

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: October 11, 2018, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Gisselman, Kellbach, Rasmussen, McElhaney

Also Present: Mayor Mielke, Lindman, Wesolowski, Buckner, Niksich, Sippel, Alfonso

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 comments.

CONSENT AGENDA

A. Approve minutes of the August 30 and September 13, 2018 meetings

B. Action authorizing Downtown Snow/Ice Removal

C. Action on Stormwater Maintenance Agreement for Kwik Trip, Inc., at 1415 West Street

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

Discussion and possible action on stormwater fees associated with 1731, 1735, 1739, 1741 Merrill Avenue and portions of the 1500 block of Arlington Lane

Wesolowski explained this item goes back to when the DOT and the City were involved in the reconstruction of the Highway U/K and US 51 interchange. Stormwater design was included in the plans and the State/Municipal Agreement (SMA). As part of the project the DOT built a pond just to the north of County Hwy U. The City worked with the State to oversize the pond to provide additional storage for future development. As part of the SMA, the City paid the State \$45,045 to provide the additional storage. The pond was built as part of the project but the payment was not formalized with the developer. Previous CISM minutes stated the developer would be responsible for the payment when time came for development. A timeline was provided by REI who represents T Bird Enterprises and Back Forty Properties. The property owners are looking for consideration to lower the fee. There were some concessions made and a storm sewer system was put through the property to prevent other work and rock blasting. T Bird Enterprises was compensated for the easement to place the storm sewer. After the fact there were questions whether the City should have paid that full amount because there was less excavation. This was outlined in a letter provided by T Bird Enterprises, who would like the fee dropped from \$45,045 to \$16,594.

Rasmussen has discussed this in detail with the affected property owners. She does believe errors were made by the DOT in the computation of the amount of earth that was removed. The owners of the properties did the City and DOT a tremendous favor by allowing that pipe to cross their property, which eliminated a lot of time and blasting. She said the way to thank those who help the City by saving costs and time is not to slap them with a large bill. She believes the developer is reasonable in offering to pay \$16,594 and feels the City should adjust the obligation to reflect that amount. The volume of soil to be excavated was not the property owners fault and it should not be taken out on them when they did the City a favor.

Rasmussen moved to accept the reduced payment from the developer in the amount of \$16,594 with the remaining balance waived. Seconded by Kellbach.

McElhaney was not a Council member when this happened. She questioned who miscalculated the amount. Wesolowski stated the DOT and their consultant were relied on to come up with the costs of the pond and excavation. McElhaney asked if \$45,045 was the actual cost or an estimate. Wesolowski replied this was estimated by the DOT and is what the City paid to the DOT per the SMA. Rasmussen added that the City's costs

for the U/K project were paid for out of TID 6. Any future development that Back Forty Properties puts on these parcels will contribute to TID 6. The amount that is forgone will eventually be reclaimed in development tax when the parcels mature. She feels it would make sense to accept a reduced payment knowing that the property tax base in the area will only go up.

There being a motion and a second, motion to accept the reduced payment from the developer in the amount of \$16,594 with the remaining balance waived carried unanimously 4-0.

Discussion and possible action to amend Municipal Ordinance Section 10.01.080 Penalty and Section 10.20.080 No parking areas designated

Gisselman noted a memo was included in the packet from Groat regarding this item. This would bring us up to Wisconsin Statutes fine structure and restricted parking. Alfonso explained this does bring the City up to the Statutes fine structure. This is also that portion of the parking study and recent discussions to have 2 hour free parking rather than 1 hour. That is not statutory. 3rd Street business owners have been wondering when this is going to occur. Rasmussen asked if the parking changes would happen once it clears Council. Alfonso replied it would go into effect after it is published.

Rasmussen moved to approve amending the ordinances as indicated. McElhaney seconded and the motion carried unanimously 4-0.

Discussion and possible action on modifications to the pedestrian crossing at North 6th Street and Jackson Street

Buckner indicated this was brought up by County Administrator Brad Karger in representation of some of his employees that have issues crossing near 6th Street and Jackson Street. Buckner looked at it over a couple days during peak times, the beginning of the work day and end. In most cases the pedestrians are crossing but they wait for traffic. The traffic does not react to pedestrians except on one occasion where a vehicle stopped to allow pedestrians to cross. There are three lanes of traffic and even if one vehicle stops pedestrians still have to be vigilant on the remaining two lanes. When approaching the intersection the line of sight is not as clear as it could be because of the bend in the road, Forest Street feeds into the area, and an island by the Mobile Station. Pedestrians use the islands to cross and call it island hopping. The County Administrator suggested installing something similar to the 5th Street beacon. However, with the conditions of the roadway and the abutment to the controlled intersection of Washington Street, there are times when traffic can back up. Staff questioned if we would be eliminating one potential problem but creating another with the placement of a beacon.

Wesolowski stated there is not a scientific approach to this. When looking at implementing pedestrian flashers and when consulting with the DOT, there is no recommendation or standard of when they should be applied. Staff looks at this on a case by case basis. Flashers have been installed on 1st Avenue by Eastbay and on 5th Street on the other side of the courthouse. Flashers have been requested in other areas that have been denied. He is hesitant to recommend flashers at this intersection based on the geometrics. This is already a difficult intersection where Grand Avenue turns to 6th Street with vehicles merging and the possibility of standing traffic. Adding a flasher may add confusion to the intersection and might create more of a hazard than it would fix. At lunchtime there were 8 people who crossed and at night 12, which is not a great amount of pedestrian traffic compared to other sections of the City. He would not recommend installing a flasher at this intersection but suggested installing signs or enhancing the crosswalk. The safest thing is for pedestrians to wait for a gap. A person who has trouble crossing would be better off going up a block to the signalized intersection.

Mayor Mielke has been contacted by several courthouse employees regarding this. He asked if a flasher could be installed by the bank or the lawyer's office for peak times. Wesolowski indicated a pedestrian crossing ahead sign could be installed.

Rasmussen is interested in some enhancements but not flashers. She suggested painting the crosswalk at 6th and Jackson more vividly; similar to what was done between the McClellan Ramp and the Dudley Tower. Pedestrian

crossing signs do seem to help and it does not always have to be a flashing warning. If people can see the intersection better they would be more alert for it and may solve the issue. Pedestrians are waiting and already taking the appropriate level of caution. Making the intersection more visible may solve the issue. If the workforce is crossing at Jackson Street it makes sense to make the crosswalk more noticeable.

McElhaney said the intersection has too many bends and people switching lanes, which is the reason Mayor Mielke suggested added something a block ahead of time. Rasmussen feels that might be worse as the vision to the south is limited. Making the intersection more visible through pavement marking and signage would be better than trying to install pedestrian flashers. More people cross 5th Street between the ramp and the courthouse than are crossing 6th Street. The ramp is the preferred parking for courthouse employees and it made sense to add a flasher on 5th Street.

Rasmussen moved to direct staff to enhance the intersection through signs and pavement markings and not install flashers at this time. McElhaney seconded and the motion carried unanimously 4-0.

Discussion and possible action on a State/Municipal Agreement for a Transportation Alternatives Program (TAP) Project

Niksich explained the City recently applied for and received funding through a TAP project for a multi-use trail along 72nd Avenue through the Business Campus. The trail would be approximately 1 mile long and designed by a consultant with City staff administering it through the SMA. This would be an 80% federal and 20% City split. The project is estimated at \$800,000 with \$640,000 federal and \$160,000 City. Any additional funds if the project runs over would be carried by the City, which is not expected at this time.

Rasmussen said when we proposed to submit for the grant we were supportive of creating a safe pedestrian way in the Business Campus because of the traffic flow. We had acknowledged then that this area is in a TID and funding is available in this district to facilitate projects like this.

Rasmussen moved to accept the State/Municipal Agreement. Kellbach seconded.

McElhaney asked if this was a bike and pedestrian trail and Niksich confirmed. McElhaney asked who the trail would be used by. Niksich said the overall Master Plan has future planned trails that would run through the Business Campus and allow better accessibility for pedestrians and bikers to get to and maneuver around the Business Campus. McElhaney asked the number of walkers in the area. Sippel stated there are letters of support from a lot of the businesses in the Business Campus who have employees that currently walk on lunch breaks. Not many commute by walking but there is bike commuting. Currently the regional bike route ends by Sunny Vale Park. There are no bike and pedestrian facilities in the Business Campus but there is a lot of pedestrian and bicycle activity. McElhaney's constituents have asked why don't the businesses pay for this if it is for them. Sippel said this is mostly federally funded. The City's share would come out of the TID. The tax increment that is generated by development is paying for the improvements. Rasmussen said the businesses there are paying the taxes in the TID. McElhaney indicated that this would be paid for out of the TID but it is also tax money. McElhaney said whatever money is used for this will not go to the general fund because it stays in the TID. She gets a lot of pushback from her constituents on this and questions on why roads cannot be fixed. There are only so many dollars and this is a specific use.

Rasmussen said a discussion held often in Finance and ED is how tax increment districts actually function. It is a complex topic to discuss with residents. She has been asked before why can't Community Sensitive Design funding from DOT be used to hire policemen. There are pots of money that cannot work together. When anything is in a tax increment district, none of the taxes paid by the people in the district can enter the general fund until the tax increment district closes. Tax increment dollars not used for something in that specific area are not just given to the general fund as overage. They sit in the TID, spent or unspent. The dollars people pay in a tax increment district are to be used specifically for infrastructure improvement, blight remediation or expansion to support further development. If we did not pay for this out of the TID, those dollars would sit in the TID and cannot be used on streets in other areas. Some of the argument with TID is that every time you create a TID,

those tax dollars are staying in a small area and are not contributing to the general fund. The infrastructure improvement will not only serve the Business Campus but also can serve the residents of the Morgan Creek Subdivision and any development that Swiderski eventually creates up the road. The area is not safe to bike and walk now with the semi-truck traffic but can be made safe if we accept this grant. Finance looks at this through a different lens than CISM and ED. It is important for people to recognize that there are only a limited number of purposes tax increment money can serve.

Gisselman said one of the functions of the City is to provide a safe environment for biking and walking. We have tried to identify areas that need work. There are residents working there and we should be providing a safe route for walking and biking. He hopes that more of this comes to this area as there are a lot of people working and potentially living there. He is looking forward to this happening.

There being a motion and a second, motion to accept the State/Municipal Agreement carried unanimously 4-0.

Discussion and possible action on 2019 Street Construction Projects

Wesolowski explained the streets set for reconstruction in 2019; 1st Avenue from Thomas Street to Stewart Avenue, Townline Road from Grand Avenue to the east; and Phase II of the Thomas Street Project. Initially staff had also proposed reconstructing Cedar Street from 6th Avenue to 14th Avenue and Kickbusch Street. However, these two streets fell out of the budget due to the other large construction projects. The Finance Department has indicated there is \$550,000 for construction to be used within the half mile boundary of TID 6. Staff is proposing to use approximately \$200,000 to reconstruct 7th Avenue from Pardee Street to Garfield Avenue, which would tie into 10th and Pardee that were reconstructed this year. The UW dorms are located on 7th Avenue. This street is past its useful life and is in need of reconstruction. There would still be approximately \$350,000 remaining to use for asphalt overlay, concrete pavement repair, or pavement marking.

Kellbach moved to approve the 2019 reconstruction project of 7th Avenue from Pardee Street to Garfield Avenue. Rasmussen seconded.

It came to Rasmussen's attention this spring that Quaw Street between 1st and 3rd Avenue needs attention. This spring it looked like Swiss cheese and was patched, but it was rough. There is a lot more traffic now that Connexus bought out Tower Credit Union. She feels an eye should be kept on this area in case the patches pull out.

Gisselman asked about the inventory of streets. Wesolowski has a 5 year plan which includes a list of another 60 to 70 streets that could be on the 5 year plan. There are a lot of things taken into consideration when planning streets for reconstruction. 7th Avenue was chosen with the exposure of the UW and the Wausau School District inquired about reconstructing this street. Lincoln School is in the area as well. Wesolowski noted that 20 other streets could have been chosen. Gisselman suggested revisiting the list of streets at some point. Rasmussen said this should be kept on the forefront. Even when we get a small increase in transportation aid it is never enough. She feels it helps when residents see we do have this at the forefront.

There being a motion and a second, motion to approve the 2019 reconstruction project of 7th Avenue from Pardee Street to Garfield Avenue carried unanimously 4-0.

Results from the HEAL Walk Audit of the North Downtown and Bridge Street area

Gisselman indicated that information from the Healthy Eating Active Living (HEAL) Walk Audit was included in the packet for information. HEAL put together a coalition walk audit with regarding to Bridge Street, 2nd Street and 1st Street. One of the things that came to light was the crossing on the west side by Pick N Save. Gisselman continues to see issues with people trying to cross this intersection. He knows the City built an underpass close to the river, but he continues to see people trying to cross the 6 lanes of traffic. HEAL agreed this is a sensitive intersection for pedestrians.

Rasmussen said that as projects open such as the Atrium Loft and the townhouses on 3rd Street, more and more people will be living in this area and there will be more of an expectation of safe passage. As development continues in the area we should keep an eye on pavement markings in the crosswalks. She noted they were critical of the width of the bike lane on Bridge Street. This bike lane cost us \$100,000 for a railing on the north side of the bridge. Their observations are valuable and are things we can keep on the radar as the area starts to revitalize. Rasmussen also sees people having a difficult time crossing at Pick N Save and the bus stop is not optimal. Gisselman said this item is for information and is to be kept in the forefront.

Update on 2018 Street Construction Projects

Wesolowski spoke of construction projects that have not yet been completed. The paving of Callon Street was finished today. Roosevelt Street needs the most work. The underground work should be finished tomorrow. Curb is anticipated next week. They are pouring sidewalk and grading the road. Gisselman asked about the completion date to which Wesolowski replied the end of the month. Curb will be poured on Ashland and Meadowview on Saturday. 10th Avenue and Pardee Street have been completed. Northwestern is closed for the Kent Street Watermain Extension Project, which is going well. The contractor will make the connection late this week or early next week. The road is anticipated to be reopened by the end of next week. Concrete pavement repair on 17th Avenue will be finished tomorrow, which will have to cure for a couple of days before traffic control can be removed. They are also working on 5th Street starting at East Wausau Avenue heading south and will be up to Bridge Street by Friday. The contractor will continue working on Saturday. Work will take place on Scott Street from 6th Street to 1st Street and Jefferson Street from 4th Street to 5th Street will start on Monday. Notices have been handed out to the local business.

Rasmussen stated Roosevelt was to be done by mid-October but the rain the last month has not helped. She questioned if the leaf pickup schedule would be adjusted if the road is not to the point needed. Lindman spoke with Mohelnitzky on this. Residents will have the opportunity to rake leaves out once pavement goes down.

Discussion and possible action on a revision to the Right-of-Way Project Plat and Relocation Order for Phase II of the Thomas Street Construction Project

Lindman indicated this project is moving forward with final design. There have been conversations with 3M related to their rail. Initially when the plat came forward there was a boulevard between the sidewalk and the street which was encroaching on 3M's rail cars. This would have created additional damage costs for the City. In order to alleviate this, the sidewalk was pulled to the back of curb to reduce the amount of impacts to 3M. In addition, the left hand turn off of Thomas Street was eliminated. They looked at different ways to have the two left hand turns back to back but nothing seemed to work. We are reconstructing the street due to traffic flow and keeping this left hand turn as is would not be an improvement. There have been conversations with 3M and they understand why. We are looking at accommodating them off of 1st Avenue. Trucks would take the left hand turn lane onto 1st Avenue and then enter the 3M property off of 1st Avenue. With this approach big trucks would not be staged along Thomas Street. This is not ideal but it is better. 3M is also internally looking at their property to see how they can flow trucks better. 3M will also be working with Sentry Insurance to see if they can use any of that property for staging. The revision is for a small piece for pulling the sidewalk to the back of curb and eliminating the driveway off of Thomas Street.

Rasmussen feels this is a sensible alternative. She is pleased that we can collaborate and work with 3M to accommodate their needs while mitigating an unsafe situation. The fact that staff is communicating with them and they are willing to work with us is a great sign. Since both 1st Avenue and Thomas Street will be under construction we can build something that 3M can live with too.

Rasmussen moved to approve the revision to the Right-of-Way Project Plat and Relocation Order for Phase II of the Thomas Street Construction Project. Kellbach seconded and the motion passed 3-1 with Gisselman the opposing vote.

Future agenda items

Gisselman noted that the public hearing regarding the vacation of McIndoe will be on the November agenda.

Adjourn

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