

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

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

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

Also Present: Lindman, 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 March 10, 2016 meeting**
 - B. Action on a Stormwater Maintenance Agreement for the Wausau School District at 1600 Kickbusch Street (Hawthorne Hills Elementary School)**
 - C. Action on a Stormwater Maintenance Agreement for O'Malley Automotive Inc. at 3405 Stewart Avenue**
 - D. Action on a Stormwater Maintenance Agreement for Jerry's Enterprises, Inc. at 306 South 18th Avenue**
 - E. Action on termination of Easement between Wausau Healthcare Investors LLC and City of Wausau and approval of new Easement between Wausau Healthcare Investors LLC and City of Wausau**
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Abitz moved to approve the consent agenda items. Gisselman seconded.

Abitz referred to the minutes and asked if more information regarding solar energy would be brought forward. Rasmussen indicated staff is still working with a solar expert.

Abitz asked if the stormwater runoff for the Wausau School District item is part of their development. She noted that for Thunderlube they had a device where the stormwater came off the roof and went directly in the storm sewer system. Gehin replied the roof water will be collected into a roof leader drain that will connect directly into the storm sewer.

Abitz stated the O'Malley detention pond shows rocks and boulders only in certain areas and she is concerned with erosion. Gehin answered riprap will be placed for erosion control issues.

Abitz is concerned with the water runoff from Jerry's Enterprises in regard to the stop light at 18th Avenue. Gehin indicated the project includes storm sewer and inlets that will capture the runoff from the site.

There being a motion and a second, motion to approve the consent agenda items carried unanimously 5-0.

Discussion and possible action on designating downtown parking spot(s) as taxi only for early morning hours on weekends

This item was taken out of agenda order.

Rasmussen explained this item came up due to patrons waiting for rides at bar time. This would provide a specific place for people to obtain a taxi.

Elizabeth Field, Wausau River District Executive Director, indicated the request is to designate two parking spaces from approximately 9:00 p.m. to 2:00 a.m. behind the 400 Block stage for taxi only parking on Friday and Saturday nights to facilitate people coming downtown and making it easier to stay out and safer for people driving.

Ed Giallombardo, 1112 North 10th Avenue, stated the main goal is to get people more comfortable with taking taxis and not driving home. A lot of times what happens when someone calls for a cab they do not take your name down and someone steals your cab. If people know the parking spot will have a cab in a few minutes, people are more likely not to drive home. He has seen people that have called for a cab, wait 30 minutes and then end up driving home anyway. Another aspect is a lot of people drive because they do not want to get ticketed if parked overnight. In the summer when there are not snow issues, he feels it would be nice if people would be allowed to park overnight and not get fined.

Gisselman questioned why parking spots would need to be designated. Giallombardo stated parking spots are typically available but there is not an official spot for a taxi. Rasmussen believes the idea is to establish a taxi zone so they know where to look for the people that called them and people know where to wait. Giallombardo stated this would also be an area where a taxi could be waiting even if someone has not placed a call for a cab. He stated this would be mainly from 10:00 p.m. to 3:00 a.m. So during the day and for most Grand Theater events the spot would not be taken. He added that a lot of people want to use a taxi for Grand Theater events as well.

Field noted that the request is twofold. One is because the proposed location for the space is a more highly coveted parking spot. The second is to have a spot to go to where you know you can pick up a cab. Rasmussen stated if this works the committee can look at adding spots to the north as well for places such as The Glass Hat, Polack Inn and Loppnow's. Field noted that the spots behind the 400 Block stage were chosen because it is recognizable and centrally located.

Abitz asked if this has been discussed with the store owners. Also, she asked if patrons are being directed to park in the ramps so they are not parked on the street. Field has not talked with the business owners because the retail stores close by 8:00 p.m. This would be a benefit to the downtown eateries and drinking establishments. Abitz is also concerned with parking for the Grand Theater. If a person going to the Grand parks there and the show isn't over until after 10:00 p.m., would they be subject to a ticket? Rasmussen stated when the Grand has shows; the Arts bar is open as well. She cannot see the Grand being opposed to having a safe ride home for their patrons. Abitz noted that elderly and handicap individuals try to park as close as possible and this would be taking away two close spots. She feels there is a need to work with the Grand to make sure this would not be taking spots from their patrons. Abitz questioned if this has been discussed with the cab services as far as coordination. Field would be happy to talk with the director of the Grand but does not anticipate it being a problem. Field does not believe there has been any coordination with the cab services at this point as they wanted to see if the committee agreed to it first. Rasmussen stated the cab companies compete for fairs now and the City will not worry about whose cab is in rotation. She added that the Performing Arts also serves as an advocate of having nightlife downtown and their attendees always find a place to park. She does not think the absence of a parking spot or two would be detrimental. Abitz reminded the committee that two spots will be removed in front of the CVA to which Rasmussen responded two spots will be gained on Scott Street. Abitz stated she is for this but just wants to make sure we are not stepping on anyone's toes just to have two spots for a cab service. Rasmussen said the Grand and PAF cannot be favored to the detriment of everything else happening downtown. She can understand they may have concerns but in the past we have worked through their concerns. She added that people do learn to modify their behavior patterns.

Tyler Vogt, 1004 Spur Lane, indicated he would volunteer two spots in front of Malarkey's after 10:00 p.m. if the spots behind the 400 Block stage do not work out. He questioned why people cannot park on

the street overnight during the summer. Rasmussen believes it has to do with street sweeping during the summer. She noted that the word should be spread to park in the ramps if one feels they may need to leave their vehicle overnight as the ramps are lit and safer. Vogt would be happy to promote that as most tourists are unaware. He indicated they have three to five people staffed and at times they have moved patron's vehicles to one of their spots. He feels there is a lack of communication regarding where vehicles can park. Rasmussen indicated these items can be explained in promotional materials for events, the City newsletter and on the website. Vogt suggested if the spots behind the stage or the spots in front of his business do not work, maybe the 15 minute loading zone in front of the Visitors Center would be an option.

Graham stated if parking will be restricted to a certain time period for cabs, we will need to be able to say the exact location in order for the Police Department to enforce it as it will need to be placed into ordinance. He stated that Parking and Traffic had adopted Walker's parking study recommendation to make a uniformed enforcement schedule Monday through Friday from 8:00 a.m. to 6:00 p.m. Therefore currently a person can park overnight downtown as long as it is in a Municipal Lot or Municipal Ramp but not on the street. If it is Sunday night they will be subject to the rules come Monday morning. Since the cab companies have not been talked to, Graham is curious whether or not they will use it. Unless the patrons are informed to go to the specific spot, he is unsure if cab companies will want to wait. Vogt indicated people are conditioned to ask staff for a cab and do not even look outside. Rasmussen noted if the sign is visibly attractive where patrons know it is a taxi zone, they will know what to look for. Vogt indicated that this could begin at 11:00 p.m. rather than 10:00 as was previously mentioned. By 11:00 everything is done at the Grand, with the exception of weddings. He added that having the spot in front of the Grand would be more visible from other downtown establishments.

Mielke moved to approve the use of two parking spots downtown between the hours of 11:00 p.m. and 3:00 a.m. as posted for taxi zone, contingent upon review by DPW and the Police Department. Kellbach seconded.

Gisselman noted that he is on the River District Board but does not feel this is a conflict of interest and feels he can vote on the issue. Rasmussen agreed and added this may be of interest to the entire BID District as if this works, taxi zones could be added to other areas of town.

There being a motion and a second, motion to approve the use of two parking spots downtown between the hours of 11:00 p.m. and 3:00 a.m. as posted for taxi zone, contingent upon review by DPW and the Police Department carried unanimously 5-0.

Discussion and possible action on the First Revision to the State Municipal Agreement for Townline Road from Grand Avenue to Easthill Drive

Wesolowski stated this revision will add funds to the Townline Road project. This will reduce the City's obligation by approximately \$67,000.

Mielke moved to approve the First Revision to the State Municipal Agreement for Townline Road from Grand Avenue to Easthill Drive. Gisselman seconded.

Abitz asked if the crosswalk by Kraft would be addressed. Wesolowski replied this will be part of the design.

There being a motion and a second, motion to approve the First Revision to the State Municipal Agreement for Townline Road from Grand Avenue to Easthill Drive carried unanimously 5-0.

Discussion and possible action on the First Revision to the State Municipal Agreement for South 1st Avenue from Thomas Street to Stewart Avenue

Wesolowski stated this revision adds funds to the project and reduces the City's obligation by approximately \$78,000.

Kellbach moved to approve the First Revision to the State Municipal Agreement for South 1st Avenue from Thomas Street to Stewart Avenue. Abitz seconded.

Abitz questioned if a bike lane would be added to South 1st Avenue. Wesolowski indicated an operational planning meeting has not been held yet. A consultant has been hired for the design work. The design decisions (bike lane, parking, lane widths, etc.) will be brought forward to the committee for review. Abitz is concerned with 3M trucks as they take corners wide. She is also concerned with the deterioration of the road near West Street. Wesolowski replied it is a complicated project with the slope going down towards the river and limited right-of-way. It will be a challenge to try to fit a bike lane in. Rasmussen questioned if sidewalk was located on one side only. Abitz confirmed and stated if a bike lane is installed, either on-street parking would have to be eliminated or footage acquired to move the sidewalk back further. Rasmussen indicated that Nutting has been vocal about parking on 1st Avenue and his residents would not be happy about that going away. She thought if there was not room to fit a bike lane on the paved road, maybe the boulevard could be narrowed to increase the width of the sidewalk and have the bikes use the sidewalk as well. This would also keep the bikes away from the truck traffic.

There being a motion and a second, motion to approve the First Revision to the State Municipal Agreement for South 1st Avenue from Thomas Street to Stewart Avenue carried unanimously 5-0.

Update on Phase I of the Thomas Street Project

Lindman stated that nine of the full takings have gone to Finance. Finance has recommended the full takings, including the remnant parcels. Three offers have been made. Another offer should be made early next week. The other five properties were full takings on the 1100 block with offers anticipated in June. The consultant is now working on the strip takings. All properties should be through Finance by the middle of May.

Abitz has been receiving calls regarding Phase II. She questioned if we would move faster with Phase II once properties in Phase I are purchased. She also asked when the houses would be torn down or if any of the houses could be moved. Lindman replied once the offer is made the timeline is up to the homeowner. Staff is waiting for all of the properties to be acquired. He does not believe design proposals for Phase II will be up for discussion until later this year.

Update on alternative energy sources and City priorities for energy efficiency

Lindman stated the Electrical Department has been working with Northwind and obtaining information from WPS. WPS anticipates having all information to staff by early May. One of the ideas is to look at the feasibility of one or two City-owned buildings for generating our own power. Lindman feels this will be a lengthy process. Rick Pergolski, Electrical Inspector, is starting an energy group among City staff to provide an awareness as well as when we do have new facilities that we look at energy savings. A high priority at this time is the retrofit program with the lighting in the parking ramps upgraded to LED. Lindman recently attended an energy conference where a representative from the PSC was present. He reiterated that at this time the best use of capital dollars is to reduce energy versus energy generation.

Staff will continue to look at generating energy, but the primary focus at this time is reducing energy use. Rasmussen stated the idea that has been talked about is looking at a solar panel on an equipment storage building and since we are not ready to build that structure there is time. She noted that even Peckham, who brought forward the idea, stated we have to be careful about going all in too quickly.

Abitz would like to know if the lighting in the parks is being changed to LED. Lindman replied any new lighting, such as along the Riverfront, are LED. Our focus is street lighting, parking ramps, and items maintained by the City. The question regarding parks would be a question for the Park and Recreation Department.

Action to terminate easements and agreements both benefitting and burdening property now owned by City regarding the WOW parcel – (Cloverbelt Cooperative Services, Inc.; agreement between “Cloverbelt” and Glen M. Witter; and Kenneth Hendricks easement agreement

Lindman explained that old easements were discovered on the WOW property. As far as our records and locating that was done in the field, there are no facilities in this area.

Abitz moved to terminate the easements as recommended. Mielke seconded and the motion carried unanimously 5-0.

Discussion and possible action on Right-of-Way Utilization Applications, from Wisconsin Technology Networking LLC, for the proposed construction of 120’ towers within the City

In late February, Lindman received applications from a utility company out of Illinois to put up 120’ towers in the City right-of-way. Once Lindman was able to contact someone from the utility company, they provided very little information. Lindman then set up a conference call with Wesolowski, the IT Department, and their engineer to try to obtain information on what the towers would be used for. The best information received is that the towers would be used for transferring data. The question then came forward if this company has the right to install these towers just as WPS does. Lindman also questioned what the benefit to the City was. The League of Municipalities has had quite a few municipalities in Wisconsin that has received these applications. The League provided a legal opinion that indicates this is a utility and if the City does not respond within 60 days, the City basically grants them permission to install the towers. The PSC indicated that in order to deny the application there has to be a reasonable reason. Lindman is working with Jacobson to draft a resolution for the next Council meeting. Lindman recommends denying these applications at this time as he has not seen enough information for the City to make an educated decision to allow the installations.

Mielke moved to approve the right-of-way utilization applications from Wisconsin Technology Networking LLC for the proposed construction of 120’ towers within the City. Gisselman seconded.

Gisselman questioned the type of company. Lindman stated he could not find them on the internet. They are under a holding company, which had sent him their web address. When going to that address, the site is under construction. Gisselman feels the lack of information on this company is enough to deny the request.

Abitz questioned if the City had any jurisdiction on where the towers could be placed. Rasmussen thought the State recently changed the law about cell phone towers. Lindman indicated this is different and cell phone towers are regulated. Lindman stated when he spoke with them they indicated they are willing to work with the City on location, but there is very little information. Abitz noted that one location is 1st and McIndoe, which will be under construction. She does not want to have to worry about

moving it for proposed development. Lindman will have to have a conversation with the PSC but the first step is to deny the request before the 60 day timeline.

There being a motion and a second, motion to approve the right-of-way utilization applications from Wisconsin Technology Networking LLC for the proposed construction of 120' towers within the City failed 0-5.

Future agenda items for consideration

Gisselman questioned if downtown parking should be revisited, especially overnight parking. Rasmussen said it would be well timed as committees are newly merged and new committee members will be coming on. Abitz suggested copies of the Walker report be provided. She noted that the committee and staff worked hard to get uniformity for downtown parking. Time and money was spent and she does not want to start over. Rasmussen does not want to rebuild the wheel, but with new committee members it could be an educational presentation along with a briefing on what this committee does in terms of infrastructure, how it manages street and road projects, and how it manages seasonal construction. Part of the discussion held regarding merging CISM and Parking and Traffic was that many times a number of the items on the Parking and Traffic agenda fell within the delineation of set standards in terms of traffic, traffic enforcement or in terms of engineering. A number of the decisions became political. She believes if there was a set standard by which staff could operate, as much of that as possible that could be managed internally using that uniform set of standards. It was never the goal of CISM or Parking and Traffic to let every stop sign, parking space, and time restriction become a political decision, but so often it gets made that way. When we have a set of distinct operating standards where staff can manage these things in a consistent manner, they should certainly do it. When discussion and voting action is needed by ordinance or statute, the committee will do it. In terms of keeping agendas concise, she feels staff should do as much as they possibly can as an internal function. She would like them to be able to operate within realms without fear that they have to wait for a vote from the committee.

Adjourn

Gisselman moved to adjourn the meeting. Mielke seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 6:25 p.m.