

Explanations:

- 2) A recent change to Wisconsin State Statutes has increased the minimum forfeiture amount for the violation of “stopping, standing, or parking prohibited in places reserved for handicapped” to \$150.00, with a maximum penalty of \$300. This item is necessary in order to amend our municipal code to incorporate the new fine amount for this violation. We are recommending the forfeiture amount be set at the new state mandated minimum of \$150.00.
- 3) Numerous residents on Werle Avenue have expressed concerns about the width of the roadway when vehicles are parked on both sides of the road. A request has been made that the city considers prohibiting parking to one side of the street. The committee discussed this matter at their July meeting and it was determined that we would move forward with proposing prohibiting parking on one side of the street (east/west) on alternating days, on an odd/even basis.
- 4) A concern was brought forth to Brad Lenz from Bull Falls Brewery regarding vehicles parking on the east side of St. Paul Street, near the loading docks for their facility. Currently, there are two semi loading docks on the north side of the Bull Falls facility and access to these docks is off of St. Paul Street, which basically dead-ends at the Bull Falls property. Recently vehicles have been parking on the east side of St. Paul Street and this has created a situation where it becomes difficult for semi-trucks and other large delivery vehicles to access the loading docks at the facility. Bull Falls ownership is requesting that the committee create a no parking restriction on the east side of St. Paul Street from the intersection of St. Paul Street and McIntosh Street, 124 feet to the south, where St. Paul Street abuts their property.

Parking and Traffic Committee Meeting Minutes

Date of Meeting: Thursday, July 17, 2014, 5:15pm, in the Birch Room at City Hall
Members Present: Winters {VC}, Kellbach, Nutting, Mielke
Others Present: Lt. Pekarske, Friday, Alfonso, Wesolowski, Marie Schmidt

In accordance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and sent to the Daily Herald in the proper manner. It was noted that there was a quorum present and the meeting was called to order by Vice Chairperson Winters at 5:15 pm.

(1) Minutes of the Prior Meeting – 6/09/2014

Motion by Nutting, second by Kellbach, to approve the minutes from the June 19, 2014 meeting. Motion approved 3-0. (Mielke arrived 5:25 pm, Wesolowski arrived 5:30 pm)

(2) Discussion item only: Committee review of the traffic study and traffic crash data for the Forest Park neighborhood area.

Discussion:

Lt. Pekarske shared the results of the 4 year traffic crash history for the area, which showed most crashes were the result of driver error or poor weather conditions. Based upon the results of the Traffic Study, conducted by the Engineering Department, and a review of the traffic crash data, he recommends no change to the current roadway speed, traffic signs, or intersection design.

Resident Marie Schmidt requested increased sanding/salting to the hills adjoining Sylvan St. in the winter and the installation of reflective strips on stop signs at intersections. Lt. Pekarske will contact Wesolowski and the DPW Superintendent to discuss these requests.

(3) Discussion item only: Consider restricting parking on Werle Avenue to one side of the roadway.

Discussion:

Mielke said this request was brought forth by a resident who was concerned about how narrow the roadway is when cars are parked on both sides of the street especially during events in the area.

Lt. Pekarske suggested odd/even parking as a solution.

The committee agreed to bring forth this solution for a vote at the August meeting.

(4) Discussion item only: Engineering Dept. to present information on adding overhead pedestrian crossing signals to the S. 1st Avenue/Stewart Avenue and S. 3rd Avenue/Stewart Avenue intersections.

Discussion:

Wesolowski presented information to the committee regarding cost of installing temporary pedestrian signals at these intersections to have in place until these signals are completely replaced by WI DOT in 2016. The committee determined that it was cost prohibitive to move forward with temporary signals and that no action will be taken regarding this matter.

(5) Future Agenda Items:

Lt. Pekarske noted that the August agenda will contain an item related to updating the ordinance regarding the fine for parking in a handicapped parking space in order to comply with a change in state law.

Mielke requested that there be an item added to the agenda to discuss increasing the size of the road signs that reference the City's cell phone law while driving. Lt. Pekarske advised that he would contact the Department of Public Works to address the size of the cell phone signs and that the city could make the size change to the signs and no further committee action would be necessary for this.

(6) Communications:

None

(7) Adjournment:

Motion made by Mielke, second by Kellbach, to adjourn the meeting. Motion carried 4-0. Meeting adjourned at 5:45 p.m.

Parking and Traffic Committee
Sherry Abitz, Chair

*Meeting conducted by Vice-Chair Winters in absence of Abitz.

State of Wisconsin



2013 Assembly Bill 825

Date of enactment: **April 23, 2014**
Date of publication*: **April 24, 2014**

2013 WISCONSIN ACT 326

AN ACT to amend 346.56 (4) and 349.13 (1m) of the statutes; relating to: parking violations involving spaces reserved for persons with disabilities and providing a penalty.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. 346.56 (4) of the statutes is amended to read:

346.56 (4) Any person violating s. 346.505 (2) shall forfeit not less than ~~\$50~~ \$150 nor more than \$300.

SECTION 2. 349.13 (1m) of the statutes is amended to read:

349.13 (1m) In addition to the requirements under s. 346.503 (1m), the department, with respect to state trunk highways outside of corporate limits and parking facilities under its jurisdiction, and local authorities, with respect to highways under their jurisdiction including state trunk highways or connecting highways within corporate limits and parking facilities within corporate lim-

its, may, by official traffic signs indicating the restriction, prohibit parking, stopping or standing upon any portion of a street, highway or parking facility reserved for any vehicle bearing special registration plates issued under s. 341.14 (1), (1a), (1e), (1m), or (1q) or a motor vehicle, other than a motorcycle, upon which a special identification card issued under s. 343.51 is displayed or any vehicle registered in another jurisdiction and displaying a registration plate, card or emblem issued by the other jurisdiction which designates the vehicle as a vehicle used by a physically disabled person. Any person who violates a prohibition established under this subsection shall forfeit not less than \$150 nor more than \$300.

SECTION 3. Initial applicability.

(1) This act first applies to violations committed on the effective date of this subsection.

* Section 991.11, WISCONSIN STATUTES: Effective date of acts. "Every act and every portion of an act enacted by the legislature over the governor's partial veto which does not expressly prescribe the time when it takes effect shall take effect on the day after its date of publication."

CITY OF WAUSAU, 407 Grant Street, Wausau, WI 54403

ORDINANCE OF PARKING AND TRAFFIC COMMITTEE	
Amend Section 10.01.080 Penalty relative to handicapped parking	
Committee Action:	Ordinance Number:
Fiscal Impact:	
File Number: 99-1217	Date Introduced:

The Common Council of the City of Wausau do ordain as follows:

Add ()
 Delete ()

Section 1. That Section 10.01.080 Penalty, is hereby amended to read as follows:

10.01.080 Penalty.

(c) The forfeiture upon stipulation for the following nonmoving traffic violations, as defined in the respective state statutory reference, shall be in accordance with the following schedule:

Improper parking on/off roadway [346.51(1)]	\$ 10.00
Stopping/standing in prohibited areas [346.52(2)]	10.00
Stopping/standing on highway by grade school [346.52(2)]	10.00
Parking/standing where prohibited (346.53)	10.00
Improper parking/standing of vehicle (346.54)	10.00
Parking on left side of highway [346.55(1)]	10.00
Parking vehicle for sale on highway [346.55(2)]	10.00
Parking on private property [346.55(3), (4)]	20.00
Stopping, standing or parking prohibited in places reserved for handicapped [346.55(3), (4) 346.505]	30.00
	150.00
Stopping, standing or parking prohibited in fire lanes marked with freestanding signs or marked curbs, sidewalks or other traffic surfaces	30.00
Parking in excess of stated time limit (overtime)	5.00

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 3. This ordinance shall be in full force and effect on the day after its publication.

Adopted:
Approved:
Published:
Attest:

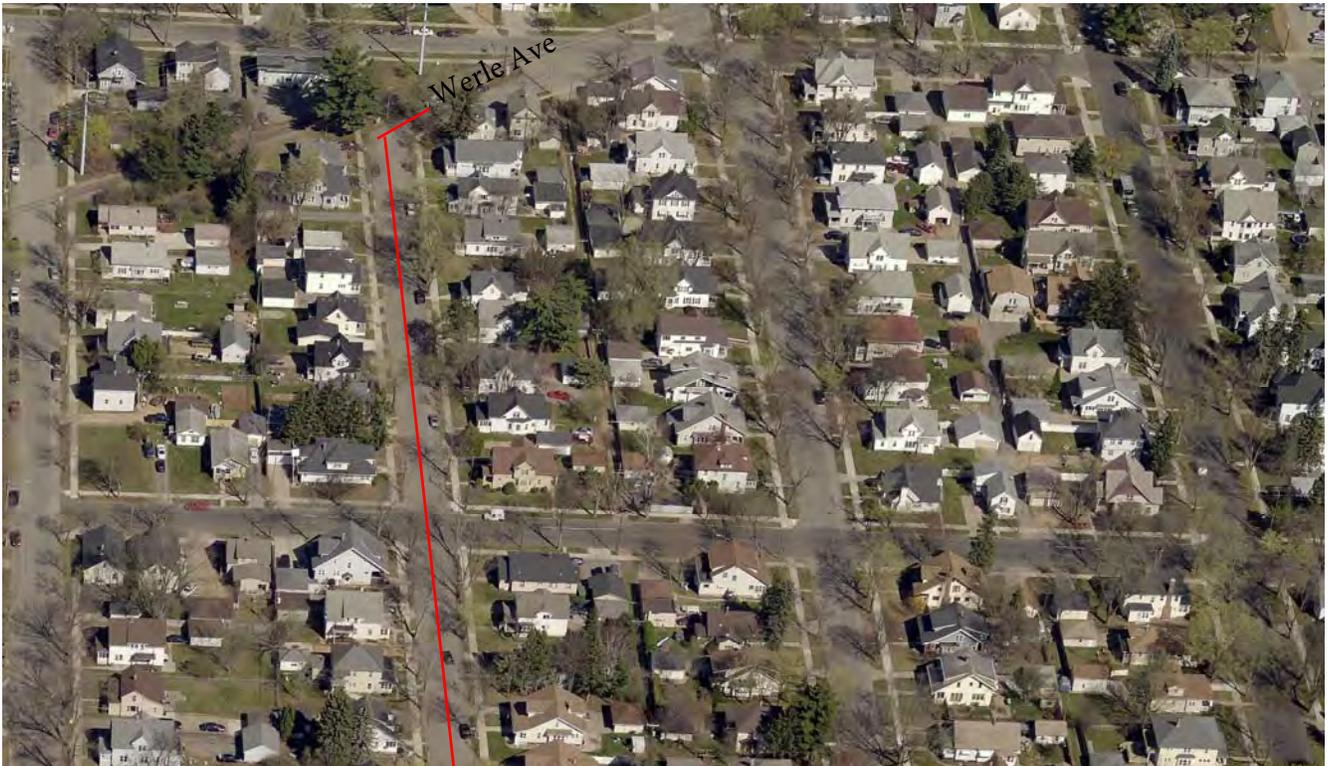
Approved:

James E. Tipple, Mayor

Attest:

Toni Rayala, Clerk

Item #3



3_Werle Avenue

Print Date: 08/14/2014
Image Date: 03/29/2012
Level: Neighborhood

Item #4



St. Paul Street_Bull Falls

Print Date: 08/04/2014
Image Date: 03/29/2012
Level: Neighborhood

Agenda Item No.

5

STAFF REPORT TO PARKING & TRAFFIC - AUGUST 21, 2014

AGENDA ITEM

Discussion Item: Sign Improvements for the right turn lane on N. 1st Street at Scott Street.

BACKGROUND

The City hired RA Smith National to study several intersections for traffic control purposes. One of the intersections was 1st Street and Scott Street. The report recommendations are included in the packet. CISM accepted the recommendation with the exception of the bump out at the SW corner of the intersection, the minutes are included in the packet. At the recommendation of RA Smith National, CISM later approved a bump out at 1st Street and McClellan Street to help delineate the turn lane. The minutes are included in the packet. A map of the intersection is also included.

Staff reviewed the intersection in its current condition. The arrows and words are very faded. A lane designation sign is posted on a light pole prior to the intersection.

FISCAL IMPACT

None at this time. Further signing or painting would be done by DPW.

STAFF RECOMMENDATION

Staff would recommend at a minimum having the words and arrows repainted.

Staff contact: Allen Wesolowski 261-6762

**Table C2
Year 2033 Background Traffic - Existing Geometrics
Weekday Peak Hour Operating Conditions**

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach												Intersection Level of Service
			Northbound			Southbound			Eastbound			Westbound			
			L	T	R	L	T	R	L	T	R	L	T	R	
Scott St. with N. 1 st St	Traffic Signal	AM	A	B	-	-	A	B	-	-	-	C	C	C	B
		PM	C	B	-	-	B	C	-	-	-	C	C	C	C
Scott St. with N. 2 nd St	Traffic Signal	AM	C	C	-	-	-	C	-	-	-	-	C	C	C
		PM	B	A	-	-	-	B	-	-	-	-	C	C	C
Scott St. with N. 3 rd St ¹	Traffic Signal	AM	C	C	-	-	-	-	-	-	-	-	A	A	A
		PM	B	B	-	-	-	-	-	-	-	-	A	A	A
Scott St. with N. 5 th St	Traffic Signal	AM	-	-	-	-	B	B	-	-	-	B	B	-	B
		PM	-	-	-	-	B	B	-	-	-	B	B	-	B
Jefferson St. with N. 2 nd St.	All-way Stop	AM	A	A	A	-	-	-	B	A	-	-	A	A	A
		PM	A	A	A	-	-	-	A	A	-	-	A	A	A

¹ Northbound lane configuration is not supported by HCM 2010 and therefore HCM 2000 results have been reported.
(-) Indicates movement is not possible

As shown in Table C2, all movements operate at LOS C or better at the study intersections. Year 2033 conditions are expected to operate with slightly more delay than Year 2013, but will still operate acceptably.

Lane Configuration at Scott Street & North 1st Street

The City of Wausau has observed operational problems at the N. 1st Street intersection with Scott Street as a result of driver behavior and uncertainty. Currently, the northbound approach is designated with a shared through/left-turn lane and an exclusive through lane while the southbound approach includes an exclusive through lane and an exclusive right-turn lane. Two receiving lanes exist for the southbound direction, south of Scott Street. Observations have shown northbound left-turn vehicles hesitate when yielding to southbound drivers as a result of southbound drivers in the exclusive right-turn lane ignoring the lane designation and continuing southbound due to the available receiving lane. This hesitation has led to backups for northbound traffic, since the majority of through traffic stays in the left lane knowing that the right-lane ends at the next intersection to the north (McClellan Street). The HCM methodology does not account for the driver hesitancy and pre-positioning, and this condition is not reflected in the existing and future year background analysis results. Exhibit C5 illustrates the current conditions.

Crash Analysis

R.A. Smith National reviewed 5-year crash data (2008-2012) from the University of Wisconsin TOPS Laboratory database. The data was filtered to include intersection-related crashes (those occurring within 250' of the intersection) and summarized by year, type, and severity. A crash summary is shown in Table C3.

**Table C3
N. 1st Street & Scott Street
Intersection Crash Summary**

Year	Crash Type				Severity					Total	Overall Intersection Crash Rate*
	Angle	Rear End	Side Swipe	Fixed Object	PDO	Injury					
						K	A	B	C		
2008	1	3	0	1	3	0	0	0	2	5	2.60
2009	8	0	1	1	8	0	0	1	1	10	
2010	14	1	4	0	14	0	0	3	2	19	
2011	21	0	0	0	10	0	0	5	6	21	
2012	15	0	1	0	12	0	0	0	4	16	
Total	59	4	6	2	47	0	0	9	15	71	

*Crash rate per million entering vehicles

Severity Index

PDO = Property Damage Only

K = Fatal

A = Disabling

B = Evident

C = Possible

As shown in Table C3, the overall crash rate for the intersection is 2.60 crashes per million entering vehicles. Intersection crash rates exceeding 1.50 indicate there are safety issues that should be addressed. The predominant crash type is angle crashes, representing 83% of the total crashes. The majority of the crashes resulted in property damage only (PDO), with the remaining one-third of all crashes being injury-related (Type B or C).

The crash diagram shown in Exhibit C6 illustrates the crash patterns and locations. A high number of angle crashes involve westbound through traffic. The majority of these were a result of disregarding traffic control (i.e. red light running). The diagram does not indicate any sort of crash pattern relating to the northbound left-turn movement conflicting with southbound right-turns.

The results of the crash analysis indicate safety improvements should be made at the intersection. However, no recorded crash patterns highlight the left-turn driver hesitancy observed for northbound traffic. The high angle crash and red light running patterns for westbound traffic may be addressed with signal timing adjustments and will be discussed further in this report.

Improvement Alternatives

Improvements to the Scott Street intersection with N. 1st Street are expected to address the perceived safety and operational concerns. Several improvement alternatives were evaluated, including geometric improvements, pavement markings, signage, and traffic signal improvements. The following is a summary of these alternatives.

Geometric Improvements:

- **Southbound Right-Turn Channelizing Island**

A right turn channelization island creates a physical barrier, preventing traffic in the southbound right-turn lane from continuing southbound through the intersection. This alternative is expected to be highly effective as traffic is forced to make a right-turn. High implementation costs are expected due to additional right-of-way required and impacts to the existing infrastructure (sidewalk, signals, etc).

- **Curb Extensions**

A curb extension or curb “bump-out” in the southwest quadrant of the intersection into the southbound travel lanes restricts drivers in the southbound right-turn lane from continuing through by decreasing the number of receiving lanes from two to one. This alternative is expected to be highly effective due to the physical lane restriction preventing through traffic from the right-turn lane. Moderate implementation costs are anticipated due to the need to install additional sidewalk and terrace areas. The curb extension will enhance pedestrian safety along Scott Street by shortening the east-west crossing.

Lane Delineation:

A solid white pavement marking will direct vehicles in the southbound right-turn lane along the right-turn path onto westbound Scott Street, discouraging drivers from making a through movement. The City indicated this alternative was previously implemented, but did not improve compliance.

Additional Signage:

Ground mounted guide signs will assist drivers by indicating the proper lane use for northbound traffic. South of Jefferson Street, two northbound through lanes exist. North of Jefferson Street, the left-most lane becomes an exclusive left-turn lane with the proposed geometry. A possible sign message would indicate “Scott Street – Left Lane” and “N. 1st Street – Right Lane”. Additional signage is expected to have moderate effectiveness as it provides the driver with an advance indication of upstream lane assignments. However, driver inattention may reduce compliance rates. Additional signage is expected to have a low cost.

Traffic Signal Modifications:

- **Protected-only Left-Turn Phasing**

Northbound protected-only left turn phasing allows left-turns only during the protected (green arrow) phase. This is expected to be highly effective as it completely eliminates conflicts between northbound left turning vehicles and southbound through vehicles. Protected-only phasing requires a dedicated left turn lane, causing a reassignment of the current lane geometry. The exclusive left turn lane also removes left turning vehicles from the through lane and reduces delay experienced by through vehicles. Downstream lane remarking is needed between Scott Street and McClellan Street to accommodate a single northbound receiving lane north of Scott Street. Implementation of this alternative requires changes to pavement markings, traffic signal timings, traffic signal heads, and the traffic signal cabinet. This alternative is expected to have a moderate cost.

- **Protected-permitted Left-Turn Phasing**

Northbound protected-permitted left-turn phasing allows left turns during the protected (green arrow) phase and the permissive (green ball) phase. Left-turns during the permissive phase yield to southbound through traffic similar to the existing condition. This improvement requires changes to signal timings, traffic signal heads, and the traffic signal cabinet. Protected-permitted left-turn phasing is expected to have moderate effectiveness by reducing, but not eliminating, conflict between northbound left-turn vehicles and southbound through vehicles. This alternative is expected to have a moderate cost.

- **Split Phasing**

Split phasing has the northbound and southbound movements operating consecutively, not concurrently. This is expected to be highly effective as northbound left turn conflicts with southbound right-turn traffic are eliminated. However, split phasing reduces the efficiency of the traffic signal by operating with a separate phase for each movement. More green time would need to be allocated to 1st Street, at the expense of Scott Street, which would degrade the progression along Scott Street. This improvement requires changes to signal timings, traffic signal heads, and the traffic signal cabinet. Split phasing is expected to have a moderate cost.

In comparing the operations of these alternatives, protected-permitted left-turn phasing provides the greatest opportunity to balance safety and operational concerns.

Recommendations

The following geometric and traffic signal improvements are recommended to address the traffic and safety concerns identified along 1st Street, as shown in Exhibit C7.

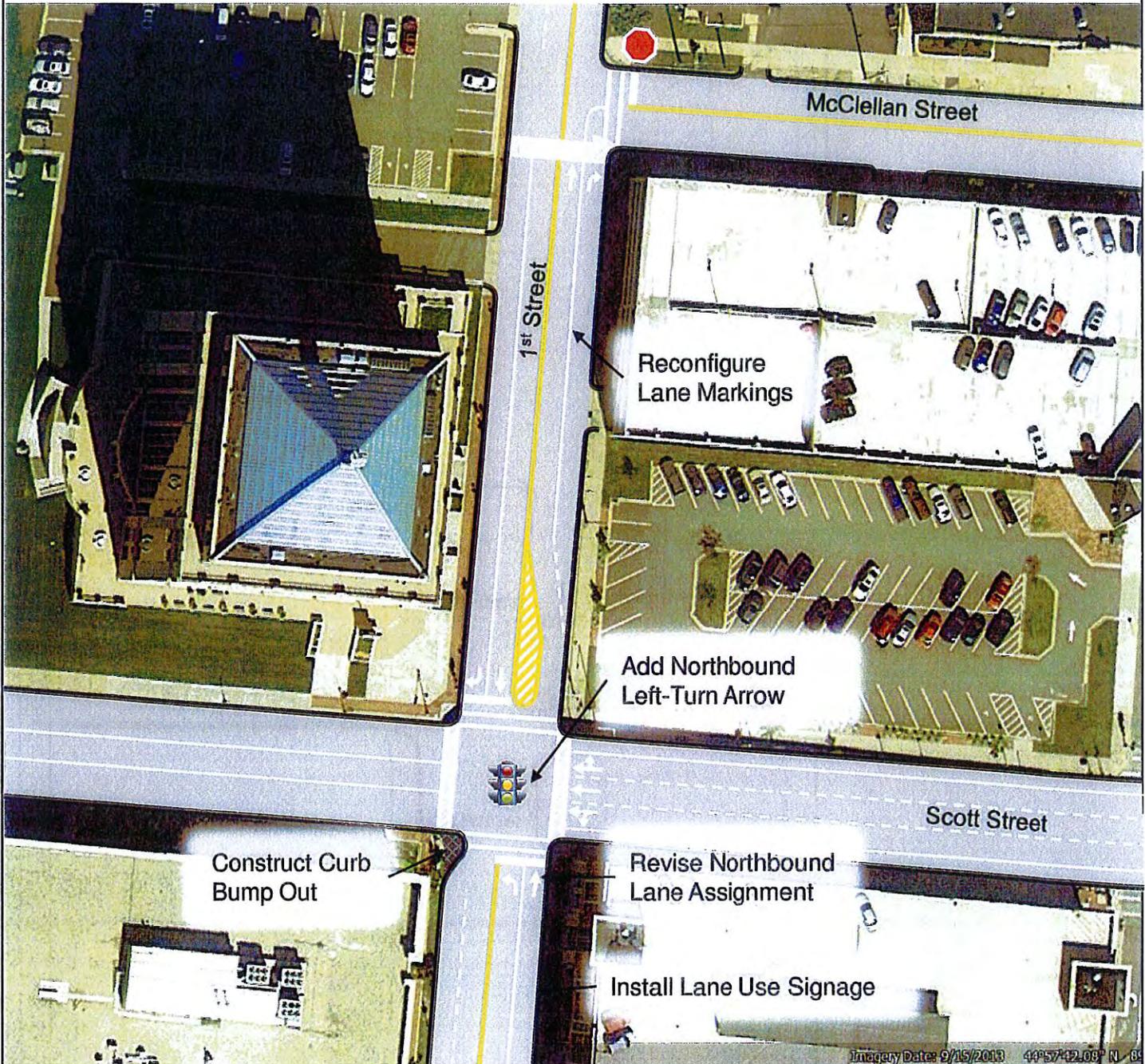
N. 1st Street & Scott Street

- Construct a curb extension in the southwest corner of the intersection to prohibit southbound traffic in the outside through lane immediately south of Scott Street
- Provide pavement markings to delineate southbound right-turns onto Scott Street
- Re-stripe the northbound approach to include an exclusive northbound left-turn lane (175' storage) and an exclusive through lane
- Provide protected-permitted northbound left-turn phasing
- Install ground-mounted northbound lane use signage
- Increase the cycle length to accommodate the additional left-turn phase. The existing cycle length would operate acceptably, but a longer cycle length enhances the intersection operation and Scott Street progression.

N. 1st Street between Scott Street & McClellan Street

- Restripe 1st Street, north of Scott Street, to provide a single northbound travel lane. The northbound right-turn lane at McClellan Street will provide deceleration and storage for vehicles at the parking structure and McClellan Street.

The City is planning a reconstruction project at the intersection of N. 1st Street and Scott Street in 2015. The above improvements could be implemented with the 2015 reconstruction project to minimize construction costs and reduce travel impacts.



Legend

-  = Lane Geometry
-  = Traffic Signal
-  = Stop Sign
-  = Cross Walk

**1st St. & Scott St.
Recommendations**

Exhibit
C7

JOINT MEETING OF THE CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE AND PARKING AND TRAFFIC COMMITTEE

Date of Meeting: February 13, 2014, at 5:30 p.m. in the Council Chambers of City Hall.

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

Parking & Traffic Members Present: Abitz, Kellbach, Nutting, Winters, Mielke

Also Present: Marquardt, Lenz, Gehin, Alfonso, Pekarske

In compliance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and received by the *Wausau Daily Herald* in the proper manner.

Noting the presence of a quorum, at approximately 5:30 p.m. Chairperson Rasmussen called the Capital Improvements and Street Maintenance Committee meeting to order and Chairperson Abitz called the Parking and Traffic Committee meeting to order.

Discuss and make recommendation regarding the configuration of the intersection of Bridge Street and Westwood Drive in regard to pedestrian crossings

Marquardt stated that employees of GI Associates park on the southeast corner and cross the intersection. Due to the configuration of the intersection, they have safety concerns when crossing the intersection. R.A. Smith completed a study of the intersection and John Bruggeman was present to provide the following alternatives:

- A leading pedestrian interval, which would provide pedestrians two to five seconds of advance walk time.
- Protected only left turn phasing, which would only allow a left turn on a green arrow phase.
- Split phasing that would have northbound and southbound traffic running consecutively not concurrently.
- Provide a flashing yellow left turn arrow for southbound traffic.
- Left turn path delineated with pavement markings and an extended median, causing vehicles to make the turn slower.
- Installation of additional signage.
- Enhancing the crosswalks.
- Pedestrian countdown signals.

Marquardt stated signage and pavement markings could be done at low cost; however, paint wears off and after time drivers become immune to signage. The pedestrians are mostly concerned when crossing at night from north to south when their backs are to traffic. Traffic is looking south and east and does not see the pedestrians. The safest option is to go with the split phasing. Northbound would have its own green giving pedestrians time to cross and southbound would turn on green only. This would require an upgrade of the signals.

Rasmussen asked the estimated costs for implementing split phasing. Bruggeman replied approximately \$5,000 and the biggest hindrance would be upgrading the signals. This would have to be done on a weekend or during off-peak hours. Rasmussen questioned the timeline for the extension of Bridge Street to Pine Ridge Boulevard. Marquardt said there is not a timeline for construction at this time. 70% plans are being finished to hold onto until the need arises and the City applies for STP Urban funding. Abitz asked if any of the alternatives could be combined and how much the countdown signals would cost.

Parking and Traffic Committee

Winters moved to enable all changes with the exception of the bump out. Mielke seconded and the motion carried unanimously 5-0.

Discuss and make recommendation regarding converting 2nd Street to two-way traffic from Jefferson Street to Scott Street

Marquardt stated 2nd Street north of Scott Street was converted to two-way traffic several years ago. Abitz questioned the car count leaving the parking ramp and Bruggeman responded there were 210 vehicles during the peak p.m. hours. 185 vehicles were northbound turning left on Scott Street during the peak p.m. hours. Changing 2nd Street to two-way would work from an operation standpoint with a number of modifications. The first option would provide one northbound and one southbound lane, which would require modifications to the raised curb median between the entrance and exit to the ramp. Also, the entrance and exit points would have to be limited to one driveway each. The second option provides two northbound lanes and one southbound. The advantage to this option is it provides a bypass lane for northbound traffic when northbound traffic turning left is entering the ramp. The third option would allow parking on one of the northbound lanes. The second and third options would require removal of the full lane of the raised curb median between the ramp entrance and exit points along with internal modifications to the parking ramp. Rasmussen stated the turning radius is already small and the ramp is full every day. It would take twice as long to exit the ramp and create a bottleneck of traffic, which will not be well-received. Winters questioned who is asking for the change of traffic pattern. Marquardt stated a number of business owners have inquired. Dawn Follendorf stated Main Street has also made the request for ease of use and navigating the downtown. Visitors get confused with one-way streets so from a user standpoint having a two-way street is more favorable. Nutting asked if traffic could be restricted during the peak hours. Bruggeman stated with the two-way conversion, they believe about 20 vehicles in the p.m. peak would make a southbound through, 20 vehicles would be westbound to southbound left, and the exiting traffic, 210 vehicles, would be split 145 making a left and 65 making a right turn. Marquardt stated he was unsure if restricting through traffic would be allowed, but there could be a no left turn between 4:00 and 6:00. Abitz does not approve of putting parking on one side of the street. Marquardt stated he would not advocate for parking, but rather a loading zone as Peking and other business use that side of the street for deliveries. Rasmussen asked about the cost to make modifications to the interior of the ramp. Bruggeman stated he does not have costs for the interior, but other modifications would cost approximately \$50,000. Rasmussen stated the ramp is full all day, five days a week and we would not have a place for people to park while these modifications are taking place. Joe Gehin, Becher Hoppe, stated there is a vault for utilities in the right-of-way. Bruggeman replied the vault is about 12' feet from the face of the parking structure and should not be affected.

Marquardt stated he could get input from Main Street, business owners, and people who park in the ramp. Winters stated the \$50,000 price tag plus the cost to modify the ramp is too much and will make too many people mad. Lenz explained a RFP is being prepared for a downtown parking study that may provide more insight. Winters stated he is sympathetic to Main Street's issues but the comprehensive parking study is the right way to move forward.

CISM Committee

The committee agreed by consensus to defer action at this point.

Parking and Traffic Committee

The committee agreed by consensus to defer action at this point.

who spoke at the public hearing asked that sidewalk not be installed, although it was not proposed to be installed. The project has already been delayed; therefore, staff recommends moving forward with the project. No one appeared at the public hearings for 11th Avenue or 6th Avenue. Those who attended the public hearing for Scott Street and McClellan Street had concerns regarding sidewalk.

Mielke moved to approve the 2014 Street Construction Projects. Kellbach seconded.

Gisselman asked if the costs would change depending upon what is decided regarding sidewalk on Scott and McClellan Streets. Marquardt explained the money for the project is already in the budget and the design should fit within the budget.

There being a motion and a second, motion to approve the 2014 Street Construction Projects carried unanimously 5-0.

Discuss and make recommendation regarding sidewalk on Scott Street from Bellis Street to 10th Street and on McClellan Street from Bellis Street to Gray Place

This item was taken out of agenda order.

McClellan Street from Bellis Street to Gray Place

Gehin explained that sidewalk exists on the north side of McClellan Street from Bellis Street to 900 McClellan Street. The property owner of 604 Gray Place is concerned that a number of trees would be removed if sidewalk is extended to Gray Place. Sidewalk exists on the south side of McClellan Street from LaSalle Street to Gray Place. There are stairs along the sidewalk which present a challenge. When looking at a project, staff tries also to look at pedestrian accessibility. At the minimum the stairways will have to have handrails installed. However, we may also want to consider eliminating the steps. Currently there is a long stairway that runs east of LaSalle Street. This existing stairway needs to be replaced due to tree damage. He recommends removing the stairs and building a walkway parallel to the roadway. However, there would be impacts to Johansen's property at 917 McClellan Street as we would have to grade about four to five feet into their property. This would not require the construction of a retaining wall. Gehin spoke with the property owner of 900 McClellan Street and he does not have an issue with removal of the sidewalk abutting his property. The sidewalk in this area ends at his property and does not connect to anything.

Meg Johansen, 917 McClellan Street, stated there are seven steps in the sidewalk abutting her property. If the steps were removed and her property was graded it would ruin her entire front yard. Due to the slope of the walk, there is very little pedestrian traffic. Installation of handrails would be cheaper and would not destroy her front yard.

Mielke does understand where the City is coming from by trying to make the sidewalk accessible, but he respectfully stated that it would be very difficult for a person in a wheelchair to use the sidewalk with the steep slope. Jackie Mueller, 604 Gray Place, stated the sidewalk is rarely used. The money could be better spent in other areas.

Mielke moved to rebuild the sidewalk in its current configuration but remove the sidewalk on the north side of McClellan at 900 McClellan Street, and install handrails where necessary. Gisselman seconded and the motion carried unanimously 5-0.

Kellbach moved to approve the installation of sidewalk on 10th Street, north of Dekalb Street. Mielke seconded and the motion carried unanimously 5-0.

Accept DOT deed for stormwater pond

This item was pulled from the agenda.

Approve petition for annexation – Eckert, the south 30 feet of the western 786.21 feet of 3800 North 25th Street (Town of Wausau)

Marquardt stated this annexation would allow for the future extension of Talon Lane. Mielke moved to approve the petition for annexation by Eckert for the south 30 feet of the western 786.21 feet of 3800 North 25th Street. Kellbach seconded and the motion carried unanimously 5-0.

Approve application for the DNR Non-Point Source Stormwater Management Grant

Marquardt stated staff would like to apply for a grant to assist in updating the City's suspended solids and phosphorus loads discharged from the stormwater outfalls. Gisselman moved to approve the application for the DNR Non-Point Source Stormwater Management Grant. Mielke seconded and the motion carried unanimously 5-0.

Discuss property owners depositing snow onto adjacent property

This item was pulled from the agenda and will be placed on the March agenda.

Future agenda items for consideration

There were no future agenda items offered for consideration.

Adjourn

Abitz moved to adjourn the meeting. Mielke seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 7:20 p.m.

Discuss and make recommendation on bump out at 1st Street and McClellan Street

Marquardt explained that at the last meeting RA Smith spoke about improvements to 1st Street and Scott Street. After the meeting, RA Smith sent another option of a bump out at 1st Street and McClellan Street to get drivers in the mindset that the right lane must turn right. The bump out along with proper signage will make drivers aware that getting into the right lane you need to make a right turn. This would also shorten the distance for pedestrians crossing 1st Street from the McClellan Ramp to the Dudley building. Rasmussen asked if the bump out would make snow plowing difficult. Marquardt replied not once the operators know it is there. Marquardt stated this is also part of State Highway 52 and Business Highway 51 so staff will review this option with the DOT.

Mielke moved to approve the installation of a bump out at 1st Street and McClellan Street contingent upon review from the DOT. Kellbach seconded.

Gisselman stated he is not a fan of bump outs and believes it will be confusing. Abitz stated in the winter pavement markings cannot be seen and she questioned the installation of overhead signage, which is an option staff can look into.

There being a motion and a second, motion to approve the installation of a bump out at 1st Street and McClellan Street contingent upon the review of the DOT passed 4-1.

Approve installation of drive approach in excess of maximum width allowed per Wausau Municipal Code Section 12.20.040 at 1319 Rose Marie Street and 1323 Rose Marie Street (HPI Properties LLC)

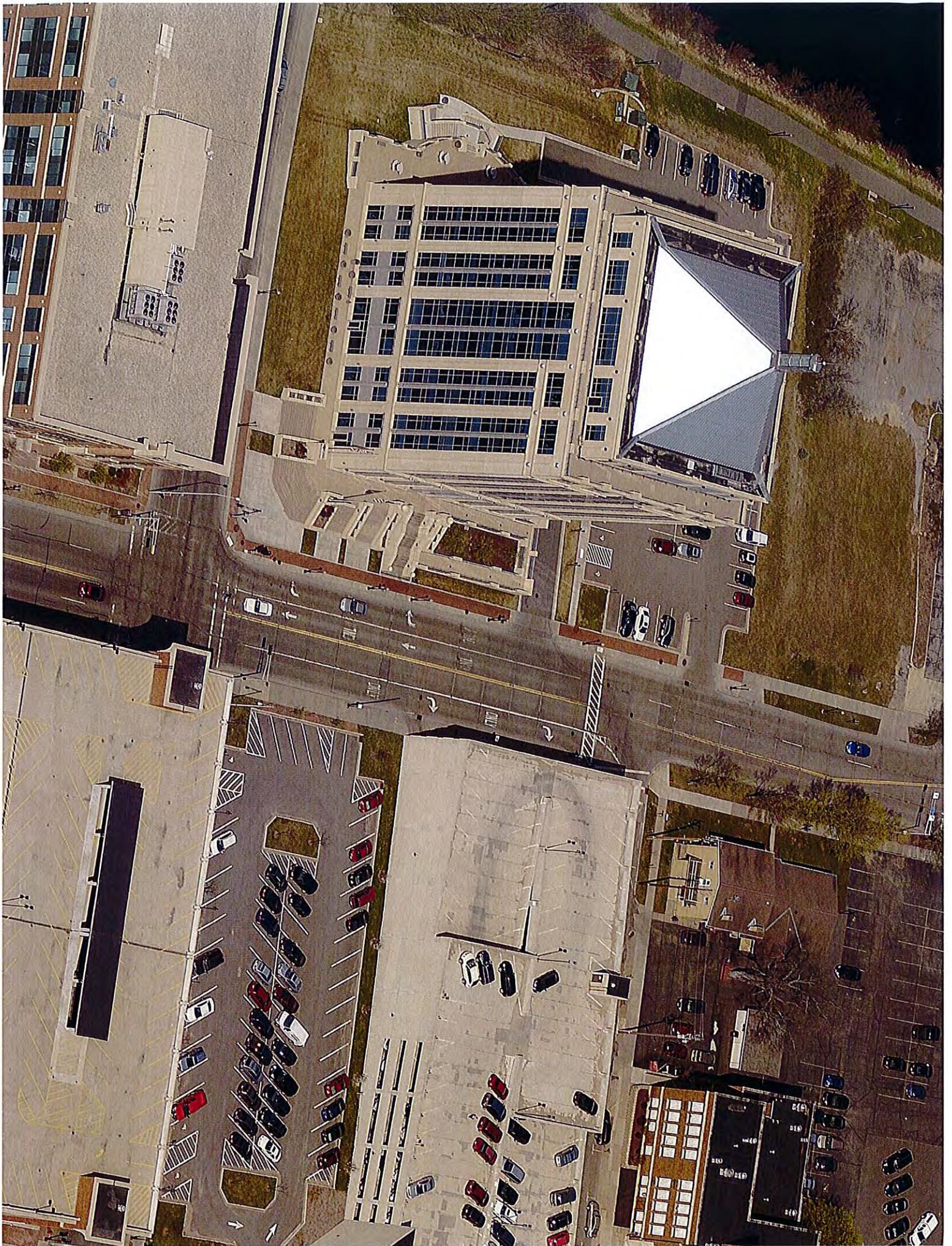
Wesolowski stated this area is a condo plat owned by Dan Johnson. Currently the driveways are individual, but Mr. Johnson requested to combine the first three drive approaches into one and the next four into one, with a grass area between. Right now there is a small area of grass in between and each drive approach is plowed separately. Combining the approaches would make winter and summer maintenance easier.

Abitz moved to approve the installation of a drive approach in excess of the maximum width allowed per Wausau Municipal Code Section 12.20.040 at 1319 Rose Marie Street and 1323 Rose Marie Street. Mielke seconded and the motion carried unanimously 5-0.

Approve cost share for the DNR Non-Point Source Stormwater Management Grant

Gehin explained that the City is in the process of applying for a DNR Non-Point Source Stormwater Management Grant to update the City's stormwater pollutant loading model and best management practices analysis. The grant would reimburse the City 70% up to \$85,000. The work is estimated at \$70,000 and the City's cost would be approximately \$21,000. The DNR requires a resolution stating the necessary funds will be budgeted to complete the work.

Mielke moved to approve the cost share for the DNR Non-Point Source Stormwater Management Grant. Abitz seconded. Abitz questioned if the grant would be for a specific area or City-wide. Gehin replied it would be City-wide. There being a motion and a second, motion to approve carried unanimously 5-0.



Agenda Item No.

6

STAFF REPORT TO PARKING & TRAFFIC - AUGUST 21, 2014

AGENDA ITEM

Discussion Item: Consider possible parking restrictions on the west end of East Crocker Street.

BACKGROUND

Crocker Street from 7th-13th Street is proposed for reconstruction in 2015. Staff will be working on the design of the reconstruction starting this Fall. Design will continue thru the Winter with Public Hearings in January/February time frame. Design concepts for the roadway will be brought to the CISM committee for review and approval.

FISCAL IMPACT

None at this time.

STAFF RECOMMENDATION

Staff would recommends working through the design process and bringing the proposed design to CISM. If a reduced width roadway is proposed, parking restrictions may be required and can be brought to Parking and Traffic Committee.

Staff contact: Allen Wesolowski 261-6762

Item #6



6_E Crocker Street

Print Date: 08/14/2014
Image Date: 03/29/2012
Level: Neighborhood