

## CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

---

Date of Meeting: September 8, 2016, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Gisselman, Kellbach, McElhaney, Rasmussen

Also Present: Lindman, Wesolowski, Sean Gehin, Graham, Nutting

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 August 11, 2016 meeting**

**B. Action on Stormwater Maintenance Agreement for Elder Sanctuary LLC at 215 E. Thomas**

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

### **Discussion and possible action on the installation of an event sign on the 400 Block at the corner of 3<sup>rd</sup> Street and Scott Street**

This item was taken out of agenda order.

Elizabeth Field, Executive Director of Wausau River District, stated they are proposing an event sign, which is fully funded between the Dudley Foundation and WPS. This would be a kiosk sign that they could administer by opening the front and placing posters describing upcoming events. She feels this would be a benefit as she often receives inquiries about what is going on on the 400 Block. The sign would be backlit and is proposed to be placed on the corner of 3<sup>rd</sup> and Scott Street near the concrete planter. It would be set up so that cars coming down Scott Street would see the sign.

Gisselman believes the Park and Rec Committee would also have a say in placement of this sign. Rasmussen said if the sign is going in the interior confines of the 400 Block, then it would go to Park and Rec. Because this will be in the right-of-way, she believes CISM can approve the sign. Rasmussen asked if there are renderings of the sign. Field did not have the renderings with her and did not know the size of the sign. The sign would be set back and aligned with the concrete planter so it should not cause visibility issues.

Rasmussen moved to approve the installation of an event sign for the 400 Block at the corner of 3<sup>rd</sup> Street and Scott Street. Kellbach seconded.

Lindman questioned if the intent is to have the City install the sign or provide power. Field stated Finishing Touch will be doing the install and should be able to work out the details. Field added that power for the sign would come from the planter.

Lenz stated by looking at the rendering, the sign appears to be located outside of the right-of-way. Wesolowski believes it will be located on Park property outside of the right-of-way and suggested this go to Park and Rec as well. Nutting would also like to see this item go to Park and Rec. After viewing the

rendering, Rasmussen said the sign is set back far enough that it should not impact the use of the sidewalk, the 400 Block or traffic flow.

There being a motion and a second, motion to approve the installation of an event sign for the 400 Block at the corner of 3<sup>rd</sup> Street and Scott Street carried unanimously 4-0. This item will be forwarded to the Park and Rec Committee for consideration as well.

### **Discussion and possible action on design alternatives for South 1<sup>st</sup> Avenue from Thomas Street to Stewart Avenue**

---

Wesolowski explained that 1<sup>st</sup> Avenue from Thomas Street to Stewart Avenue is proposed for construction in 2019. We are receiving STP Urban funding for the project. Ayres has been hired as a consultant for this project. Ayres has started the design work and is coming to the committee with options for moving forward. Ayres provided a traffic safety analysis and design considerations.

Eric Sorenson, Ayres, explained that part of the design process is gathering data. The project is from Thomas Street to just south of the railroad tracks and is about 0.80 of a mile in length. Currently, it is a two-lane, one-way, north bound roadway. There is sidewalk on both the east and west sides of the roadway from Thomas Street to West Street. From there sidewalk remains on the west side and extends north to Stewart Place. Sidewalk is proposed on both sides of the roadway for the last block of the north end. Sherman Street is signed as a bike route. South of Sherman there is no identification of a bike route or on-street bike accommodations provided. There are on-street bike accommodations north of Sherman Street on the east side of the roadway. There is on-street parking on both sides of the roadway from Thomas Street to West Street. There is single-lane parking on the west side throughout the remaining portion of the roadway to north of Garfield. There is no on-street parking available on the north end of the project. Currently, the roadway sees approximately 2,700 vehicles a day on the south end. With 3M there is a fair amount of truck traffic at about 100 to 250 vehicles per day. 3M traffic comes down 3<sup>rd</sup> Avenue, across Rosecrans Street to the plant. Traffic leaves the plant at Sherman Street and proceeds north. Existing volumes on the roadway are approximately 4,500 vehicles a day. When designing, roads are designed for 20 years out. The southern portion of the project is projected to have volumes of approximately 3,000 vehicles per day in 2039 and the north section about 5,100 vehicles per day. The typical section is normally dictated by the current roadway right-of-way available. From Thomas Street to Sherman Street there is approximately 60' of right-of-way. From Sherman Street to West Street the right-of-way narrows to 58'. From West Street to Porter Street, the roadway narrows to 43' in some areas. North of Porter Street the right-of-way goes back to 58'. One of the objectives of the project is to minimize impacts of right-of-way acquisition with the understanding temporary easements would be needed for construction. There may be the need for fee right-of-way acquisitions at the intersections for the installation of ADA curb ramps. However, the intent is to keep the footprint within the existing right-of-way as much as possible. A historic evaluation is part of the process when using federal money on an improvement project such as this. An initial review has been completed and identified a property on the southwest quadrant of the Porter Street intersection that has a potential for being a property on the historic register. Additionally, there is a hydroelectric historic district that has been established. Typically a determination of no adverse impact is received when reconstructing an urban street and not doing dramatic improvements in front of the property. There are also very large transmission lines along the east side of the roadway. The large concrete bases are located a foot or two behind the curb. This is a physical constraint and we would like to avoid impacting these as it would be very costly to relocate. As part of the design process, soil borings have been taken. Some areas have been identified with geotechnical stability issues. An area has been identified with a potential for slope failure. Soils around the posts have eroded down the slope and there are inlets and concrete panels that have dropped. This poses challenges from a design perspective. However, the purpose of this meeting is to determine the

need for bicycle and pedestrian accommodations and number of lanes while keeping in mind the constraints. As the design goes further, Ayres can come up with a cost effective way to provide the desired accommodations while addressing the geotechnical issue. One of the options regarding the geotechnical issue is stabilizing with geosynthetics. This is not a good long-term solution due to existing utilities. Another option is to use a sheet pile wall, which is quite costly. An alternative is to construct 2:1 slopes, which has challenges with permitting for filling into the river. These options will be evaluated by Ayres.

Sorenson went on to discuss crash data from 2011 to 2015. There were 23 reported crashes from north of Thomas Street to south of the railroad tracks. Crashes that occurred at the intersections of Thomas Street and Stewart Avenue were excluded as this will be part of future improvements. This data is converted into a crash rate based on 108 million vehicle miles traveled. The crash rate is 383 with the state-wide average for a similar-type urban facility being 332. The intersection with the most crashes was Porter Street with 7. There also seems to be a lot of speeding, fix object crashes, and side swipes.

Sorenson noted that the rail that serves 3M has two trains per day that come in and out. The trains do periodically block traffic on South 1<sup>st</sup> Avenue. He will be working with the DOT Rail Coordinator regarding this.

Sorenson stated again that sidewalk is on both sides of the roadway from Thomas Street to West Street. This is a good end point for sidewalk as it is an intersection. The east side does provide a good view of the river; however, there are no destinations on the east side. It would be a lot of sidewalk to maintain and there are no residential properties it would be serving. From his perspective there is not a need for sidewalk on the east side. With the parking for fishing at the dam entrance, it would make sense to possibly extend the sidewalk on the east side from Stewart Place to the south to service anyone who is on foot coming from the northwest crossing the street. Otherwise it would be a mid-block crossing, which is undesirable.

Rasmussen said that from around Thomas Street to West Street, the garages are often behind the homes with parking off of the alley. She feels it is critical to protect on-street parking at least on one side. She took the liberty of informing Nutting, the Alderman of the area, to get his opinion as he lives down there and has experienced this for decades. Sorenson noted that a lot of the homes between West Street and Porter Street are very close to the street with only room for two vehicles in the driveway. Without on-street parking, visitors would have to park on side streets, which is not desirable. Nutting added that a number of the homes are multi-family, which could have between two to four cars per residence. The house next to his is a multi-family with four to five cars that are constantly parking on the street. He feels taking away any parking would be a great inconvenience and added continuing on-street parking where it currently is not would be a benefit. Sorenson questioned the thoughts for continuing parking on both sides where it currently exists. Nutting said the Gas Light Inn/Knight of Columbus would frequently hold meetings which off-street parking was not able to accommodate. While the future of the club is unknown, he would be in favor of on-street parking on both sides in this area if it is safe and capable. He would also be in favor of uniformity the entire stretch. He added that some of the sidewalks are so close to the street that there is no place for snow storage and the plow pushes snow onto the sidewalks. If the sidewalk and boulevard could be addressed it would be helpful, especially in the area of West Street. Sorenson said this is one area where the boulevard is approximately 1.5 to 2 feet. The preliminary sections drawn to accommodate on-street parking, sidewalk and bicycle accommodations for this stretch have the sidewalk directly behind the curb. This is undesirable from a snow removal perspective as well as signage. There are some limitations with respect to the available right-of-way. There may be about 5' of excess right-of-way on the east side. However, due to geotechnical issues with slope stability, the west right-of-way line was held as a fixed point, particularly between West Street and Porter Street. The further the typical section is pushed out, the more fill or more retaining wall will be needed to address

stability issues. It would be ideal to minimize the footprint in this area yet provide necessary accommodations.

Rasmussen is intrigued with the concept of the proposed road diet. The City of Wausau has three points at which one can cross the river. If at some point traffic needs to be rerouted to Thomas Street down 1<sup>st</sup> Avenue, we need to be able to flow the traffic. If this can be done using the road diet proposal, perhaps that is the answer. We want to be as bike and ped friendly as possible, which has been shown on every other road project completed. The eastern-most lane is currently not a safe bike environment. If the DOT believes the road diet design would function properly in the urban scheme, she feels this would be the answer. This is not something that has been done in the City before as we are loaded with large infrastructure. The redesign of Thomas Street has been leaned down. If something similar can be done on 1<sup>st</sup> Avenue that creates an area for snow storage and also calms the area without having bottlenecks, we need to consider it. Nutting added that he has witnessed the area as an urban racetrack for 30 plus years. It would be a positive to calming the area while allowing the traffic to flow easily and safely. Rasmussen said in reality currently one lane amounts to be a passing lane. She added that the area does get heavy traffic and the vehicles are heavy as ordinances have been passed to allow 3M to haul trucks that are heavier than the normal tolerance. This infrastructure also has to be able to take that abuse. Sorenson noted that one of the traffic engineers who worked on this has 50 plus years experience and therefore has confidence in his analysis. The engineer is confident that the typical section included in the memo would provide an acceptable level of service for the amount of traffic projected. Based upon data available in the State's design manuals a two lane bidirectional can handle up to 22,000 vehicles per day. If this is down to one lane, it would be approximately 10,000 vehicles per day. 1<sup>st</sup> Avenue has a design year of 5,100 vehicles, with some conservancy in the estimation as far as being able to handle 5,100 vehicles in the design year. Sorenson indicated if there was a 6' sidewalk on the westerly right-of-way line, there would be about 6' of excess right-of-way on the east side. Anything done pushing the east curb line to the east will require filling in the drop off or having a taller retaining wall to address the slope. We may be able to provide a 4' terrace which may not be a possibility if we try to maintain the two lanes rather than the single lane option. Having the 3' buffer between the 12' travel lane and bike lane provides truck traffic a better feel than just the 12' lane. Having parking on the west side and the bike lane on the east side allows bicyclists not to worry about car doors swinging open. On the south end, if parking is not provided on the east side it will allow for more green space. The terrace could be 12' wide if desired. Rasmussen asked if there would be cost savings on construction by using the diet section. Sorenson confirmed as there would be less pavement.

Gisselman is hearing from the committee that traffic calming and the proposal presented should be moved forward. He feels it is a creative way to improve the street. The report from Ayres identifies some of the great advantages. He does not see a reason for parking on the east side of the street and asked about 3M traffic. Sorenson said their traffic comes from the north and enters the plant. The traffic exits the plant from Sherman Street and heads north. There are about 100 to 250 vehicles per day. They do have some non-3M traffic which is estimated at 50 to 80 vehicles entering off of Thomas Street or Rosecrans Street. Some of their concerns were on-street parking. But with a 12' lane and a 3' buffer theoretically their trucks would have 15'. In the same sense we want them to feel a little constrained so they are not driving at excessive speeds. He talked with 3M about their needs during construction as certain access points will have to be shut down during utility work. Rasmussen said the same trucks are sharing roads with bicycles further north on 1<sup>st</sup> Avenue, and all the way down 3<sup>rd</sup> Avenue. She believes it does make their drivers uneasy when bicycles are that close to them. The buffer would give the truck drivers and the bicyclists some comfort. She feels if we proceed with the diet section, there will be a positive reaction from the Bike/Ped Committee. She added that parking on the west side needs to be protected for the residents. Sorenson can provide an exhibit at a future meeting showing where the curb line would be without parking and the bike lane and where the curb line would be with on-street parking and bike lane on the east side. Sorenson asked if the committee agreed that there is no benefit in extending the sidewalk on the

east side where none currently exists. The committee agreed. Sorenson questioned if sidewalk should be extended in the one block section near the parking lot for fishing. Nutting feels sidewalk is needed near West Side Battery as people currently walk on the grass and there is a considerable amount of fishing activity. Rasmussen added that development may be proposed in that area as well. Nutting noted that there are a considerable amount of pedestrians who use 1<sup>st</sup> Avenue to filter into the neighborhood and existing walkways are well used on the west side of the street.

Andrew Plath, member of the Bike/Ped Advisory Committee, stated they reviewed the proposed project and did have a suggestion for a model with a single lane, a bike lane and on-street parking. Growing up he remembers this section of 1<sup>st</sup> Avenue as being a single-lane road. Rasmussen added that even though it is a corridor the traffic study has demonstrated the roadway can still flow properly and handle what it needs to. It would also give it more of a feel of being a neighborhood street, which now it does not.

Andrew Lynch, Wausau MPO, has read the report. The recommendation falls in line with the Wausau MPO Bike Plan, which calls for a bike lane and road diet. It is easy to recognize the area is right for this condition with the low traffic volume and amount of room available. It provides an important connection between Thomas Street and Stewart Avenue. A buffer bike lane is a step up in infrastructure from the regular bike lane. The more space from traffic, the safer the bicyclist feels. He supports the single travel lane with the buffered bike lane and on-street parking on the west side. He feels on-street parking is essential to the residents and since there is enough room there is no reason to take it away.

Rasmussen moved to proceed as recommended with the road diet section with further input from the committee to be provided from the committee as needed. Kellbach seconded.

Nutting indicated he also supports Rasmussen's motion. He noted that this once was a very scenic drive. He suggested clear cutting the wild growth to provide a view to the river.

There being a motion and a second, motion to proceed as recommended with the road diet section with further input to be provided from the committee as needed carried unanimously 4-0.

#### **Discussion and possible action on second revision to the State/Municipal Agreement for South 1<sup>st</sup> Avenue from Thomas Street to Stewart Avenue**

Wesolowski stated during the design process it was determined that the railroad crossing north of Sherman Street is in need of gates. This revision includes the installation of the gates at \$181,000, which would be the City's responsibility.

Rasmussen moved to approve the second revision to the State/Municipal Agreement for South 1<sup>st</sup> Avenue from Thomas Street to Stewart Avenue. McElhaney seconded and the motion carried unanimously 4-0.

#### **Discussion and possible action on second revision to the State/Municipal Agreement for Townline Road from Grand Avenue to Easthill Drive**

Wesolowski stated during the design process it was determined that the railroad crossing by Kraft will need to be updated. Due to the complexity of these signals, the cost is estimated at \$222,000. He noted that the staff report indicates construction will take place in 2019. This project is scheduled for 2018; however, the City is making a request to the DOT to revise the construction date to 2019. This is based upon the complications with the railroad and possibly some real estate issues. Another revision would come forward to change the year of construction.

Rasmussen moved to approve the second revision to the State/Municipal Agreement for Townline Road from Grand Avenue to Easthill Drive. Kellbach seconded and the motion carried unanimously 4-0.

**Discussion and possible action on initial resolution to hold a public hearing to vacate the right-of-way located at Single Avenue and Prospect Avenue**

Wesolowski reminded the committee that the alley abutting this parcel was vacated. The lot was purchased when the intersection of Single Avenue and Prospect Avenue was upgraded years ago and the lot is access right-of-way. Community Development would like to develop a tot lot on this parcel. To do so it is recommended that the right-of-way be vacated and become a City-owned parcel. This resolution would set up a public hearing to vacate the right-of-way.

Kellbach moved to approve the initial resolution to hold a public hearing to vacate the right-of-way located at Single Avenue and Prospect Avenue. McElhaney seconded and the motion carried unanimously 4-0.

**Discussion and possible action on ordinance designating no parking, standing or stopping (excluding buses) on the north side of Randolph Street from a point 66 feet west of North 4<sup>th</sup> Avenue to 386 feet west of North 4<sup>th</sup> Avenue**

Graham explained there are three elementary schools that have, in cooperation with the City of Wausau, constructed bump-in locations that were designed specifically for school bus drop off. To be able to take enforcement action against vehicles choosing to take advantage of these locations, the areas need to be signed. In order for the area to be signed, Council has to draft an ordinance adding these locations. Agenda Items 7, 8 and 9 deal specifically with these locations. Agenda Item 10 is to repeal the existing ordinance because at one point the north side of the street was designated as no parking, which was the traditional bus drop off location. This area will now be used as a parent pick up location.

Rasmussen said the Randolph Street bus bump-in is working very well. It is a great safe haven to get the kids in and out. There has been a huge effort undertaken by the school to educate the parents to stop parking there, although she is uncertain of how successful this was. She stated the school district was hoping not to sign the area as it would be easier for snow removal. However, it is difficult to get people to change their habits. She explained that at Jefferson, even though school is out at 3:30, parents are lined up in front of the school waiting at 2:00.

Rasmussen moved to approve an ordinance designating no parking, standing or stopping (excluding buses) on the north side of Randolph Street from a point 66 feet west of North 4<sup>th</sup> Avenue to 386 feet west of North 4<sup>th</sup> Avenue. Kellbach seconded and the motion carried unanimously 4-0.

**Discussion and possible action on ordinance designating no parking, standing or stopping (excluding buses) on the west side of South 12<sup>th</sup> Avenue from a point 84 feet south of Rosecrans Street to 356 feet south of Rosecrans Street**

McElhaney moved to approve an ordinance designating no parking, standing or stopping (excluding buses) on the west side of South 12<sup>th</sup> Avenue from a point 84 feet south of Rosecrans Street to 356 feet south of Rosecrans Street. Rasmussen seconded and the motion carried unanimously 4-0.

**Discussion and possible action on ordinance designating no parking, standing or stopping (excluding buses) on the west side of Lamont Street from a point 116 feet north of Broadway Avenue to 400 feet north of Broadway Avenue**

McElhaney moved to approve an ordinance designating no parking, standing or stopping (excluding buses) on the west side of Lamont Street from a point 116 feet north of Broadway Avenue to 400 feet north of Broadway Avenue. Kellbach seconded and the motion carried unanimously 4-0.

**Discussion and possible action on repeal of ordinance designating no parking on the north side of Broadway Avenue from a point 240 feet west of its intersection with Lamont Street, to Lamont Street during school hours**

Rasmussen moved to repeal the ordinance designating no parking on the north side of Broadway Avenue from a point 240 feet west of its intersection with Lamont Street, to Lamont Street during school hours. McElhaney seconded and the motion carried unanimously 4-0.

**Establish assessment rates for 2017 construction projects**

Wesolowski explained that every year a resolution is passed to set the special assessment rate. In the past, approximately 60% of the roadway construction costs are assessed. Sometimes this is difficult to pinpoint but he believes we are around the 60% range as there has not been a significant increase in cost. Last year it was approved to increase the rate from \$36 per foot to \$42 per foot. However, the \$42 per foot rate was not implemented last year because some of the projects were deferred from the year before and the property owners were previously notified of the old rate. If approved, 2017 would be the first year with an assessment rate of \$42 per foot.

As people have had time to adjust to the new rate, Rasmussen moved to approve setting the special assessment rate at \$42 per foot and the sewer lateral replacement rate at \$500. McElhaney seconded and the motion carried unanimously 4-0.

**Update on compiling information on electrical usage to provide to a solar energy expert**

Lindman has made several requests to Wisconsin Public Service for power usage information for different City-owned buildings. They initially provided information regarding City Hall, but it was not exactly what the solar energy expert was looking for. Lindman went back to WPS, who then broke everything down per hour. It took a couple of months to receive this information, which was then forwarded to the solar energy expert. The expert is looking for information on several other City-owned buildings. After the third request to WPS, they indicated they are having issues because each building has several electrical meters, some single-phase and some three-phase. WPS needs to know specifically what meters. It may take several more months to obtain additional information. Lindman is unsure why the expert is not willing to look at City Hall on its own. Lindman will continue to work with WPS and the Electrical Department to identify the single-phase meters. The solar company wanted the City to purchase meter loggers to gather the information on their own. If the meter loggers were purchased they would probably only be used once and cost between \$1,000 to \$1,200 each. Lindman does not feel this is a good use of funds. Alderman Peckham had asked for an update on this item. The process is slow, but we will continue to work on this. Lindman will reach out to the solar expert again to see if they can at least start with the data on City Hall. Lindman will also continue to work with WPS. Gisselman feels it would be better to start with City Hall and take one location at a time versus several at once. Rasmussen said there was talk about a clinical trial with a storage building at DPW, but we need to know what our savings would be based upon the investment made. She feels they should at least start with City Hall as it is a

huge user of electricity. She added that it is good to keep Peckham in the loop as he has contacts with the solar expert. He may also be able to help with getting them to start on the information regarding City Hall.

### **Update on 2016 Street Construction Projects**

---

Wesolowski indicated the underground work on 2<sup>nd</sup> Avenue has been completed and approximately 75% of the sidewalk is completed. There is a completion date of October 15. The trees will be planted and the brick will begin to be placed in the boulevards next week. The DOT project on Stewart Avenue has a completion date of October 31. The western most three blocks of this project have been completed. As part of this project, 1<sup>st</sup> Avenue will be detoured for a week for railroad improvements. This is anticipated to begin the week of September 26. The detour will run from Sherman Street to 17<sup>th</sup>, 17<sup>th</sup> to Stewart. A storm sewer upgrade at 52 Parkway and Stewart is also part of this project. This is scheduled to begin the middle of this month with completion by October 31.

Gehin stated the first layer of asphalt has been placed on the west half of the Kent Street Project. Curb and gutter will be placed next week. On Chicago Avenue, the west half of the project has been completed. Sewer and water laterals are being installed on the east half. By the end of next week the subgrade should be cut and they will begin prepping for curb and gutter. A \$125,000 of Community Development Block Grant funding will be used for sidewalk replacement. This will begin next week with a completion date of the middle of October. The Pavement Marking Project is currently being bid and has a completion date of the middle of October. The Sewer Repair Project will start next week. This work will be completed by the middle of October. This is a spot repair project to replace failed sewer and manholes. Kellbach questioned if this included the 1000 block of North 6<sup>th</sup> Avenue as the street is marked with blue paint. Gehin will look into this and get back to Kellbach.

Rasmussen noted that she did not realize what it takes to adjust sunken manholes. There was a problem on Randolph Street from the school to Burek Avenue. DPW did a phenomenal job cutting out, raising and paving around the manholes and the neighborhood thanks them.

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

---

Gisselman stated the Mayor has requested a presentation on the wheel tax at the October CISM meeting. Rasmussen believes this should be billed as a public information meeting. Gisselman indicated this will also be on Public Access. Rasmussen suggested that information on the wheel tax be included in the fall newsletter as well.

### **Adjourn**

---

Kellbach moved to adjourn the meeting. McElhaney seconded and the motion carried unanimously 4-0. Meeting adjourned at approximately 6:35 p.m.