

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: August 11, 2016, at 5:30 p.m. in the Council Chambers of City Hall.

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

Also Present: Mayor Mielke, Lindman, Wesolowski, Sean 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. Chairman Gisselman called the meeting to order.

Public Comment for matters not appearing on the agenda

No one came forward to offer public comment.

CONSENT AGENDA

A. Approve minutes of the July 14, 2016 meeting

B. Action on final resolutions to levy special assessments for 2016 Street Construction Projects

Kellbach moved to approve the consent agenda items. Rasmussen seconded and the motion carried unanimously 5-0.

Discussion and possible action on drainage easement to Landmark Leasing LLC – Canteen and HAI Wausau LLC – Sherwin Williams (625 South 84th Avenue)

Gehin explained this is for creation of a drainage easement that would serve the Canteen development and Sherwin Williams. The drainage way would convey and collect stormwater runoff from Canteen and Sherwin Williams, and prevent water from draining north and becoming an issue to City-owned property.

Rasmussen moved to approve the stormwater drainage easement to Landmark Leasing LLC – Canteen and HAI Wausau LLC – Sherwin Williams. Abitz seconded and the motion carried unanimously 5-0.

Discussion and possible action on a State/Municipal Agreement regarding Grand Avenue intersections

Wesolowski stated a State/Municipal agreement is proposed as Grand Avenue is a connecting highway. In accordance with the proposed agreement, the City would be responsible for 25% of the design costs, which is \$75,000 of the \$300,000 estimated engineering costs. The DOT would be responsible for 100% of real estate costs and 100% of construction costs. The City would be responsible for the costs to move any utilities. This agreement includes the intersections of Thomas Street and Grand Avenue, Townline Road and Grand Avenue, and Sturgeon Eddy and Grand Avenue. This section of roadway was recently overlaid by the DOT. During that process the Federal Highway Department determined these intersections had encroachments, meaning that some lighting and signal poles are too close and without the proper clearance. The DOT was given permission to complete the overlay project with the understanding that the encroachments would be resolved. This agreement will study placing new signals at the intersections. Along with that will be an analysis of the existing signals and lane configurations. He noted that the agreement at this point is vague because the exact amount of work is unknown. Once into the design phase, there may be amendments to the agreement. Future amendments would be brought back to the committee.

Rasmussen moved to approve the State/Municipal Agreement regarding Grand Avenue intersections. Abitz seconded.

Abitz has had to sit through signal changes on several occasions and questioned if a turn lane would be looked at for Grand Avenue and Thomas Street, specifically a turn arrow for northbound traffic. Wesolowski replied the entire intersection and turn movements would be analyzed as part of the design.

Abitz asked if the existing island at Sturgeon Eddy is needed as people riding bikes get confused with who has the right-of-way at this corner. Wesolowski said all items associated with the intersection will be looked at and the design would come to this committee for review. He believes it would be a minimum of four to five years before construction would take place as DOT design and construction can be a lengthy process. Abitz just wants to make sure these items are looked at because traffic will increase once Thomas Street is reconstructed. Wesolowski feels this is positive for the DOT to look at these intersections and hopefully correct inefficiencies and address issues. Rasmussen also feels this is positive. She feels the way Thomas Street dovetails into Grand Avenue will not only be looked at through this process but through our design process of Thomas Street. As things move forward, all these items can be taken into account but if we do not enter into this agreement we cannot get underway to solving anything.

There being a motion and a second, motion to approve the State/Municipal Agreement regarding Grand Avenue intersections carried unanimously 5-0.

Discussion and possible action regarding street lighting along Thomas Street

Wesolowski provided examples of existing street lights in the City; the standard downtown decorative light with LED fixture; the 40' light poles on Grand Avenue that have a standard aluminum finish; and the standard poles found on Stewart Avenue, Sherman Street and Bridge Street that are painted brown to provide a decorative look.

Abitz is not in favor of the downtown decorative lighting for Thomas Street and feels there is a need for more overhead lighting. She has not been able to get in touch with the neighborhood group for their opinion. For Thomas Street, Abitz prefers the style that is located along Stewart Avenue. She believes this style takes up less space on the roadway and feels having the lighting located in the median is a better idea as there will be a narrow sidewalk on the north side. Lindman had brought up street lighting at the last neighborhood meeting he attended, but has not received any feedback. Abitz stated their concern is to have the correct lighting so that there are no dark spots. Gehin noted that at each end of the project there is standard lighting. On busier roadways there are standards for lighting that should be met and are recommended by the DOT. Decorative lights would require more poles and are expensive. Abitz feels decorative lighting is more for business districts or private neighborhoods promoted for historical purposes. Rasmussen also likes the Stewart Avenue example with standards placed in the middle. When Thomas Street was redesigned, the right-of-way was narrowed but that does not mean there has not been acquisitions that would allow for flexibility if in the future it is determined that the street needs to be widened. If the light fixtures are installed along the edges, they may potentially have to be removed. If the lights remain in the middle and the street needs to be widened, there would not necessarily be a need to remove or replace all of the lighting. Decorative lamp posts are nice looking but we need to look at suitability and appropriateness.

Bruce Gerland, AECOM, stated there is enough flexibility down the center of the road to allow for the placement of street lights. The median is 10' wide in most places. For lighting levels, there may be certain intersections where we want to have the lighting on the outside. Rasmussen said accommodations

can be made where needed. For the broad spectrum, the lights should be placed in the median wherever possible. This would also be easier for snow removal and snow storage. Gisselman questioned if it would be possible to have a mix of lighting on both the median and outside as appropriate. Gerland stated if directed to place the lights down the median, most would be placed there. However, there may be some locations where the lights are placed on the outside. Gisselman questioned the height of the poles. Gerland replied the higher the light and the larger the luminaire allows for larger spacing in between. Wesolowski believes the lights on Stewart are 30' and there are some on Grand Avenue that are 40'. Rasmussen added that we want to be able to move large vehicles underneath them without issues. Abitz wants to make sure there is enough lighting on both sides of the street as some large trees will remain. Wesolowski noted this will be part of the design. Thomas Street currently has lighting only at the intersections. This design will include mid-block lighting to provide uniform lighting throughout the corridor.

Abitz moved to approve the shoe-box style lighting in the median with exceptions were needed per AECOM's discretion. Rasmussen seconded and the motion carried unanimously 5-0.

Discussion and possible action on the designation of handicap parking stalls in front of City Hall

Wesolowski indicated that Mayor Mielke had requested looking at adding handicap parking stalls in front of City Hall. Staff feels that a section of curb could be removed to create a bump in to allow a handicap person to get out of the passenger side in an area that is the same elevation as the pavement. It is more complicated than putting out signs and pavement markings as a space needs to be provided to exit the vehicle and a ramp needs to be provided to the elevation. The spot also should be closest to the accessible route, meaning the stalls should line up as close as possible to the handicap ramp for the building. Rasmussen indicated the condition of Grant Street is not perfect. There is concrete deterioration at the curb line and she questioned when repavement of the street is planned. If a project is coming up she would like to see the parking done at the same time. Wesolowski explained that pavement rehab was recently completed on Grant Street. Curb replacement may be needed but there is still life in the pavement. Discussion followed on completing the work in conjunction with a future concrete pavement repair project. McElhanehy feels this should be done this year if we are not handicap compliant. Rasmussen added that there is a handicap stall in the parking lot, so it is not that there is no handicap parking. It is just inconveniently located as persons have to come around the corner to the ramp at the front of the building.

Mayor Mielke stated that work has begun in the back parking lot to create additional parking spots for City staff, particularly IT. He indicated he received another call this week and if possible he would like the handicap parking added out front this year. He questioned the number of proposed spots. Wesolowski replied that staff is looking for direction but thought two spots. Rasmussen feels the volume of use needs to be considered as once spots are marked for handicap they cannot be used by others. During high volume periods, such as tax time, that parking is heavily utilized. She noted that there are entire city blocks where there is one spot on the corner for handicap parking, such as 3rd Street. Rasmussen asked why IT needs parking in the back lot when other employees cannot. Mayor Mielke is in talks with Gerry Klein regarding this. Mayor Mielke understands the concern of taking up two spots but believes we may be in arrears. Rasmussen believes we may be able to get by with one space. Abitz added that the Transit Commission may be meeting at City Hall. There is a resident who is active in these meetings that uses a wheelchair. This resident also uses the bus. Using the first spot may be an issue with the bus stop. Rasmussen said if the committee member arrives by bus and gets off at the bus stop, the public corner is already handicap friendly. Abitz added there may be issues with the bus letting people off if there is a vehicle parked in the first spot. Rasmussen replied it would be a problem that occurs once every month or every other month. She stated one spot certainly makes sense but is unsure if

there would be enough utilization for two stalls. If one spot is approved, Gisselman questioned how difficult it would be to create an additional spot if the need is determined in the future.

McElhaney is the mom of a disabled child and pleaded with the committee not to discount the need for handicap parking. People may decide not to come to City Hall because they cannot get around. She feels an able person walking across the street to get to City Hall is better than a handicap person not being able to park here at all. Rasmussen agrees but is unsure if two stalls would be needed. Mayor Mielke feels City Hall should be the example. Gehin noted that handicap parking can be placed at the other end to avoid the bus stop area. Rasmussen believes Engineering can work out the logistics on where it sits but since there are entire city blocks with just one designated handicap spot, she feels it would be fair to designate one stall. This is similar to accommodations in the rest of the downtown area.

Rasmussen moved to approve creation of one handicap parking stall with Engineering staff determining the location. Abitz seconded.

Graham explained that staff is running into signage issues from the last meeting. Under current rules, our ordinance decisions need to be approved by committee before going to Council. If a specific spot is not delineated, staff would be making an ordinance decision that was not necessarily approved by committee unless the committee chooses to waive the rules. The intent of Rasmussen's motion was to approve one stall and delegate the authority to staff to place the location, similar to what was done with the taxi spots downtown. This would minimize the amount of time coming back to committee for ministerial decisions that can be made internally as staff has the skill set. If we know we want a space or two and are willing to give the professional trust to place where it would be most effective, she feels the ordinance should be changed to allow that without having to keep coming back to committee. Graham said in the future we may want to address issues of delegating authority. Currently, Council will have to waive the rules with respect to committee approval. Rasmussen feels the resolution can be written that indicates the committee has authorized approval with staff given authorization for determining placement. Graham replied the ordinance indicates the specific stall. The rules are being broken since this committee is not being specific and delegating the decision to staff unless the rules are waived. Rasmussen feels the rules should be adjusted because it is managing a process that is small and can be handled by staff. Graham noted that staff will research what is needed with respect to changing the rules.

There being a motion and a second, motion to approve one stall with Engineering staff determining the location carried unanimously 5-0.

Discussion and possible action on the designation of three on-street handicap parking stalls on East Randolph Street (300-400 block)

Lenz was approached by Regal Beloit who is looking for three spots on Randolph Street for employees who have disabled stickers. Staff discussed if we should reserve spots on the street for them and should they be marked for handicap parking. It is Regal Beloit's preference that the spots are marked disabled. This would be specifically for the private business as they do not necessarily have visitors from the public. There may be some challenges with a bump in and a ramp. Staff feels there may be other options on their property as they have a parking lot on Randolph Street. They may need to rearrange their off-street parking but it could potentially be accommodated without the City doing it for them. Abitz questioned if this area was only an employee entrance. Lenz confirmed. Rasmussen said very few people park there. She noted that a fire hydrant is located there and asked if they offered to cost share. Lenz indicated that Regal Beloit did not think they would be contributing to this. Rasmussen is also concerned because the future of Regal Beloit in Wausau is unknown. She thinks we need to look at what accommodations we are willing to make without participation from the private sector as they would be the only core user. If there is a way they can modify their existing parking lot it would eliminate the

public from using the space and would save money if they are not willing to cost share. Abitz asked if there was another entrance with a ramp for their employees to use. Rasmussen pointed out the area on the map where their parking lot begins. Lenz indicated they have multiple parking lots. Randolph Street was their preferred location for the spots. They do have other off-street options but they are not nearly as convenient. Rasmussen noted that the bump in areas for the schools was paid for by the school district. This is a private sector business asking for an accommodation and expecting the City to pay for it. She recalled that a few months ago a property owner requested modifications made to 5th Street for tenant parking. His request was denied and she feels we need to be consistent. If Regal was willing to cost share it could be looked at differently, but since they are not it does not make sense to move this project forward when a similar request was denied to a landlord. Duncanson does not believe that the City would want to encourage handicap individuals to enter and exit their vehicle in traffic lanes.

The committee agreed by consensus to direct staff to notify Regal Beloit that they are welcome to modify their own site as they see fit but at this point without a cost share and some guarantee that there would be a safe harbor for people to exit their vehicles, the City is not in favor.

Discussion and possible action on East Riverfront multi-use trail railroad crossing

Gehin explained that staff, with insight from Planning and Parks, has begun to prepare a trail that would connect the 3rd Street neighborhood to the River Edge Trail and the East Riverfront development. This trail would require a permitted railroad crossing. The Engineering Department has laid out the needed traffic control, pavement markings, signs, and looked at needed sight distances. It has been determined that there is enough site distance to safely get people across the crossing without making any major changes to the topography. For the new crossing, a petition would have to be filed with the office of the Commissioner of Railroads. This process has been started by Duncanson and Lenz. Rasmussen said this has been on the horizon for a long time as we have been looking to expand the trail and obtain access to public amenities planned along the river.

Abitz asked if an arm would come down before the crossing to prevent pedestrians from crossing if a train is approaching. Duncanson said there are formulations that are worked out having to do with site distance, train speed and visibility. Safety factors are built in based on the site distance, train speed, and frequency of trains. Work done at this point indicates that cross arms would most likely not be required at this location. Abitz questioned the number of trains traveling in this area. Gehin has requested this information from the railroad but has not received a response. The trains that Duncanson is aware of which cross this area do so during times when there is little pedestrian traffic. These trains also travel at relatively slow speeds. Abitz is on the County Railroad Committee. That committee has come across a lot of safety issues. She wants to make sure there is correct lighting, enough room for pedestrians, and that all requirements are met. Gehin stated the Wisconsin Supplement to the MUTCD was followed. Rasmussen feels this would enhance safety. Every day there are people who cross railroad tracks where there are no controls. It makes sense to have a designated area where the train can expect to see people.

Gisselman said this would be an improvement in this area. This will be a main artery between the 2nd Street area, the Bridge Street area, Trolley Quarter area and the river area. This will provide a safe, direct path across the track. Duncanson added that if you come across the Bridge Street Bridge wanting to get on the River Edge Trail, your options for crossing at current legal crossings take you 2,060' to the north to East Wausau Avenue, or 3,190' to the south to cross at 3rd Street. There are goat paths from the public using a shorter route.

Rasmussen moved to approve submitting a petition to the office of Commissioner of Railroads. Kellbach seconded and the motion carried unanimously 5-0.

2017 CIP Summary

Wesolowski provided a detail analysis of the proposed 2017 CIP projects. He highlighted the DOT projects and noted the Grand Avenue State Municipal Agreement would have to be increased from \$50,000 to \$75,000. DOT right-of-way acquisitions may also need to be added. Street projects may be eliminated as we go through the budget process. Lindman stated he spoke at Finance about having the infrastructure budget up to \$3.8 million to assist with a maintenance program and then up to \$4.2 million annually over the next few years. The proposed projects for 2017 are just under \$3.7 million. Lindman feels this is a good step. Rasmussen added that commentary on the news regarding the wheel tax was that the roads are terrible and needed immediate attention.

Rasmussen moved to approve the 2017 CIP list as presented. Kellbach seconded. Wesolowski indicated this item was brought forward to inform the committee. The list will move through the budget process and a motion is not needed. Rasmussen withdrew her motion.

Review of traffic, speed and intersection sign distance at Northwestern Avenue and Gold Ridge Way

Gisselman explained this is coming back from various discussions at Council with regard to a proposed development and traffic on Northwestern. Gehin stated in June traffic counters were placed on Northwestern near Gold Ridge Way. The reports generated found that roughly 3,000 vehicles per day use Northwestern Avenue. The 85th percentile speed was 43 MPH with the average speed at 38 MPH. Graham reviewed accidents at this intersection for the time period of August 2011 to August 2016. There were zero intersection-related accidents, meaning an accident resulting from an activity, behavior or traffic control which effects a unit's movement in relation to an intersection. Eight crashes occurred within 20' and .5 miles from the intersection. These included 3 crashes with a deer, 3 crashes involving vehicles traveling too fast for conditions, 1 crash involving a vehicle failing to have control, and 1 rear-end collision near the top of the hill where the driver said there was glare from the sun.

Gehin said after looking at the intersection sight distance, there is not enough sight distance to the south to turn right or left from the side road. The posted speed limit on Northwestern is 35 MPH. However, it was determined that there is enough sight distance to accommodate a posted speed limit of 30 MPH. Staff can look at ways to mitigate issues with vision. Rasmussen said going forward we should keep an eye on this as speed was a factor in a number of the accidents. If necessary, we may have to look at a speed reduction along with aggressive enforcement if we cannot redesign something to clear up the problem.

Abitz and Lindman observed traffic in this area. There is a definite blind spot when turning left off of Gold Ridge Way. In order to have clear vision, Abitz feels the road would have to be straightened out and bushes removed as it is too late once you see the cars coming around the corner. She added that rear end collisions would be likely at the intersection where the proposed development would be unless the entrance is moved further east or a left turn lane is added. Rasmussen said that given what has been found there should be some recommendations given to the developer with how traffic would move in and out of their proposed development. The developer needs to make every effort to ensure safe ingress and egress. Abitz questioned if a blind spot ahead sign could be installed for the time being.

Lenz will be meeting with the developer early next week to relay this information. Depending upon where his driveways are, it may slow traffic. This intersection is outside of his particular project and if there are further concerns it may have to be addressed separately. Rasmussen noted that the developer also needs to address the berm, which was not addressed by this committee but would be a part of the

Council discussion. Lenz indicated that the developer mentioned building a berm, but it was not shown on his plans. Staff has been encouraging the developer to show more detail on his plans.

Abitz asked if a blind intersection sign could be installed or if it would need committee approval. Lindman wants to make sure this falls within the Uniform Traffic Code. Graham noted it is an advisory sign and would not need committee approval.

Update on the Thomas Street Project

Lindman provided maps and an outline regarding property acquisitions. Gerland indicated that the utility companies are still working on plans and AECOM has provided them with additional CAD files. Gerland stated the street lighting design needs to be provided to the utility company. Now that a decision has been made, AECOM will move forward and complete that design. The preliminary water, sanitary sewer and storm sewer layouts have been completed. AECOM is approximately 80% done with the roadway plans, which will come to CISM in October. Lindman stated the main concern from the neighborhood group is the detour and he would like to provide the detour route to them ahead of time. Abitz added that the residents would like to make sure truck traffic does not come down Bopf Street.

Abitz has received copies of code violations for properties on Thomas Street. She noted the residents are concerned with who will maintain the properties for grass cutting and snow removal. Lindman replied the property owner is responsible until the City purchases the property. At that time the City would be responsible for property maintenance.

Update on 2016 Street Construction Projects

Gehin stated the west half of the Chicago Avenue project has been completed. The contractor continues to work on the east half of the project from 6th Street to 9th Street. At this time they are extending underground utilities between 7th Street and 8th Street. Most of the work on the west half of the Kent Street project has been completed. American Asphalt will place the lower layer of asphalt next week and the landscaping will begin in the boulevard areas. On the east half of the project, the contractor has placed sanitary sewer and watermain to Grand Avenue. Next week the contractor will begin on the services. The Sidewalk Repair Project was recently awarded to S.D. Ellenbecker and the work has not started yet. Bids were opened this week for the Sewer Repair Project. This project was awarded to Wood Sewer and Excavating.

Wesolowski stated that the underground work on 2nd Avenue has been completed and most of the curb and gutter has been completed. Next week will continue with sidewalk and electrical work. The DOT Stewart Avenue project is moving ahead slowly. Curb has been placed in front of Marathon Park and base patching of concrete pavement is taking place. New storm sewer inlets have been placed where needed. Bids were opened for the Asphalt Paving Project this week with the project awarded to American Asphalt. Gehin indicated staff is working on the Pavement Marking Project with the hopes to have the project out next week.

Future agenda items for consideration

There were no items offered for future consideration.

Adjourn

Kellbach moved to adjourn the meeting. Abitz seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 6:55 p.m.