to see if the recommendation from 2008 is still appropriate. Abitz stated Lisa Gutknecht spoke of the conditions a year ago and it was approved. Gisselman asked if the environmental report was made available to the City and the committee. Gerland replied the report was completed as they were going through the DOT process. City staff has it and it was reviewed and approved by the DOT.

Lindman indicated that staff wants to pursue the final design for phase one so construction can begin in 2017. This amendment also includes design costs for phase two if the committee would like AECOM to finish their design work to the river. At this point there has not been a definitive decision on the design for phase two. Gisselman asked how we can proceed if we do not know the design at this time. Abitz indicated we are waiting upon the lifespan of the bridge. Rasmussen stated there is a luxury of time for construction management services of phase one and for the design of phase two. Therefore, there is time to go to RFP. This would allow for a competitive process and would not slow down the project. Abitz noted that there is already the GRAEF design for phase two. Rasmussen explained that was a conceptual design to use as a guideline and does not include survey components. GRAEF's design uses aerial photography so the dimensions are not quite right. The design phase would be the block by block drawing. Gerland indicated the block by block design is completed for a four lane section along with a preliminary design from 4<sup>th</sup> Avenue to the WI River. Rasmussen said the designs received from GRAEF were rendered a couple of ways, one with a four lane section and one with an alternative. Before we even engaged a redesign of Thomas Street, the City spent six figures on the original design with the vast majority of it shelved. AECOM has done the work and was paid for it but it has not been used. Therefore, she would like to make sure when contracting for this work again that the City will get a product that will be used. AECOM has a majority of the work done if a four lane section is decided upon but if another configuration is approved, a new set of drawings will be needed. She feels it would make sense to get bids as there has been an issue with this project all along in the public's view and a lot of time has passed from the initial design to now. Lindman explained that AECOM's current contract is for \$772,000. The additional design services to finish phase one and phase two would be an additional \$55,800, for a total of approximately \$828,000. The original contract was to go from the river to 17<sup>th</sup> Avenue and that was revised to break it into two phases. The original contract has not been revisited in some time. Gerland indicated the original contract stems back to 2007. Lindman explained that AECOM has the majority of phase two done as it was in their original contract. A decision should be made on the second phase design before more design work is completed. Gerland explained the fiscal impact is estimated at \$180,000 in 2016 and \$220,000 in 2017. Gerland explained under the amendment for \$55,800 there is not a budget built in for AECOM to go through months of alternative analysis as in phase one. Gisselman noted the decision on the east side is yet to be made and wants to be cautious. Gerland said that the amendment for \$55,800 would complete the design of phase two whether it is decided to be a four lane or two lane section. Rasmussen added that there was talk of getting new traffic counts once the road was resurfaced. She would also like input from the DOT on the timeline for the bridge before the design is approved. She feels the DOT should be approached on the life cycle of the bridge and then there should be some interaction with the stakeholders on the east half. Abitz agrees with reaching out to the DOT regarding the bridge. She added that as construction begins on the west side, she would like to see the east side moving forward without major delays. Rasmussen would also like to know the DOT's willingness to install a four lane bridge as the City needs to look at flow in terms of emergency management. If the DOT is unwilling to build and fund a four lane bridge, the City needs to look at their cost share.

Abitz moved to approve Amendment #4 to the Design Services Contract in the amount of \$55,800. Mielke seconded and the motion carried unanimously 5-0.

Mielke moved to direct staff to create a RFP for the construction management services portion of this project. Abitz seconded and the motion carried unanimously 5-0.

**Discussion and possible action on right-of-way plat revision and relocation order revision regarding the Thomas Street Project**

Lindman explained the original plat for the properties of total takings did not note a Temporary Limited Easement (TLE) around the buildings. In order to take the buildings down, access is needed to the property should the owner decide to keep that portion of the property. These TLE's are now shown on the revised plat map and revised relocation order.

Abitz moved to approve the right-of-way plat revision and relocation order revision regarding the Thomas Street Project. Kellbach seconded.

Abitz stated the house on the northwest corner of Thomas and 15<sup>th</sup> Avenue will be removed. She questioned the adjacent parcel on the plat map. Gerland stated this parcel has a temporary limited easement for grading purposes to match the existing roadway.

There being a motion and a second, motion to approve the right-of-way plat revision and relocation order revision regarding the Thomas Street Project carried unanimously 5-0.

**Discussion and possible action on Amendment #2 to the Real Estate Services Contract for right-of-way property acquisitions required related to the Thomas Street Project**

Lindman stated this amendment is related to the revised plat. With the Temporary Limited Easements the additional cost to the MSA contract will be \$6,900. Jacobson has reviewed the contract and the amendment. Jacobson indicated she has spoken with MSA and the documents need to get merged and finalized.

Abitz moved to approve Amendment #2 to the Real Estate Services Contract for right-of-way property acquisitions required related to the Thomas Street Project, contingent upon review by the City Attorney. Mielke seconded and the motion carried unanimously 5-0.

**Discussion and possible action on the proposed bump out in front of the Grand Theater along North 4<sup>th</sup> Street**

Lindman stated the Grand Theater and Center for Visual Arts (CVA) is looking to add a sidewalk bump out along 4<sup>th</sup> Street. This would push the sidewalk out and eliminate two parking stalls. An additional two parking stalls would be added on Scott Street. The bump out would make it safer for pedestrians leaving the CVA. Rasmussen added it would also make for a shorter cross to the 400 Block. Abitz stated more bump outs are being added in the City and noted they cause difficulty for plowing in the winter. Lindman said the downtown area already has plenty of obstacles and DPW felt a bump out is not a significant issue. Rasmussen stated traffic northbound on 4<sup>th</sup> Street approaching the stop sign is blocked by the building and with cars parked on Scott Street it is difficult to see. She wonders if visibility would improve if cars are out a few feet away from the structure. Abitz asked if this would cause issues with busses during events. While Lindman has not looked into that he feels there would still be plenty of room. Gisselman asked why the bump out is being requested. Lindman replied they feel that when people are walking along the sidewalk and others are exiting the CVA, some end up in the parking area next to the cars. The bump out would increase the walk area for pedestrians. Gisselman does not believe

there are more people exiting the CVA than the Grand and the Great Hall. Rasmussen thinks it may be the position of the steps in the right-of-way and may be a bigger issue during the Chalk Fest. Gisselman asked if the funding side would be going to the Finance Committee. Lindman replied that they were going back to their engineering firm for costs and hoping the City would consider a 50/50 cost share. Rasmussen questioned if a cost share is considered, could the City's portion could come from room tax. Abitz would like the item brought back after more financial information is received. It was agreed that this item will be deferred to next month.

#### **Discussion and possible action on an Easement Agreement for the encroachment of the exterior stairs of the Grand Theater onto City right-of-way along North 4<sup>th</sup> Street**

Lindman explained that the footprint of the stairs will not be increased but only renovated. Gisselman asked if this was from the CVA building rather than the Grand Theater and Lindman confirmed. Rasmussen said there is a common understanding that the Grand Theater, the CVA, the PAF and the Arts Block are largely the same thing.

Abitz moved to approve an Easement Agreement for the encroachment of the exterior stairs of the CVA onto City right-of-way along North 4<sup>th</sup> Street. Gisselman seconded and the motion carried unanimously 5-0.

#### **Discussion and possible action on preliminary traffic calming measures for Kent Street from Grand Avenue to Zimmerman Street**

Rasmussen indicated that staff attended a neighborhood meeting to discuss the design of Kent Street. Gehin explained that the majority of the residents were against the curb bump outs but were split regarding the narrowing of the roadway from 37' to 33' between Zimmerman Street and Emerson Street.

Jeff Martin, 144 Kent Street, stated he is 100% opposed to the bump outs. He has lived there since 1995 and has had a lot of time to view the traffic on this street. He stated that some people do go fast, most however do not. He has not seen traffic stops because they are not needed and accidents are not happening. Therefore he is not sure that mellowing the traffic is a demonstrated need. He believes bump outs would create inconvenience and frustration. It would reduce parking in front of the houses. Residents do not want to park around the corner on the side streets. Bump outs would reduce leaf pile space for pick up in the fall and currently during leaf pick up the road gets narrow. He noted that one year a child was hiding in a leaf pile and his wife pulled the child out before being hit by a car. Bump outs would also reduce space for snow removal and be a traffic obstruction for emergency vehicles. Some drivers will go fast anyway and with the bump outs driving would be more dangerous. Bump outs would also be dangerous for bike riders. He knows that one idea of bump outs is that children have less of an area to cross the street. Children stand at the edge of the curb or off the curb and with bump outs children would be further out in traffic. He provided an example of a bike rider and a pedestrian approaching a bump out and one decides to encroach the narrow bump out area. If a vehicle approaches and cannot avoid both of them, either the bicyclist or the pedestrian will be hit. He understands a tree or two might have to be removed, but he hopes bump outs are not built on Kent Street.

Carla Joseph, 2016 Lamont Street, stated there were about 150 people in attendance at the southeast meeting. On the decision to narrow the road a couple of people voiced opinions, but no one was in favor when a vote was called for. She thought discussion was going to be held on widening Kent Street and was shocked when heard it was proposed to be narrowed. Kent Street near Grand Avenue is narrowed to 33'. She cannot say how many times she approaches that area and has to stop and wait to get through. She feels that section should be widened and noted it is a bus route. Eliminating parking on Kent Street

was proposed. She indicated these are long City blocks and the majority of side streets off of Kent are boulevards. When there is snow or leaves, there would be no place for parking. Asking the residents and visitors to park on the side streets is not reasonable. She lives on a side street and with John Marshall School it is already a congested road. She suggested installing a stop sign or stop light at Lamont Street rather than bump outs. She spoke with Officer Stetzer and during a six month time frame there were four crashes at Kent and Grand and five traffic stops on Kent Street. She feels the best deterrent to slow traffic is multiple traffic stops. Most of the residents at the meeting advocated that the road needs to be resurfaced but most were adamantly against narrowing. She believes the existing trees are too big for the boulevards and added that the Park Department has been replacing the trees with smaller ones. She feels the trees will have to be replaced anyway once the road work begins. She again noted that most of the neighborhood is adamantly against this proposal.

Rasmussen stated this is the type of feedback the committee wants to hear from residents. This committee has agreed to consider traffic calming measures on all projects because speeding is a constant theme that emerges in Police Sector meetings. Although it seems like an easy solution is to install a stop sign, it has been her experience that the speeding moves to a different block. Statistically stop signs do not slow traffic, enforcement does. She recalled when Spring Street was rebuilt, the residents and alderman were adamant that the street was overbuilt, traffic was too fast and the road was too wide. They felt traffic calming measures should have been implemented. To avoid that dialogue again after a street has been rebuilt, the committee is being proactive by at least considering traffic calming measures on all projects.

Gehin received a phone call from the resident at 506 Kent Street. He has an eight year old son and lives on the northeast corner of Lamont and Kent Street. He is in favor of the bump out to try to calm traffic. His son attends John Marshall and people fly around that corner. He feels narrowing of the roadway at Lamont and Kent would help slow traffic down. Gehin added that this intersection is a marked school crossing. Gehin also received an email from Zoe Morning of 215 Kent Street, who is in favor of narrowing the road but against the bump outs. An email was received from Dan Higginbotham, who is alright with narrowing the roadway, but suggested restricting parking to one side. He is also alright with the bump outs but feels the length could be decreased. Gehin stated after the brief presentation at the neighborhood meeting it was clear to staff that the residents did not want the curb bump outs. Staff met internally and removed all of the bump outs with the exception of the one at Lamont. Staff felt for safety purposes this bump out should be proposed and the length was decreased. Rasmussen questioned if a crossing guard is located at the intersection of Lamont and Kent, which was confirmed. Gehin reminded the committee that Kent Street is a local roadway, a residential neighborhood, and serves roughly a 1,000 vehicles a day. The reason for proposing the narrowing of the roadway is to reduce impacts to boulevard trees, reduce construction costs, and to minimize future maintenance efforts. A 33' roadway will accommodate parking on both sides.

Andrew Lynch, 1014 Graves Avenue, stated last month the lack of need for bicycle accommodations was talked about as Kent Street is a low traffic, low posted speed road. He attended the neighborhood meeting and looked at the previous and new proposals. He is in favor of the proposed design for Kent Street. He feels this proposal is a good blend of community input and modern street design principles that emphasizes safety for all users. He noted that at the neighborhood meeting someone mentioned a study that street width had no impact on speed. He believes there are more studies that say narrow streets are safer streets. Narrowing the street will not only help control the speed but save the mature trees, which is important as it gives the neighborhood its appeal. He feels a loss of a lot of the trees will harm home values, curb appeal and character. He thanked the Engineering Department for coming up with a good design and taking public input into account. He pointed out that a 10' lane does seem narrow when use to a 14' lane, but is completely adequate.

Rasmussen questioned the width of a City bus. Abitz spoke with Greg Seubert as Parking and Traffic has looked at reducing parking to one side on Zimmerman Street as it is narrow for buses and difficult for plowing in winter. Seubert indicated the buses are used to the existing bump outs and could work around new bump outs. Abitz is unsure of how a bump out at Lamont and Kent would affect the buses because of traffic from the elementary school. Gehin stated the intersection was looked at for turn movements of a bus. The turn could be made but the bus would most likely encroach into the west bound lane. If the bus driver does not believe they can make the turn in their lane, they would have to wait on the side street until the intersection is clear. Rasmussen does not know where the school buses park to load and unload and does not want to create something that would cause issues at the start and end of the school day.

Dana Nash, 510 Ross Avenue, stated when she leaves for work in the morning the crossing guard is arriving at Lamont and Kent. They park on Lamont facing Kent Street. If she is waiting at the corner and the school bus tries to turn onto Lamont, they cannot. It is already a problem and will be more of an issue if the area is narrowed. When she drives down Kent Street to get to Grand Avenue she frequently has to stop because of vehicles parked on the street, school bus traffic and City bus traffic. To narrow this area does not make sense to her.

Gisselman stated the side streets are boulevards and if on-street parking is removed from Kent Street there would be no parking in the area. Gehin explained that on Ewing Street and Mount View staff proposed to pull the boulevards back and open the roadway to better accommodate parking on the side streets. Gisselman feels that is a lot of work to accomplish a bump out. Rasmussen added that the boulevards are used for snow storage. Additionally, there are a lot of one car driveways so residents are parking on the street in this area more than in others. Abitz indicated that Parking and Traffic visited parking on Kent Street in the past. Residents did not want parking allowed on only one side. Abitz is neither in favor of narrowing the street nor in favor of bump outs. Rasmussen stated the committee agreed to consider traffic measures but not obligated to implement them. There are neighborhoods where traffic calming is the buzz, but these residents are not in favor. Additionally, this neighborhood has an increased volume of traffic during the Balloon Rally and narrowing the road may make things worse.

Abitz moved to rebuild Kent Street from Grand Avenue to Zimmerman Street in its current configuration. Gisselman seconded. At this time Abitz left the meeting.

Gehin questioned if the existing roadway width would be kept from Emerson to Grand Avenue. Property would not need to be acquired to widen the road, but most likely every tree would be removed. Rasmussen questioned the extra cost for widening. Gehin stated there would be an additional 2' of asphalt on each side but not a significant cost increase. There would be approximately 32 trees removed.

Marten lives in the area where the road could be widened. He does not believe there is enough boulevard to widen and does not feel anyone in the area would like that.

There being a motion and a second, motion to rebuild Kent Street from Grand Avenue to Zimmerman Street in its current configuration carried unanimously 4-0.

**Discussion and possible action on Temporary Limited Easement and Donation – Waiver of Appraisal for Project ID 6999-03-28, parcel ID 291-2907-264-0991, 401 South 1<sup>st</sup> Avenue**

Wesolowski indicated the plat was approved for this project. One parcel is owned by the City. The DOT is requesting the City sign a donation waiver as their policy is not to pay municipalities for Temporary Limited Easements. The TLE would give the right to grade. If this parcel was privately owned, the fee for the TLE would be \$800.

Mielke moved to approve the Temporary Limited Easement and Donation – Waiver of Appraisal for Project ID 6999-03-28, parcel ID 291-2907-264-0991, 401 South 1<sup>st</sup> Avenue. Gisselman seconded and the motion carried 4-0.

### **Discussion and possible action on merging the Capital Improvements and Street Maintenance Committee and the Parking and Traffic Committee**

Rasmussen stated this has been discussed before in the sentiment of reducing the number of meetings that have to be staffed and attended on a monthly basis. Additionally, when we talk about roads and infrastructure there have been complaints that the committee that approves the design (CISM) does not communicate properly with the committee who manages the flow of streets (Parking and Traffic). Often there are a number of agenda items that appear on Parking and Traffic that could be considered at CISM. Also there are members in common already. Many times items that appear on Parking and Traffic agendas have engineering and design standards that manage those things, which could be managed as a staff function with a recommendation to committee. Rasmussen has spoken with Abitz regarding this and they are looking for input from committee members and staff. Mielke is in favor as he has been a proponent for reducing meetings and feels many items correlate together. Gisselman noted that this meeting has already been an hour and half and combining Parking and Traffic items would make for a lengthy meeting. Rasmussen said Parking and Traffic will also consider this and both committees would make a recommendation to Council with the idea it would become effective with the new Council in April. The length of the agenda comes down to agenda management, which could be controlled by the committee Chair. She does not foresee a massive volume of Parking and Traffic items as there are times when that committee does not meet due to lack of items. Wesolowski feels it makes sense and possibly some items do not even need to go to Parking and Traffic after consulting with the Chair. He also noted that the committees were created by the rules of Council. Rasmussen added that a recommendation would be sent to Council asking for an amendment of the structure to merge the committees. She had a discussion with Abitz regarding the fact that some things come up for a lengthy debate at Parking and Traffic that do not need to as there are guidelines where some of the items could be internal staff decisions. If there is an issue that is highly contested in the public and the public needs a venue in which they can be heard, it could be entertained at CISM. Graham feels it can be accomplished and that it would come down to prioritization of agenda items.

Mielke moved to approve the merging of the Capital Improvements and Street Maintenance Committee and the Parking and Traffic Committee. Kellbach seconded and the motion carried unanimously 4-0.

It was noted that this item will also be considered by Parking and Traffic and a joint resolution will be forwarded to Council prior to April with the newly merged committee beginning with the new Council in April. Gisselman added the rules of the Council would have to change to accommodate this. Jacobson said the committees are formed by Chapter 2.16. There would be a joint resolution to eliminate one standing committee and add a description that the committee is being joined and the duties of both would now become the duties of one committee. A 2/3 vote by Council is required to amend Chapter 2.16.

### **Future agenda items for consideration**

There were no future agenda items offered for consideration.

### **Adjourn**

Kellbach moved to adjourn the meeting. Mielke seconded and the motion carried unanimously 4-0. Meeting adjourned at approximately 7:05 p.m.