

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: November 10, 2016, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Gisselman, Abitz, Kellbach, Rasmussen

Also Present: Lindman, Sean Gehin, Graham, Peterson, Joe Gehin

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.

Approve minutes of the October 13, 2016 meeting

Kellbach moved to approve the minutes of the October 13, 2016 meeting. Rasmussen seconded and the motion carried unanimously 4-0.

Discussion and possible action on petition for annexation – Kainz, 1509 Sell Street (080-2908-193-0994, Town of Wausau)

This item was taken out of agenda order.

Lindman stated a petition for annexation of a residential property was received. Since the annexation process takes a couple of months, they are asking for permission to start connecting to water and sewer as soon as possible.

Wanda McCarthy, 312 Weston Avenue, appeared on behalf of her father Lawrence Kainz, who is the owner of 1509 Sell Street. McCarthy stated her father had an unfortunate situation six years ago and is now blind. He needs to sell his house and they have buyers. However, the sewer is not in compliance leaving them with two options, installing a holding tank or connecting to City sewer and water. She noted she has City sewer and water in her home and she would prefer it to a holding tank. She added utilities are already present as this property is near Horace Mann Middle School. Additionally, the buyers would also prefer to have City sewer and water.

Rasmussen said the annexation petition is welcomed and one of the main benefits of annexation is the ability to get City sewer and water. She feels that before utilities are extended to the property, the property needs to legally exist within City borders. She believes in the past we have been able to expedite the annexation process. Because of the way the schedules of meetings fall, if the petition is approved here it would be possible for Plan Commission to consider the annexation next week followed by Council on November 22. McCarthy indicated the closing date is November 21 and she has talked with the plumber on obtaining permits. The plumber can work this into his schedule to start as early as November 18 and the work would only take a couple of days. Rasmussen said it is not legal for a governmental body to extend utilities to a parcel that is not within their borders. In the past there have been instances where services were extended early; however, this is inadvisable legally. If something would happen with the deal the City is then in a position where utilities have been provided and the annexation cannot be secured. The recommended advice from the Legal Department is not to allow connection until the annexation is completed.

With the intention of expediting the annexation process by moving forward to Plan Commission and Council for completion of the process by Thanksgiving, Rasmussen moved to approve the petition for annexation for Kainz at 1509 Sell Street. Kellbach seconded.

Joe Gehin, 3400 Springdale, stated in the past as long as there is a signed petition for direct annexation, former City Attorney Nagle had allowed hook up of utilities to begin. Rasmussen said this has been done in the past but it was done against legal counsel. She added that Brad Marquardt, former Director of Public Works, was advised by the City Attorney in 2014 to stop this practice because the Council ultimately approves all annexations. If for some reason the Council does not approve or the Plan Commission does not approve, the process does not get completed. She added that in the past an arrangement was negotiated with Higgenbotham and noted he has had troubles on Northwestern Avenue. She feels we need to follow the process in the proper legal order and would love to do that quickly. Abitz agreed with Rasmussen and also wants to expedite the process.

There being a motion and a second, motion to approve the petition for annexation for Kainz at 1509 Sell Street carried unanimously 4-0.

PUBLIC HEARING: Discussion and possible action on petition to vacate excess right-of-way at the northeast corner of Prospect Avenue and Single Avenue

Gisselman invited those in attendance who wished to speak regarding the proposed vacation to come to the podium and give their name and address for the record. After asking three times, no one appeared and the public hearing was closed.

Lindman stated that Community Development is proposing to construct a tot lot. The area is currently listed as public right-of-way. It has been determined that it is in the best interest to vacate the area so building does not take place within the right-of-way.

Rasmussen moved to approve the petition to vacate the excess right-of-way at the northeast corner of Prospect Avenue and Single Avenue. Abitz seconded.

Abitz questioned if a fence would be considered. Lindman stated the Park Department is assisting Community Development and believes the item has gone to Economic Development. He added that a fence is proposed. Abitz is concerned as there are a lot of cars in the area and if kids are playing with a ball it could go into traffic. She hopes a fence would be installed so balls cannot go out onto Prospect Avenue.

There being a motion and a second, motion to approve the petition to vacate the excess right-of-way at the northeast corner of Prospect Avenue and Single Avenue carried unanimously 4-0.

Discussion and possible action on landscape features for the Thomas Street Project

Gehin indicated that AECOM is in the process of finalizing plans for the first phase of the Thomas Street Project. In order to complete the plans, AECOM is looking for input on landscaping of the Thomas Street median. Bruce Gerland, AECOM, provided an exhibit showing possible median treatment. The exhibit identified areas of concrete and areas of grass. The square footage of the concrete area is approximately 7,600 and there is approximately 11,000 sq. ft. of grass area. Concrete areas are proposed for areas where the median is 5' or less in width from the top of the curb to the top of the curb. Normally in areas similar to this, a 4" thick sidewalk is installed. The cost for this would be approximately \$28,500 for standard concrete. Abitz asked if this area would be cleared during the winter. While this is a maintenance question, Gerland said the standard is whatever snow is on the grass portion would be left and the concrete ends would be cleared. Gerland clarified that the concrete sidewalk he referred to is not necessarily for walking purposes but rather a concrete top on the median. Gerland went on to say that if the concrete is colored, it would cost an additional \$23,000. If the concrete was stamped and colored it would cost an additional \$36,500. Rasmussen believes there was a lot of savings with property acquisitions. In terms of aesthetics and commonality, colored concrete was used on Stewart Avenue and colored

makes the intersection pop and have a heightened appearance. Abitz tries to foresee the future and what will be built in the area. She noted that Tom Killian always tries to make sure money is not spent over what needs to be done. Abitz would love to have colored concrete although she does not know how that would affect the lighting appearance at night. She does not feel stamped concrete is needed but favors colored concrete to distinguish the center of the road. However, looking at the budget if the funds are not available she would say no. Rasmussen said last she heard in Finance is that the project was under budget for acquisitions. It was agreed upon to use TID to fund Thomas Street to elevate the area for new growth and development. If we want growth to happen we cannot make this area unappealing. We have invested in colored concrete in other areas to give a heightened appearance. We should not necessary cheapen materials because one neighbor has an opinion or because this is an area that has been controversial. Rasmussen believes we should go with colored concrete in the areas Gerland has proposed as it will create a nice look for the area. Abitz feels the area is a major thoroughfare and she would like to be consistent with Stewart Avenue or Grand Avenue. Gisselman stated the look on Stewart Avenue has elevated the whole area. Rasmussen said it will look like the rest of the things in the City that are new, which will be key for revitalization. Gisselman stated the stamped concrete would elevate the area even more but due to the cost he is backing down from this option and supporting colored concrete. Kellbach also favors colored concrete.

Moving on to the proposed grass areas, Gerland stated typically lawn-type turf would be installed. Topsoil, fertilizer, seed and mulch would be placed. The cost for 11,000 sq. ft. is approximately \$6,000. An alternative would be to place artificial turf. While this is more expensive there would not be maintenance costs and other things associated with grass. Artificial turf would cost approximately \$140,000. Lindman noted if grass is installed there is no irrigation and the area would have to be watered. Rasmussen said by the time irrigation and water lines are added, we would probably spend what the turf costs. She questioned what the maintenance costs would be for grass. While Lindman is unsure of this, Peterson said the Park Department maintains Stewart Avenue on a 10 to 12 days cycle. Lindman stated there is artificial grass on Stewart Avenue near Applebee's which has held up very well. Abitz is concerned of how grass will hold up due to salt. Lindman suggested having topsoil, seed, mulch, and fertilizer in the general bid and an alternate of turf, with a decision made based upon the bid. However, irrigation would be missing. He questioned if the committee would be willing to install grass without irrigation if the bid cost of turf comes in high. Abitz is concerned of having a one bad summer where the grass is burned and the next year only weeds grow. Rasmussen agreed with this concern as there is a stretch of Highway 52 that looks rough in the summer. She suggested the grass bid include irrigation costs so it can be compared to the turf costs. She hates to say she favors the turf option as it is not a natural substance, but it looks good and saves mowing time. The Stewart Avenue stretch will get some weeds along the edge, but other than that it is weed free and always green. Gisselman said there is an expensive bill with the turf but considering the long term maintenance and the look through the year, he feels artificial turf is the direction to go. Rasmussen suggested planning for turf but obtain an alternate bid for irrigated grass. Unless the irrigated grass is substantially less than turf, we could weigh maintenance versus no maintenance. Abitz is in favor of the turf and feels it would be inviting for new businesses. Gehin questioned the warranty of turf, but Gerland is unsure. Rasmussen said this is also an important consideration.

Gerland explained generally if a median is less than 5' in width it would be concrete. This is because a small, narrow strip is more difficult to mow and maintain. Another reason for concrete is salt tolerance as the first two to three feet of a median die off. If turf is decided upon and more green is desired, the areas proposed for concrete could be limited. He estimated concrete at \$6.75 per sq. ft. and turf at \$12.50 per sq. ft. Rasmussen feels if the median acts as a staging area, the corners need to be concrete for snow removal. Gerland replied the pedestrian crossings would be standard concrete white and the areas he has been talking about are outside of pedestrian crossings. Gehin cautioned using turf in the 5' width areas as it may get damaged during snow removal.

Gerland worked with staff on spacing for the placement of trees. There would be approximately 14 trees in the wider portion of the median for a cost of approximately \$6,000. Abitz asked how many trees would be removed along the curb side. Peterson believes most of the trees would be removed for this project as the road will be widened. Abitz wants to make sure the root system of the trees planted in the median will not cause issues with

the road or with trees on the boulevard. Peterson replied there will not be that many trees in the median and those trees will not conflict with trees on the side of the road. Rasmussen added with the thickness of road concrete, there will not be heaving issues like with sidewalk. She does not like the trees that the DOT places in medians as they are small and take a long time to reach maturity. She questioned if trees of decent size, similar to what was planted on Highway 52 Parkway, could be planted so they have more life span under their belt. Peterson indicated that smaller trees establish better than larger trees. Rasmussen does not want to spend money on trees that take several years to look like a decent tree because we are trying to create a rebirth of the area. Peterson said the trees need a place to grow. The trees on Highway 52 Parkway look like they do because there is road base, sand, and then topsoil, which is a poor design to grow trees. Rasmussen questioned why that was not corrected as the project was overspent. Peterson said that is standard construction as the concrete trucks get washed out in those areas and the left over items that the contractor does not want to pick up gets thrown in these areas. Rasmussen said going forward we need to create something that will not only function but also will not take two decades to look normal. Lindman agreed a larger tree would have a better impact initially. He noted specialty trees were used on 2nd Avenue and could be done here as well. Abitz asked if the trees would impact the street lights. Rasmussen replied no as the lights are tall. Abitz wants to make sure the trees in the median are positioned correctly with respect to trees on the boulevard. Rasmussen said with all that we have gone through on this project and everything we are hoping for in terms of economic development and aesthetic impact, she envisions the area will pop when completed. If it is subpar in any way there will be nothing but criticism. The fine details need attention. Gehin questioned if a tree grate would be used if artificial grass is placed. Gerland confirmed. Gisselman asked what kind of trees would be purchased as the committee wants the trees to be a substantial part of the median. Gerland will continue to work with staff regarding this since as of now they have only talked about spacing.

Discussion and possible action on holding a public hearing to place land on the Official City Map for the realignment of Curling Way at Townline Road

Gehin stated at the last CISM meeting, the committee approved the realignment of Curling Way at Townline Road. The next step in the process is to reserve the corridor. He noted that three parcels are currently for sale. The realignment would improve the safety of the intersection.

Rasmussen moved to approve holding a public hearing to place land on the Official City Map for the realignment of Curling Way at Townline Road. Abitz seconded.

As Abitz is also on the Railroad Committee, she spoke with CN and they are looking forward to this being completed for safety issues.

There being a motion and a second, motion to approve holding a public hearing to place land on the Official City Map for the realignment of Curling Way at Townline Road carried unanimously 4-0.

Discussion and possible action to prohibit parking on the north and south side of the 100 block of West Randolph Street

Rasmussen explained this area is on a hill which is basically two blocks east of Thomas Jefferson School and two blocks west of Marathon Electric. There are four houses on this block that have decent sized driveways. The house on the corner is 103 West Randolph. The garage and driveway enter off of 1st Avenue and the property has a double lot to the south so that cars that need to park in the street can park along 1st Avenue to the next house without obstructing anyone's view. 111 and 115 West Randolph are the other two houses on the south side and both have ample driveways. The driveway at 115 West Randolph is over 60' in length and they do not use street parking. The other house on the block is 116 West Randolph who also does not use street parking. These residents have complained about the fact that the residents at 103 West Randolph, which has recently become a

rental and possess six to seven vehicles, are parking on Randolph Street from the corner halfway up to 111 West Randolph Street. The residents at 111 West Randolph cannot see to get out of their driveway. The residents of the properties with driveways that enter onto Randolph Street need to move quickly as cars come over the hill. Traffic at the intersection of 1st Avenue and Randolph Street can see if cars are not parked there, but visibility is a problem since these cars have begun to park up the hill. Additionally, the people parking on Randolph Street exit their vehicle in the lane of traffic and vehicles coming over the hill cannot take evasive action quickly enough. In the last month and a half, Rasmussen has received six calls from people who travel the area daily stating they have had near accidents. She feels the least evasive option is for the residents at 103 West Randolph Street to park along 1st Avenue and prohibit parking on the hill. Since the staff report was sent out, many neighbors called to thank her but no one called to oppose. Graham noted that his name was listed on the staff report and he has not received any calls.

Rasmussen moved to approve restricting parking on the north and south side of the 100 block of West Randolph Street. Kellbach seconded and the motion carried unanimously 4-0.

Discussion and possible action to designate the following parking stalls as handicap parking: 400 block of Scott Street, north side, third and fourth parking stalls west of North 5th Street. (This item was deferred from the October 13, 2016 meeting.)

Gehin stated at the last meeting, staff was asked to look into adding two handicap on-street parking stalls in front of the Elks Club. Wesolowski and Gehin looked at what would be needed. In order to provide adequate accommodations, there has to be an adjacent at-level accessible isle, similar to what was recently added in front of City Hall. To provide an at-level accessible isle would require significant improvements to the sidewalk area. It would require removal of a decorative light pole, removal of a tree, removal of curb and gutter, lowering the sidewalk grade so it is flush with the handicap stall, and modifications to the canopy in front of the Elks. A 5' to 6' wide accessible isle is needed so a curb head would have to be built because of the grade difference. Additionally the Elks has decorative landscape features along the right-of-way. Staff does not feel this is a favorable place for handicap parking stalls and recommends the Elks look for other locations on their property. Gehin went on to explain that the entrance to the elevator currently is marked no parking but this area would provide room for a handicap stall. The area appears to be flat and would meet requirements. Additionally, the east side of the building has a driveway entrance with two to three parking stalls that could be marked handicap. There is sidewalk that runs along 5th Street to the front of the building. This would be a longer route to the entry, but the sidewalk would be considered an accessible route to the elevator. There is also some parking along the west side of the building; however, Graham was informed that this is the bank's property and can only be used by the Elks after bank hours.

Rasmussen said this is similar to Marathon Electric's request for handicap parking where it was not safe or feasible to do. The recommendation to Marathon Electric was to modify something in their parking lot and find a different way. She feels the request should be denied and the Elks should be asked to evaluate other options on their property. Abitz questioned if the parking spot at the end of the driveway could be marked handicapped. Gehin indicated there is a curb head there. To provide a handicap parking stall there has to be an accessible isle adjacent to the parking stall at the same grade. Rasmussen noted that the accessible isle at City Hall took most of the boulevard. Gehin confirmed and explained for that spot curb and gutter was removed, a driveway-type curb and gutter was installed and a flat level area was constructed, which had to be a certain length and width. For this to be done at the Elks, curb and gutter would have to be cut out, the light pole removed, the sidewalk removed and lowered so it is at the same elevation of the parking stall, and sidewalk removed from each side of the accessible isle to provide a smooth transition to the existing sidewalk. Rasmussen stated the sidewalk is built to the curb and there is not much room to play with. She questioned what would be left in terms of the sidewalk for everyone else. Gehin believes a sidewalk can go through an accessible isle, but sidewalk on each side would have to be removed and ramped. Rasmussen asked if water would pool at the ramps. Gehin indicated the ramp would

be sloped to drain to the street. Abitz noticed that there is a utility pole next to the area marked no parking. She asked if this pole would have to be relocated if this area was marked for handicap. Gehin does not believe the utility pole would have to be moved as the area in front of the door is wide enough. The minimum width for an accessible isle is 5' wide. Everything to the east of this area would be considered the accessible isle with the handicap parking stall being the area to the west. Abitz believes at one time this was a parking area but was changed because of the difficulty of backing out onto Scott Street, especially if a car is parked on the street. Abitz does not have any issues with making the area parking, but feels individuals parking there would have visibility issues backing out. Rasmussen feels if the City starts to entertain this idea every time a private sector building requests on-street parking for handicap access to fulfill their ADA requirements, it would be an expensive process for the City. This would start to become a service provided for the private sector which has the duty to provide the parking space. Marathon Electric was told no as it was not safe to do and there was not a good spot. This situation is not much different and Rasmussen does not see the City taking on the obligation. Abitz said this has been discussed for a long time. The Elks have looked at different options. She feels their only option is the space currently marked no parking. This would only provide one space and there are several individuals who need handicap accessibility. If this space is utilized, Abitz feels an on-street parking spot would have to be removed so vehicles do not block the view for the vehicle backing onto Scott Street. Rasmussen said if we start doing this on the street, we are taking away public parking from everyone else. She feels the Elks should entertain this on their own property to the extent they are able to. They have parking off of 5th Street where employees are parking and shared parking with the bank. Their lack of ADA compliance is not the fault of the City nor the City's cost to bear. Abitz does not want to see the lodge close as it is a historical building. She feels this should be sent back to the Elks to discuss why they do not want parking in the area marked no parking and to discuss possibilities on the east side of the building. Lindman said staff will talk with the Elks and provide the recommendations for their property. He stated it would be up to the Elks to hire a consultant to design accommodations on their property.

Rasmussen believes the message from the committee going forward is not to open the door more but to close it some. Rasmussen moved to deny the request and forward the request back to the Elks Club to solve the issue of handicap parking within their property confines. Kellbach seconded and the motion carried unanimously 4-0.

Discussion and possible action to install a stop sign for northbound traffic on North 30th Avenue and West Wausau Avenue

Gehin stated a request was received to install a stop sign at North 30th Avenue and West Wausau Avenue. Staff feels this does make sense for safety. This is a unique situation as it lies within three different jurisdictions. The north side of Wausau Avenue right-of-way is in the Village of Maine, the south side of Wausau Avenue is in the Town of Stettin, and the City's right-of-way extends to the south line of Wausau Avenue. Staff is suggesting installing a stop sign with the City's right of way at the intersection. As a courtesy, Gehin spoke with Town of Stettin Chair, Raynard Zunker, regarding the installation of a stop sign. Zunker is in favor as he was almost hit there last week and indicated the stop sign could be placed in the Town of Stettin's right-of-way if needed.

Rasmussen moved to approve the installation of a stop sign for northbound traffic on North 30th Avenue and West Wausau Avenue. Kellbach seconded and the motion carried unanimously 4-0.

Review of completed Marquardt Road and Golf Club Road speed and traffic study

Gehin said that at the end of August traffic counters were placed on Golf Club Road and Marquardt Road as McElhaney had indicated the residents were concerned with the speed of traffic. The counters collected traffic volume and speed. Golf Club Road averages 1,350 vehicles a weekday, which surprised Abitz. The roadway is classified as a collector taking neighborhood traffic to 6th Street. The speed within the 85th percentile is at or below 34 MPH. The 85th percentile represents the reasonable rational speed chosen by most drivers. While this is 9 MPH over the speed limit, the road sees more traffic than a local roadway. The road is straight and flat. On the

south side is the golf course and there are no driveways. The speed did not surprise Gehin and unfortunately it is not within the area where tickets would be issued. Rasmussen said drivers using this road to get up the hill would tell you to raise the speed limit to 35 MPH. We are in a conundrum as traffic is going over the limit but not going dangerously fast and not fast enough to write a huge ticket. Discussion followed. Rasmussen noted there are a lot of complaints of speed in that entire area. Visually it may seem like traffic is traveling at 45 but really is going much slower. She has received the same complaints from all areas of the City and feels taking traffic calming measures on this street does not make sense. Abitz feels traffic coming down the hill and turning down Golf Club is the issue. Gehin said the roadway carries a lot of traffic as it takes residents to 6th Street.

Gehin indicated Marquardt Road averages 2,000 vehicles a weekday with the 85th percentile traveling 30 MPH. Gehin added that this item is just to review the data. Abitz questioned if enforcement is recommended and believes Golf Club Road was talked about in Parking and Traffic. Graham indicated a radar recorder could be put up to identify the peak hours for officers to enforce. Rasmussen said sometimes Police presence is enough.

Update on electrical usage information provided to a solar energy expert

Lindman indicated that Pat Peckham has worked with a solar energy expert who has asked the City to gather information. Initially, info was compiled for City Hall and the expert requested to see data for other buildings. Information was also submitted on the Public Safety Building, a building at DPW, the Water Utility and the Waste Water Utility. WPS provided a year's worth of data and the expert requested more information. WPS provided this and it was submitted to the expert this week. The solar company did visit each building as well. There will not be an additional update until the solar expert responds. The initial assessment of City Hall indicated the payback was 22 to 25 plus years so it was recommended to look at a third party contract. At this point the City is not close to a third party contract. Staff will wait to see what the expert reports on the other buildings. Rasmussen feels that sometimes it is not efficient to retrofit buildings for solar but it is a good idea to keep in mind going forward as new buildings are constructed. She is interested in finding alternative sources for new facilities. She noted that within the next 10 plus years there may be three to four new buildings where a benefit would be seen rather than retrofitting existing buildings.

Update on 2016 Street Construction Projects

Gehin stated that Chicago Avenue has basically been finished. The final layer of asphalt was placed yesterday with minor work remaining. The contractor will be placing mulch and pavement markings at 5th Street, which will be completed by the end of the day tomorrow. The Sanitary Sewer Repair Project was completed on October 14. The Kent Street Project is completed. The Sidewalk Repair Project was completed mid-October. The consultant has indicated the Stewart Avenue Project will be completed for the most part by the end of the day tomorrow. The lanes that were recently closed will be opened. Some minor work does remain near the 1st Avenue railroad crossing, which will be completed by the end of November. There may be some temporary closures for completion of the punch list. Rasmussen asked if liquated damages were charged on the Chicago Avenue Project. Gehin said the contract completion date was October 14 and the Board of Public Works elected not to extend that date. Discussions will have to be held on liquated damages. Rasmussen noted this was the same contractor who had damages enforced in Kellbach's district a few years ago. Abitz added that the sidewalks on Bopf Street which were heaved during a spring windstorm have been repaired and the residents are happy.

Future agenda items for consideration

Abitz asked for an analysis of Bopf Street in front of the Holy Name Church, mainly restricting parking on the south side of the street. She would like this done before traffic is rerouted for the Thomas Street project. She also has received complaints regarding the intersection of 9th Avenue and Bopf Street and questioned if a four-way

stop could be installed. There are visibility problems at this intersection, especially if a truck or hearse is parked at the corner.

Gehin stated a review of the completed speed and traffic study of Stark Street between 7th and 10th Street will be on the next agenda, along with the review of placement of a stop sign at Callon and 2nd Avenue.

Rasmussen asked for the item restricting parking on Randolph Street to be moved forward to Council on November 22 so signs can be installed before winter.

Graham indicated Alderman Neal has brought up the yield sign at 10th and Jefferson Street. Residents have indicated vehicles fail to yield and there has been an increase in accidents.

Adjourn

Kellbach moved to adjourn the meeting. Rasmussen seconded and the motion carried unanimously 4-0. Meeting adjourned at approximately 6:50 p.m.