*** All present are expected to conduct themselves in accordance with our City's Core Values ***

OFFICIAL NOTICE AND AGENDA

Notice is hereby given that the Common Council of the City of Wausau, Wisconsin will hold a regular or special meeting on the date, time and location shown below.

Meeting of the:	**COMMON COUNCIL OF THE CITY OF WAUSAU**
Date/Time:	**Tuesday, October 27, 2020 at 6:30 p.m.**
Location:	**City Hall (407 Grant Street, Wausau WI 54403) - Council Chambers**
Members:	Patrick Peckham, Michael Martens, Tom Kilian, Tom Neal, Jim Wadinski, Becky McElhaney, Lisa Rasmussen, Sarah Watson, Dawn Herbst, Lou Larson, Deb Ryan

		Call to Order	
		Pledge of Allegiance / Roll Call / Proclamations	
Public Comment:		Pre-registered citizens for matters appearing on the agenda and other public comment.	
Presentation:		**Domestic Violence Awareness (Women's Community)**	
File #	**CMT**	**Consent Agenda**	**ACT**
20-1001	COUN	Minutes of previous meetings, (10/13/20)	Place on file
20-1015	CISM	Ordinance Repealing Section 10.01.025 Stop sign locations designated and recreating as Section 10.01.025 Establishment of certain traffic limitations and rules; repealing Section 10.01.030 Yield right-of-way intersections, Section 10.01.060 One-way streets, Section 10.01.070 Accident reports, Section 10.24.010 Right turns, Section 10.24.020 Left turns, Section 10.24.030 U-turns	Approved 5-0
20-1020	CISM	Resolution Designating No Right Turn on Red at the Pick N Save parking lot exit for traffic proceeding onto eastbound Bridge Street	Approved 5-0
20-0509	PH&S	Ordinance Amending temporary ordinance Section 5.90.010 Purpose and intent, Section 5.90.040 Temporary amendment of licensed premises, and Section 5.90.060 Temporary outdoor operation for bars and taverns, to extend all expiration dates until December 31, 2020	Approved 4-0
File #	**CMT**	**Resolutions and Ordinances**	**ACT**
20-1003		Mayor's Appointments	
12-1106	CISM	Resolution Authorizing Downtown Snow/Ice Removal 2020-2021	Approved 5-0
20-1019	CISM	Resolution Authorizing Sale of City-Owned Property at 510 South 32nd Avenue	Approved 5-0
20-1016	CISM	Ordinance Authorizing installation of stops signs at Bopf Street and S. 8th Avenue	Failed 2-3
20-1017	CISM	Ordinance Amending Section 10.20.080(a) designating no parking on the west side of the 100 block of S. 7th Street	Approved 5-0
19-1109	FIN	Resolution Approving the 2020 budget modification for $10,000 for emergency government consulting services	Approved 5-0
		Suspend the Rules- 6(B) Filing (2/3 vote required)	
20-1018	FIN	Resolution Approving settlement offer to settle claim filed with Zagster, Inc	Pending
02-1217	HR & FIN	Joint Resolution Approving bargaining agreement between the City of Wausau and Wausau Firefighter Association for January 1, 2021 – December 31, 2022	Approved 3-0 Pending
20-1021	HR & FIN	Joint Resolution Authorizing Reclassification of Senior Property Appraiser to Deputy Assessor	Approved 3-0 Pending
		Public Comment & Suggestions	
		Adjournment	

Signed by Katie Rosenberg, Mayor

*Due to the COVID-19 pandemic, this meeting is being held in person and via teleconference. Members of the media and the public may attend in person, subject to the social distancing rules of maintaining at least 6 feet apart from other individuals, or by calling **1-408-418-9388. The Access Code is: 146 698 4187 Password: wausau**

Individuals appearing in person will either be seated in the Council Chambers or an overfill room, subject to the social distancing rules. Space available will be on a first come, first served basis. All public participants' phones will be muted during the meeting. Members of the public who do not wish to appear in person may view the meeting live over the internet by https://waam.viebit.com/?folder=ALL, on the City of Wausau's YouTube Channel http://www.tinyurl.com/WAAMedia, live by cable TV, Channel 981, and a video is available in its entirety and can be accessed at https://tinyurl.com/WausauCityCouncil. Any person wishing to offer public comment who does not appear in person to do so, may e-mail leslie.kremer@ci.wausau.wi.us with "Common Council public comment" in the subject line prior to the meeting start. All public comment, either by email or in person, will be limited to items on the agenda at this time. The messages related to agenda items received prior to the start of the meeting will be provided to the Mayor.

This Notice was posted at City Hall and transmitted to the Daily Herald newsroom on 10/22/20 @ 12:30 PM Questions regarding this agenda may be directed to the City Clerk.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6590 or ADAServices@ci.wausau.wi.us to discuss your accessibility needs. We ask your request be provided a minimum of 72 hours before the scheduled event or meeting. If a request is made less than 72 hours before the event the City of Wausau will make a good faith effort to accommodate your request.

OFFICIAL PROCEEDINGS OF THE WAUSAU COMMON COUNCIL
held on Tuesday, October 13, 2020 at 7:00 pm in the Council Chambers at City Hall.
Mayor Katie Rosenberg presiding.

Roll Call 10/13/2020

Roll Call indicated 11 members present.

District	Alderperson	Present
1	Peckham, Patrick	YES
2	Martens, Michael	YES
3	Kilian, Tom	YES
4	Neal, Tom	YES
5	Wadinski, Jim	YES
6	McElhaney, Becky	YES (*WebEx*)
7	Rasmussen, Lisa	YES
8	Watson, Sarah	YES (*WebEx*)
9	Herbst, Dawn	YES
10	Larson, Lou	YES
11	Ryan, Debra	YES (*WebEx*)

Proclamations:

Mayor Rosenberg proclaimed the **second Monday in October** as **Indigenous People's Day** in Wausau and encouraged residents to learn more about the history of indigenous people and to celebrate their culture.

Mayor Rosenberg proclaimed **Thursday, October 15, 2020** as **WHITE CANE SAFETY DAY** in the state of Wisconsin and acknowledged the importance of pedestrian safety year-round.

Mayor Rosenberg proclaimed **October 2020** as **Dwarfism Awareness and Acceptance Month** in the City of Wausau to raise awareness and further educate individuals about dwarfism.

Public Comment for Pre-registered citizens for matters appearing on the agenda and other public comment

1) Jennifer Blair, 601 Blackhawk Dr, Burlington, indicated she was present representing Jerry Koble for the Sturgeon Eddy development and to answer any questions.

Consent Agenda 10/13/2020

Motion by Rasmussen, second by Peckham to adopt all the items on the Consent Agenda as follows:

Mayor Rosenberg noted Peckham has requested the removal of File # 20-0901 from Consent.

20-1004 Resolution of the Capital Improvements & Street Maintenance Committee Establishing Assessment Rates for 2021 New Street Construction Projects

20-1005 Resolution of the Capital Improvements & Street Maintenance Committee Approving storm sewer easement at 1302 McIntosh Street (Robison)

20-1007 Ordinance of the Capital Improvements & Street Maintenance Committee Amending Section 10.20.080(a) designating no parking on both sides of Strowbridge Street from N. 1st Avenue to Cherry Street and on north side of Strowbridge Street from N. 3rd Avenue to N. 1st Avenue

20-1006 Ordinance of the Capital Improvements & Street Maintenance Committee Amending Section 10.20.080(b) designating no overnight parking on Municipal Lot 12, 2001 N 2nd Street

82-0526 Joint Ordinance of the Airport Committee and the Park & Recreation Committee Approving execution of lease for Radtke Point Park and Grace Park with City of Schofield

20-0108 Resolution of the Public Health & Safety Committee Approving or Denying Various Licenses

12-1014 Ordinance of the Public Health & Safety Committee Amending Section 8.08.170 Licenses.

Yes Votes: 11 No Votes: 0 Result: PASS

20-0901 Amendment 10/13/2020

Motion by Peckham, second by Neal to amend the minutes of the previous meeting on 9/22/20 to change the sentence on the 2nd to last page to read: "It has to be practical or we ~~hinder~~ *incur* the risk of applying for the following year."

Yes Votes: 11 No Votes: 0 Result: PASS

20-0901 10/13/2020

Motion by Herbst, second by Peckham to approve the minutes of previous meeting on 9/22/20, as amended on Council floor.

Yes Votes: 11 No Votes: 0 Result: PASS

20-1003 10/13/2020

Motion by Kilian, second by Larson to confirm the Mayor's Appointments to the Rules Review Committee.

Mayor Rosenberg noted she added an appointment late this afternoon of Doug Hosler to the Ethics Board. Jacobson recommended holding off on the additional appointment to the next meeting since it was added late in the day. *The Council voted on the Rules Review Committee only.*

Yes Votes: 11 No Votes: 0 Result: PASS

20-1008 10/13/2020

Motion by Rasmussen, second by Neal to adopt the Ordinance of the Capital Improvements & Street Maintenance Committee Authorizing the installation of stop signs on Stark Street at 10th Street.

Neal indicated he brought this item forward because of the various complaints received about excessive speed on Stark Street. He noted you can travel approximately a mile on Stark Street without encountering a stop sign. There was a traffic study done to look at this and after a lot of discussion this resolution was passed at the committee level.

Peckham disagreed with turning the intersection into a four-way stop and felt the only stop signs should be on Stark Street and none on 10th Street. *Discussion followed.*

Yes Votes: 8 No Votes: 3 Abstain: 0 Not Voting: 0 Result: PASS

District	Alderperson	Vote
1	Peckham, Patrick	NO
2	Martens, Michael	YES
3	Kilian, Tom	YES
4	Neal, Tom	YES
5	Wadinski, Jim	NO
6	McElhaney, Becky	YES
7	Rasmussen, Lisa	YES
8	Watson, Sarah	YES
9	Herbst, Dawn	NO
10	Larson, Lou	YES
11	Ryan, Debra	YES

20-1010 10/13/2020

Motion by Rasmussen, second by Neal to adopt the Ordinance of the Capital Improvements & Street Maintenance Committee Authorizing the removal of stop signs on N. 1st Street at McIndoe Street and authorizing the installation of a stop sign on McIndoe Street at N. 1st Street.

Rasmussen explained the reason for the mixed vote at committee had to do with the permanent closure of McIndoe Street between 2nd and 3rd Streets for the Aspirus Clinic development downtown. In keeping with the standard that states traffic controls are to be installed on the lowest volume street, these signs needed to be turned around.

Larson indicated he voted no at committee because he did not believe it was consistent with what they have been doing at CISM. There were no traffic surveys or other study done to prove that this is needed. *Discussion followed.*

Yes Votes: 8 No Votes: 3 Abstain: 0 Not Voting: 0 Result: PASS

District	Alderperson	Vote
1	Peckham, Patrick	YES
2	Martens, Michael	YES
3	Kilian, Tom	NO
4	Neal, Tom	YES
5	Wadinski, Jim	YES
6	McElhaney, Becky	YES
7	Rasmussen, Lisa	YES
8	Watson, Sarah	YES
9	Herbst, Dawn	YES
10	Larson, Lou	NO
11	Ryan, Debra	NO

20-1011 10/13/2020

Motion by Neal, second by Herbst to adopt the Resolution of the Economic Development Committee Approving creation and implementation of the Wausau Poet Laureate Program.

Mayor Rosenberg stated she brought this forward to the Arts Commission because she felt it was an important way for our community to have more communication and allow for more arts. She indicated she worked with the Arts Commission and modeled the program after one that is in the city of Washington.

Yes Votes: 11 No Votes: 0 Result: PASS

20-1012 10/13/2020

Motion by Neal, second by Wadinski to adopt the Resolution of the Economic Development Committee Approving city's Waiver of First Right of Refusal to Repurchase property at 5801 Packer Drive from Ideal Properties of Central Wisconsin, LLC, f/k/a T & L Properties of Wausau, LLC to Gore Enterprises LLC.

Yes Votes: 11 No Votes: 0 Result: PASS

20-1009 10/13/2020

Motion by Peckham, second by Neal to adopt the Resolution of the Plan Commission Amending the General Development Plan and Specific Implementation Plan at 1404, 1406 & 1412 Grand Avenue and 105, 107 & 111 Sturgeon Eddy Road to allow for three multi-plex residential buildings, in a PUD, Planned Unit Development Zoning District.

Neal requested an update on the only outstanding issue at committee, which was potential concern for the driveway of the neighbor adjacent. Peckham indicated there was a meeting with this neighbor and an acceptable agreement was made. Wadinski questioned if the agreement will be in writing so the resident has something to fall back on.

Jennifer Blair, representing the developer, stated they have been in contact with the Kronenwetter's since the Plan Commission meeting and an email was sent to the City Clerk to document his agreement.

Yes Votes: 11 No Votes: 0 Result: PASS

20-1014 10/13/2020

Motion by Peckham, second by Herbst to adopt the Resolution of the Transit Commission Approving Elimination of COVID-19 Capacity Limit on Metro Ride Buses.

Greg Seubert, Transit Director, stated the School District has announced it is going to resume in person classes and capacity limits of 10 on the bus may prevent some students from being able to get to school. This proposal from the Transit Commission is to lift the capacity limits entirely and they directed him to work with the WSD to see if it could be determined how many students are likely to use Metro Ride services. He stated they did some surveying and indicated to parents there should be no expectation of social distancing on the bus. WSD has determined a total of 320 students may use the bus service; however, they are going to split students by 50%. If no more than 50% of the student population is in attendance on any given day, it cuts the number of students using the bus to 160.

Seubert explained they have a system where students transfer at a central location, so although in a neighborhood we may not meet the capacity limit, we would likely have some capacity restraints when they arrive to the Transit Center downtown. There only so many additional vehicles that we can plug in to deal with that capacity. The capacity limit of 10 was originally implemented to enable social distancing and this resolution would eliminate that limit and he estimated 15 – 25 kids on a bus.

Rasmussen pointed out Metro Ride does not only serve students; it also serves a transit dependent community, many of which have health concerns. She was also concerned about the exposure to the bus drivers.

McElhaney commented we also have a very long history of serving the school population and driving a bus is not the only risk these employees take, they are at risk when they are out and about. She did not feel comfortable telling parents whose kids have always taken the bus that they can't, when they have no other way to get them to school. She did not want a child standing on a bus route to be passed by because there are 10 on board. What if the parent is gone and the door is locked, or they have to now walk and the weather is getting colder. She believed everyone will do the best they can to protect themselves and others.

Kilian commented he certainly did not want a child left out in the cold, but believed other facets of government, starting with the school district, need to realize this is reality. He stated if the school district wants to send the public toward a cliff it is not our job to transport them over the edge. He could not support filling a bus in a crowded fashion in a confined space during a pandemic of a novel virus.

Peckham stated he was one of the yes votes at the commission meeting and they did agonize over it. The decision was postponed for a week to get public input and after much discussion the head of union was asked if drivers might refuse to work and he did not believe that would happen. Peckham felt if the parents are willing to send the kids and the school is willing to take them in a closed building for six hours, we can have them on a bus for 12 minutes.

Yes Votes: 2 No Votes: 9 Abstain: 0 Not Voting: 0 Result: FAIL

District	Alderperson	Vote
1	Peckham, Patrick	YES
2	Martens, Michael	NO
3	Kilian, Tom	NO
4	Neal, Tom	NO
5	Wadinski, Jim	NO
6	McElhaney, Becky	YES
7	Rasmussen, Lisa	NO
8	Watson, Sarah	NO
9	Herbst, Dawn	NO
10	Larson, Lou	NO
11	Ryan, Debra	NO

Suspend the Rules 10/13/2020

Motion by Neal, second by Herbst to Suspend Rule 6(B) Filing.

Yes Votes: 11 No Votes: 0 Result: PASS

16-1110 10/13/2020

Motion by Wadinski, second by Neal to adopt the Resolution of the Finance Committee Authorizing the Wausau Police Department to accept a Victims of Crime Act grant of $300,000 per year for 4 years (an amount not to exceed $1.2 million) to continue the Victim Resource Unit.

Cpt. Ben Graham stated there was a two page document in the packet outlining the reason for this resolution. The Police Department is entering the second year of a five year grant through the Victims of Crime Act. He noted last year in September we did request grant funding acceptance in the amount of $300,000 to support our Victim Resource Unit, however, we did not address the reoccurring years 2 thru 5. He explained in years 2 thru 5 it is no longer competitive but we are required to resubmit an application. An additional $300,000 per year for the next four years is anticipated. He noted there is potential for a decrease in funding in year 4 and 5 depending on Federal funding levels.

Yes Votes: 11 No Votes: 0 Result: PASS

92-1135 10/13/2020

Motion by Herbst, second by Larson to adopt the Resolution of the Finance Committee Authorizing Joint Powers Agreement with Marathon County regarding E911/NG-911 system.

Attorney Jacobson explained this agreement was approved and has been in place since 199. It provides that when an emergency vehicle is dispatched in response to a 911 call, services will be rendered to that person even if they are outside of the jurisdictional boundaries. She indicated she was contacted by Deputy Billeb who felt it should be renewed given the change in leadership and staff

over the years, so this is a re-affirmation of that commitment and re-setting of the date effective September 1, 2020. It will expire after one year and will be renewed on an annual basis.

Yes Votes: 11 No Votes: 0 Result: PASS

19-1109 10/13/2020

Motion by Larson, second by Kilian to adopt the Resolution of the Finance Committee Approving the 2020 Budget Modification for $15,000 contribution to the Catholic Charities Homeless Housing Project and related payment.

Mayor Rosenberg commented they have been searching high and low for a space for the warming center to keep people out of the cold this winter, but also socially distanced. She indicated they received approval from the Methodist Church to use their basement, which will allow up to 40 people. The funds are being requested to add a shower facility.

Yes Votes: 11 No Votes: 0 Result: PASS

20-1013 10/13/2020

Motion by Peckham, second by Rasmussen to adopt the Resolution of the Finance Committee Approving lease agreement with Wausau Area Winter Farmers Market, LLC for property at 180 E. Wausau Avenue.

Mayor Rosenberg explained they need a new space for their Winter Market because the Boys & Girls Club will not work for social distancing. Jacobson noted this is the Barrel House site and they are in agreement because they don't intend to take title to the property or begin construction until at least April next year.

Kilian questioned what this former Wausau Chemical property was used for by Wausau Chemical. Sean Fitzgerald responded it was a truck maintenance facility for the Wausau Chemical vehicle fleet. The Phase I environmental report that was done in November 2019 had come back with no issues on this particular property.

Yes Votes: 11 No Votes: 0 Result: PASS

19-1109 10/13/2020

Motion by Rasmussen, second by Kilian to adopt the Resolution of the Finance Committee Approving the Local Share Funding of Bus Purchases.

Greg Seubert explained a grant from the State of Wisconsin was awarded a year ago to purchase four replacement buses. There is another grant pending that we have been notified will be awarded for another three buses. There is a shortfall in the local share for both these grants due to delay. This request would be to fund an additional $93,814 from the Metro Ride Reserve account.

Yes Votes: 11 No Votes: 0 Result: PASS

Public Comment and Suggestions:
None.

Adjourn 10/13/2020

Motion by Wadinski, second by Neal to adjourn the meeting. Motion carried unanimously. Meeting adjourned at 8:15 pm.

Katie Rosenberg, Mayor
Leslie M. Kremer, City Clerk

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

ORDINANCE OF CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE			
Repealing Section 10.01.025 Stop sign locations designated and recreating as Section 10.01.025 Establishment of certain traffic limitations and rules; repealing Section 10.01.030 Yield right-of-way intersections, Section 10.01.060 One-way streets, Section 10.01.070 Accident reports, Section 10.24.010 Right turns, Section 10.24.020 Left turns, Section 10.24.030 U-turns.			
Committee Action:	Approved 5-0	**Ordinance Number:**	
Fiscal Impact:	None		
File Number:	20-1015	**Date Introduced:**	October 27, 2020

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

Add ( )

Section 1. That Section 10.01.025 Stop sign locations designated, is hereby repealed and recreated as Section 10.01.025 Establishment of certain traffic limitations and rules as follows:

Section 10.01.025 Establishment of certain traffic limitations and rules. The common council may establish stop signs, yield signs, turning rules, and one-way streets and alleys, the official list of which will be kept on file in the city engineering department and be set forth in the sign inventory maintained by the department. The common council may, from time to time, make additions to or deletions to such inventory. The placing of signs, markers and painting of the pavement shall be evidence of the existence of the limitations and rules established by the common council and it shall be unlawful to fail to comply with said signs, markers or pavement markings. These limitations and rules and the sign inventory will be open to public inspection during regular office hours.

Section 2. That Section 10.01.030 Yield right-of-way intersections is hereby repealed and recreated by virtue of Section 10.01.025 Establishment of certain traffic limitations and rules.

Section 3. That Section 10.01.060 One-way streets is hereby repealed recreated by virtue of Section 10.01.025 Establishment of certain traffic limitations and rules.

Section 4. That Section 10.01.070 Accident reports, is hereby repealed.

Section 5. That Section 10.24.010 Right turns, is hereby repealed.

Section 6. That Section 10.24.020 Left turns, is hereby repealed.

Section 7. That Section 10.24.030 U-turns, is hereby repealed.

Section 8. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 9. This ordinance shall be in full force and effect on the day after its publication.

Adopted:
Approved:
Published:
Attest:

Approved:

_____
Katie Rosenberg, Mayor

Attest:

_____
Leslie Kremer, Clerk

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: October 8, 2020, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Larson Neal, Wadinski; *by WebEx:* Ryan

Also Present: Lindman, Wesolowski, Niksich, Herbst, Fitzgerald
By WebEx: Mayor Rosenberg, Alfonso, Buckner, Sippel

Discussion and possible action on repealing Section 10.01.025 Stop sign locations designated and recreating as Section 10.01.025 Establishment of certain traffic limitations and rules; repealing Section 10.01.030 Yield right-of-way intersection, Section 10.01.060 One-way streets, Section 10.01.070 Accident reports, Section 10.24.010 Right turns, Section 10.24.020 Left turns, Section 10.24.030 U-turns

Rasmussen explained these changes amount to compliance with new standards and housekeeping.

Wadinski moved to approve. Larson seconded and the motion carried unanimously 5-0.

Office of the City Attorney

TEL: (715) 261-6590
FAX: (715) 261-6808

WAUSAU
WISCONSIN

Anne L. Jacobson
City Attorney

Tara G. Alfonso
Assistant City Attorney

Nathan Miller
Assistant City Attorney

To: Capital Improvements and Street Maintenance Committee and Common Council

From: Tara G. Alfonso, Asst. City Atty

Date: October 5, 2020

Re: Comments on Repealing Section 10.01.025 Stop sign locations designated and recreating as Section 10.01.025 Establishment of certain traffic limitations and rules; repealing Section 10.01.030 Yield right-of-way intersections, Section 10.01.060 One-way streets, Section 10.01.070 Accident reports, Section 10.24.010 Right turns, Section 10.24.020 Left turns, Section 10.24.030 U-turns.

- Issues and questions have arisen from time to time as to where certain ordinances or resolutions are maintained with respect to the imposition of various traffic rules such as the creating of one-way streets, right-of-way intersections and the like. The proposed revisions to Title 10 of the City's Municipal Code attempt to clarify how and where these traffic rules will be maintained.

- In connection with making this clarification, it became apparent there are certain City ordinances that set forth prohibitions regarding the making of certain turns (U-turns, left and right turns) as well as requirements for making accident reports which are already included in the Municipal Code by virtue of W.M.C. §10.01.010 which incorporates all provisions of the State Motor Vehicle Code, Wis. Stats. Ch. 340 to 348 and 350. Thus, to avoid any potential conflict with state law and remove any redundancy, these municipal ordinances are proposed for repeal.

Office of the City Attorney

TEL: (715) 261-6590
FAX: (715) 261-6808

Anne L. Jacobson
City Attorney

Tara G. Alfonso
Assistant City Attorney

Nathan Miller
Assistant City Attorney

To: Capital Improvements and Street Maintenance Committee and Common Council

From: Tara G. Alfonso, Asst. City Atty

Date: October 5, 2020

Re: Comments on Repealing Section 10.01.025 Stop sign locations designated and recreating as Section 10.01.025 Establishment of certain traffic limitations and rules; repealing Section 10.01.030 Yield right-of-way intersections, Section 10.01.060 One-way streets, Section 10.01.070 Accident reports, Section 10.24.010 Right turns, Section 10.24.020 Left turns, Section 10.24.030 U-turns.

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

RESOLUTION OF THE CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Designating No Right Turn on Red at the Pick N Save parking lot exit for traffic proceeding onto eastbound Bridge Street.

Committee Action: Approved 5-0

Fiscal Impact: Minimal cost to install sign

File Number:	20-1020	**Date Introduced:**	October 27, 2020

FISCAL IMPACT SUMMARY				
COSTS	*Budget Neutral*	Yes ☒ No ☐		
	Included in Budget:	Yes ☐ No ☐	*Budget Source:*	
	One-time Costs:	Yes ☐ No ☐	*Amount:*	
	Recurring Costs:	Yes ☐ No ☐	*Amount:*	
SOURCE	*Fee Financed:*	Yes ☐ No ☐	*Amount:*	
	Grant Financed:	Yes ☐ No ☐	*Amount:*	
	Debt Financed:	Yes ☐ No ☐	*Amount*	*Annual Retirement*
	TID Financed:	Yes ☐ No ☐	*Amount:*	
	TID Source: Increment Revenue ☐ *Debt* ☐ *Funds on Hand* ☐ *Interfund Loan* ☐			

RESOLUTION

WHEREAS, a request was made by the Bike/Ped Committee to prohibit right turns on a red traffic signal from the Pick N Save parking lot exit for traffic proceeding eastbound on Bridge Street; and

WHEREAS, your Capital Improvements and Street Maintenance Committee, at their August 13, 2020 meeting, discussed and recommended prohibiting such right turns on a red traffic signal at the Pick N Save parking lot exit for traffic proceeding eastbound on Bridge Street and the installation of appropriate signage.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Wausau does hereby approve the prohibition of right turns on a red traffic signal and the installation of a no right turn on red sign at the Pick N Save parking lot exit for traffic proceeding eastbound on Bridge Street.

BE IT FURTHER RESOLVED that a copy of this Resolution shall be provided to the City Engineering Department and be set forth in the sign inventory maintained by the department.

Approved:

_____

Katie Rosenberg, Mayor

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: August 13, 2020, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Larson, Neal, Wadinski, Ryan (arrived at 5:30 due to WebEx issues)

Also Present: Lindman, Wesolowski, Niksich, Alfonso; *By WebEx:* Buckner

Discussion and possible action on adding a No Turn on Red sign at the Pick 'N Save exit on Bridge Street

Niksich indicated last year staff was studying this intersection and decided to install crosswalk enhancements and pedestrian features. There was also a request from the Bike/Ped Committee to add a No Turn on Red sign as vehicles exiting Pick 'N Save are always pulled into the crosswalk. This happens for two reasons: the detection loops are in the crosswalk and vehicles have to encroach the crosswalk to trip the signal for a green light; the other issue is vehicles in the left lane block vision of oncoming traffic. With the pedestrian project, loops are being added behind the stop bar but there is still the issue of vehicles stacking in the left lane. With having a No Turn on Red sign, vehicles have no reason to pull into the crosswalk.

Rasmussen asked if signage can be installed that is noticeable enough for people to see and obey it. Niksich stated there is a pole in place in front of the stop bar where the sign can be placed.

Wadinski likes turning on red here, but he knows that he needs to stop at the stop line before creeping through the intersection and after yielding to bicycles, pedestrians, and other traffic. Since staff recommends this, he would agree with it. Larson feels this is a great idea, especially with the current bridge construction. Ryan stated there are a number of people who walk on Bridge Street. One gentlemen is often walking on the road because the bridge is not shoveled. She feels this is a good improvement.

Wadinski moved to approve installation of a No Turn on Red sign at the Pick 'N Save exit on Bridge Street. Seconded by Larson and the motion carried 5-0.

Agenda Item No.
8

STAFF REPORT TO CISM COMMITTEE – August 13, 2020

AGENDA ITEM

Discussion and possible action on addition a No Turn on Red sign at the Pick 'N Save exit on Bridge Street

BACKGROUND

The Engineering Department has received multiple requests for a No Turn on Red sign to be added to the exit at Pick 'N Save due to vehicles encroaching into the crosswalk. The issue of vehicles encroaching into the crosswalk is likely due to several factors such as poor visibility of the east bound traffic on Bridge St. and the signal detector placement within the crosswalk. As part of the pedestrian improvements currently underway, new signal detectors were installed behind the stop bar. This should help resolve some conflicts relating to red signal wait times; however, the visibility issue still remains a factor. Vehicles in the left turn/straight through lane obstruct the ability to see east bound traffic for the right turn only lane. Adding a No Turn on Red sign should increase the safety of this pedestrian crossing by limiting the reasons to encroach into the crosswalk.

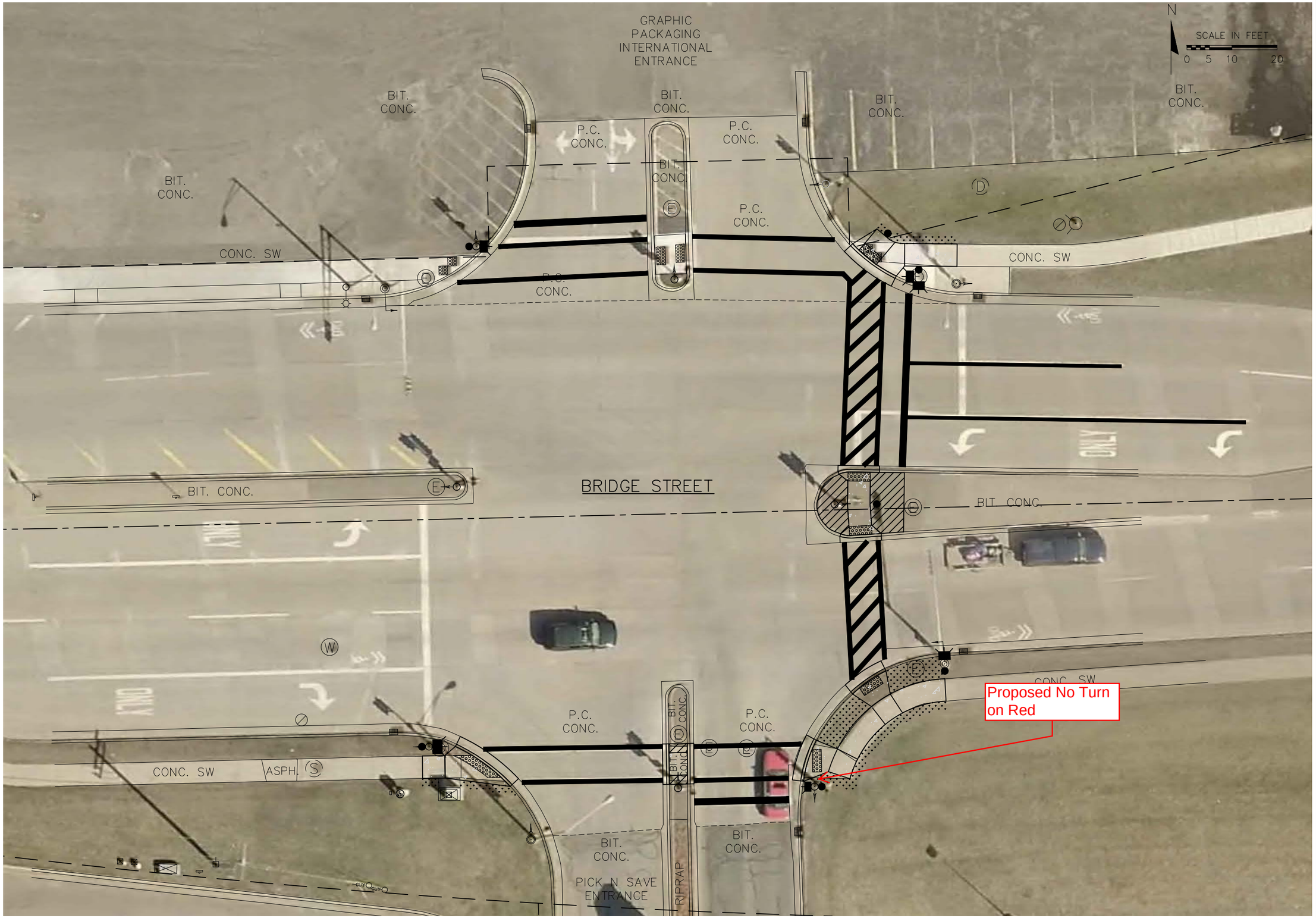
FISCAL IMPACT

None

STAFF RECOMMENDATION

Staff recommends adding a No Turn on Red sign at the exit of Pick 'N Save

Staff contact: TJ Niksich 715-261-6748



O:\Engineering\DWG\PROJ\1038\DWG\1038_BridgeStreet_DESIGN.dwg, 3/22/2019 11:41:29 AM, City of Wausau - Engineering Department, Plotted by: T.J. Niksich

DWG FILE NAME:

CITY OF WAUSAU
Engineering Department
407 GRANT STREET WAUSAU, WI. 54403-4783
(715) 261-6740 FAX (715) 261-6759

SURVEYED BY: ENG. DEPT.
FIELD BOOK NO. PG.
DESIGNED BY: T.J.NIKSICH
DRAWN BY: J.D.VANBOXEL
APPROVED BY: ERIC LINDMAN
POINT FILE:

REVISIONS	DATE
J.D.VANBOXEL	02/21/2019

ISSUED FOR
- ■ PRELIMINARY
- □ REVIEW/APPROVAL
- □ BIDDING/CONST.
- □ REC. REF. DWG.
- □ OFFICE USE

BRIDGE STREET

INTERSECTION – BRIDGE ST/PICK N SAVE/GRAPHIC PACKAGING

PROPOSED PEDESTRIAN ACCOMMODATIONS

SHEET NO. 1 OF 1 SHEETS

FILE NUMBER 19-02-21

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

ORDINANCE OF THE PUBLIC HEALTH & SAFETY COMMITTEE			
Amending temporary ordinance Section 5.90.010 Purpose and intent, Section 5.90.040 Temporary amendment of licensed premises, and Section 5.90.060 Temporary outdoor operation for bars and taverns, to extend all expiration dates until December 31, 2020.			
Committee Action:	Approved 4-0	**Ordinance Number:**	
Fiscal Impact:	None		
File Number:	20-0509	**Date Introduced:**	October 27, 2020

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

Add ( )
Delete (———)

Section 1. That Section 5.90.010 Purpose and intent is hereby amended to read as follows:

5.90.010 Purpose and intent. The Common Council recognizes . . . Therefore, notwithstanding any provision contained within the City of Wausau Municipal Code, during the period of emergency and recovery in response to COVID-19 and expiring on ~~October 31, 2020~~, December 31, 2020, 11:59 pm, the Common Council implements the temporary rules contained in this chapter. . .

Section 2. That Section 5.90.040 Temporary amendment of licensed premises is hereby amended to read as follows:

5.90.040 Temporary amendment of licensed premises.

. . .

(b) Expiration of temporarily expanded area. The temporarily expanded licensed premise area shall be effective only for a time period expiring ~~October 31, 2020~~ December 31, 2020 at 11:59 pm or while the licensee holds a valid temporary sidewalk café permit under this chapter, whichever occurs first. Upon termination, relinquishment, revocation or suspension, or other expiration of the temporary sidewalk café permit or at 11:59 pm on ~~October 31, 2020~~ December 31, 2020, whichever occurs first, the licensed premise area shall automatically return to the area identified and approved as part of the licensee's annual license application without further action required upon the part of the licensee or Common Council. . .

(c) Additional temporary licensed premises amendment for special event participation. Any restaurant as defined in section 5.63.020(c) of this Code holding an alcohol beverage license and either a sidewalk café permit under section 5.64.035 or a temporary sidewalk café permit under this chapter, that is part of an approved special event under the City's Special Events Policy & Procedure may apply for an additional temporary amendment of licensed premises as provided and limited herein to include an area

located within the parking stalls in the public street or roadway adjacent to its licensed premises and sidewalk café.

(1) Limitation on event. To be eligible for a temporary amendment of licensed premises under this subsection, the approved special event must be authorized and provide for closure of the street which encompasses the parking stalls to vehicle traffic; shall provide satisfactory access for emergency vehicles; be approved for an exemption from the prohibitions against consumption or possession of intoxicants on street under section 9.04.025(c); and, while the event may be a repeating event occurring on a weekly basis the series of which shall conclude no later than ~~October 31, 2020,~~ December 31, 2020, each individual event in the series must be of a duration not to exceed a 6 hour time period one day per week, excluding set up and take down.

. . .

Section 3. That Section 5.90.060 Temporary outdoor operation for bars and taverns is hereby amended to read as follows:

5.90.060 Temporary outdoor operation for bars and taverns.

. . .

(b) Temporary amendment of licensed premises.

. . .

(3) Expiration of temporarily expanded area. The temporarily expanded licensed premise area shall be effective only for a time period expiring ~~October 31, 2020~~ December 31, 2020 at 11:59 pm or while the licensee holds a valid temporary sidewalk café permit under this chapter, whichever occurs first. Upon termination, relinquishment, revocation or suspension, or other expiration of the temporary sidewalk café permit or at 11:59 pm on ~~October 31, 2020,~~ December 31, 2020, whichever occurs first, the licensed premise area shall automatically return to the area identified and approved as part of the licensee's annual license application without further action required upon the part of the licensee or Common Council. . .

Section 4. All provisions of City ordinances not specifically altered by this temporary ordinance shall remain in effect.

Section 5. These ordinances shall be in full force and effect on the day after its publication.

Section 6. These ordinances shall automatically repeal on December 31, 2020 at 11:59 pm; no further action shall be required.

Adopted:
Approved:
Published:
Attest:

Approved:

_____
Katie Rosenberg, Mayor

Attest:

_____
Leslie Kremer, Clerk

PUBLIC HEALTH & SAFETY COMMITTEE

Date and Time: Monday, October 19, 2020, at 5:15 pm, (Council Chambers)
Members Present: Rasmussen, Herbst, Peckham, Wadinski, and McElhaney *by WebEx*
Others Present: Alfonso, Bliven, Kremer Rosenberg, and Barteck *by WebEx*,

Discussion and possible action regarding Ordinance Amending temporary ordinance Section 5.90.010 Purpose and intent, Section 5.90.040 Temporary amendment of licensed premises, and Section 5.90.060 Temporary outdoor operation for bars and taverns, to extend all expiration dates until December 31, 2020

Rasmussen explained provisions were made to allow Dining on the Street and some popup events downtown over the summer which would allow outdoor service of food and alcohol. It was extended once to October 31, 2020 and now one of the establishments has added patio heaters to the sidewalk café. This ordinance extends the expiration date to December 31, 2020 recognizing it may not be used much through the winter, but would give them the ability to continue if the weather holds or turns back to a fall-like temperatures.

Motion by Wadinski, second by Peckham to approve the ordinance extending the sunset to 12/31/20. Motion carried 4-0. (*McElhaney was unable to vote due to a WebEx malfunction.*)

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

CONFIRMATION OF MAYOR'S APPOINTMENTS

to Boards, Commissions and Committees: *Ethics Board*

File Number:	20-1003	**Date Introduced:**	October 27, 2020

Ethics Board

Doug Hosler (1)	1717 N 13th St	5 Yr Term Exp 4/30/25	715-348-5038

(N) Individual is filling the unexpired term of a former member
(1) Individual is in their own 1st full term
(#) Designates the term number appointed to

Approved:

Katie Rosenberg, Mayor

Office of the Mayor
Katie Rosenberg

TEL: (715) 261-6800
FAX: (715) 261-6808

MEMORANDUM

DATE: October 15, 2020

TO: Leslie Kremer, Mary Goede

FROM: Mayor Katie Rosenberg

RE: Appointment to the Ethics Board

Please prepare the necessary paperwork to have the following appointment made at the Council Meeting on Tuesday, 10/27/20. This now makes up a complete Ethics Board Committee with a total of 5 members. If you have any questions, please call my office. Thank you.

ETHICS BOARD

Doug Hosler
1717 N. 13th Street
Wausau, WI 54403
715-348-5038
Dehosler40@gmail.com

Brief Bio:
Retired (Professor Emeritus at UW-Stevens Point at Wausau).
I am retired and would like to be involved in dealing with real ethical issues in the hopes of helping this city. In my career in philosophy for 53 years, I studied and taught ethics courses but I found the best teacher was application to real cases (often muddy and difficult). That challenge is something I would look forward to, and I would hope I could be of particular use on this board.

cc: Department Heads
Council Alderpersons

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

RESOLUTION OF THE CAPITAL IMPROVEMENTS & STREET MAINTENANCE COMMITTEE			
Authorizing Downtown Snow/Ice Removal 2020-2021			
Committee Action:	Approved 5-0		
Fiscal Impact:	Revenue will be actual cost of work performed		
File Number:	12-1106	**Date Introduced:**	October 27, 2020

FISCAL IMPACT SUMMARY				
COSTS	*Budget Neutral*	Yes☐No☐		
	Included in Budget:	Yes☐No☐	*Budget Source:*	
	One-time Costs:	Yes☐No☐	*Amount:*	
	Recurring Costs:	Yes☐No☐	*Amount:*	
SOURCE	*Fee Financed:*	Yes☐No☐	*Amount:*	
	Grant Financed:	Yes☐No☐	*Amount:*	
	Debt Financed:	Yes☐No☐	*Amount*	*Annual Retirement*
	TID Financed:	Yes☐No☐	*Amount:*	
	TID Source: Increment Revenue ☐ *Debt* ☐ *Funds on Hand* ☐ *Interfund Loan* ☐			

RESOLUTION

WHEREAS, the City will remove snow and ice from sidewalks on the following streets:

- 3rd Street from Grant Street to Washington Street
- Washington Street from 1st to 4th Street
- Jefferson Street from 1st to 4th Street
- Scott Street from 3rd to 4th Street
- North side of Jefferson Street between 4th and 5th Street
- East side of 1st Street between Jefferson and Washington Street
- East side of 4th Street between Jefferson and Scott Street
- East side of 2nd Street between Jefferson and Scott Street
- North side of McClellan Street from 3rd Street to 120 feet west
- North side of McClellan Street from 3rd Street to 120 feet east
- South side of Grant Street from 3rd Street to 120 feet east
- North side of Forest Street from 1st to 5th Street
- South side of the 100 block of Scott Street
- 1st Street and Scott Street abutting 11 Scott Street and 500 and 520 North 1st Street
- South side of Washington Street from 4th Street to 5th Street

WHEREAS, the intent of this resolution and its effect shall be to authorize the removal by the City of snow and ice from the sidewalks listed above, and the cost of such shall be charged to the owners of the abutting property, now therefore

BE IT RESOLVED by the Common Council of the City of Wausau:

1. The Director of Public Works and Utilities shall cause the snow and ice to be removed from the sidewalks listed above.

2. The cost of this work at the City's standard rate shall be charged to the property served.

3. All special charges shall be due and payable within 30 days of the date of the invoice, with interest to be charged on past due accounts. Any charge, plus accumulated interest, not paid on or before September 30, 2021 shall become a lien upon the property and shall be extended on the current tax roll as a delinquent tax against the property.

4. The Department of Public Works shall mail a copy of this resolution to the owner of each parcel charged for the cost of the removal, together with a statement of the amount charged against the particular parcel.

Approved:

_____

Katie Rosenberg, Mayor

DowntownSnowRem

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: October 8, 2020, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Larson Neal, Wadinski; *by WebEx:* Ryan

Also Present: Lindman, Wesolowski, Niksich, Herbst, Fitzgerald
By WebEx: Mayor Rosenberg, Alfonso, Buckner, Sippel

Discussion and possible action on authorizing downtown snow/ice removal

Rasmussen indicated this item is approved every year with a recommended rate per foot for snow and ice removal in the downtown. The owners are charged based on actual removals. Wesolowski clarified that there is not a set rate. There were examples provided from the last five years so owners know what to expect. Property owners are charged based on actual snow removal.

Wadinski moved to authorize downtown snow/ice removal. Ryan seconded and the motion carried unanimously 5-0.

Agenda Item No.
5

STAFF REPORT TO CISM COMMITTEE – October 8, 2020

AGENDA ITEM

Discussion and possible action on authorizing downtown snow/ice removal

BACKGROUND

Each year the Council adopts a resolution authorizing the removal of snow and ice from specific sidewalks in the downtown area. In the spring of each year, the abutting property owners are sent an invoice for the actual cost of snow/ice removal.

Following are the rates for the past five winters:

2019-2020	$7.72/foot
2018-2019	$11.92/foot
2017-2018	$9.06/foot
2016-2017	$6.82/foot
2015-2016	$3.25/foot

Example: A downtown property with 60 feet of frontage had a cost of $463.20 for snow/ice removal for 2019-2020.

FISCAL IMPACT

Property owners are charged the City's actual cost for snow/ice removal.

STAFF RECOMMENDATION

Forward a resolution to the Common Council authorizing snow/ice removal for the 2020-2021 winter.

Staff contact: Allen Wesolowski 715-261-6762

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

RESOLUTION OF THE CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE			
Authorizing Sale of City-Owned Property at 510 South 32nd Avenue			
Committee Action:	Approved 5-0		
Fiscal Impact:	Revenues from Sale of Building		
File Number:	20-1019	**Date Introduced:**	October 27, 2020

FISCAL IMPACT SUMMARY				
COSTS	*Budget Neutral*	Yes☐ No☒		
	Included in Budget:	Yes☐ No☒	*Budget Source: this resolution will increase revenues*	
	One-time Costs:	Yes☐ No☒	*Amount:*	
	Recurring Costs:	Yes☐ No☒	*Amount:*	
SOURCE	*Fee Financed:*	Yes☐ No☐	*Amount:*	
	Grant Financed:	Yes☐ No☐	*Amount:*	
	Debt Financed:	Yes☐ No☐	*Amount*	*Annual Retirement*
	TID Financed:	Yes☐ No☐	*Amount:*	
	TID Source: Increment Revenue ☐ *Debt* ☐ *Funds on Hand* ☐ *Interfund Loan* ☐			

RESOLUTION

WHEREAS, the City of Wausau owns the property located at 510 South 32nd Avenue, which was former West Side Fire Station #2; and

WHEREAS, interest was received asking the City to donate the property for a soon to be established not-for-profit group wishing to convert the facility into a senior center; and

WHEREAS, on July 9, 2020, the Capital Improvements and Street Maintenance Committee had considered the disposition of the property at 510 South 32nd Avenue and delayed disposition to allow 90 days for the not-for-profit group to seek cooperation/partnerships and fundraising; and

WHEREAS, the not-for-profit group has decided to discontinue going forward with their senior center project due to lack of financial interest; and

WHEREAS, Community Development Department staff conducted interviews with three qualified and reputable professional commercial real estate brokers representing different firms in the Wausau area; and

WHEREAS, Community Development Department staff recommends obtaining an agreement with Karen Hocking of Hocking Real Estate Services LLC to market and sell the former Fire Station #2; and

WHEREAS, on October 8, 2020, the Capital Improvements and Street Maintenance Committee reconsidered disposition of the property at 510 South 32nd Avenue and recommended advertising the sale of the property through Hocking Real Estate Services LLC; now therefore

BE IT RESOLVED by the Common Council of the City of Wausau that the proper City officials are hereby authorized and directed to execute the documents necessary to enter into an agreement with Hocking Real Estate Services LLC to market and sell the former Fire Station #2 at 510 South 32nd Avenue.

Approved:

_____

Katie Rosenberg, Mayor

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: October 8, 2020, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Larson Neal, Wadinski; *by WebEx:* Ryan

Also Present: Lindman, Wesolowski, Niksich, Herbst, Fitzgerald
By WebEx: Mayor Rosenberg, Alfonso, Buckner, Sippel

Discussion and possible action regarding the disposition of the old Westside Fire Station at 510 South 32nd Avenue

Rasmussen said a decision on this was held up a couple of months to see if the private sector was able to pull together their proposed plan for a senior center. The group has opted not to continue as they were not able to generate the momentum they had hoped. There is a memo in the packet from Groat indicating that they fell the best approach is to advertise the building through a commercial realtor. Doing a survey of the market, they located a realtor that provided the most competitive commission share assuming they are able to sell the building. That proposal came from Hocking Real Estate. They are looking for approval to list the building and see what offers come in.

Neal moved to approve. Wadinski seconded and the motion carried unanimously 5-0.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: July 9, 2020, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Larson, Neal, Ryan, Wadinski

Also Present: Mayor Rosenberg, Lindman, Wesolowski, Buckner, Niksich, Alfonso, Groat

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

Discussion and possible action regarding disposition of the old Westside Fire Station at 510 South 32nd Avenue

Rasmussen stated in the past there has been inquiries from the community seeking to start a senior center at the old Westside Fire Station. Now that the fire department has moved out, we have the opportunity to put the building up for sale or donate it. We had a relator analysis done and it could be sold for approximately $330,000. If the committee wishes, we can take it out for bid with a set minimum bid price. Chuck Robinson had previously brought forth a detailed proposal for a senior center concept. He has recently passed away and family members are present to speak.

Dr. Meg Robinson, 206 A West Main Street, Waterford, stated her dad passed away about a week and a half ago. He wanted to make sure the senior center moved forward. He was recently granted non-profit status. He formed a corporation and has a business model done. She provided her dad's documents which included people who may help, examples of other senior centers, the concept of a senior center, paperwork on the YMCA, business set up, examples of bylaws, bids for construction work, and fundraising. Her dad felt that Wausau should have an inexpensive senior center. He intended to ask for a $4 a month fee to keep the lights on, heat the building, etc.

Rasmussen noted the Chuck Robinson appeared before the last Council and gave a presentation on the concept. At the time he was in the process of gaining the non-profit status. He was working on cost estimates and getting a group together to renovate the facility and run the center as a non-profit.

Robinson said her dad left off at getting volunteers to get fundraising started. She is willing to stick with the project long enough to make sure there is one strong leader. She will organize everything he had into an easy to use format. He got the hard part of non-profit status completed. They would like to purchase the building for $1. He did a comparison budget of this project and it would come in at 6.2% of the cost of the YMCA. That means that more people can join at a much cheaper level than at the YMCA.

Ryan had spoken with Chuck Robinson this fall. Through her healthcare she has a free membership to the YMCA. A number of the staff said a year ago the YMCA would be handicap accessible but the bathrooms and showers are not. She had known people who have asked the YMCA for financial assistance and they have been denied. With the Landing at the Y, there is the regular membership and then an additional $20 a month. She feels we need something that is affordable for most seniors. She thinks there are a lot of seniors having issues with not eating well and slowing declining at home alone. This is a way to encourage seniors to feel welcome and can come as they are. There are a lot of isolated seniors and part of having a senior center is to get them out, socialize, and get other connections so they are not isolated.

Neal can see deferring any intention to sell the property for a significant period of time to allow the concept to be explored to see if it is viable. There are organizations and people in town that are amenable to help out and city government can help steer and advise. Neal proposed not giving the property at this time, but rather a promise of the property with a time limit to allow the concept to be pursued.

One discussion Rasmussen had with Chuck Robinson was it would be difficult to fundraise if you do not have a site locked in. There is a fear of doing fundraising and not being able to get the building. He wanted the building first and would work on fundraising after. She spoke about deferring action to see if the group comes together. She noted that sometimes when there is a loss of a key person, the rest of the effort fades and the energy is lost.

Groat indicated the proposal was brought forward out of respect for Chuck Robinson and the work he had done. The City could consider hiring a realtor. She questioned what would be the most efficient and effective way to get rid of the parcel. In talking with the Economic Development staff, it is not a strategic parcel so we do not need to manage its disposition. The zoning will take control over the property. If you look at the real estate market, realtors have a system developed for advertising and showing that gets them the fastest sale at the best price. There would be a question of who would let someone in and who would manage the vacant property if City staff took over the effort. Insurance costs go up dramatically when you have a vacant building. If the committee would like to give some time, she can recognize that. However, as a tax payer and the Finance Director, she asked the committee to think about the 40,000 people that live in Wausau and what's the best thing to do if we can maximize our costs. It would be great to get some money back from the old Fire Station and a use that would pay taxes. She understands the group wanting a senior center but as a taxpayer duplicate effort is not something we typically want to reward. A local foundation wrote a letter stating they committed a lot of money to the existing senior center at the YMCA and it is unlikely they would provide funding for a duplicate effort. If it was only about dollars and cents, she would recommend hiring a realtor to sell the property.

Ryan feels there is a need for another senior center, especially after the ADRC moved out of the Health Care Campus and a lot of activities were lost.

Larson supports this effort 100%. The YMCA wants $44.10 a month for membership, a $60 charge, plus another $20. This is cost prohibitive for a lot of seniors. His mother looked forward to going to her senior center. Without that some seniors would just sit in their house.

Fred Schroeder, 2715 West Wausau Avenue, has been a resident of Wausau for close to 20 years. Over the last 20 years, there has been well over $20 million out of TIFs for industrial development. We do need jobs, but seniors over 80 have paid taxes for probably 60 years. To maximum the value of property is one obligation to a certain extent, but doing something for seniors in the community is another. He is a member of the YMCA and participates in the Landing; however, this is a different concept. There used to be a game room when the Aging and Disability Center was at North Central Health. The game room was closed when they moved and the woodworking center was gone. There were probably 150 seniors that used that game center. Chuck Robinson was involved in wood working and felt it was possible to include a wood working room in the proposed center.

Terry Byrne understands there is insufficient space at the Landing to run a 10-12 bridge game. He feels there are a number of people that will step forward to get funding. He may be willing to spend time bringing this forward.

Rasmussen noted an email received from Jeffrey Stubbe, Executive Director of the Dwight and Linda Davis Foundation. One of the things the email states is if it is the committee's will to support the project, there may be an interest from the Landing in collaborating so they are not operating against each other. The Landing did create a social only membership. If there is shared purpose and a collaborative effort, it may make fundraising less of a challenge if donators see the two are not rivals.

Rasmussen mentioned deferring this for 60 days to give them time to survey whether they still have the momentum. Meg Robinson stated not having a building makes it hard to get fundraising. Rasmussen said it does sound like there is still energy in the group but it depends on how organized and devoted that energy is. Rasmussen feels that before a fundraising effort is kicked off, feelers should be put out to find out if there is consistent energy to develop, run and manage a facility like this on a day to day basis. The committee is willing to wait to see where this will go. Groat stated fundraising could be done if the City endorses a resolution giving 60 days with the want to see 50% of the $500,000 raised. It could spur fundraising as setting a deadline creates some urgency.

Neal moved to allow a 90 day period for the group to seek cooperation/partnerships/backing during which time action will be deferred to get a realtor; this includes a letter of intent from the City holding the building for 90 days and at the end of the process the building is to be conveyed for $1. Larson seconded.

Mayor Rosenberg referred to a similar situation with the County regarding the warm water therapy pool. They were given 3 months to raise $3 million and they succeeded.

Larson added that the old fire station is within a block of a bus route and it wouldn't be difficult to extend the route.

Ryan noted that some foundations only meet quarterly and three months may be cutting it close. She encouraged allowing until the end of November. Ryan also stated that Pat Peckham is a part of a group called Wood Turners. He could talk to that group to see if they are looking for a permanent spot.

Wadinski asked if the motion included having a board set up and if the building doesn't happen would they have the drive to continue it someplace else. Rasmussen said we would never restrict them if there was an alternative site. Rasmussen explained the motion offers a 90 day planning option which we would convey the building for $1 if the project is organized to the point where it has a managing board, a management plan to open and operate the facility, and 50% of the fundraising completed based on their cost estimates. This will be brought back to CISM in October, which gives them the rest of the summer and September to undertake the process. Depending upon the report in October, we will know if they need to wait or if it is so far off that it has to go in a different direction. This also allows time to have dialogue with the Landing and find out if there is room for collaboration.

There being a motion and a second, motion carried unanimously 5-0.

TO: CISM COMMITTEE

FROM: MARYANNE GROAT

DATE: October 1, 2020

RE: Westside Fire Station 510 S 32nd Avenue Update

In July the CISM committee agreed to delay any sale of the fire station in an effort to provide additional time for the proposed senior center fundraising. We have been contacted by the group that they will not continue to go forward with the project due to lack of financial interest.

Community Development is in the process of selecting a realtor to market the facility on the City's behalf. We believe that using a realtor will result in the best financial outcome for the City. We are requesting the CISM committee's approval to sell the property through the use of a professional realtor.

Planning, Community and Economic Development

To: City of Wausau Capital Improvement & Street Maintenance Committee

From: Sean Fitzgerald, Business Development Specialist

RE: Staff memo on West Side Fire Station #2 Disposition (510 S. 32nd Avenue)

As part of the initiative to dispose of the former West Side Fire Station #2 (510 S. 32nd Avenue), City of Wausau Community Development Department staff conducted interviews with three qualified and reputable professional commercial real estate brokers representing different firms in the Wausau area. All three brokers indicated an interest in marketing the property, and all three brokers were asked the same questions and their responses equally scored.

Following the interviews, staff is recommending an agreement with Karen Hocking of Hocking Real Estate Services LLC to market and sell Fire Station #2. Hocking provided a robust marketing plan highlighting targeted businesses in nearly a dozen industries which might be a good fit to acquire the property.

Hocking additionally provided the most competitive commission rate at 6 percent for any co-brokered transaction, or 5 percent for any transaction in which she represents both the buyer and the city. Hocking has an extensive distinguished commercial real estate career in the area, and staff believes she'll do well to meet the city's goals in disposing of this asset.

Additionally, please see the following attached pages which include a series of cost-approach valuations prepared by City Assessor Rick Rubow for the property. The valuations range from $465,000 on the high end to $291,000 on the low end. Assessor Rubow acknowledged he did not physically inspect the property in making these valuations. He indicated he only used the actual age of the building and did not take into account any improvements or updates completed during the past 50 years.

Estimate Number	:	1423
Parcel Number	:	291 2907 331 0011
Property Owner	:	City of Wausau
Property Address	:	510 S 32nd Ave
Property City	:	Wausau
State/Province	:	WI
ZIP/Postal Code	:	54401

Section 1

Occupancy

	Class	Height	Rank
48% Fire Station (Staff)	Masonry bearing walls	11.00	4.0
52% Municipal Service Garage	Masonry bearing walls	16.00	4.0 > VG

Total Area	: 5,371
Number of Stories (Section)	: 1.00
Perimeter	: 277
Effective Age (years)	: 50.00

Components

	Units/%	Other
Land and Site:		
Land	187,500	

Cost as of 10/2019

	Units/%	Cost	Total
Basic Structure			
Base Cost	5,371	191.19	1,026,881
Exterior Walls	5,371	27.21	146,145
Heating & Cooling	5,371	23.52	126,326
Basic Structure Cost	5,371	241.92	1,299,352
Less Depreciation			
Physical & Functional	80.0%		1,039,482
Depreciated Cost	5,371	48.38	259,870
Miscellaneous			
Land			187,500
PAVING	5,000	1.66	8,300
CONCRETE PARKING	2,500	3.00	7,500
GENERATOR	1	2,500.00	2,500
Total Cost	5,371	86.70	465,670

Estimate Number	:	1423
Parcel Number	:	291 2907 331 0011
Property Owner	:	City of Wausau
Property Address	:	510 S 32nd Ave
Property City	:	Wausau
State/Province	:	WI
ZIP/Postal Code	:	54401

Section 1

Occupancy

	Class	Height	Rank
48% Fire Station (Staff)	Masonry bearing walls	11.00	3.0
52% Municipal Service Garage	Masonry bearing walls	16.00	3.0

> Good

Total Area	: 5,371
Number of Stories (Section)	: 1.00
Perimeter	: 277
Effective Age (years)	: 50.00

Components

	Units/%	Other
Land and Site:		
Land	187,500	

Cost as of 10/2019

	Units/%	Cost	Total
Basic Structure			
Base Cost	5,371	129.02	692,966
Exterior Walls	5,371	22.87	122,835
Heating & Cooling	5,371	17.62	94,637
Basic Structure Cost	5,371	169.51	910,438
Less Depreciation			
Physical & Functional	80.0%		728,351
Depreciated Cost	5,371	33.90	182,087
Miscellaneous			
Land			187,500
PAVING	5,000	1.66	8,300
CONCRETE PARKING	2,500	3.00	7,500
GENERATOR	1	2,500.00	2,500
Total Cost	5,371	72.22	387,887

Estimate Number	:	1423
Parcel Number	:	291 2907 331 0011
Property Owner	:	City of Wausau
Property Address	:	510 S 32nd Ave
Property City	:	Wausau
State/Province	:	WI
ZIP/Postal Code	:	54401

Section 1

Occupancy

	Class	Height	Rank
48% Fire Station (Staff)	Masonry bearing walls	11.00	2.0
52% Municipal Service Garage	Masonry bearing walls	16.00	2.0 > AVERAGE

Total Area	: 5,371
Number of Stories (Section)	: 1.00
Perimeter	: 277
Effective Age (years)	: 50.00

Components

	Units/%	Other
Land and Site:		
Land	187,500	

Cost as of 10/2019

	Units/%	Cost	Total
Basic Structure			
Base Cost	5,371	86.95	467,008
Exterior Walls	5,371	19.19	103,069
Heating & Cooling	5,371	10.85	58,275
Basic Structure Cost	5,371	116.99	628,352
Less Depreciation			
Physical & Functional	80.0%		502,681
Depreciated Cost	5,371	23.40	125,671
Miscellaneous			
Land			187,500
PAVING	5,000	1.66	8,300
CONCRETE PARKING	2,500	3.00	7,500
GENERATOR	1	2,500.00	2,500
Total Cost	5,371	61.71	331,471

Estimate Number	:	1423
Parcel Number	:	291 2907 331 0011
Property Owner	:	City of Wausau
Property Address	:	510 S 32nd Ave
Property City	:	Wausau
State/Province	:	WI
ZIP/Postal Code	:	54401

Section 1

Occupancy

	Class	Height	Rank
48% Fire Station (Staff)	Masonry bearing walls	11.00	1.0
52% Municipal Service Garage	Masonry bearing walls	16.00	1.0

Fair

Total Area	: 5,371
Number of Stories (Section)	: 1.00
Perimeter	: 277
Effective Age (years)	: 50.00

Components

	Units/%	Other
Land and Site:		
Land	187,500	

Cost as of 10/2019

	Units/%	Cost	Total
Basic Structure			
Base Cost	5,371	57.69	309,853
Exterior Walls	5,371	16.10	86,473
Heating & Cooling	5,371	6.17	33,139
Basic Structure Cost	5,371	79.96	429,465
Less Depreciation			
Physical & Functional	80.0%		343,571
Depreciated Cost	5,371	15.99	85,894
Miscellaneous			
Land			187,500
PAVING	5,000	1.66	8,300
CONCRETE PARKING	2,500	3.00	7,500
GENERATOR	1	2,500.00	2,500
Total Cost	5,371	54.31	291,694

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

RESOLUTION OF THE CAPITAL IMPROVEMENTS & STREET MAINTENANCE COMMITTEE

Authorizing installation of stops signs at Bopf Street and S. 8th Avenue

Committee Action: Failed 2-3
Fiscal Impact: None

File Number:	20-1016	**Date Introduced:**	October 13, 2020

FISCAL IMPACT SUMMARY				
COSTS	*Budget Neutral*	Yes☒ No☐		
	Included in Budget:	Yes☐ No☐	*Budget Source:*	
	One-time Costs:	Yes☐ No☐	*Amount:*	
	Recurring Costs:	Yes☐ No☐	*Amount:*	
SOURCE	*Fee Financed:*	Yes☐ No☐	*Amount:*	
	Grant Financed:	Yes☐ No☐	*Amount:*	
	Debt Financed:	Yes☐ No☐	*Amount*	*Annual Retirement*
	TID Financed:	Yes☐ No☐	*Amount:*	
	TID Source: Increment Revenue ☐ *Debt* ☐ *Funds on Hand* ☐ *Interfund Loan* ☐			

RESOLUTION

WHEREAS, as part of the Thomas Street reconstruction project, stops signs were erected on Bopf Street at S. 8th Avenue making it a four way stop and subsequently removed after construction was completed; and

WHEREAS, residents in the area of Bopf Street and S. 8th Avenue would like to have stop signs placed on Bopf Street rather than on S. 8th Avenue to slow traffic; and

WHEREAS, your Capital Improvements and Maintenance Committee, at their October 8, 2020 meeting, discussed the stop sign placement and failed to approve installing stop signs on Bopf Street at S. 8th Avenue.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Wausau notwithstanding the recommendation of the Capital Improvements and Street Maintenance Committee does hereby approve installing stop signs on Bopf Street at S. 8th Avenue.

BE IT FURTHER RESOLVED that a copy of this Resolution shall be provided to the City Engineering Department and be set forth in the sign inventory maintained by the department.

Approved:

_____

Katie Rosenberg, Mayor

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: October 8, 2020, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Larson Neal, Wadinski; *by WebEx:* Ryan

Also Present: Lindman, Wesolowski, Niksich, Herbst, Fitzgerald
By WebEx: Mayor Rosenberg, Alfonso, Buckner, Sippel

Discussion and possible action on stop sign placement at the intersection of Bopf Street and South 8th Avenue

Larson has been receiving feedback from his district asking for this measure to be taken. Buckner deferred to Wesolowski on his most recent count, which did coincide with their speed study on Bopf Street. Wesolowski stated traffic counters were placed on Bopf Street and 8th Avenue from September 22 to September 28. An average weekday was 885 cars on Bopf Street and 250 on 8th Avenue. The average speed was 25½ MPH. The 85th percentile was 30 MPH, which is an acceptable range. Staff does not recommend any changes; stop signs should remain on 8th Avenue with none on Bopf Street.

Rasmussen asked if we could get control of this with targeted enforcement. Buckner stated it is possible but to be consistent in any one area with speed enforcement is difficult to promise because of other impeding traffic concerns and high volume of calls. The speed study shows times of the day with speed concerns. He noted the reported speed of 46 MPH and added that sometimes higher speeds can be emergency vehicles. One of the reports they run show when there is more volume of traffic and potential more volume of people exceeding the speed limit. Rasmussen said historically there has been some correlation of increased speed before and after shift changes at Kolbe. She feels they all understand enforcement would be done as time permits.

Larson would like to see stop signs on the corner. Feedback he has received from the neighbors is removing the stop signs was the biggest mistake the City made. Signs were put up when Thomas Street was under construction and took down without warning.

Larson moved to remove the stop signs from 8th Avenue and place on Bopf Street. Seconded by Neal.

Rasmussen spoke of the robust discussion regarding stop signs at 10th and Stark Street. There was concern among enforcement staff and alders about deviating from MUTCD standards and creating a liability situation by placing signs against standards.

Wadinski asked how many people are complaining. Putting up stop signs because of a couple of complaints from neighbors is not the purpose of the committee. The purpose is to make sure traffic is safe according to standards. If there was a petition with a dozen or more households he may look at it differently. Rasmussen said in past discussion when former Alder Abitz received the same request, it was not a large number of people complaining but it was consistently the same individuals. At that time the committee opted to not act on making a change. After construction ended, the City was slow at taking the stop signs down and the neighborhood got used to having them there. Lindman feels the motion to remove the signs off 8th Avenue would not be a good decision. Bopf Street has more traffic and there would be even more conflicts and issues. When signs were installed during the detour for Thomas Street construction, the intersection was a four-way stop.

Larson revised his motion and moved to make the intersection a four-way stop. As the second, Neal agreed with the revision.

Alfonso's job is to let people know what the status of the law is. When establishing traffic control devices, which includes signs, state statutes require local authorities to conform to the MUTCD. This is our statutory obligation. During the 10th Street discussion, one alderperson used an intersection that was not proper as support for continuing to do an improper thing. Regarding 10th and Stark, Rasmussen noted criteria for a four-way is when traffic is relatively equal on both streets. Traffic counts showed it was not that far off on one versus the other. If

it is found there is a significant volume on Bopf and not on 8th, we are really not in the same realm as we were with 10th and Stark. She cautioned using 10th Street and Stark Street as a benchmark. Wadinski agrees that was a different situation. His personal/professional feeling is to abide by statutes and follow regulations. It is the committee's job to make it right according to regulations and statistics. Rasmussen spoke of the former Parking and Traffic Committee and how it became a soap box for neighborhood complaints. Citizens would run a petition, come to the committee, get their way and stop signs were installed or modified. It allowed an element of politics to enter into the application of traffic standards. When the committees merged, she was Chair of CISM and her directive to staff was to make as many decisions at staff level using MUTCD standards as possible. She felt that as soon as one intersection goes through a political process like this, we are going to have 10 more. There isn't an alder who has not received complaints about speeding, parking or heavy traffic. She made the mistake with 1st Avenue and Bos Creek Drive. Residents petitioned and a stop sign was installed at a bottom of a hill. It has not fixed the problems they were complaining about. She hopes her experience serves as a cautionary tale. She does not want the committee to tread down a slope where every month we have to make a political decision about traffic controls.

Wadinski feels these problem need police presence, and not just a sector officer to go there when he has time. We need to work with PD for a part-time traffic unit. Rasmussen said we often rely on grant funding or special enforcement funding to conduct a focused enforcement. This is not the first time she has heard of a traffic enforcement unit that can move around town and get trouble spots. This is something from a budget standpoint that we should look at going forward.

Larson said there is more traffic going down Bopf Street because people cannot turn on and off Thomas Street like they used to. This has been an ongoing issue for years and he would like to see a four way stop.

From a planning perspective, Sippel mentioned there are street designs that can be used to help control speed. Research shows that when you use stop signs to try to control speed instead of street design, it increases the likelihood of crashes. When it is not warranted people tend to ignore it. In general, Sippel noted curb bump outs at intersections, creating chicanes in the road so it is not a straight shot, and utilizing on-street parking usually slows people down. Sippel feels adding bump outs would be most applicable at this location. Rasmussen said if either street comes up for a redesign we can look at adding a calming measure. We have often tried narrowing right-of-way as well. There are ways we can make an impact but it cannot be done overnight.

Neal asked about the nature of pedestrian traffic in this neighborhood. Larson has not surveyed this. Rasmussen feels it is standard neighborhood traffic and noted it is not a direct walking path to a neighborhood school. When this came up before, Abitz was more concerned with vehicle traffic than a bike/ped conflict. Neal stated if it is within the law to make a four-way stop, he would not be against it. This might not be the same as 10th and Stark; however, if the alder feels the neighborhood is requesting it and there is history with an alder before, it seems supportable and a nice thing to do for the neighborhood. Rasmussen is concerned because the standards indicate where the traffic is not equal a four-way is not warranted. We were able to legitimize a four-way at 10th and Stark because recent traffic counts showed traffic was relatively the same. That is not the case at 8th and Bopf.

There being a motion and a second, motion to make the intersection a four-way stop failed 2-3 with Rasmussen, Neal and Wadinski the dissenting votes.

Agenda Item No.
3

STAFF REPORT TO CISM COMMITTEE – October 8, 2020

AGENDA ITEM

Discussion and possible action on stop sign placement at the intersection of Bopf Street and South 8th Avenue

BACKGROUND

The stop signs at this intersection are placed such that traffic on S. 8th Avenue is required to stop. Engineering placed traffic counters on Bopf Street and S. 8th Avenue from September 22nd – 28th. The traffic data collected is included as an attachment. Page 1 gives a summary of the data collected with a map. This item has been discussed at previous CISM meetings, the minutes from March 8, 2018 and April 12, 2018 are included. Also included is section 2B.07 of the Manual of Uniform Traffic Control Devices (MUTCD) which discusses Multi-Way stop applications.

FISCAL IMPACT

Minimal

STAFF RECOMMENDATION

Staff does not recommend any changes to the current stop sign placement at the intersection. The belief that vehicles are traveling at excessive speeds is not the case, the data shows the mean speed to be 25.5 mph and the 85th percentile speed to be 30 mph. The MUTCD stresses keeping traffic control measures to the minimum required to control the traffic.

Staff contact: Allen Wesolowski 715-261-6762

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: March 8, 2018, at 5:30 p.m. in the Council Chambers of City Hall.

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

Also Present: Mayor Mielke, Lindman, Wesolowski, Sean Gehin, Buckner, Lenz, Sippel, Joe Gehin

Discussion and possible action on the installation of stop signs on Bopf Street at 8th Avenue

This item was taken out of agenda order.

Wesolowski explained temporary stop signs were put up during the Thomas Street Reconstruction Project for traffic to stop on Bopf Street at 8th Avenue. Permanent stop signs are located on 8th Avenue at Bopf. The temporary stop signs should have been taken down after the construction was completed. The Engineering Department was unaware they were still up and then a request was received to make the 4-way stop permanent. It was decided to leave the signs up until after this item is considered by committee. Staff recommends leaving the stop signs on 8th Avenue and not installing them permanently on Bopf Street. 8th Avenue is the minor street with less traffic, which is typically where stop signs are placed. There are no visual obstructions and no report of accident history.

Rasmussen indicated there has been an ongoing speed issue on Bopf Street even prior to the construction on Thomas Street. From experience in her district, installing a stop sign does not control speed but enforcement does. A stop sign was installed at the corner of 1st Avenue and Bos Creek, which has been a travel nightmare and has not cured the speed. The speeders just moved over one block. Even though the four-way stop during construction seemed to have calmed the traffic, she questioned if there has been any targeted enforcement in the area. The problem is speed and does not have to do with visibility or accident history. She questioned if there was any other measure that could be taken other than a four-way stop. Buckner is not aware of any targeted enforcement of this area after the construction period. He does not have any current data but a speed counter could be placed, the area could be highlighted for additional enforcement, and a report could be brought back to the committee.

Sid Elford lives at the corner of 3rd and Bopf, at 302 Bopf Street. Since the stop signs have been on Bopf Street, he has noticed that the traffic from Kolbe and Kolbe has been able to move a lot smoother. He has personally seen several accidents at the corner while living in the neighborhood for over 45 years. They were not always tow away and may not have been reported. He has seen several major accidents at the corner of 3rd Avenue and Bopf Street. Typically enforcement does not take place in the area. He has asked for enforcement but it does not seem to happen. The biggest excuse he gets is there are other things to worry about. There are a lot of people in the City who have complaints about traffic and speeding. It is too bad that there are all these rules and regulations and nothing is done about it.

Abitz stated there was a petition signed by over 36 people who would like the four-way stop to remain. At least one and a half pages are signed by people who live in the area, people that drive to Treu's, and those who visit people in the area. Because of the stop signs, individuals in the area feel it is safer for their kids because the traffic is not speeding. In the summer time drag races take place from 11th Avenue to 3rd Avenue. There have been three accidents on her corner at 7th and Bopf where vehicles were speeding and hit her tree. Individuals who attend Holy Name feel it is safer to cross the street because of the four-way stop. She has spoken with Kolbe and Kolbe and the four-way stop has controlled some of the flow of traffic. She would like to see the four-way stop remain as it has made a major difference in the neighborhood with pedestrians, bicyclists, and making the people who live in the area feel safer. She highly recommends making this intersection a four-way stop because of safety and the security the neighborhood feels.

Elford said a radar was placed for a few days and he spoke off the record to the officer about speeding. When there is not an officer there the traffic goes fast. He realizes enforcement cannot be done on every corner but it has to be targeted a little. The stop signs have smoothed out the traffic flow on 8th Avenue and although it is not a ligament reason for a stop sign, it does slow down the traffic. Taking consideration of the safety factor and the

feeling of the neighborhood, he feels the stop signs should be recommended.

Gehin asked if the amount of traffic on 8th Avenue was equal to the amount on Bopf Street. Elford replied on an overall day no but during specific periods it is busier. There are several hundred people exiting Kolbe at three different times. Gehin said the MUTCD, which is followed for traffic control devices, warrants against adding stop signs where it is not warranted. If intersecting roads do not have an equal volume of traffic, over time people start to ignore stop signs and roll through. This leads to another safety issue and is why staff is not in favor of adding stop signs on Bopf. Elford said that problem is really a lack of enforcement. Gehin said the problem is another safety issue is created. People get accustomed to not slowing down on Bopf Street because they never see a car on 8th Avenue.

Abitz said Kolbe and Kolbe used to use 9th Avenue or other streets but now uses 8th Avenue because of the four-way stop. People who use Bopf are now very familiar with the four-way stop. More people are using 8th Avenue because of the four-way stop and better traffic flow. Elford clarified that Kolbe trucks are not using 8th Avenue but there other company trucks are. If it is felt that stop signs cause accidents by people rolling through, Elford said barely 50% of the people that come to the intersection of Bopf and 3rd Avenue stop. There have been a lot of collisions there and this is a T intersection. This would promote a better flow of traffic and peace of the neighborhood. The stop signs have been up for several months as an "experiment" and it has worked well.

The first thing Rasmussen asked for when the duties of the Parking and Traffic Committee were combined was for decisions that could be made administratively using MUTCD guidelines would be made outside the committee. When a decision is made by committee to install a stop sign, yield sign, etc., it becomes a political motivation. Now we are about to make a political decision on a stop sign. We have nonconforming stop signs in other locations in town where they were installed against recommendation and have not necessarily solved a problem. The one at 1st Avenue and Bos Creek did not solve the problem and everyone who does not like it runs it or slides through. One was installed at 12th and Callon because three houses wanted it but it does not solve anything. She has two opinions about this. If there had never been a stop sign there before and the situation arose to place a stop sign solely for the purpose to try to reduce speed, she would vote no. However, when the temporary stop sign was placed for the detour of Thomas Street, she feels a clinical trial was created. Now people in the area have adjusted their travel patterns, have operated for six months with a four-way stop, and all believe it works. It is a lot easier to never put something in then to give it and take it back. Now we are trying to take back something everyone loves. If a vote happens tonight, she would be inclined to support it even though it is against standard. When there are defined standards for how to make the decision, she would like the decision made at staff level not committee level. It creates way too much political activity in a realm that should be governed by engineering standards. We need to utilize the guidelines to the extent we can. But once we put the stop sign in, she feels a precedent was created. There was no way to get around it during construction but now it is there and now they are used to it.

Abitz said it has made a difference in how the neighborhood reacts to the corner and the flow of traffic. She feels the stop signs should be kept and added it is very rare when one individual goes through the stop sign.

Joe Gehin, Aldermanic District 9, recommends delaying action to let staff go out and observe what is going on. At that point in time an informed decision can be made. Sean Gehin stated traffic counters could be placed on 8th Avenue and on Bopf Street to see the traffic volumes. Rasmussen said traffic calming is always a concern. In a straight line, the longer the distance is between stop signs at a consistent speed the faster people will go. She gave Lake View Drive as an example. Once people get to the airport and are heading to Northcentral Health Care, there is a straight shot. The District 1 Alderman will never stop getting speed complaints on Lake View. District 6 gets them on Woodland Ridge and Golf Club. It may be only at peak times, but for the people that live there it is very upsetting because they see it never gets better. With targeted enforcement, when the police are there, they slow down. As soon as the police leave they are right back at it again. It cannot be staffed 24-7. She feels data is needed as to what is happening there because her assumption was there has always been a speed problem on Bopf. She thought it was because people were avoiding Thomas Street based upon its condition. Once Thomas Street was done, Rasmussen thought the brunt of the traffic would move back to the new Thomas Street and Bopf would become less of an event with people changing their habits back to where they had been years prior when Thomas Street was in good repair.

Abitz said this is not the first time she has brought this forward as it was at Parking and Traffic two to three times

and there have been discussions at neighborhood meetings. We know the stop sign is working as there is no speeding taking place and the flow of traffic is good. She does not want to delay action for more data. 36 people from the immediate area have signed a petition. Rasmussen asked how long it would take to get traffic counts. Gehin explained the Engineering Department has two counters that operate on cables. The Police Department has one that can be mounted. Obtaining the data does not take long. If the Engineering Department devices are used, we would have to wait until the possibility of snow has passed. The Police Department counter could be used. The counter would be left out for one week on Bopf Street and one week on 8th Avenue. Rasmussen said this would provide decent information for a fact based decision. She would like counts done and considered in April with the temporary stop signs left in place in the meantime.

Rasmussen moved to table this item to the April CISM meeting and direct staff to use the device available from the Police Department for traffic counts on both streets. Seconded by Kellbach.

Elford said it has been studied for years and it could be studied to death. He does not want this to go on like Thomas Street did.

There being a motion and a second, motion to table this item to the April CISM meeting and direct staff to use the device available from the Police Department for traffic counts on both streets carried 3-1 with Abitz the descending vote.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: April 12, 2018, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Gisselman, Kellbach, Rasmussen, Abitz, McElhaney

Also Present: Mayor Mielke, Lindman, Bliven, Wesolowski, Buckner, Joe Gehin

Discussion and possible action on the installation of stop signs on Bopf Street at 8th Avenue (Tabled from the March 8, 2018 meeting.)

Wesolowski indicated that the Wausau Police Department placed their speed monitoring devices at this intersection and the reports were included with the staff report. Comments were previously made that since the stop signs have been put up, there has been a significant increase in traffic on 8th Avenue. The thought was that if the amount of traffic was equal on both streets, it may warrant a four-way stop. From the traffic counts, there is an average of approximately 1,200 vehicles a day on Bopf Street and approximately 200 on 8th Avenue, which is not an equal amount of traffic. From an engineering standpoint, a four-way stop is not recommended. Stop signs should only remain on 8th Avenue.

Abitz asked if the traffic flow prior to Thomas Street reconstruction was looked at versus traffic flow now. She feels only looking at the traffic flow now is not looking at how it changed since Thomas Street was completed. Because of the stop sign, the speed is not up there anymore. By only looking at what is currently taking place and not what took place before would not reflect when traffic went 45 MPH plus. Now there is hardly any speeding. A lot of cars are speeding until they hit the stop sign. Abitz recommends keeping the intersection as a four-way stop.

Rasmussen said the recommendation has always been speed enforcement controls speed not stop signs. There was a case in her district where she did not listen to the recommendation. Her residents got a petition to put a stop sign at North 1st Avenue and Bos Creek Road to control speeding on 1st Ave. It has been up six years and has done no good. People run the stop sign or slide through it. The stop sign did not control the speed and did not have the desired effect. What the neighbors thought would happen did not. She feels targeted enforcement is needed and does not think a stop sign is the solution as it was not for her area.

Abitz said the reports show it is working. Because of the stop sign there is not speeding and drag races. With the church, especially on Saturdays, there is a lot of congestion. This has changed the driving pattern of drivers to church services and others throughout the day. The report is not showing the high speed that was there prior to the four-way stop. Neighbors have noticed the difference and want the stop signs to remain. People feel safer. Abitz still highly recommends keeping the four-way stop and most neighbors agree. There were more than enough signatures from the neighbors and visitors.

Rasmussen asked if there is a visual obstruction at the intersection for pedestrians standing at 8th and Bopf trying to get across. Abitz described locations of trees. Abitz feels that just because the stop sign in Rasmussen's district did not work does not mean it will not work elsewhere. Rasmussen said the exact same thing happened. The residents did not like the speed. Targeted enforcement was done. They did not like the volume of traffic. They got a petition and we succumbed to the petition and installed the sign. It did not get any better. Years later we did the same exact thing at 12th and Callon. She does not know if that area is any better but after it was approved everyone said we did not want it after all. Abitz said the stop sign has reduced the number of speeders because they know they have to stop at this intersection. Most have adjusted to the stop sign and that means there is not speeding. Come summer if there are issues with speeding she will bring this back. She is tired of drag racing taking place in the summer during all times of the day. Kids play in the neighborhood. If a ball goes out into the street and a kid goes after it, cars will not stop. She added that if someone gets hurt it will be on the committee's conscience.

Wesolowski said there are trees but does not feel it is anymore visually impaired than any other cross street. This is a flat area and there are street trees on just about every boulevard in the City. Rasmussen asked if this is a

problem all day long and not just during Kolbe and Kolbe shift change. She questioned if targeted enforcement has been tried or if this is a situation where when there is a police presence it is not a problem but the rest of the time it is. Every street has that; Campus Drive, Golf Club Road and Woodland Ridge for example. Abitz said because of the stop sign there has been a reduction in speed as traffic has acclimated to the stop sign. In the past, traffic would come down 3rd Avenue and try to beat traffic on Thomas Street. Now traffic cannot do that because of the stop sign at 8th. Rasmussen wonders if this is the effect of Thomas Street being improved. For the longest time there was an increase in traffic on Bopf because people were avoiding Thomas Street. Now that Thomas Street is better, she questioned if we are seeing the natural migration of people back to Thomas. Maybe there are less speeders because they are back where they belong; Thomas Street. Abitz said it is the same speeders. There are at least five of the same cars that come around from 3rd Avenue and speed. Now they have to stop at 8th Avenue and they are not drag racing.

Abitz moved to approve leaving the stop signs at the intersection as is.

McElhaney asked if there would be a problem if the committee goes against staff recommendation. She does not want to go against precedence as it will start in other districts. Rasmussen said we are here today because it already has. Parking and Traffic put up some that probably should not have been. Now we are to a point where people still believe stop signs solve speeding. This neighborhood believes that and the petition is evidence of that. The trouble is that we have approved them before when we probably should not have. It is not that we are creating precedence now but creating more of what was done before. She does not believe this should be a political discussion but it becomes one when discussed in committee. Going forward she would like as many of these decisions as possible made at the staff level. Once they are brought up to a vote it becomes political. If there is a set of published standards, a decision can be made by staff based on guidelines. Whatever you do you are wrong because you cannot please the neighborhood if you go with the standard. If we keep going against standard there is no point to having one.

Gisselman said any street in the City with some distance will have speeders. Abitz said Bopf Street keeps having these issues. There are stop signs all the way down Rosecrans Street and it is a less traveled road. Now there are more cars on Bopf Street. There are over 36 people that are concerned and want the stop sign to control traffic flow.

Rasmussen said part of the trouble with stop signs is that one point in the late 90's we had a traffic lieutenant who had it in his head that there should be no such thing as an unmarked intersection in Wausau. He set upon trying to solve that and an awful lot of stop signs went up. She can criticize that decision because he is her dad. We got an awful lot of stop signs on low traffic streets. Then we go to sector meetings and people say we should change stop signs to yield because no one stops. Granted that is sarcasm but that culture does not go away because you put up a sign. That is what she worries we are doing here; putting up more signs that do not solve the core problem of speeding. If it is the same five cars she thinks sooner or later if they got snared in a net of enforcement and received a couple of traffic tickets they would learn what needs to be learned without putting up another stop sign. If you asked eleven alderman if they get speeding complaints in their district, every single one would have more than one. Abitz said this is the only one she has had in twelve years. She does not get complaints in the hollow, Myron Street, Chellis Street, or Sherman Street. She only receives complaints about people speeding down Bopf Street. She could not get signs by Holy Name when there is double parking and one could not get their boat through. She feels that asking for one stop sign is not a big request out of her twelve years. She said there will be a lot more people coming back the next time this comes up and there are issues.

Abitz's motion failed due to a lack of a second.

Abitz moved to approve staff's recommendation and remove the stop signs on Bopf Street at 8th Avenue. Rasmussen seconded. Motion passed 4-1 with Abitz the opposing vote.

Wausau Police Department
515 Grand Avenue
Wausau, WI 54403

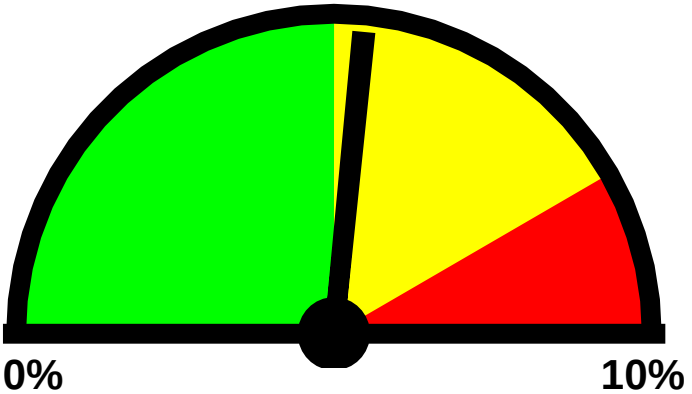
Speed Enforcement Evaluator

Location:
Bopf St

Closest Cross Street:
S 7th Ave

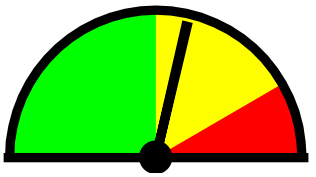
Analysis Dates:
Friday, August 21, 2020
Sunday, August 30, 2020

Total Percentage of Enforceable Violations



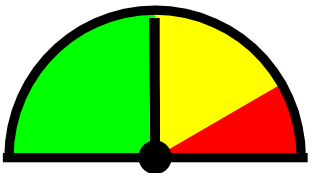
Posted Speed Limit: 25 MPH
Percentage Above Limit: 5.3%
Enforcement Rating: MEDIUM

Lane1



Percent Above Limit: 5.7%
Enforcement Rating: MEDIUM

Lane2



Percent Above Limit: 5.0%
Enforcement Rating: LOW

Combined

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	38	168	454	1540	2954	1319	224	26	8	2	0	0	0

85 percentile = 31

Lane1

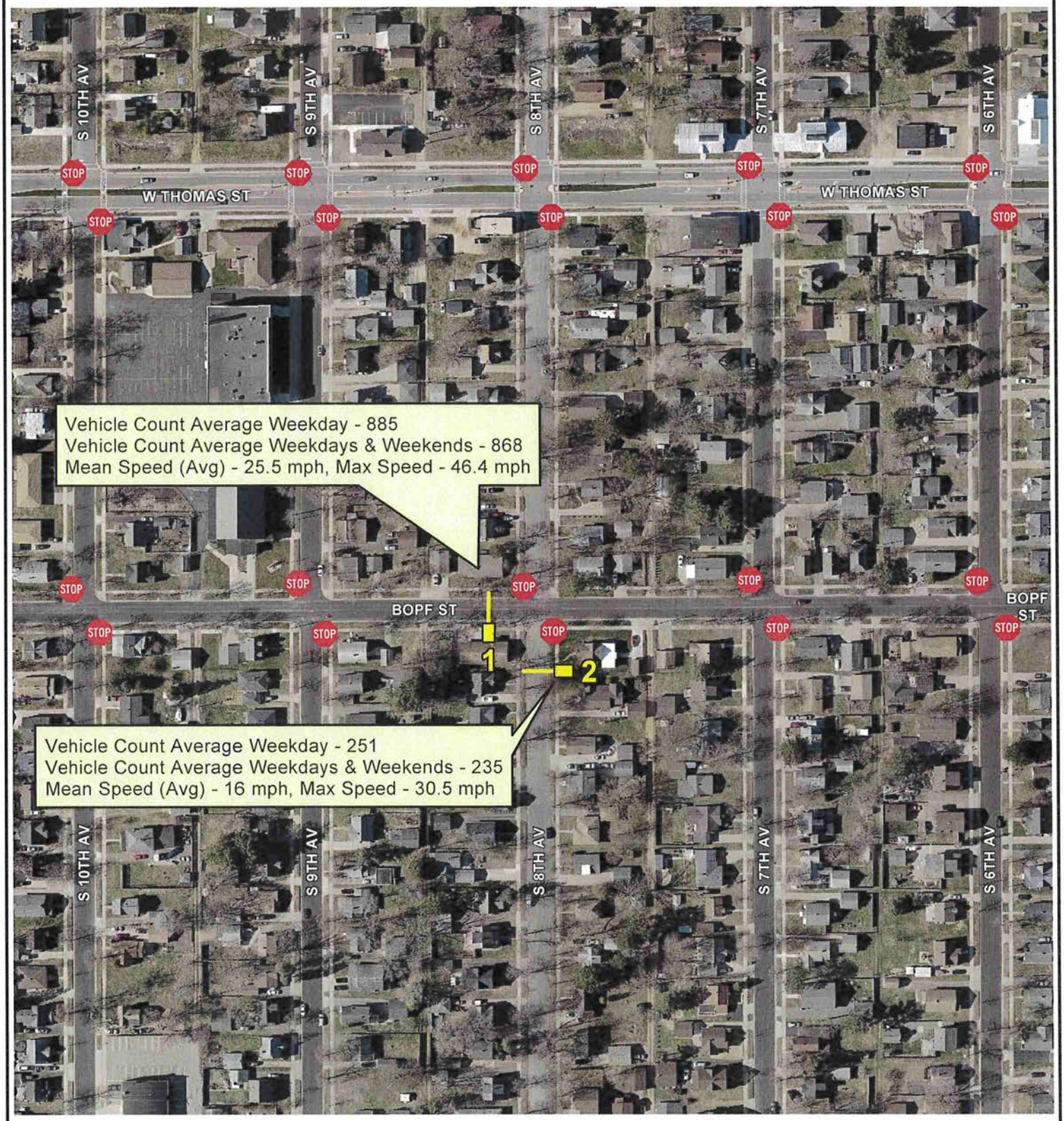
1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	22	56	115	623	1392	662	110	7	4	1	0	0	0

85 percentile = 31

Lane2

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	16	112	339	917	1562	657	114	19	4	1	0	0	0

85 percentile = 31



Traffic Counter Location

City of Wausau, Wisconsin

Counters Set-up On

September 22nd, 2020 at 9:15am

Counters Removed On

September 28th, 2020 at 9:30am

N W E S

0 55 110 220

Feet

Counter Box

Tube Location

Map Location

MetroCount Traffic Executive
Weekly Vehicle Counts

WeeklyVehicle – Counter 1 – Bopf St

Datasets:

Site:	**[Bopf St] West of S 8th Av <25mph>**
Attribute:	COW
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020,
Zone:	
File:	Bopf St 0 2020-09-28 0948.EC0 (Plus)
Identifier:	DR12YJX0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, September 22, 2020 => 9:00 Monday, September 28, 2020 (6)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 5236 / 5244 (99.85%)

Weekly Vehicle Counts

WeeklyVehicle – Counter 1 – Bopf St

Site: Bopf St.0.1WE
Description: **West of S 8th Av <25mph>**
Filter time: **9:00 Tuesday, September 22, 2020 => 9:00 Monday, September 28, 2020**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Hour	Mon 21 Sep	Tue 22 Sep	Wed 23 Sep	Thu 24 Sep	Fri 25 Sep	Sat 26 Sep	Sun 27 Sep	Averages 1 - 5	1 - 7
0000-0100	*	*	5	6	3	12	7	4.7	6.6
0100-0200	*	*	5	11	3	8	5	6.3	6.4
0200-0300	*	*	3	2	5	4	11	3.3	5.0
0300-0400	*	*	4	2	4	7	2	3.3	3.8
0400-0500	*	*	15	12	18	8	5	15.0	11.6
0500-0600	*	*	22	20	14	4	5	18.7	13.0
0600-0700	*	*	28	30	21	8	6	26.3	18.6
0700-0800	*	*	48	39	49	20	26	45.3	36.4
0800-0900	*	*	32	34	38	34	20	34.7	31.6
0900-1000	*	34	42	34	46	50	47	39.0	42.2
1000-1100	*	31	40	44	56	62	51	42.8	47.3
1100-1200	*	35	**53**	**46**	**66**	**62**	**76**	**50.0**	**56.3**
1200-1300	*	52	64	49	77	**83**	70	60.5	65.8
1300-1400	*	49	67	48	67	58	**77**	57.8	61.0
1400-1500	*	63	75	72	75	67	64	71.3	69.3
1500-1600	*	67	61	56	81	57	62	66.3	64.0
1600-1700	*	68	84	**88**	**103**	74	59	**85.8**	**79.3**
1700-1800	*	**75**	74	77	69	62	62	73.8	69.8
1800-1900	*	69	**88**	59	68	53	45	71.0	63.7
1900-2000	*	41	49	34	56	34	43	45.0	42.8
2000-2100	*	32	31	32	45	32	26	35.0	33.0
2100-2200	*	15	17	24	30	20	18	21.5	20.7
2200-2300	*	17	10	11	16	19	15	13.5	14.7
2300-2400	*	9	10	4	13	18	10	9.0	10.7
Totals									
0700-1900	*	*	728	646	795	682	659	698.0	686.8
0600-2200	*	*	853	766	947	776	752	825.8	801.9
0600-0000	*	*	873	781	976	813	777	848.3	827.3
0000-0000	*	*	927	834	1023	856	812	899.7	873.7
AM Peak	*	*	1100	1100	1100	1100	1100		
	*	*	53	46	66	62	76		
PM Peak	*	1700	1800	1600	1600	1200	1300		
	*	75	88	88	103	83	77		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle – Counter 1 – Bopf St

Site: Bopf St.0.1WE
Description: **West of S 8th Av <25mph>**
Filter time: **9:00 Tuesday, September 22, 2020 => 9:00 Monday, September 28, 2020**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon 28 Sep	Tue 29 Sep	Wed 30 Sep	Thu 01 Oct	Fri 02 Oct	Sat 03 Oct	Sun 04 Oct	Averages 1 - 5	1 - 7
Hour									
0000-0100	4	*	*	*	*	*	*	4.0	4.0
0100-0200	5	*	*	*	*	*	*	5.0	5.0
0200-0300	4	*	*	*	*	*	*	4.0	4.0
0300-0400	6	*	*	*	*	*	*	6.0	6.0
0400-0500	12	*	*	*	*	*	*	12.0	12.0
0500-0600	15	*	*	*	*	*	*	15.0	15.0
0600-0700	26	*	*	*	*	*	*	26.0	26.0
0700-0800	30	*	*	*	*	*	*	30.0	30.0
0800-0900	25	*	*	*	*	*	*	25.0	25.0
0900-1000	*	*	*	*	*	*	*	*	*
1000-1100	*	*	*	*	*	*	*	*	*
1100-1200	*	*	*	*	*	*	*	*	*
1200-1300	*	*	*	*	*	*	*	*	*
1300-1400	*	*	*	*	*	*	*	*	*
1400-1500	*	*	*	*	*	*	*	*	*
1500-1600	*	*	*	*	*	*	*	*	*
1600-1700	*	*	*	*	*	*	*	*	*
1700-1800	*	*	*	*	*	*	*	*	*
1800-1900	*	*	*	*	*	*	*	*	*
1900-2000	*	*	*	*	*	*	*	*	*
2000-2100	*	*	*	*	*	*	*	*	*
2100-2200	*	*	*	*	*	*	*	*	*
2200-2300	*	*	*	*	*	*	*	*	*
2300-2400	*	*	*	*	*	*	*	*	*
Totals									
0700-1900	*	*	*	*	*	*	*	*	*
0600-2200	*	*	*	*	*	*	*	*	*
0600-0000	*	*	*	*	*	*	*	*	*
0000-0000	*	*	*	*	*	*	*	*	*
AM Peak	*	*	*	*	*	*	*		
	*	*	*	*	*	*	*		
PM Peak	*	*	*	*	*	*	*		
	*	*	*	*	*	*	*		

* - No data.

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle – Counter 1 – Bopf St

Datasets:

Site:	**[Bopf St] West of S 8th Av <25mph>**
Attribute:	COW
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020,
Zone:	
File:	Bopf St 0 2020-09-28 0948.EC0 (Plus)
Identifier:	DR12YJX0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020 (6.0334)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 5242 / 5244 (99.96%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle – Counter 1 – Bopf St

Site: Bopf St.0.1WE
Description: **West of S 8th Av <25mph>**
Filter time: **9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
Hour									
0000-0100	4.0	*	5.0	6.0	3.0	12.0	7.0	4.5	6.2
0100-0200	5.0	*	5.0	11.0	3.0	8.0	5.0	6.0	6.2
0200-0300	4.0	*	3.0	2.0	5.0	4.0	11.0	3.5	4.8
0300-0400	6.0	*	4.0	2.0	4.0	7.0	2.0	4.0	4.2
0400-0500	12.0	*	15.0	12.0	18.0	8.0	5.0	14.3	11.7
0500-0600	15.0	*	22.0	20.0	14.0	4.0	5.0	17.8	13.3
0600-0700	26.0	*	28.0	30.0	21.0	8.0	6.0	26.3	19.8
0700-0800	30.0	*	48.0	39.0	49.0	20.0	26.0	41.5	35.3
0800-0900	25.0	*	32.0	34.0	38.0	34.0	20.0	32.3	30.5
0900-1000	6.0	34.0	42.0	34.0	46.0	50.0	47.0	32.4	37.0
1000-1100	*	31.0	40.0	44.0	56.0	62.0	51.0	42.8	47.3
1100-1200	*	35.0	**53.0**	**46.0**	**66.0**	**62.0**	**76.0**	**50.0**	**56.3**
1200-1300	*	52.0	64.0	49.0	77.0	**83.0**	70.0	60.5	65.8
1300-1400	*	49.0	67.0	48.0	67.0	58.0	**77.0**	57.8	61.0
1400-1500	*	63.0	75.0	72.0	75.0	67.0	64.0	71.3	69.3
1500-1600	*	67.0	61.0	56.0	81.0	57.0	62.0	66.3	64.0
1600-1700	*	68.0	84.0	**88.0**	**103.0**	74.0	59.0	**85.8**	**79.3**
1700-1800	*	**75.0**	74.0	77.0	69.0	62.0	62.0	73.8	69.8
1800-1900	*	69.0	**88.0**	59.0	68.0	53.0	45.0	71.0	63.7
1900-2000	*	41.0	49.0	34.0	56.0	34.0	43.0	45.0	42.8
2000-2100	*	32.0	31.0	32.0	45.0	32.0	26.0	35.0	33.0
2100-2200	*	15.0	17.0	24.0	30.0	20.0	18.0	21.5	20.7
2200-2300	*	17.0	10.0	11.0	16.0	19.0	15.0	13.5	14.7
2300-2400	*	9.0	10.0	4.0	13.0	18.0	10.0	9.0	10.7
Totals									
0700-1900	*	*	728.0	646.0	795.0	682.0	659.0	685.1	679.5
0600-2200	*	*	853.0	766.0	947.0	776.0	752.0	812.9	795.8
0600-0000	*	*	873.0	781.0	976.0	813.0	777.0	835.4	821.2
0000-0000	*	*	927.0	834.0	1023.0	856.0	812.0	885.4	867.5
AM Peak	*	*	1100	1100	1100	1100	1100		
	*	*	53.0	46.0	66.0	62.0	76.0		
PM Peak	*	1700	1800	1600	1600	1200	1300		
	*	75.0	88.0	88.0	103.0	83.0	77.0		

* - No data.

MetroCount Traffic Executive
Speed Statistics by Hour

SpeedStatHour – Counter 1 – Bopf St

Datasets:

Site:	**[Bopf St] West of S 8th Av <25mph>**
Attribute:	COW
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020,
Zone:	
File:	Bopf St 0 2020-09-28 0948.EC0 (Plus)
Identifier:	DR12YJX0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020 (6.0334)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 5242 / 5244 (99.96%)

Speed Statistics by Hour

SpeedStatHour – Counter 1 – Bopf St

Site:	Bopf St.0.1WE
Description:	**West of S 8th Av <25mph>**
Filter time:	**9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020**
Scheme:	Vehicle classification (Scheme F3)
Filter:	Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 5242
Posted speed limit = 25 mph, Exceeding = 3121 (59.54%), Mean Exceeding = 28.70 mph
Maximum = 46.4 mph, **Minimum** = 7.4 mph, **Mean** = 25.5 mph
85% Speed = 30.14 mph, **95% Speed** = 32.82 mph, **Median** = 26.12 mph
12 mph Pace = 20 - 32, **Number in Pace** = 4150 (79.17%)
Variance = 23.75, **Standard Deviation** = 4.87 mph

Hour Bins (Partial days)

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 25 mph
0000	37 0.706%	12.7	36.3	24.1	25.1	28.8	32.8	19 51.35%
0100	37 0.706%	17.2	29.4	24.0	24.2	28.1	29.1	17 45.95%
0200	29 0.553%	17.6	30.0	25.4	26.3	28.2	29.2	19 65.52%
0300	25 0.477%	18.4	32.0	24.4	23.9	28.4	31.9	7 28.00%
0400	70 1.335%	17.6	40.9	26.7	25.5	32.1	34.9	40 57.14%
0500	80 1.526%	13.8	32.8	25.2	26.2	30.6	31.6	45 56.25%
0600	119 2.270%	17.0	39.3	26.5	26.3	29.6	34.2	81 68.07%
0700	212 4.044%	10.7	36.9	26.0	26.7	31.3	34.1	133 62.74%
0800	183 3.491%	9.6	37.9	26.8	27.3	31.1	34.5	133 72.68%
0900	259 4.941%	11.3	36.9	24.9	25.7	29.8	32.7	144 55.60%
1000	284 5.418%	11.3	37.3	25.5	26.3	30.2	32.9	176 61.97%
1100	338 6.448%	9.1	37.2	25.5	26.5	30.2	32.1	211 62.43%
1200	395 7.535%	11.3	38.5	26.0	26.6	30.6	33.6	260 65.82%
1300	366 6.982%	9.2	36.0	25.1	25.8	30.0	32.9	209 57.10%
1400	416 7.936%	7.9	37.5	25.6	26.3	30.1	32.6	250 60.10%
1500	384 7.325%	9.7	46.4	25.8	26.5	30.0	32.4	245 63.80%
1600	476 9.081%	12.3	38.8	25.8	26.6	30.4	32.8	297 62.39%
1700	419 7.993%	9.6	39.4	25.8	26.3	30.6	33.1	253 60.38%
1800	382 7.287%	7.4	38.0	24.9	25.4	29.8	32.5	201 52.62%
1900	257 4.903%	7.7	42.7	24.9	25.0	29.1	32.1	128 49.81%
2000	198 3.777%	11.1	39.4	25.2	25.6	29.5	31.7	110 55.56%
2100	124 2.366%	11.8	38.8	25.0	25.1	29.2	31.4	63 50.81%
2200	88 1.679%	16.0	41.5	25.3	25.3	29.3	34.0	46 52.27%
2300	64 1.221%	14.2	36.9	25.4	25.1	29.7	32.4	34 53.13%
----	5242 100.0%	7.4	46.4	25.5	26.1	30.1	32.8	3121 59.54%

MetroCount Traffic Executive
Weekly Vehicle Counts

WeeklyVehicle – Counter 2 – S 8th Av

Datasets:

Site:	**[S 8th Av] South of Bopf St <25mph>**
Attribute:	COW
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020,
Zone:	
File:	S 8th Av 0 2020-09-28 0959.EC0 (Plus)
Identifier:	CH92JE9Q MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020 (6.04113)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1421 / 1429 (99.44%)

Weekly Vehicle Counts

WeeklyVehicle – Counter 2 – S 8th Av

Site: S 8th Av.0.1SN
Description: **South of Bopf St <25mph>**
Filter time: **9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Hour	Mon 21 Sep	Tue 22 Sep	Wed 23 Sep	Thu 24 Sep	Fri 25 Sep	Sat 26 Sep	Sun 27 Sep	Averages 1 - 5	1 - 7
0000-0100	*	*	1	3	2	1	3	2.0	2.0
0100-0200	*	*	1	1	1	2	0	1.0	1.0
0200-0300	*	*	0	0	0	1	2	0.0	0.6
0300-0400	*	*	0	2	1	1	0	1.0	0.8
0400-0500	*	*	3	3	2	2	0	2.7	2.0
0500-0600	*	*	**16**	11	7	0	0	11.3	6.8
0600-0700	*	*	8	5	6	5	1	6.3	5.0
0700-0800	*	*	13	9	13	4	2	11.7	8.2
0800-0900	*	*	8	7	5	11	6	6.7	7.4
0900-1000	*	6	8	16	**44**	9	10	**18.5**	15.5
1000-1100	*	13	9	**16**	12	25	8	12.5	13.8
1100-1200	*	7	10	8	28	**25**	**20**	13.3	**16.3**
1200-1300	*	14	9	14	21	19	18	14.5	15.8
1300-1400	*	4	17	12	18	**21**	16	12.8	14.7
1400-1500	*	**29**	**33**	**27**	20	20	11	**27.3**	**23.3**
1500-1600	*	27	20	24	22	9	**18**	23.3	20.0
1600-1700	*	21	22	15	**26**	12	13	21.0	18.2
1700-1800	*	15	22	15	19	14	7	17.8	15.3
1800-1900	*	9	17	20	17	11	8	15.8	13.7
1900-2000	*	14	9	10	11	7	11	11.0	10.3
2000-2100	*	12	5	9	10	10	8	9.0	9.0
2100-2200	*	8	8	5	7	6	8	7.0	7.0
2200-2300	*	3	4	3	7	5	3	4.3	4.2
2300-2400	*	4	3	3	14	2	5	6.0	5.2
Totals									
0700-1900	*	*	188	183	245	180	137	194.8	182.3
0600-2200	*	*	218	212	279	208	165	228.2	213.6
0600-0000	*	*	225	218	300	215	173	238.4	222.9
0000-0000	*	*	246	238	313	222	178	256.4	236.1
AM Peak	*	*	0500	1000	0900	1100	1100		
	*	*	16	16	44	25	20		
PM Peak	*	1400	1400	1400	1600	1300	1500		
	*	29	33	27	26	21	18		

* - No data.

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle – Counter 2 – S 8th Av

Datasets:

Site:	**[S 8th Av] South of Bopf St <25mph>**
Attribute:	COW
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020,
Zone:	
File:	S 8th Av 0 2020-09-28 0959.EC0 (Plus)
Identifier:	CH92JE9Q MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020 (6.04113)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1421 / 1429 (99.44%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle – Counter 2 – S 8th Av

Site:	S 8th Av.0.1SN
Description:	**South of Bopf St <25mph>**
Filter time:	**9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020**
Scheme:	Vehicle classification (Scheme F3)
Filter:	Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
Hour									
0000-0100	3.0	*	1.0	3.0	2.0	1.0	3.0	2.3	2.2
0100-0200	2.0	*	1.0	1.0	1.0	2.0	0.0	1.3	1.2
0200-0300	3.0	*	0.0	0.0	0.0	1.0	2.0	0.8	1.0
0300-0400	1.0	*	0.0	2.0	1.0	1.0	0.0	1.0	0.8
0400-0500	3.0	*	3.0	3.0	2.0	2.0	0.0	2.8	2.2
0500-0600	7.0	*	**16.0**	11.0	7.0	0.0	0.0	10.3	6.8
0600-0700	6.0	*	8.0	5.0	6.0	5.0	1.0	6.3	5.2
0700-0800	5.0	*	13.0	9.0	13.0	4.0	2.0	10.0	7.7
0800-0900	2.0	*	8.0	7.0	5.0	11.0	6.0	5.5	6.5
0900-1000	6.0	6.0	8.0	16.0	**44.0**	9.0	10.0	**16.0**	14.1
1000-1100	*	13.0	9.0	**16.0**	12.0	25.0	8.0	12.5	13.8
1100-1200	*	7.0	10.0	8.0	28.0	**25.0**	**20.0**	13.3	**16.3**
1200-1300	*	14.0	9.0	14.0	21.0	19.0	18.0	14.5	15.8
1300-1400	*	4.0	17.0	12.0	18.0	**21.0**	16.0	12.8	14.7
1400-1500	*	**29.0**	**33.0**	**27.0**	20.0	20.0	11.0	**27.3**	**23.3**
1500-1600	*	27.0	20.0	24.0	22.0	9.0	**18.0**	23.3	20.0
1600-1700	*	21.0	22.0	15.0	**26.0**	12.0	13.0	21.0	18.2
1700-1800	*	15.0	22.0	15.0	19.0	14.0	7.0	17.8	15.3
1800-1900	*	9.0	17.0	20.0	17.0	11.0	8.0	15.8	13.7
1900-2000	*	14.0	9.0	10.0	11.0	7.0	11.0	11.0	10.3
2000-2100	*	12.0	5.0	9.0	10.0	10.0	8.0	9.0	9.0
2100-2200	*	8.0	8.0	5.0	7.0	6.0	8.0	7.0	7.0
2200-2300	*	3.0	4.0	3.0	7.0	5.0	3.0	4.3	4.2
2300-2400	*	4.0	3.0	3.0	14.0	2.0	5.0	6.0	5.2
Totals									
0700-1900	*	*	188.0	183.0	245.0	180.0	137.0	189.5	179.5
0600-2200	*	*	218.0	212.0	279.0	208.0	165.0	222.8	211.0
0600-0000	*	*	225.0	218.0	300.0	215.0	173.0	233.0	220.3
0000-0000	*	*	246.0	238.0	313.0	222.0	178.0	251.3	234.5
AM Peak	*	*	0500	1000	0900	1100	1100		
	*	*	16.0	16.0	44.0	25.0	20.0		
PM Peak	*	1400	1400	1400	1600	1300	1500		
	*	29.0	33.0	27.0	26.0	21.0	18.0		

* - No data.

MetroCount Traffic Executive
Speed Statistics by Hour

SpeedStatHour – Counter 2 – S 8th Av

Datasets:

Site:	**[S 8th Av] South of Bopf St <25mph>**
Attribute:	COW
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020,
Zone:	
File:	S 8th Av 0 2020-09-28 0959.EC0 (Plus)
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Profile:

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Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1421 / 1429 (99.44%)

Speed Statistics by Hour

SpeedStatHour – Counter 2 – S 8th Av

Site:	S 8th Av.0.1SN
Description:	**South of Bopf St <25mph>**
Filter time:	**9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020**
Scheme:	Vehicle classification (Scheme F3)
Filter:	Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 1421
Posted speed limit = 25 mph, Exceeding = 6 (0.422%), Mean Exceeding = 27.89 mph
Maximum = 30.5 mph, **Minimum** = 6.2 mph, **Mean** = 16.0 mph
85% Speed = 19.13 mph, **95% Speed** = 21.47 mph, **Median** = 16.05 mph
12 mph Pace = 11 - 23, **Number in Pace** = 1314 (92.47%)
Variance = 10.44, **Standard Deviation** = 3.23 mph

Hour Bins (Partial days)

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 25 mph
0000	13 0.915%	14.9	23.2	17.9	17.6	19.1	23.2	0 0.000%
0100	7 0.493%	7.3	23.1	16.4	15.8	22.6	23.1	0 0.000%
0200	6 0.422%	15.4	22.1	18.3	18.5	22.0	22.1	0 0.000%
0300	5 0.352%	14.7	20.3	17.7	16.9	20.3	20.3	0 0.000%
0400	13 0.915%	14.2	22.1	18.1	17.1	21.5	22.1	0 0.000%
0500	41 2.885%	8.5	24.2	18.0	18.1	22.4	23.9	0 0.000%
0600	31 2.182%	10.2	21.0	15.9	16.0	18.4	20.4	0 0.000%
0700	46 3.237%	7.0	20.0	15.0	15.7	18.1	19.1	0 0.000%
0800	39 2.745%	9.4	20.8	15.4	15.7	17.1	20.7	0 0.000%
0900	99 6.967%	8.8	22.9	15.7	15.9	19.1	21.5	0 0.000%
1000	83 5.841%	7.1	23.8	15.3	15.4	18.4	20.8	0 0.000%
1100	98 6.897%	8.0	30.5	15.6	15.5	19.4	21.5	1 1.020%
1200	95 6.685%	9.0	24.5	16.5	16.7	19.6	22.4	0 0.000%
1300	88 6.193%	7.0	22.8	14.9	15.0	17.9	20.0	0 0.000%
1400	140 9.852%	9.0	22.0	15.8	16.0	18.9	20.1	0 0.000%
1500	120 8.445%	6.2	23.9	16.5	16.7	19.4	21.6	0 0.000%
1600	109 7.671%	7.4	26.3	16.2	16.2	19.3	23.6	1 0.917%
1700	92 6.474%	6.5	27.1	15.9	15.9	18.9	21.6	1 1.087%
1800	82 5.771%	7.9	23.1	15.8	15.9	18.9	20.3	0 0.000%
1900	62 4.363%	6.7	29.1	16.1	15.9	18.7	24.7	2 3.226%
2000	54 3.800%	11.6	23.2	16.8	16.8	19.7	22.5	0 0.000%
2100	42 2.956%	9.5	21.5	16.1	16.3	18.4	20.5	0 0.000%
2200	25 1.759%	13.5	21.5	16.8	16.3	20.1	21.2	0 0.000%
2300	31 2.182%	12.8	29.0	17.0	16.1	19.4	24.6	1 3.226%
----	**1421 100.0%**	**6.2**	**30.5**	**16.0**	**16.1**	**19.1**	**21.5**	**6 0.422%**

Section 2B.06 STOP Sign Applications

Guidance:

01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*

02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
C. Minimum volumes:
1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

05 Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

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

ORDINANCE OF CAPITAL IMPROVEMENTS & STREET MAINTENANCE COMMITTEE			
Amending Section 10.20.080(a) designating no parking on the west side of the 100 block of S. 7th Street			
Committee Action:	Approved 5-0	**Ordinance Number:**	
Fiscal Impact:	Minimal cost to install signs		
File Number:	20-1017	**Date Introduced:**	October 27, 2020

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

Add ( )

Section 1. That Section 10.20.080(a) of the Wausau Municipal Code is hereby amended as follows:

(a) There shall be no parking in the following location:

. . .

South 7th Street

- West side of the 100 block

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:

_____
Katie Rosenberg, Mayor

Attest:

_____
Leslie M. Kremer, City Clerk

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: October 8, 2020, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Larson Neal, Wadinski; *by WebEx:* Ryan

Also Present: Lindman, Wesolowski, Niksich, Herbst, Fitzgerald
By WebEx: Mayor Rosenberg, Alfonso, Buckner, Sippel

Discussion and possible action on establishing No Parking on the west side of the 100 block of South 7th Street

Rasmussen stated this area has trouble with parked cars and access and egress to Olson's Body Shop. This would eliminate parking on the west side. Lindman did receive public comment from one landlord who owns property across the street. The landlord asked for parking to be allowed on the east side if parking on the west side is eliminated. Staff does not have an issue with swapping no parking from the east side to the west. The main issue with the west side came when Olson Tire installed additional drive approaches. The adjacent garages provide a visibility issue when people back out.

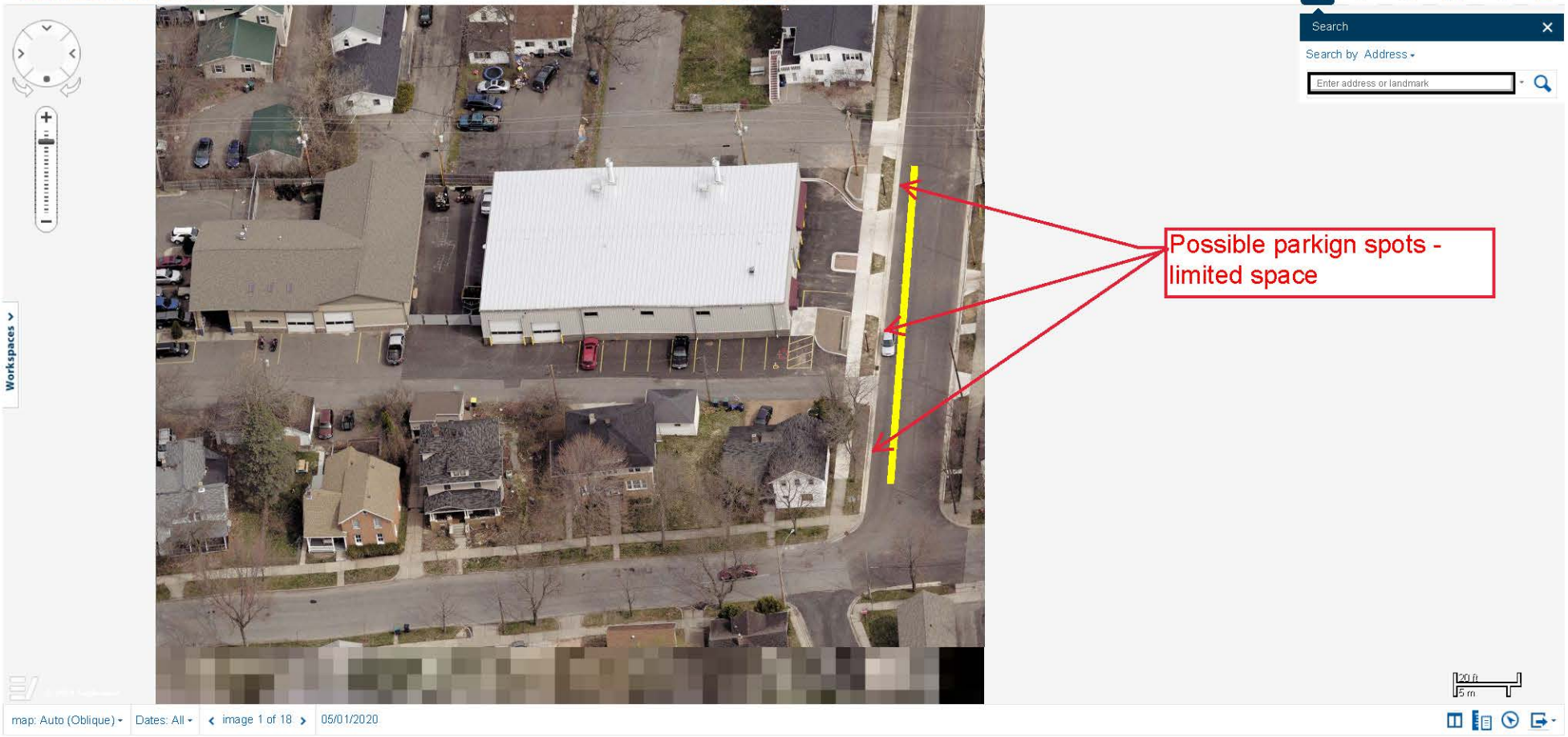
Kent Olson of Olson Tire and Auto and Olson Auto Body explained that since the construction of the Kwik Trip on Grand Avenue, there has been a tremendous increase in traffic. He understands the landlord's situation. He is also a landlord and knows he is supposed to have off street parking for the number of tenants. The City has done a great job of widening and improving the road. The access for delivery and garbage trucks will probably remain an issue if parking is allowed on the other side. People do not tend to park up to the curb or they park in the middle of his entrances. He understands it would be a fair compromise, but he feels it would be more beneficial for traffic if both sides have no parking.

Considering ingress and egress, Neal wonders if we should restrict mid-block parking on the east side. Lindman feels parking could be eliminated on the west side and on the southern east side across from Olson, leaving the rest of the east side available for parking. Olson explained that garbage trucks use Division Street and in the winter it is difficult to access. Houses along Kickbusch Street have garbage service on the back side. They have had to have the people next door move their cars to get trucks in and out.

Wadinski would support no parking on the west side because of the driveways and Division Street. It is hard to get in and out of Division Street because of parking. He would not want to change parking on the other side of the street until petitions are received from the residents. The only input we have is from a landlord who wants his tenants to park on the street. Tenants should not be parking on the street; the landlord should provide parking. Rasmussen feels that makes sense as it gives time for neighbors to try this with the restriction and if it is not manageable they can make a request to restore some parking on the east side. Olson feels part of the parking issue is the tenant's in that facility are using parked vehicles for storage; these are vehicles that never move. Larson asked if there are more than five vehicles on the lot that are not being moved. Per Olson, less than five vehicles are not being moved but there are more than 5 vehicles on the premises. Larson believes there is a five car limit on a premises. Rasmussen feels action tonight could cause the landlord to reevaluate the storage situation.

Neal moved to approve no parking on the west side of the 100 block of South 7th Street. Larson seconded and the motion carried unanimously 5-0.

CONNECTEXPLORER™



City of Wausau
Location
Generated on 8/6/2020
Issue Date Range: 01/01/2019-08/06/2020

		Date	Citation	State	Plate	Make	Time	Block	Location	Ofc
05	<15' crosswalk	1/14/2019	3020000565	WI		CHEV	1226	200	N 7TH ST	99
05	<15' crosswalk	1/14/2019	3020000577	WI		CHEV	1706	200	N 7TH ST	99
05	<15' crosswalk	1/15/2019	3010000471	WI		GMC	1615	200	N 7TH ST	99
05	<15' crosswalk	1/16/2019	3010000490	WI		FORD	1630	200	N 7TH ST	99
05	<15' crosswalk	1/23/2019	3030000657	WI		TOYO	1211	200	N 7TH ST	99
05	<15' crosswalk	2/1/2019	3030000806	WI		TOYO	1844	200	N 7TH ST	99
05	<15' crosswalk	2/6/2019	3010000664	WI		CHEV	1843	200	N 7TH ST	99
01	expired meter	3/11/2019	3030001333	WI		BUIC	1120	~	N 7TH ST	99
05	<15' crosswalk	3/29/2019	3010001818	WI		CHEV	1824	200	N 7TH ST	99
05	<15' crosswalk	5/28/2019	3010001974	WI		TOYO	1819	200	N 7TH ST	99
13	private property	7/19/2019	3010002714	WI		CHEV	1423	200	N 7TH ST	99
05	<15' crosswalk	2/26/2020	3020004931	WI		FORD	1051	100	S 7TH ST	97
14	other	3/2/2020	3020005029	WI		MITS	0941	3200	N 7TH ST	97
06	<4' driveway	5/14/2020	3020005362	WI		FORD	1008	100	S 7TH ST	97

filtered out: 03, 15, 17 (ONP, abandoned, snow emergency)

7 TH ST
STOP
Bryan Loveland
715.571.6043
NextHome
715.355.5577
MULTI-FAMILY

AHY-3083
SIENNA

ST
SLE
ACADIA

OLSON
OFFICE
112

OLSON
AUTO BODY & PAINT, LLC
ESTIMATING
$19.95
IN-TOWN
Plus Mileage/Fees
Drive Now, Rent w/Your Phone
Truck Share 24/7 uhaul.com
U-HAUL
TRUCK SHARE 24/7

ESTIMATING
OLSON

Lori Wunsch

From: Eric Lindman
Sent: Tuesday, October 6, 2020 9:28 AM
To: Lori Wunsch
Cc: Cord Buckner; Allen Wesolowski
Subject: CISM Public Comment - No Parking West side S. 7th St

To the record – Public Comment on removing parking from west side of S 7th St

Conversation with Jerry Schultz, Owner of 113 S. 7th St

Jerry came to the office and told me he was not in favor of removing parking from the west side of S 7th St. He said this would eliminate parking on both sides of the street and his tenants use the street for parking. If parking was eliminated on the west side of the street he would like to see the east side of the street have parking allowed. He felt the City was making special considerations for Olson Tire and not considering the other property owners in the area. He stated that the other homes have driveways but they typically do not use them as people get blocked in as they are parked one car behind the other.

I explained to Jerry with the new driveways on the west side we see more conflicts than was previously there so staff feels eliminating the parking on the west side does make sense. I also stated if parking was reestablished on the east side we would recommend to keep parking back from the corner of Kickbush to allow for trucks and vehicles to navigate the intersection. I also stated rental units need to provide adequate parking for their tenants and not rely on street parking. The City makes every effort to provide on-street parking when it is determined to be safe, practical and accommodating to our maintenance.

Eric Lindman, P.E.
Director of Public Works & Utilities
City of Wausau
407 Grant St.
Wausau, WI 54403-4783
P: 715-261-6745
C: 715-292-2606

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

RESOLUTION OF THE FINANCE COMMITTEE

Approving the 2020 budget modification for $10,000 for emergency government consulting services

Committee Action: Approved 5-0

Fiscal Impact: $10,000

File Number:	19-1109	**Date Introduced:**	October 27, 2020

FISCAL IMPACT SUMMARY				
COSTS	*Budget Neutral*	Yes☐No☒		
	Included in Budget:	Yes☐No☒	*Budget Source:*	
	One-time Costs:	Yes☐No☒	*Amount:*	
	Recurring Costs:	Yes☒No☐	*Amount: $10,000 is also included in the 2021 budget*	
SOURCE	*Fee Financed:*	Yes☐No☒	*Amount:*	
	Grant Financed:	Yes☐No☒	*Amount:*	
	Debt Financed:	Yes☐No☒	*Amount*	*Annual Retirement*
	TID Financed:	Yes☐No☒	*Amount:*	
	TID Source: Increment Revenue ☐ *Debt* ☐ *Funds on Hand* ☐ *Interfund Loan* ☐			

WHEREAS, the COVID 19 pandemic has exposed the need for more emergency planning for Wausau and Marathon County; and

WHEREAS, Marathon County proposes the two units of government work collaboratively to develop the necessary plans; and

WHEREAS, building permit related revenue of $455,351 has exceeded budget by $168,841 to date; and

WHEREAS, the General Fund is expected to have a surplus at yearend; and

WHEREAS, your Finance Committee has reviewed and recommends a budget modification to increase the revenue estimate and fund emergency government consulting services in the amount of $10,000:

Increase	110-81083210	Building Permits	$	10,000
Increase	110-71092990	Emergency Government Consulting Services	$	10,000

NOW, THEREFORE, BE IT RESOLVED, that the proper city officials modify the budget as presented above and publish the budget modification in the official city newspaper.

BE IT FURTHER RESOLVED, that the proper city officials work collaboratively with Marathon County to hire a consultant to assist in the development of comprehensive emergency plans for the community.

Approved:

_____

Katie Rosenberg, Mayor

FINANCE COMMITTEE
Date and Time: Tuesday, October 13, 2020 @ 5:00 pm., Council Chambers
Members Present: Rasmussen (C), Martens, Herbst, Watson, and Ryan (*WebEx*)
Others Present: Groat, Goede, Barteck, Bliven, Graham, Fitzgerald, Jacobson, Lenz, Lindman, Rubow, Rosenberg, McElhaney, Neal, Peckham, Larson, Kilian

Discussion and possible action on Budget Modification Emergency Management Planning
Mayor Rosenberg stated there is a County Emergency Management office that does a lot of planning around specific types of incidents and can help the city with that planning. She explained the budget modification is for $10,000 to support a more robust planning operation. She indicated she met with the Police Chief, Fire Chief, Deputy Fire Chief, and DPW Director and put together a large list sent over to the county of things we want to accomplish as far as emergency management planning and preparedness. It is for an extra level of support and collaboration with the county.

Motion by Martens, second by Herbst to approve the budget modification. Motion carried 5-0.

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

RESOLUTION OF THE FINANCE COMMITTEE

Approving settlement offer to settle claim filed with Zagster, Inc.

Committee Action: Pending

Fiscal Impact: None

File Number:	20-1018	**Date Introduced:**	October 27, 2020

FISCAL IMPACT SUMMARY				
COSTS	*Budget Neutral*	Yes☒ No☐		
	Included in Budget:	Yes☐ No☐	*Budget Source:*	
	One-time Costs:	Yes☐ No☐	*Amount:*	
	Recurring Costs:	Yes☐ No☐	*Amount:*	
SOURCE	*Fee Financed:*	Yes☐ No☐	*Amount:*	
	Grant Financed:	Yes☐ No☐	*Amount:*	
	Debt Financed:	Yes☐ No☐	*Amount*	*Annual Retirement*
	TID Financed:	Yes☐ No☐	*Amount:*	
	TID Source: Increment Revenue ☐ *Debt* ☐ *Funds on Hand* ☐ *Interfund Loan* ☐			

RESOLUTION

WHEREAS, on July 11, 2019 the City and Zagster,Inc. entered into an agreement for a bike share program which included two stations, ten bikes and the use of the Zagster technology and application; and

WHEREAS, the stations and bikes were placed within the Riverlife Park; and

WHEREAS, on June 16, 2020, the City was notified that Zagster, Inc. had dissolved and the majority of the corporation's operating assets had been liquidated; and

WHEREAS, on August 13, 2020, the City filed a claim in the amount of $18,000 which represented the first half of the $36,000 agreement;

WHEREAS, on October 9, 2020, the City received a call from an administrator from the Zagster Trust with an offer of settlement for $900, or 5% of the claim with the offer being good through October 31, 2020; and

WHEREAS, your Finance Committee, at their October 27, 2020 meeting, recommended accepting $900 in settlement of the city's claim filed against Zagster, Inc.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Wausau does hereby approve accepting $900 in settlement of the City's claim filed against Zagster, Inc.

Approved:

_____

Katie Rosenberg, Mayor

Office of the City Attorney

TEL: (715) 261-6590
FAX: (715) 261-6808

Anne L. Jacobson
City Attorney

Tara G. Alfonso
Assistant City Attorney

Nathan Miller
Assistant City Attorney

Memorandum

From: **Anne Jacobson**

To: **Finance Committee**

Date: **October 21, 2020**

Re: **Settlement Offer to Settle Claim Filed with Zagster, Inc.**

Purpose: To obtain your approval on a settlement offer to settle a claim filed with Zagster, Inc.

Facts: On July 11, 2019, the City and Zagster, Inc. entered into an agreement for a bike share program which included two stations, ten bikes and the use of the Zagster technology and application.

On June 16, 2020, the City was notified that Zagster, Inc. had dissolved and the majority of the corporation's operating assets had been liquidated.

On August 13, 2020, a claim was filed in the amount of $18,000 which represented the first half of the $36,000 agreement.

On October 9, 2020, the city received a call from an administrator from the Zagster Trust stating they were offering the City $900, or 5% of the claim, to settle. The settlement offer is good through October 31, 2020.

Mike Hart of Schneider Downs, made an offer to settle the City's claim on Oct. 9. He indicated that he was the administrator of the Zagster Trust. He is reaching out to claimants to inform them there are no assets in the Trust. "Super Pedestrians" purchased

all the assets of Zagster (of unknown type, but would include bicycles), plus their stock, for $26 M.

To date, $50 M in claims have been filed against Zagster. He is advised that the stock cannot be liquidated. It could be 7 years before the stock could be liquidated – he was uncertain. Since we can't know what value the stock will hold in seven years, he recommended accepting the offer.

Recommendation: The Attorney's Office is looking for direction from the Finance Committee, and ultimately the council, as to whether they wish to accept the offer or not.

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

RESOLUTION OF THE HUMAN RESOURCES COMMITTEE AND FINANCE COMMITTEE

Approve bargaining agreement between the City of Wausau and Wausau Firefighter Association for January 1, 2021 – December 31, 2022

Committee Action: HR: Approved 3-0
Fin: *Pending*

Fiscal Impact: Approximately $175,000 plus benefits

File Number:	02-1217	**Date Introduced:**	October 27, 2020

FISCAL IMPACT SUMMARY				
COSTS	*Budget Neutral*	Yes☐No☒		
	Included in Budget:	Yes☒No☐	*Budget Source:Fire Budget*	
	One-time Costs:	Yes☐No☒	*Amount: $175,000 plus benefits*	
	Recurring Costs:	Yes☒No☐	*Amount:*	
SOURCE	*Fee Financed:*	Yes☒No☐	*Amount: EMS run revenue*	
	Grant Financed:	Yes☐No☒	*Amount:*	
	Debt Financed:	Yes☐No☒	*Amount*	*Annual Retirement*
	TID Financed:	Yes☐No☒	*Amount:*	
	TID Source: Increment Revenue ☐ *Debt* ☐ *Funds on Hand* ☒ *Interfund Loan* ☐			

RESOLUTION

WHEREAS, representatives of the City of Wausau (hereafter referred to as "City") and the Wausau Firefighter Association (hereafter referred to as "Association") have agreed to the provisions of a collective bargaining agreement encompassing the calendar years of 2021-2022, the summary of the agreement being attached, and

WHEREAS, your Human Resources Committee recommends the adoption of this agreement, and

BE IT RESOLVED, by the Common Council of the City of Wausau that the provisions as summarized on the attachments are approved for incorporation into the labor agreement between the City and the Association, and that all of the remaining unchanged provisions in the latest current agreement shall continue to be in effect, and that the labor agreement shall be a three-year agreement, encompassing the periods of January 1, 2021 through December 31, 2022 inclusive and retroactive, and

BE IT FURTHER RESOLVED, that the Mayor and other proper City officials are hereby authorized and directed to execute the relevant labor agreement encompassing the attached provisions and all other unchanged provisions in the latest current agreement.

Approved:

_____
Katie Rosenberg, Mayor

Wausau Firefighter Association
Summary of Tentative Agreement, October 1, 2020

Article	Agreement
Entire Agreement	Updating outdated information. EX; if the CBA stated Effective January 1, 2015 delete dates reference and replace with current dates
6 – Fair Share Agreement	Remove references to Fair Share Agreement dead language since the Janus decision
7 - Discrimination	Updated to call out pregnancy protection and detail duty accommodation/special assignment process
8 – Grievance Procedure	Change union representation from 2 representatives to 2 representatives and one legal representative
11 – Promotion Procedure	Establish proficiency criteria for Engineer eligibility Change Acting LT seniority from crew to station seniority Remove Acting Lieutenant waiver Fold in MOUs on Acting LT and Acting Battalion Chief
13 – Workweek	Add overtime and comp time eligibility for fire inspection employees working outside the normal work day or work week (current practice)
16 – Holidays	Add ability to select 12 hours of floating holiday time off in lieu holiday pay
18 – Sick Leave	Change PEHP eligibility from "apply for WRS within 30 days of last day" to "apply for WRS 30 days prior to last day"
Appendix A	Year 1: 3% increase LT, 2% increase all other titles Year 2: 1.5% increase 12/26/2021, 1% increase 6/26/2022 FTO incentive $1.50/hour when performing duties SCBA Tech incentive 1% Remove MPO Remove YR 2, 4, 7 steps for LT and make YR 10 the only rate Remove YR 2, 4 for Engineer and make YR 7 the starting rate
Appendix B	Remove Critical Care Paramedic Incentive

DRAFT

CITY OF WAUSAU HUMAN RESOURCES COMMITTEE
MINUTES OF OPEN SESSION

DATE/TIME: October 12, 2020 at 4:30 p.m.
LOCATION: City Hall (407 Grant Street) – Council Chambers
MEMBERS PRESENT: Dawn Herbst, Lou Larson, Becky McElhaney
MEMBERS ABSENT: Michael Martens, James Wadinski
Also Present: Mayor Rosenberg, T. Vanderboom, R. Rubow

Discussion and Possible Action Approving the Tentative Bargaining Agreement between the City of Wausau and the Wausau Firefighter Association.

McElhaney said that the recommendation of the Human Resources Director is to approve the tentative labor agreement as negotiated and if the committee agrees she would take a motion to accept. Motion by Larson to approve the tentative agreement as negotiated. Second by Herbst. Vanderboom said that she wished to take a moment to thank the Fire Department as well as the Fire union for their work on this matter, and believes that it is a very good contract.

Human Resource Committee Packet

October 12, 2020

Agenda Item
Discussion and Possible Action Approving the Tentative Bargaining Agreement between the City of Wausau and the Wausau Firefighter Association.

Background

The City of Wausau and the Wausau Firefighter Association Local 415 IAFF AFL-CIO and CLC have reached a tentative agreement. The following changes to the existing contract have been reached:

Article	Agreement
Entire Agreement	Updating outdated information. EX; if the CBA stated Effective January 1, 2015 delete dates reference and replace with current dates
6 – Fair Share Agreement	Remove references to Fair Share Agreement dead language since the Janus decision
7 - Discrimination	Updated to call out pregnancy protection and detail duty accommodation/special assignment process
8 – Grievance Procedure	Change union representation from 2 representatives to 2 representatives and one legal representative
11 – Promotion Procedure	Establish proficiency criteria for Engineer eligibility Change Acting LT seniority from crew to station seniority Remove Acting Lieutenant waiver Fold in MOUs on Acting LT and Acting Battalion Chief
13 – Workweek	Add overtime and comp time eligibility for fire inspection employees working outside the normal work day or work week (current practice)
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18 – Sick Leave	Change PEHP eligibility from “apply for WRS within 30 days of last day” to “apply for WRS 30 days prior to last day”
Appendix A	Year 1: 3% increase LT, 2% increase all other titles Year 2: 1.5% increase 12/26/2021, 1% increase 6/26/2022 FTO incentive $1.50/hour when performing duties SCBA Tech incentive 1% Remove MPO Remove YR 2, 4, 7 steps for LT and make YR 10 the only rate Remove YR 2, 4 for Engineer and make YR 7 the starting rate
Appendix B	Remove Critical Care Paramedic Incentive

Fiscal Impact

Approximately $175,000 plus benefits (FLSA, payroll tax, etc.)

Staff Recommendation

Approve the tentative Labor agreement as negotiated.

Staff contact: Toni Vanderboom (715-261-6634) and Tracey Kujawa (715-261-7901)

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

JOINT RESOLUTION OF THE HUMAN RESOURCES AND FINANCE COMMITTEE

Authorizing Reclassification of Senior Property Appraiser to Deputy Assessor.

Committee Action: HR: Approved 3-0
Fin: *Pending*

Fiscal Impact: Estimated $15,000 annual

File Number:	20-1021	**Date Introduced:**	October 27, 2020

FISCAL IMPACT SUMMARY				
COSTS	*Budget Neutral*	Yes☐ No☒		
	Included in Budget:	Yes☒ No☐	*Budget Source: covered by staff vacancy*	
	One-time Costs:	Yes☐ No☒	*Amount:*	
	Recurring Costs:	Yes☒ No☐	*Amount: $15,000*	
SOURCE	*Fee Financed:*	Yes☐ No☒	*Amount:*	
	Grant Financed:	Yes☐ No☒	*Amount:*	
	Debt Financed:	Yes☐ No☒	*Amount*	*Annual Retirement*
	TID Financed:	Yes☐ No☒	*Amount:*	
	TID Source: Increment Revenue ☐ *Debt* ☐ *Funds on Hand* ☒ *Interfund Loan* ☐			

RESOLUTION

WHEREAS, the City of Wausau Assessment Department is currently authorized for one (1) Senior Property Appraiser; and

WHEREAS, the Assessment Department previously consisted of both an Assessor and Deputy Assessor; and

WHEREAS, the current incumbent in the Senior Property Appraiser position has gradually assumed additional responsibilities previously completed by the Assessor and former Deputy Assessor position; and

WHEREAS, the Human Resources Department evaluated the Deputy Assessor position using the Decision Band Matrix and classified the position into salary grade 15 ($52,832-79,227.20); and

WHEREAS, your Human Resources Committee reviewed the position and supports the reclassification request;

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Wausau to reclassify the Senior Property Appraiser position ($22.72-31.81 per hour) to Deputy Assessor ($25.39-38.08 per hour) effective the start of the next pay period.

Approved:

_____
Katie Rosenberg, Mayor

DRAFT

CITY OF WAUSAU HUMAN RESOURCES COMMITTEE
MINUTES OF OPEN SESSION

DATE/TIME: October 12, 2020 at 4:30 p.m.
LOCATION: City Hall (407 Grant Street) – Council Chambers
MEMBERS PRESENT: Dawn Herbst, Lou Larson, Becky McElhaney
MEMBERS ABSENT: Michael Martens, James Wadinski
Also Present: Mayor Rosenberg, T. Vanderboom, R. Rubow

Discussion and Possible Action Reclassifying the Position of Senior Property Appraiser to Deputy Assessor.
Vanderboom presented the request to reclassify the position of Senior Property Appraiser to Deputy Appraiser. Rubow explained that this position existed previously, and the incumbent has assumed the responsibilities of the position.

Motion by Herbst to approve reclassifying the position of Senior Property Appraiser to Deputy Assessor. Larson expressed concern regarding the cost of the reclassification.

Rubow explained that the position is currently hourly and eligible for overtime, and that the Deputy position is exempt which results in some cost savings for the City. Rubow explained that this position would serve as a trainer to the assessment staff and assist the City Assessor as needed. This position also needs to have a solid working knowledge of the computer systems the department uses. Second by Larson. All ayes. Motion passed 3-0.

Vanderboom said that this item would go to Finance Committee and she will provide the requested overtime numbers for the next committee.

Human Resource Committee Packet

October 12, 2020

Agenda Item
Discussion and Possible Action Reclassifying Senior Property Appraiser as Deputy Assessor.
Background
Previously, the Assessment department consisted of both a City Assessor and Deputy Assessor. The Deputy Assessor position was downgraded in 2001/2002 to Commercial/Residential Appraiser (now Senior Appraiser), and remained responsible for personal property and commercial assessments completed by the City of Wausau. The current incumbent in the Senior Property Appraiser position has gradually assumed responsibility for a number of tasks completed by the City Appraiser and the previous Deputy Appraiser position. The City Appraiser has requested that position be considered for reclassification as a Deputy Appraiser. The position of Senior Property Appraiser is currently classified in salary grade 17, with a salary range of $47,278.40-$66,185.60. Attached please find the proposed job description for the position of Deputy Assessor. The highlighted sections include new responsibilities which are currently being performed by the incumbent. Upon review using the Decision Band Matrix, the position of Deputy Assessor would be classified into salary grade 15, with a salary range of $52,832-$79,227.20. The Department would like to retain the title of Senior Property Appraiser (SG 17) as a vacant title, to be used in underfill situations as needed.
Fiscal Impact
2021 Fiscal Impact $15,000-$20,000 plus benefits Amended for Finance Committee packet: current incumbent earned 87.15 hours year to date in overtime.
Staff Recommendation
Reclassify Senior Property Appraiser (SG 17) as Deputy Assessor (SG 15).
Staff contact: Toni Vanderboom (715-261-6634) and Rick Rubow (715-261-6605).

JOB DESCRIPTION
Deputy City Assessor

Job Title:	Deputy City Assessor	Reports To:	City Assessor
Department:	Assessment	FLSA Status:	Exempt
Division:	Assessment	EEO Code:	1-Officials & Administrators
Salary Grade:		Occupational Code:	
Employee Group:	General Employee	Training Category:	
Created:	September 2020	Last Revision:	September 2020

This description is not an announcement of a position opening. To view current openings please visit www.ci.wausau.wi.us. The following statements are intended to describe, in broad terms, the general functions and responsibility levels characteristic of positions assigned to this classification. They should not be viewed as an exhaustive list of the specific duties and prerequisites applicable to individual positions that have been so classified.

Purpose of the Position

The purpose of this position is to assist the City Assessor in development, implementation, and administration of fair and equitable assessments of real and personal property, not exempt by statute, for assessments in the City of Wausau.

Essential Duties and Responsibilities

The following duties are normal for this position. These are not to be construed as exclusive or all-inclusive. Other duties may be required and assigned.

1. Serves as market valuation analyst for computer assisted mass appraisal system.
2. Supervises assigned appraisal and clerical employees. Trains staff, prioritizes staff work assignments.
3. Assists in selecting and terminating assigned staff and evaluates performance and implements discipline.
4. Supervises, directs and trains appraisal and clerical employees regarding department programs.
5. Designs and generates sales ratios, land studies and reports to verify costs, market value and income value. Prepares valuation sheets and tables for depreciation.
6. Prepares, coordinates and implements training. Writes technical instruction manuals regarding assessment department procedures and computer applications.
7. Coordinates conversion of municipal assessment information system to county-wide system for Arc GIS software.
8. Assumes City Assessor duties in his/her absence. Enforces laws and policies regarding assessment issues.
9. Assists in development of the annual department budget.
10. Provides assistance to the Assessor in developing and completing Annual Assessment Rolls and State-required final reports. Enters necessary changes on the property blotters and supervises data input into CAMA computer system by appraisal staff.

11. Liaison to the (CCITC) City-County IT Commission for software integration and functionality.

12. Research Wisconsin case law as it applies to assessments and the effect to the City of Wausau.

13. Train appraisers to department policy, procedures and guidelines as outlined by the Wisconsin Property Assessment Manual and Wisconsin case law.

14. Conducts real estate and field inspections to gather information regarding the size, type, quality, methods and materials used in building construction that affect value.

15. Conducts field and office appraisals of complex residential properties, condominiums, apartment complexes and up to complex commercial properties; gathers and records data, reappraises as required.

16. Reviews Personal Property statements and physical inspections of businesses.

17. Responsible for the completion of the Personal Property Assessment Roll.

18. Develops market value appraisals of real estate using field, market, land computations, and other information. Researches and verifies new sales and prepares neighborhood comparison sheets.

19. Responsible for public relations involving the explanation of property and real estate assessments and assessment procedures, requirements, rules, and guidelines. Where conflicting interpretations may exist, this position has the authority to negotiate changes directly affecting the tax base of the city. When conflicting interpretations cannot be negotiated, this position is required to defend decisions in a quasi-judicial court.

20. Analyzes, collects and verifies commercial property assessment information from appraisals, rents, income and expenses, sales permits, market trends, etc. Analyzes interest rates and allowances for economic and functional obsolescence.

21. Conducts open book conferences with the general public to explain valuation methods and listen to public concerns regarding property valuation. Presents and defends valuations at the Board of Review proceedings, before the DOR 70.85 hearing and in Circuit Court.

22. Reviews and verifies property changes from building permit specifications. Re-values changed properties.

23. Conducts statistical and special studies. Compares neighborhood values.

24. Reads and analyzes legal descriptions and plat maps to determine assessed values.

25. Develops residential land values for new City sub-divisions, un-platted and annexed land.

26. Prepares various property and real estate records. Enters field work changes and updated information into computer and software systems.

27. Reads and analyzes building blue prints and prepares computerized sketches.

28. Receives and investigates complaints about property assessments; updates and corrects file information. Prepares residential and commercial assessment appeals cases and testifies as to value at the Board of Review and/or court appeals and 70.85 hearings.

29. Testifies and assists the Assessor with defending and supporting assessed values at Board of Review sessions. May present facts and valuation methods used to derive protested assessed values; locates and prepares maps, assessments, and other records to defend assessment values.

30. Maintains knowledge of current local and State requirements regarding assessment/appraisal, market

characteristics and trends, and Department and City policies and procedures.

Additional Duties and Responsibilities

While the following tasks are necessary for the work of the unit, they are not an essential part of the purpose of this position and may also be performed by other unit members.

- Verifies property owners' name, address and property value annually.
- Attends quarterly education meetings and other continuing education seminars as required.
- Attends required Wisconsin Department of Revenue assessor school and other continuing education courses.

Education and Experience Requirements

Bachelor's degree in real estate, property appraisal or related field with four to six years of work experience is required or equivalent education and experience providing the requisite equivalent knowledge, skills and abilities of the position. Wisconsin Assessor 2 and Assessor 3 Certifications are required, along with three years' experience in commercial valuation and five years' experience in assessment or appraisal field are preferred.
Completion of IAAO Course 101 Fundamentals of Real Property Appraisal and Course 300 Mass Appraisal Modeling also preferred.

- Ability to achieve Assessor 3 certification from Wisconsin Department of Revenue within three (3) months of hire is required.
- USPAP Certification is recommended.
- A valid Wisconsin motor vehicle operator's license and access to reliable transportation required.

Knowledge, Skills and Abilities

MS-Word and Power Point – Intermediate
MS-Excel – Advanced
Adobe Acrobat – Advanced
Core Logic/Marshal and Swift – Advanced
CAMA system – Advanced
The employee must be able to utilize other software specific to position and department functions

- Ability to provide formal instruction in a classroom or other structured setting.

- Knowledge of local, social, and economic factors affecting real estate property values.

- Ability to analyze and categorize data and information in order to determine the relationship of the data with reference to established criteria/standards. Ability to compare, count, differentiates measure and/or sort data, as well as assemble, copy and record and transcribe data and information. Ability to classify, compute and tabulate data.
- Ability to effectively communicate with, and/or train others. Ability to advise and interpret how to apply policies, procedures and standards to specific situations. Ability to make independent decisions in accordance with established policies and procedures.

- Ability to read and interpret blueprints and legal descriptions. Ability to utilize computerized commercial valuation systems.

- Ability to utilize a variety of advisory data and information such as financial statements, maps, real estate deeds and transfer records, mortgages, building permits, trade journals, blueprints, City ordinances, appraisals, assessor's reports, tax and assessment rolls, a variety of statistical and narrative real estate related reports, State statutes, property cost manuals, procedures, guidelines, Wisconsin Assessment Manuals and non-routine correspondence. Knowledge of the law as it pertains to the assessment of real property.

- Ability to establish and maintain effective working relationships with staff and the public. Ability to communicate orally and in writing with property owners, appraisal and clerical staff, engineers, building inspectors, attorneys, State agency personnel, title company personnel, Realtors, County Treasurer, property description personnel, County Register of Deeds, and data processing personnel.

- Knowledge of mathematical and statistical tools used in real property appraisal. Ability to calculate percentages, fractions, decimals, volumes, ratios, present values, and spatial relationships. Ability to interpret basic descriptive statistical reports.

- Knowledge of the principals and practices of real estate appraisal. Ability to use functional reasoning and apply rational judgment in performing diversified work activities.

- Ability to work independently and to exercise judgement, decisiveness and creativity required in situations involving the evaluation of information against measurable criteria in a timely manner, including the ability to meet deadlines.

- Ability to operate equipment and machinery requiring simple but continuous adjustments, such as computer keyboard/terminal, calculator, camera, drafting instruments and telephone.

- Ability to recognize and identify degrees of similarities or differences between characteristics of colors, forms and textures associated with job-related objects, materials and tasks.

Physical and Working Environment

Limited exposure to disagreeable elements such as dirt, temperature fluctuations, and/or limited exposure to weather conditions. Limited travel.

Normal mental and visual attention is required. Light physical demands to include bending, twisting, turning, and light lifting. Limited exposure to workplace hazards

Acknowledgement

All requirements of the described position are subject to change over time. The employee may be required to perform other duties as requested by the City.

Signature of Department Director:_____Date: _____

I acknowledge that this job description is neither an employment contract nor a legal document. I have received, read, and understand the expectations for the successful performance of this job.

Printed Name: _____ Signature: _____ Date: _____

The City of Wausau is an Equal Opportunity Employer. In compliance with the American with Disabilities Act, the City will provide reasonable accommodations to qualified individuals and encourages both prospective and current employees to discuss potential accommodations with the employer.