

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

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

Members Present: Gisselman, Abitz, Kellbach, McElhaney (Rasmussen was excused.)

Also Present: Wesolowski, Sean Gehin, Graham, Stratz, 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.

CONSENT AGENDA

A. Approve minutes of the November 10, 2016 meeting

B. Action on Stormwater Maintenance Agreement for Wisconsin CVS/pharmacy, LLC at 102 Central Bridge Street

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

Discussion and possible action on proposed neighborhood signage. (This item was deferred from the October 13, 2016 meeting.)

Stratz stated staff would like to work with each neighborhood association to create an identifying logo/sign for their neighborhood district. The signs would be double sided and placed on city light poles. This is a pilot program with the Longfellow District. The banners for Longfellow would be placed mainly on Prospect Avenue and staggered on possibly every third pole. After the Longfellow District has been completed, staff will work with East Towne and other associations. Gisselman questioned the number of banners to be placed on Prospect Avenue. Stratz indicated there are 51 light poles and they are anticipating placing banners on every third pole. The exact number would be determined once physically on site. She has not met with the association on their thoughts for placement but anticipates installing approximately 20 banners and staggering them on the light poles along both sides of the road.

Abitz feels this is a good idea. She is involved with the SW Jones District and is looking forward to new development, new streets, and promoting that area. She is concerned with the number of poles and wondered if the banner dimension was large enough. Stratz explained the banner cannot be wider than 30" based upon ordinance. The rendering provided shows the banner as big as they can make it. Abitz feels it is great to promote the neighborhood groups but is concerned with the sign causing vision issues. She also stated color makes a big difference and the need to consider those with color blindness. Abitz questioned the cost. Stratz worked with Wausau Canvas and other vendors for signage ideas. The Longfellow District chose the rendering provided. Community Development Block Grant (CDBG) funds will be used to purchase the banners at a cost of approximately \$400 per light pole. This is not a typical street sign as it is made of vinyl over a frame. This is durable and expected to last 8 to 10 years. Stratz noted the color scheme was chosen by the Longfellow Group and staff intends to work with each neighborhood group. McElhaney supports the neighborhood associations and feels this is a great idea. She questioned the reason why these would only be placed on one road. Stratz explained the signage cannot be placed on WPS light poles. In the Longfellow District, the City owns the lights on Prospect and on the corner of Grand Avenue and Forest Street. Stratz added that Prospect is a main thoroughfare for this area. McElhaney is excited to see this in the Forest Park and Riverview area. Stratz indicated this may be difficult in some neighborhoods as there may not be City-owned light poles. Additionally,

CDBG funds are being used, which means the signage can only be placed in income qualifying neighborhoods. Gisselman feels every third pole may be overkill. Stratz said that is not set in stone and intends to work with the neighborhood group and DPW regarding placement. Placement will depend upon the positioning of the light poles.

Abitz moved to approve the proposed neighborhood signage. Kellbach seconded and the motion carried unanimously 4-0.

Discussion and possible action on Detour Agreement with WisDOT regarding STH 52

Wesolowski explained that the DOT is planning to place an epoxy overlay on the flyovers on Highways 51 and 29 to protect the concrete. During this project, they will need a detour route. The DOT is proposing to use STH 52. Wesolowski outlined the proposed detour routes and indicated the work is estimated to take two days for one overpass and twelve days for the other. Wausau is the maintaining authority of STH 52; therefore, the DOT needs permission to use this section of roadway for the detours. In return, the DOT is proposing to repaint the lane markings. Wesolowski provided pictures of the condition of the pavement at STH 52 and Stewart Avenue, which is 10 years old and in need of some repair. He believes there was a failure in construction as this pavement was going bad when it was first placed. He suggested also asking the DOT to repair the pavement at this intersection when the detour is completed.

Abitz is concerned with the timeframe of this detour as Thomas Street will also be detoured. She does not want to see a conflict with the detour of Thomas Street. Wesolowski indicated the DOT is unsure when this work will take place and it is unlikely to take place next summer. If it would take place next year, it would be difficult to avoid Thomas Street construction as that project will be ongoing all summer.

Abitz moved to approve the agreement along with inquiring with the DOT on repair of the intersection at STH 52 and Stewart Avenue. McElhaney seconded and the motion carried unanimously 4-0.

Discussion and possible action on preliminary resolutions for 2017 projects

Wesolowski explained that approving the preliminary resolutions will allow moving forward with public hearings for 2017 projects. The streets that were approved in the budget are Washington Street from the railroad tracks to 13th Street, 2nd Street from Bridge Street to East Wausau Avenue and East Wausau Avenue from the railroad tracks to 3rd Street.

Kellbach moved to approve the preliminary resolution for 2017 projects. McElhaney seconded and the motion carried unanimously 4-0.

Discussion and possible action to prohibit parking on the south side of the 900 block of Bopf Street

Graham explained there are three things staff looks at when considering restricting parking, which are accident history, road width and visibility issues. He performed a query of crashes from January 1, 2011 to November 1, 2016. Two total accidents were reported. One accident was the result of inattentive driving striking a vehicle parked on the south side of the road. The at-fault unit was driving east on Bopf Street and turned south onto 9th Avenue when it struck a legally parked vehicle. The operator stated she was not accustomed to operating a large conversion van. The width of the roadway is approximately 31', which can safely accommodate parked vehicles on both sides of the road. There are three residential properties in this block along with Holy Name and each use off-street parking options. Parking on both sides of the street is likely limited to special events associated with the church. There are no design or geographic elements to the intersection that result in a restricted view. Based upon the road width, accident history, and Graham's observation of view, staff does not recommend prohibiting

parking on the south side of the 900 block of Bopf Street. When there is a need for detours, CISM could adopt temporary restrictions to accommodate a better flow of traffic on an as needed basis. If CISM recommends restricting parking, Graham requested listening to the opinions of Holy Name and the residents of the block.

Abitz said this is the second time she has brought this forward. The first time was with Parking and Traffic and former Lieutenant Dennis Saager. It was miscommunicated to the residents that all parking was to be restricted when Abitz only had requested restricting parking in five spots on the south side of the street. Residents have again contacted Abitz as there are issues especially when there are church services or funerals. Vehicles cannot get through from 8th Avenue to 10th Avenue. If someone is driving a SUV, only one vehicle can get through. She added that people parking along the curb are actually staying further away from the curb than need be. Wide vehicles and vehicles with a trailer or boat cannot get through. Some larger vehicles, such as vans and SUV's block the view of traffic when parked on the street. If there would be no parking on the south side, the church has spots available in the back. Another option would be restricting parking during church services. Emergency vehicles cannot make it through if cars are parked on both sides of the road. If parking is restricted to one side, it would be wide enough and provide more visibility. During Holy Name Fun Days you cannot see traffic approaching as vehicles are parked close to the corner. One homeowner on the corner cannot back out because she cannot see vehicles coming. Another homeowner parks sideways in his driveway so they can exit easier. Another resident has a two-lane driveway but has a hard time seeing because of the telephone pole and large vehicles parking on the road. Traffic with the right-of-way on Bopf cannot see a person crossing the street until it is too late. She would like to see no parking on the south side, even if it is just during church services or events.

Gary Kurtzweil, 1404 Ivy Lane, personally drove down the road yesterday during a funeral and he did not have a problem getting through. He can think of similar situations such as around the park during the fair and St. Anne's during their festival. He does not feel it is the fault of the road not being wide enough, but rather just bad parking. He cannot see a reason to restrict parking and has never seen an accident happen there. People with boats are not an issue during the winter and should know to use alternate streets just as we will have to during the reconstruction of Thomas Street. Abitz stated during winter the snow banks get in the roadway so people park further into the street. DPW does come through and cut the snowbanks but there is a resident who cannot get through with a snowmobile trailer. Just the other day she was traveling east and a vehicle approached from the west. Both had to figure out where to go to allow one to get through. Other times a car has had to pull into the alley or stay at the intersection to let cars go through. She lives at 7th and Bopf and travels the area often. She has been stuck there to let a vehicle go through. She noted times where a vehicle pulling a large boat and another with a snowmobile trailer could not get through. She is trying to prevent cars from getting damaged. This would only affect five spaces on the street and the church has spots available in the back to park.

Abitz moved to approve prohibiting parking on the south side of the 900 block of Bopf Street.

Abitz said this is not just her concern but also her residents and feels there is an accident waiting to happen. There have been times when she has been standing on the corner during a function and is amazed no one has gotten hit. The resident on the corner suggested installing a 4-way stop as at least twice a day there is someone that nearly gets hit because they cannot see vehicles coming.

Abitz's motion failed due to lack of a second. She asked that members attend a neighborhood meeting to explain why they did not vote for this. McElhaney suggested having a representative from the Police Department explain this to the neighborhood group. Graham stated staff can attend a meeting, but noted this is the reason to hold meetings such as this. Letters regarding this meeting were sent to the residents and no residents are present.

No further motions were offered. This will proceed with the recommendation of staff.

Discussion and possible action to create a 4-way stop at South 9th Avenue and Bopf Street

Graham explained when staff receives this type of request; they are bound to make decisions based on an engineering study and upon warrants in the Manual on Uniform Traffic Control Devices (MUTCD). There was one crash in 2011, zero in 2012 through 2015, and one in 2016 for a rate of 0.33 crashes per year. In 2011 the accident was the result of failing to yield at the intersection. The at-fault unit was traveling south on South 9th Avenue and did not take time to observe traffic from the east. The unit struck a vehicle traveling west on Bopf Street. The second crash was a result of inattentive driving and discussed under the previous agenda item. A crash rate of 0.33 crashes per year is not alarming. The causes of the crashes are not atypical or unique to this intersection, meaning there does not appear to be a design element that is a factor. A restricted view does not exist at this intersection that would justify the conversion of this intersection to a 4-way stop. Based upon the fact that the MUTCD warrants have not been satisfied to convert the intersection to a 4-way stop, it is staff's recommendation that the intersection stay in its current state. Abitz said the item might as well be removed from the agenda as the committee did not vote for safety on the south side of the street.

A motion was not offered. This will proceed with the recommendation of staff.

Discussion and possible action to create a 4-way stop at Callon Street and South 2nd Avenue

Graham explained someone expressed speeding concerns to the Mayor regarding the intersection of Callon Street and 2nd Avenue. Currently traffic on South 2nd Avenue is controlled by stop signs. Traffic on Callon Street is not controlled. A request was made to install stop signs on Callon Street making the intersection a 4-way stop. A speed study was not conducive for a radar recorder or traffic counting tubes. A radar gun was used to manually capture vehicle speeds between South 1st Avenue and South 3rd Avenue. The speed of 222 vehicles was measured between 3:00 p.m. and 6:00 p.m. on Friday, November 4 and between 11:00 a.m. and 12:30 p.m. on Monday, November 7. The average speed was just under 20 MPH. The 85th percentile speed was 23 MPH and the top speed was 28 MPH. Based on officer observations, it was rare for a vehicle to enter the intersection without slowing down. Engineering staff counted vehicles entering the intersection and found there was more traffic on Callon Street than 2nd Avenue. Crash history found one crash per year on average from 2011 through 2016. Three crashes were the result of failing to yield the right-of-way. Two crashes were a failure to stop. One vehicle was traveling south and unable to stop in icy conditions; the second at-fault vehicle was traveling north. One crash was the result of unsafe backing. A crash rate of 1 per year is not alarming. The cause of the crashes are not atypical or unique to this intersection. Visibility is not an issue. The current in-place traffic control, stop sign placement and curb bump outs, is adequate for the existing conditions. Based upon the fact that the MUTCD warrants have not been met, staff recommends the intersection remain as is.

Mayor Mielke stated this was brought to his attention from Jim Schaefer, owner of the Antique Mall, and Lieutenant Tripp of the Salvation Army. Mayor Mielke observed the intersection three times, with it being busy one of those times. He is asking for consideration on behalf of the residents' concerns. He concurs that 2nd Avenue was not busy but Callon Street was. He observed a couple of vehicles that appeared to be speeding.

A motion was not offered. This will proceed with the recommendation of staff.

Discussion and possible action to create a 4-way stop at North 9th Street and Stark Street and/or North 10th Street and Stark Street

Graham stated Alderperson Neal received a resident's concern of speeding on Stark Street between 7th Street and 12th Street. Two speed studies were completed; one in the 900 block and one in the 1200 block. Two studies were completed as staff speculated that there would be traffic diverting onto 10th Street to go to Bridge Street. In

Speed Study #1, just over 5,400 vehicles were sampled. The 85th percentile speed was 30 MPH. 1.3% of vehicles traveled above the enforcement limit of 36 MPH, meaning 98.7% of the vehicles were traveling at a speed that they would not typically stop vehicles for. In Speed Study #2 approximately 6,000 vehicles were measured. The 85th percentile speed was 32 MPH with 2.8% of vehicles traveling above 36 MPH. There has been one accident in the last six years at 9th Street and Stark Street resulting in a rate of 0.16 crashes per year. The cause of the accident was failure to yield the right-of-way from a stop sign. At 10th Street and Stark Street, there have been three crashes over the last six years. The cause of each crash was failure to yield the right-of-way after stopping at the stop sign.

Gehin explained the radar recorder collected traffic volumes at the 900 and 1200 blocks. There were roughly 800 vehicles a day on Stark Street west of 10th Street and approximately 900 vehicles per day east of 10th Street. To confirm stop signs are located in the correct location, peak hour traffic volumes were collected. It was found that there is more traffic on Stark Street than 10th Street. According to the MUTCD, stop signs should be placed on the street with fewer vehicles. Therefore, the stop signs are placed in the correct location. He further explained that when a request for stop signs is received, an engineering study will look at speed, traffic, trends of crash history and available site distance. Staff believes the stop signs are placed at the correct location and would not recommend a 4-way stop.

A motion was not offered. This will proceed with the recommendation of staff.

Discussion and possible action to create a 4-way stop at South 12th Avenue and Bopf Street

Graham indicated concerns were expressed of safety because of limited visibility at the intersection of South 12th Avenue and Bopf Street. The crash history indicates a rate of 1.16 crashes per year or seven crashes within the last six years. Three accidents were a result of failing to yield the right-of-way after stopping for the stop sign. Two of the at-fault vehicles were traveling east on Bopf Street and one at-fault vehicle was traveling west on Bopf Street. In each case, the struck vehicle was traveling north on South 12th Avenue. As you are traveling east on Bopf Street and come to the stop sign it is difficult to see to the south. Three crashes were the result of vehicles traveling too fast for conditions and sliding past the stop sign into the intersection. The other crash was the result of failure to yield the right-of-way from a stop sign. This at-fault vehicle was traveling east on Bopf Street and struck a vehicle traveling north. Five of the seven vehicles involved eastbound vehicles colliding with a northbound vehicle, which gives evidence there may be a visibility issue. Operators appear to have difficulties seeing the stop sign. Graham noted the sign appears to be placed farther to the right than it should be. A photograph was provided showing a vehicle approximately $\frac{3}{4}$ of a block away and it is difficult to see the stop sign. Another photograph shows how a vehicle basically has to pull into the intersection to see vehicles traveling north.

Wesolowski observed the intersection and noticed there is more traffic on Bopf Street than 12th Avenue. This indicates the stop signs should be placed on 12th Avenue rather than Bopf Street. In the past before the bridge was reconstructed, there may have been more traffic on 12th Avenue. Placing the stop signs on 12th Avenue would provide a better view of traffic east and west. Staff's initial thought was to switch the stop signs from Bopf Street to 12th Avenue rather than creating a 4-way stop. Abitz said the request of a 4-way stop came from Kolbe and Kolbe so their vehicles do not have to wait for traffic to make a left hand turn. Without a 4-way stop vehicles would be waiting a long time, especially when employees leave at 2:30. This is due to the inflow of traffic from 17th Avenue. Traffic on Bopf Street has increased as they are avoiding Thomas Street and the traffic lights. If the stop sign is removed it would result in the increase of speed. Gisselman noted traffic still has to stop at 11th Avenue and Bopf Street. Abitz replied Bopf Street from 17th to 12th Avenue is a long area without a stop sign. She feels there is a need to control the intersection with a 4-way stop due to the amount of traffic.

Graham clarified that the MUTCD would warrant either switching the stop signs or converting the intersection to a 4-way stop. Typically they want to do whatever is the least restrictive. Abitz would like a 4-way stop because

of the traffic flow from Kolbe and Kolbe and it is a blind intersection. She feels a new can of worms would be opened by switching the stop sign placement. Wesolowski indicated there is limited visibility on the southwest corner. The recommendation was based on placing stop signs on the street with the least amount of traffic. Since there are warrants, staff would not have an issue with making this intersection a 4-way stop.

Abitz moved to approve creating a 4-way stop at South 12th Avenue and Bopf Street. McElhaney seconded.

Kurtzweil agreed. He travels from Rib Mountain to Holy Name almost every day and stated this is the most dangerous intersection he goes through. Visibility of the stop sign is bad and he feels it would be best to have a 4-way stop.

There being a motion and a second, motion to approve creating a 4-way stop at South 12th Avenue and Bopf Street carried unanimously 4-0.

Discussion and possible action to replace the yield signs at North 10th Street and Jefferson Street with stop signs

Graham indicated Alderperson Neal was contacted by a resident regarding increased accidents at North 10th Street and Jefferson Street. This intersection is controlled with yield signs for east and west bound traffic. The crash history shows three crashes in 2016, one in 2013 and one in 2011. All were the result of failure to yield the right-of-way. Three of the at-fault vehicles were traveling east. Two of the at-fault vehicles were traveling west. Graham added that even though there are yield signs at the intersection, a stop is required as there is limited visibility. Because limited visibility is one warrant looked for in respect to stop sign decisions, staff recommends converting the yield signs to stop signs.

Kellbach moved to approve converting the yield signs at North 10th Street and Jefferson Street to stop signs. McElhaney seconded and the motion carried unanimously 4-0.

Future agenda items for consideration

Joe Gehin would like to start the process of trying a second effort at a grant application regarding Stettin Drive and Brockmeyer Park bicycle/pedestrian access. This may not be ready for the next agenda but he hopes it have it on a future agenda.

Wesolowski stated the public hearing for placing the realignment of Curling Way at Townline Road on the Official City Map will be on the next agenda, along with a preliminary resolution for the reconstruction of Thomas Street and possibly other streets.

Adjourn

Kellbach moved to adjourn the meeting. McElhaney seconded and the motion carried unanimously 4-0. Meeting adjourned at approximately 6:25 p.m.