



OFFICIAL NOTICE AND AGENDA

of a meeting of a City Board, Commission, Department Committee, Agency, Corporation, Quasi-Municipal Corporation or Sub-unit thereof.

Notice is hereby given that the CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE of the City of Wausau, Wisconsin will hold a regular or special meeting on the date, time and location shown below.

Meeting of the:

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE OF THE CITY OF WAUSAU

Date/Time:

Thursday, January 9, 2020 at 5:30 p.m.

Location:

City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS

Members:

Gary Gisselman (C), Linda Lawrence, Becky McElhaney, Lisa Rasmussen, Mary Thao

AGENDA ITEMS FOR CONSIDERATION

1. Public Comment for matters not appearing on the agenda. (Comments relating to an agenda item will be allowed when the specific item is considered.)
2. CONSENT AGENDA (Any item can be removed from the Consent Agenda at the request of a Committee member.)
 - A. Approval of minutes of the December 12, 2019 meeting.
 - B. Action on Stormwater Maintenance Agreement for North Central Health Care expansion at 1100 Lake View Drive.
 - C. Action on Storm Sewer Easement with T Bird Enterprises LLP at 1735 Merrill Avenue.
3. Public Hearing: Discussion and possible action on vacating and discontinuing right-of-way at the intersection of West Thomas Street and South 15th Avenue.
4. Discussion and possible action on a petition for street lighting at South 54th Avenue and Beckman Drive and at South 52nd Avenue and Beckman Drive.
5. Discussion and possible action on the installation of a Rectangular Rapid Flashing Beacon (RRFB) at River Edge Trail on Washington Street.
6. Discussion and possible action on amending Section 10.20.080(a) designating no parking on the west side of Pied Piper Lane between Lake View Drive and Woods Place.
7. Discussion and possible action on Developers Agreement for T Bird Enterprises and Back Forty Properties, Merrill Avenue.
8. Discussion and possible action regarding aligning posted parking restrictions at the following locations: 300 block of Jefferson Street, 300 block of Sherman Street, 500 to 2100 blocks of North 5th Street.
9. Discussion and possible action on No Parking on either side of West Thomas Street from 17th Avenue to Cleveland Avenue.
10. Discussion and possible action on No Parking on either side of East Thomas Street from Cleveland Avenue to Grand Avenue.
11. Discussion and possible action on No Parking on the east side of South 1st Avenue from West Thomas Street to Stewart Avenue.
12. Discussion and possible action on No Parking on the west side of South 1st Avenue from a point 210 feet north of the north curb line on West Thomas Street.
13. Discuss 17th Avenue/Stewart Avenue area walk audit.
14. Discuss Bridge Street/2nd Street area walk audit.
15. Establishment of a pilot valet parking program in downtown.
16. Update on winter maintenance operations.
17. Future Agenda Items.

Adjournment

GARY GISSELMAN - Committee Chair

This Notice was posted at City Hall and faxed to the Daily Herald newsroom on 01/03/20 @ 4:00 p.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

In accordance with the requirements of Title II of the Americans with Disabilities Act (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 Engineering Department at (715) 261-6740 or the City's ADA Coordinator at (715) 261-6620 or email clerk@ci.wausau.wi.us at least 48 hours prior to the scheduled meeting or event to request an accommodation.

Distribution List: City Website, Media, Committee Members, Mayor, Council Members, Assessor, Attorney, City Clerk, Community Development, Engineering, Finance, Inspections, Park Dept., Planning, Public Works, County Planning, Police Department, Wausau School District, Wausau Area Events, Becher Hoppe Associates, AECOM, Mi-Tech, REI, Glenn Speich, Judy Bayba, Scholfield Group, Evergreen Civil Engineering, Clark Dietz, Inc., Brown and Caldwell, Residents at 52nd and Beckman and 54th and Beckman, Radtke, Ironwood Investments LLC.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: December 12, 2019, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Gisselman, McElhaney, Rasmussen, Lawrence

Also Present: Wesolowski, Buckner, Alfonso, Niksich, Stratz

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

Noting the presence of a quorum, at approximately 5:30 p.m. Chairman Gisselman called the meeting to order.

Public Comment for matters not appearing on the agenda

Deb Ryan, 702 Elm Street, was present at the last Council meeting. She understands the committee could not consider parking on the grass in the winter as an option. She is hoping this is put on a future agenda as it might be an option during a snow emergency. Rasmussen noted that after Council she sent out an email to key city staff that will work with the committee on research of overnight parking. She asked Hebert about parking on the grass and whether or not we need to make changes. Hebert indicated that the Inspections Department intentionally relaxes on parking on the grass during the winter. With snow cover it is difficult to tell if they are on pavement and they understand that sometimes people need to get off the road. Hebert does not believe we need to change much of anything as they already change their enforcement pattern. She feels if people are afraid they are going to get in trouble for using that space, they probably have nothing to fear. Ryan is on Next Door, which gets out to about 4,500 people in the Wausau area. She asked if this was something she could post as official. Alfonso indicated that this was not an official act of the Council and advised against posting on Next Door. She cautioned making an official announcement as there is no uniformity. If someone is parking on the grass they may get cited.

CONSENT AGENDA

- A. Approve minutes of the November 14, 2019 meeting**
- B. Action on Preliminary Resolution for 2020 Street Construction Projects**
- C. Action on Preliminary Resolution for 2020 Alley Paving Projects**
- D. Action on Preliminary Resolution to vacate and discontinue the alley lying west of 912 North 9th Street between Fulton Street, McIndoe Street, and North 8th Street**
- E. Action on Temporary Limited Easement with Bruce Buchkoski at 1202 and 1204 North 3rd Street**

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

Discussion and possible action on the stop signs at the intersection of 12th Avenue and Randolph Street

Wesolowski stated that Engineering received a request to look at the intersection of 12th Avenue, which is also Stevens Drive on the south, and West Randolph Street. Traffic counts were completed in May of 2018. Traffic counts average 3,700 cars on Stevens Drive and 2,100 cars on Randolph Street. Currently stop signs are on 12th Avenue/Stevens Drive and Randolph is the through street. There was a request for a four-way stop. There is nearly double the traffic on 12th Avenue/Stevens Drive as there is on Randolph Street. Wesolowski is proposing to switch the stop signs to Randolph Street and let the predominant traffic on 12th Avenue proceed.

Rasmussen has studied this intersection for 20 years as she lives in the area. She is all about MUTCD standards and realizes sometimes things are not warranted. She has been an advocate of not using stop signs to control speed. With the traffic flow in this area, this is an instance where the residents are right. A while back there was trouble with people running the stop sign and DPW had installed bright orange flags. The flags did no good and are now faded. Even though traffic counts are higher on Stevens than Randolph, the traffic counts were taken before the Urban West development was completed. Urban West has 64 units and is at 65% occupancy with plans to build another with 64 more apartments. Randolph Street is a key corridor to and from Wausau West and Thomas Jefferson Elementary. If traffic counts were done during the summer, they might not be quite an accurate

depiction of the other nine months of the year. Traffic is up with Urban West opening and the corner is an accident waiting to happen. She has heard stories of City buses that have near misses. Residents that live on 12th Avenue will attest to the fact that they hear tires squeal every day. It does not matter which leg of the intersection; there is fault to go around. She does not feel there is enough traffic for a light. When Urban West was first planned, the neighbors at the Village were demanding a traffic light. This is not a situation where lighted traffic controls are needed but some type of control in both directions is needed. If the stop signs were switched, it would take quite a few incidents for people to change their pattern and realize that Randolph Street traffic now has to stop. The speed pattern of Stevens Drive traffic shows a top speed of 58 MPH. When traffic comes off of Merrill Avenue they have quite a head of steam by the time they get to Randolph. It is not quite as bad south of Randolph as PD is good about speed enforcement near Wausau West.

Rasmussen moved to authorize the installation of stop signs on Randolph Street and leave the stop signs on 12th Avenue in place. Seconded by Lawrence.

Buckner provided intersection related crash activity since 2013. This does not tell if the predominant issue was cars traveling north/south on Stevens Drive/12th Avenue or if it is on the Randolph Street side. Rasmussen stated it is telling that half of the accidents had injuries and were not just little fender benders. People are getting hurt and a four-way stop makes sense. The Village Cooperative asked for it after they moved in but the traffic counts were not dense enough. After Urban West there is more traffic that will only increase with a second building. If we do not do this we will be in the same predicament in two years.

There being a motion and a second, motion to authorize the installation of stop signs on Randolph Street and leave the stop signs on 12th Avenue in place carried unanimously 4-0.

Discussion and possible action on signage for the Westies Neighborhood Association

Stratz explained that in the past Community Development Block Grant funds have been utilized for neighborhood groups to identify their neighborhood with signage. The Longfellow neighborhood and East Towne neighborhood have signage installed on low level decorative lights. The Westies Group do not have the luxury of a lot of low level lights and they are looking for an alternative. Ms. Ryan came up with examples of signage that can be placed on top of existing street signs or stop signs and therefore would not have to install posts. The group has not come up with an exact design yet. Stratz is working with DPW and the Sign Shop is willing to install and will help with what materials to use.

Lawrence stated the staff recommendation was not to allow the signs as proposed. The Westies have had discussions of the weight of the sign. She asked if there was a misunderstanding about the weight and if it would stress a pole. Wesolowski indicated it depends on where the signs are proposed as some of the stop signs are already leaning or not in the best shape. The concern was the brackets that hold the existing sign might not be able to withstand wind if there is another sign placed on top. If there are only 10 to 12 signs he would change his recommendation and would recommend putting in new posts and signs. Signs could be installed on posts that are able to handle it and other posts would be replaced for better support. Lawrence is new to the Westies but there is a lot of participation and neighborhood pride. She feels this will do a lot for branding and identifying the neighborhood. This is a positive thing for a very low cost.

Rasmussen agrees with Lawrence and loves the idea. The signs in the other neighborhoods have given those neighborhoods a sense of place and their own identity. If existing stop signs are in rough shape to start with it makes sense to fix them anyway.

Rasmussen moved to approve and directed staff to work with the neighborhood group and the Sign Shop to come up with a plan and do what is necessary. Seconded by Lawrence.

Ryan thinks the medal clip used to attach the sign may be 2 to 3 pounds. An example picture was provided of a stop sign with the same type of post. An individual who grew up in the neighborhood designed the NTC logo and has offered to design this sign. This will be something of a trailblazer and saves from having to have another

post. It seems like a win win. They are lucky that some of the area is considered HUD blight and are able to receive funding. Other neighborhoods would have to pay for their own signage. This is an affordable neighborhood and a lot of older homes have been bought by young people. She wants to encourage that pride.

Gisselman stated this is a large neighborhood district and asked where the signage would be installed. Stratz is working with the neighborhood association as to where they think. It would also have to make sense to the Sign Shop. There may be a dozen signs throughout the district at the borders and on key thoroughfares.

Ryan noted there was talk about starting on Callon Street rather than Stewart Avenue. The map shows from 1st Avenue to 17th Avenue and Stewart Avenue to Bridge Street. Signs will not be placed in the area of 1st Avenue to 3rd Avenue and Elm to Stewart Avenue. These signs are half the size of other signs. She is hoping they can economize and do as many as they can.

Lawrence asked who would approve the design. Per Stratz, typically the neighborhood association comes up with the design.

There being a motion and a second, motion to approve and direct staff to work with the neighborhood group and the Sign Shop to come up with a plan and do what is necessary carried unanimously 4-0.

Update on 2019 Street Construction Projects

Wesolowski indicated we are still waiting for street lights and signals for Thomas Street. Street lights have started to arrive and should be installed in January. The signals should arrive in January. The contractor has asked for a completion date of February 21. McElhaney stated there are complaints of it being dark to walk. She asked if anything could be done before February 21. Wesolowski anticipates the street lights to be up by the middle of January with the traffic signals installed by February 21.

Future agenda items

No future agenda items were brought forward.

Discussion and possible action on amending Section 10.20.080(a) designating no parking on the west side of Pied Piper Lane between Lake View Drive and Woods Place

Gisselman indicated this item will be pulled from the agenda and brought back in January.

Adjourn

Lawrence moved to adjourn the meeting. McElhaney seconded and the motion carried unanimously 4-0. Meeting adjourned at approximately 5:55 p.m.

AGENDA ITEM
Action on Stormwater Maintenance Agreement for North Central Health Care expansion at 1100 Lake View Drive
BACKGROUND
The North Central Health Care facility expansion project consists of demolishing two wings of the existing building, adding two connected campus buildings (Nursing Tower & Pool) and two stand-alone buildings (Youth Hospital & Adult CBRF), adding/reconfiguring the majority of the parking lot surrounding the campus, removing/replacing extensive landscaped & treed area, and adding storm water management basins. To ensure properly functioning post-stormwater facilities year after year, the City requires the owner to sign a maintenance agreement, making the owner inspect and maintain the facilities on a biennial basis. The attached maintenance agreement is attached for your review.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approval of the stormwater maintenance agreement.
Staff contact: TJ Niksich 715-261-6748

AGREEMENT FOR THE MANAGEMENT AND MAINTENANCE OF A STORMWATER FACILITY

THIS AGREEMENT made this 18th day of December, 2019, by and between the City of Wausau, a municipal corporation of the State of Wisconsin, hereinafter referred to as "CITY", and Marathon County Facilities and Capital Management, a corporation organized under the laws of the State of Wisconsin, hereinafter referred to as "OWNER";

WITNESSETH:

WHEREAS, CITY has an interest in and an obligation for the development, management, and maintenance of stormwater facilities within the corporate limits of the City of Wausau, which interest and obligation is evidenced in CITY's stormwater management ordinance and in this agreement which is being entered into pursuant to that ordinance; and

WHEREAS, OWNER wishes to construct certain buildings on land in the City of Wausau, and as an inducement for CITY to grant to OWNER a permit to construct these improvements, OWNER wishes to enter into this agreement for the management and maintenance of a stormwater facility; and

WHEREAS, the specific provision of the Wausau Municipal Code which provides for stormwater management is Chapter 15.56 of the Wausau Municipal Code, which code provides for the routine and extraordinary post construction maintenance of a stormwater management facility, and such a facility is being herein installed for the use and benefit of the development of OWNER's property, and this agreement will specifically provide for the management and maintenance of that stormwater facility.

NOW, THEREFORE, the parties hereto agree as follows:

1. That attached hereto, and incorporated herein by reference, is "Exhibit A," a map upon which there is located certain improvements and storm water facilities, which are the subject of this agreement.
2. OWNER specifically agrees to maintain the storm water facilities in accordance with the schedules and procedures set forth in "Exhibit B" attached hereto and incorporated herein by reference.
3. OWNER specifically grants CITY access to, from and across the property encompassed in "Exhibit A" in order to evaluate and inspect the pond and, in addition to the detention pond, any other stormwater facilities, which evaluation and inspection will, from time to time, be necessary in order to ascertain that the practices concerning management and maintenance are being followed pursuant to CITY's stormwater management ordinances; CITY shall maintain, as a public record, the results of all site inspections, and shall recommend any corrective actions required to bring the stormwater management practices into proper operating condition.
4. Upon notification to OWNER that maintenance deficiencies exist on property, any corrective actions shall be undertaken by OWNER within a time frame as set forth by CITY, which time frame will be reasonable; should OWNER not satisfactorily complete any directives of CITY, as identified in any inspection report or directive, within the time frame provided by CITY, then the parties agree that CITY shall complete any corrective actions and the cost of those actions, including any administrative charges, shall be paid in full by OWNER or, in lieu thereof, shall be placed as a special assessment on the tax rolls of all of the property described on "Exhibit A" pursuant to Wisconsin Statutes.

Recording Area

Name and Return Address
City of Wausau Engineering Dept.
407 Grant Street
Wausau, WI 54403

PIN:

5. This agreement is being entered into pursuant to the provisions of Chapter 15.56 of the city ordinances of the City of Wausau, and the parties agree that OWNER will be bound by these provisions or any future amendments to these provisions or any separate provisions relating to stormwater management.
6. These covenants, agreements, and obligations provided for in this agreement shall travel with the land and be binding upon OWNER, its successors and assigns in perpetuity.

OWNER:

By: Troy Torgerson, Facility Planner

By: _____

CITY OF WAUSAU:

By: _____

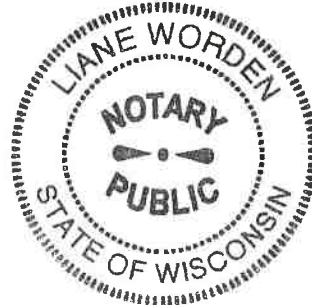
Robert B. Mielke, Mayor

By: _____

Toni Rayala, Clerk

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this 18th day of December, 2019, the above-named Troy Torgerson and _____ of Marathon County Facilities and Capital Management to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.



Liane Worden

Notary Public, Wisconsin

My commission: Expires 7/24/22

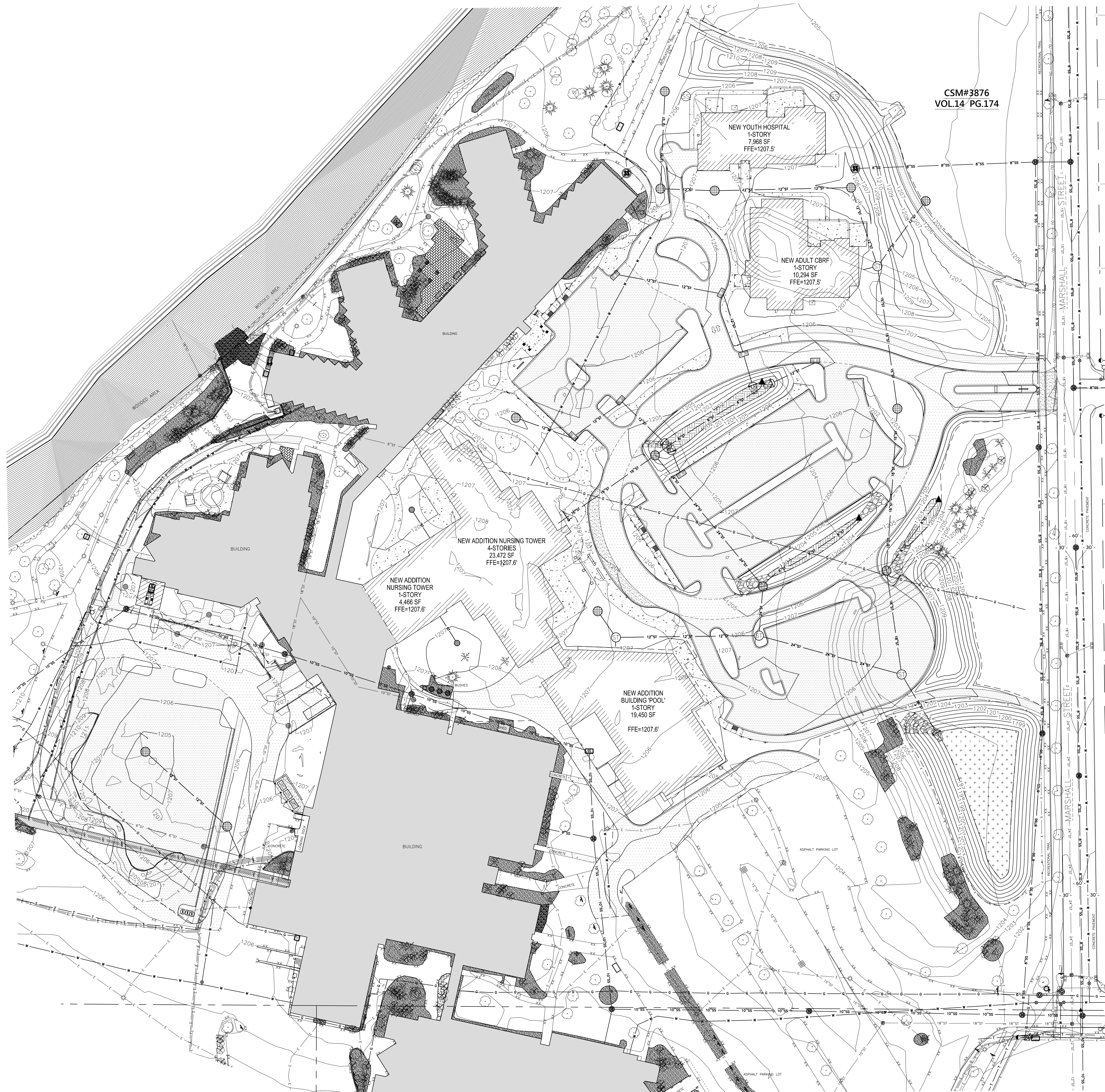
STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

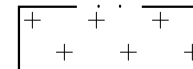
Personally came before me this _____ day of _____, 20____, the above-named Robert B. Mielke, Mayor, and Toni Rayala, Clerk of the City of Wausau, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

Notary Public, Wisconsin

My commission: _____

NORTH CENTRAL HEALTH CARE
1100 LAKE VIEW DRIVE
WAUSAU, WI 54403



EXISTING CONTOUR	
PROPOSED CONTOUR	
PROPOSED ENDWALL STRUCTURE WITH RIP RAP	
PROPOSED STORM INLET	
PROPOSED CURB STORM INLET	
PROPOSED BIO-RETENTION BASIN	
PROPOSED INFILTRATION BASIN	

BEING ALL OF CSM #3876 LOCATED IN PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 AND IN GOVERNMENT LOT 1 OF SECTION 11 AND IN GOVERNMENT LOT 7 OF SECTION 2, TOWNSHIP 28 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

SUBJECT TO (IF ANY) COVENANTS, CONDITIONS, RESTRICTIONS, RIGHT-OF-WAYS AND EASEMENTS OF RECORD.

[illegible]

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ANGUS YOUNG ASSOCIATES, INC.
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PROJECT NUMBER

APPROVED BY _____

REVIEWED BY

DRAWN BY

EXHIBIT "A"

**Angus
Young**
**Architecture | Engineering
Interiors | Landscape**
www.angusyoung.com
555 South River Street
Janesville, WI
608.756.2326
16 N. Carroll Street Suite 610
Madison, WI
608.284.8225



North Central
Health Care



OWNERS:
MARATHON COUNTY
500 FOREST STREET
WAUSAU, WI 54403

CONTACT: MICHAEL LOTTER
EMAIL: MICHAEL.LOTTER@CO.MARATHON.WI.GOV
PHONE: 715.261.6880

ARCHITECTS:
ANGUS YOUNG ASSOCIATES, INC.
555 SOUTH RIVER STREET
JANESVILLE, WI 53548

CONTACT: JIM TIBBETTS, AIA
EMAIL: JMT@ANGUSYOUNG.COM
PHONE: 608-756-2326

ARCHITECTS:
MKM ARCHITECTURE + DESIGN
119 W. WAYNE STREET
FORT WAYNE, IN 46802

CONTACT: DOOD KATTMAN, AIA
EMAIL: DKATTMAN@MKMDESIGN.CO
PHONE: 260-422-0783

CML:
POINT OF BEGINNING, INC.
4941 KIRSCHLING COURT
STEVENS POINT, WI 54481

CONTACT: JAMES LUNDBERG, P.E.
EMAIL: JIML@POBINC.COM
PHONE: 715-344-9999

MECHANICAL, ELECTRICAL & PLUMBING:
RING & DUCHATEAU, LLP
17400 W. CAPITOL DRIVE
BROOKFIELD, WI 53045
CONTACT: JASON LAROSH
EMAIL: JLAROSH@RINGDU.COM
PHONE: 414-778-7430

STRUCTURAL & AQUATICS:
RAMAKER & ASSOCIATES, INC.
655 COMMUNITY DRIVE
SALT CITY, WI 53583

CONTACT: ERIC KAUL
EMAIL: EKAUL@RAMAKER.COM
PHONE: 608-643-4100

**MARATHON COUNTY &
NORTH CENTRAL
HEALTH CARE**

CAMPUS SITE DESIGN

1100 LAKE VIEW DRIVE
WAUSAU, WI 54403

9/13/2019 11:37:27 AM

DRAWN BY: GMC

EXHIBIT B

STORM WATER FACILITIES MAINTENANCE SCHEDULE AND PROCEDURES

FOR

NORTH CENTRAL HEALTH CARE
CAMPUS SITE DESIGN
1100 LAKE VIEW DRIVE
WAUSAU, WI 54403

THE PROJECT SITE IS LOCATED IN ALL OF CSM #3876 LOCATED IN PART OF THE NORTHEAST ¼ OF THE NORTHEAST ¼ AND IN GOVERNMENT LOT 1 OF SECTION 11, AND IN GOVERNMENT LOT 7 OF SECTION 2, TOWNSHIP 28 NORTH, RANGE 7 EAST, IN THE CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN.

The Land Owner, MARATHON COUNTY HEALTH CENTER, their successors, and assigns, shall inspect and maintain the following structural and/or non-structural storm water treatment measures. Maintenance inspections by the Owner shall take place at a minimum of twice per year, typically spring and fall, following Owner's acceptance of the Project from the Site Contractor. Owner shall maintain a written inspection and maintenance log.

Maintenance and inspection shall be performed within the storm water facilities depicted in **Exhibit A**.

1. DEBRIS: Removal of trash, debris, and noxious weeds should be done on a regular basis to maintain aesthetics and functionality of the stormwater facilities on the site.
2. STORM SEWER PIPES AND STRUCTURES: Remove accumulated sediment and/or debris from the storm sewer structures, piping, sumps, curb gutters, inlets and outfalls on the site.
3. RIPRAP: Inspect riprap and repair/replace as needed to protect from erosion and maintain function of riprap.
4. MOWING: Mow pond side slopes, swales, and embankments to promote aesthetics and control weed growth and establishment of woody vegetation. Do not allow brush to accumulate or woody vegetation to grow within swales or ponds.
5. SEDEMENTATION: Remove accumulated sediment from the swales and/or ponds once the sediment interferes with functionality.
6. BIORETENTION PLANTING TREATMENTS: Replacement of dead plant life with new plant plugs of a mesic or wet prairie type designation per the WDNR approved plant list should be done as necessary to help maintain infiltration rates as the roots will assist with this. Replace or restore hardwood mulch within the bottom of the pond following rainfall events. The mulch will only be required during the first two growing seasons until the plantings are established.
7. BIORETENTION ENGINEERED SOIL MIX: Following rainfall events, verify the ability for the bioretention facilities to drain. If standing surface water is regularly present within the facility following 48 hours of dry weather, the engineered soil mix may need to be loosened or replaced to restore the infiltration rate. Plantings may be salvaged and replanted if work is done during spring or fall.
8. INFILTRATION PONDS: Immediately after rainfall events, verify the ability for the infiltration ponds to drain. If standing surface water is still observed within the facility following a typical rainfall event and 72 hours of subsequent dry weather, the bottom soils may need to be loosened or removed and replaced with sand to restore the infiltration rate. Pumping operations shall be employed to dewater as needed for maintenance activity.
9. SIDE SLOPES AND EMBANKMENTS: Inspect embankments and side slopes on the site for settlement and sloughing. Repair as required.
10. SNOW PLOWING: Do not stockpile additional snow within the bioretention ponds, infiltration ponds or swales as this will cause premature failure of the device due to compaction and added sediment.

Agenda Item No.
2C

STAFF REPORT TO CISM COMMITTEE – January 9, 2020

AGENDA ITEM
Action on Storm Sewer Easement with T Bird Enterprises LLP at 1735 Merrill Avenue
BACKGROUND
The City of Wausau has storm sewer across the back side of 1735 Merrill Avenue as shown on the attached map and described in the easement.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approval of the storm sewer easement.
Staff contact: Allen Wesolowski 715-261-6762

EASEMENT AGREEMENT

THIS AGREEMENT, made this _____ day of _____, 2020, by and between, T BIRD ENTERPRISES, LLP, a domestic limited liability partnership, Grantor, and the CITY OF WAUSAU, a municipal corporation of the State of Wisconsin, Grantee;

WITNESSETH:

That in consideration of the sum of one dollar (\$1.00) and other good and valuable consideration paid to Grantor by Grantee, receipt of which is hereby acknowledged, Grantor, has this day conveyed, transferred, and delivered unto Grantee a permanent easement and right-of-way and perpetual right to enter upon the real estate hereinafter described at any time to construct, reconstruct, maintain, inspect and/or repair a storm sewer which may be constructed through and under the lands hereinafter described.

The permanent easement and perpetual right of entry is described as follows:

See attached for legal.

In further consideration of this easement by Grantor, Grantee forever agrees to hold Grantor harmless from all damages, loss, or claims which may arise from the existence, use, and/or maintenance of said permanent easement. Grantee further agrees that it will attempt to return the disturbed lands subject to this easement to a similar condition which existed prior to the construction.

No buildings or structures except surface improvements such as, but not limited to, asphalt pavement, sidewalk, curb and gutter, etc. shall be constructed upon or across the permanent easement lands; nor shall large trees be planted upon the permanent easement lands, but small trees and shrubs not exceeding approximately eight feet in height at maturity are permitted.

Grantor covenants that it is lawfully seized and possessed of the real estate above described and that it will defend the title thereto against the lawful claims of all persons whomsoever.

This agreement shall run with the land, encumbering the property encompassed by the easement in perpetuity, and shall be binding upon and shall inure to the benefit of the parties hereto and to their respective successors and assigns.

IN WITNESS WHEREOF, this agreement has been duly executed the day and year first above written.

Recording Area

Name and Return Address

City of Wausau Engineering Department
407 Grant Street
Wausau, WI 54403

PIN:

CITY OF WAUSAU BY:

BY:

Robert Mielke, Mayor

Mary A. Goede, Deputy Clerk

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 2020, the above named Robert B. Mielke, Mayor, and Mary A. Goede, Deputy Clerk for the City of Wausau, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

Notary Public, Wisconsin

My commission expires: _____

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 2020, the above named _____
_____ to me known to be the person(s) who executed the
foregoing instrument and acknowledged the same.

Notary Public, Wisconsin

My commission expires: _____

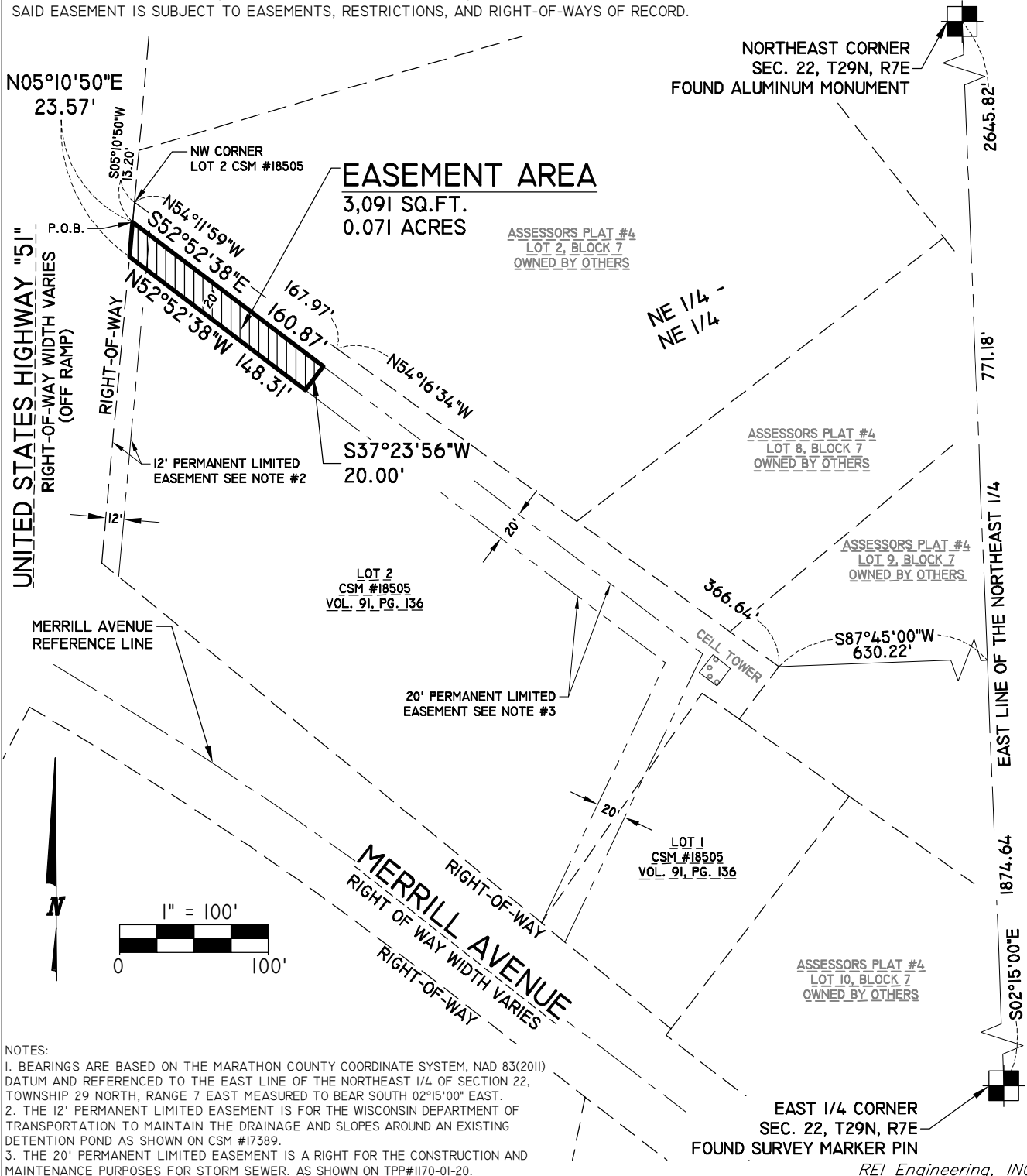
This instrument was drafted by
Anne L. Jacobson, City Attorney
for the City of Wausau
407 Grant, Street
Wausau WI 54403-4783

DESCRIPTION

A 20 FOOT WIDE EASEMENT BEING PART OF LOT 2 OF CERTIFIED SURVEY MAP NUMBER 18505, RECORDED IN VOLUME 91, ON PAGE 136, AS DOCUMENT NUMBER 1794159, LOCATED IN NORTHEAST 1/4 OF THE NORTHEAST 1/4, SECTION 22, TOWNSHIP 29 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 2 ALSO BEING ON THE EAST RIGHT-OF-WAY LINE OF UNITED STATES HIGHWAY "51"; THENCE SOUTH 05°10'50" WEST, COINCIDENT WITH SAID EAST RIGHT-OF-WAY LINE, 13.20 FEET TO THE POINT OF BEGINNING OF SAID EASEMENT; THENCE SOUTH 52°52'38" EAST, 160.87 FEET; THENCE SOUTH 37°23'56" WEST, 20.00 FEET; THENCE NORTH 52°52'38" WEST, 148.31 FEET TO SAID EAST RIGHT-OF-WAY LINE; THENCE NORTH 05°10'50" EAST, COINCIDENT WITH SAID EAST RIGHT-OF-WAY LINE, 23.57 FEET TO THE POINT OF BEGINNING OF SAID EASEMENT.

SAID EASEMENT CONTAINS 3,091 SQUARE FEET OR 0.071 ACRES, MORE OR LESS.

SAID EASEMENT IS SUBJECT TO EASEMENTS, RESTRICTIONS, AND RIGHT-OF-WAYS OF RECORD.



NOTES:

1. BEARINGS ARE BASED ON THE MARATHON COUNTY COORDINATE SYSTEM, NAD 83(2011) DATUM AND REFERENCED TO THE EAST LINE OF THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 29 NORTH, RANGE 7 EAST MEASURED TO BEAR SOUTH 02°15'00" EAST.
2. THE 12' PERMANENT LIMITED EASEMENT IS FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION TO MAINTAIN THE DRAINAGE AND SLOPES AROUND AN EXISTING DETENTION POND AS SHOWN ON CSM #17389.
3. THE 20' PERMANENT LIMITED EASEMENT IS A RIGHT FOR THE CONSTRUCTION AND MAINTENANCE PURPOSES FOR STORM SEWER. AS SHOWN ON TPP#1170-01-20.

REI Engineering, INC.

T-BIRD ENTERPRISES
MERRILL AVENUE
WAUSAU, WISCONSIN

FIGURE 1 : EASEMENT EXHIBIT

PROJECT NO.

4789A

DRAWN BY:

JLR

DATE:

03/6/2018

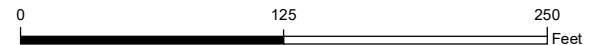
AGENDA ITEM
Public Hearing: Discussion and possible action on vacating and discontinuing right-of-way at the intersection of West Thomas Street and South 15 th Avenue
BACKGROUND
Phase I of Thomas Street realigned the north leg of S. 15 th Avenue at Thomas Street. The realignment left an excess of right-of-way on the northeast corner of the intersection. The purpose of this public hearing is to hear public comment on the issue. A map is attached.
FISCAL IMPACT
Minimal, potentially less area for City/DPW crews to maintain, also creates a larger corner parcel.
STAFF RECOMMENDATION
Staff recommends approval pending public comment on the issue.
Staff contact: Allen Wesolowski 715-261-6762



- NOTES:
1. DUPLICATION OF THIS MAP IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY OF WAUSAU ENGINEERING DEPT.
 2. THIS MAP WAS COMPILED AND DEVELOPED BY THE CITY OF WAUSAU AND MARATHON COUNTY GIS. THE CITY AND COUNTY ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.
 3. MAP FEATURES DEVELOPED FROM APRIL 2010 AERIAL PHOTOGRAPHY.

Proposed ROW Segment to Vacate

City of Wausau



Map Date: October 03, 2019

AGENDA ITEM
Discussion and possible action on a petition for street lighting at South 54 th Avenue and Beckman Drive and at South 52 nd Avenue and Beckman Drive
BACKGROUND
Two street light requests have come forward from homeowners. WPS has prepared the costs for their portion of the work. The work is anticipated to be completed in spring of 2020, if approved.
FISCAL IMPACT
The initial payment for installation of the street lights will be \$2,360.44. The monthly lighting bill will cost approximately \$50.56 per month.
STAFF RECOMMENDATION
The requested street lighting does meet the criteria for the addition of street lighting.
Staff contact: Rick Pergolski 715-261-6782

PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

For Office Use

11-1-19

Date Filed with City Clerk

A Petition For:

- ☐ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer ☐ Other as Follows: _____
☐ Blacktop Paving ☒ Street Light ☐ Watermain
☐ Curb and Gutter ☐ Street Vacation ☐ Zoning Change

CC: Engineering Inspection

The undersigned petitioners respectfully request that your honorable body take such action as will cause the:

Install a street light at Beckman RD ~~52nd~~ 54th Ave (per phone) and Beckman / 52nd BECKMAN DR. 11-1-19 @ 11:00 AM

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
1.	Tiffany Tesch	5318 Beckman Dr.	10-15-19
2.	Kelly Raduechel	5204 Beckman Dr.	10-15-19
3.	MATT RADUECHEL	5204 BECKMAN DR	10-15-19
4.	Tyler Tesch	5318 Beckman Dr	10-16-2019
5.	Jordan Zollprester	5318 Russell Dr	10-16-2019
6.	Alexandra Zollprester	5318 RUSSELL DR	10/16/19
7.	Audrey L. Wilton	5404 Russell Dr.	10-17-19
8.	Matthew Wilton	5406 Russell Dr	10/17/19
9.	John Rauman	5207 Beckman Dr.	10/20/19
10.	Amy Raceman	5207 Beckman Dr.	10/20/19
11.	Clint Schultz	119 South 52nd Ave	10/20/19
12.	KEN HEIS	5208 BECKMAN	10-20-19
13.	KEN LANDRY	5312 Beckman	10-20-19
14.	Alisa Landry	5312 Beckman	10-20-19
15.	Kelly Schultz	1195 52nd Ave	10-24-19

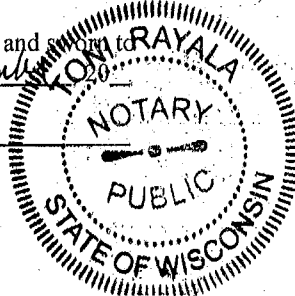
AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN

CITY OF WAUSAU Tyler Tesch being duly sworn disposes and says that he is a resident of the affected area residing at 5318 Beckman Rd in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

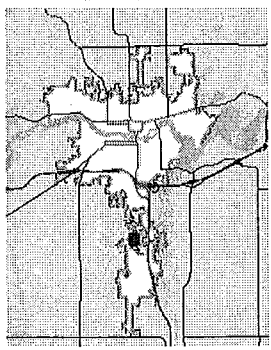
Filed in the Office of the City Clerk and before me this 1 day of November 2019

Signature of City Clerk or designee



(Signature of Circulator)

5318 Beckman Rd Wausau
(Address of Circulator)



- Legend**
-  Railroad
 -  Bridge
 -  Overpass
 -  Paved Road
 -  Divided Highway
 -  Driveway
 -  Sidewalk
 -  Right Of Way
 -  Stream - River
 -  Pond - Lake
 -  Wausau Wetland
 -  Swamp
 -  Municipality

Notes

DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means.

Marathon County-City of Wausau will not be responsible for any damages which result from third party use of the information and depictions herein or for use which ignores this warning.

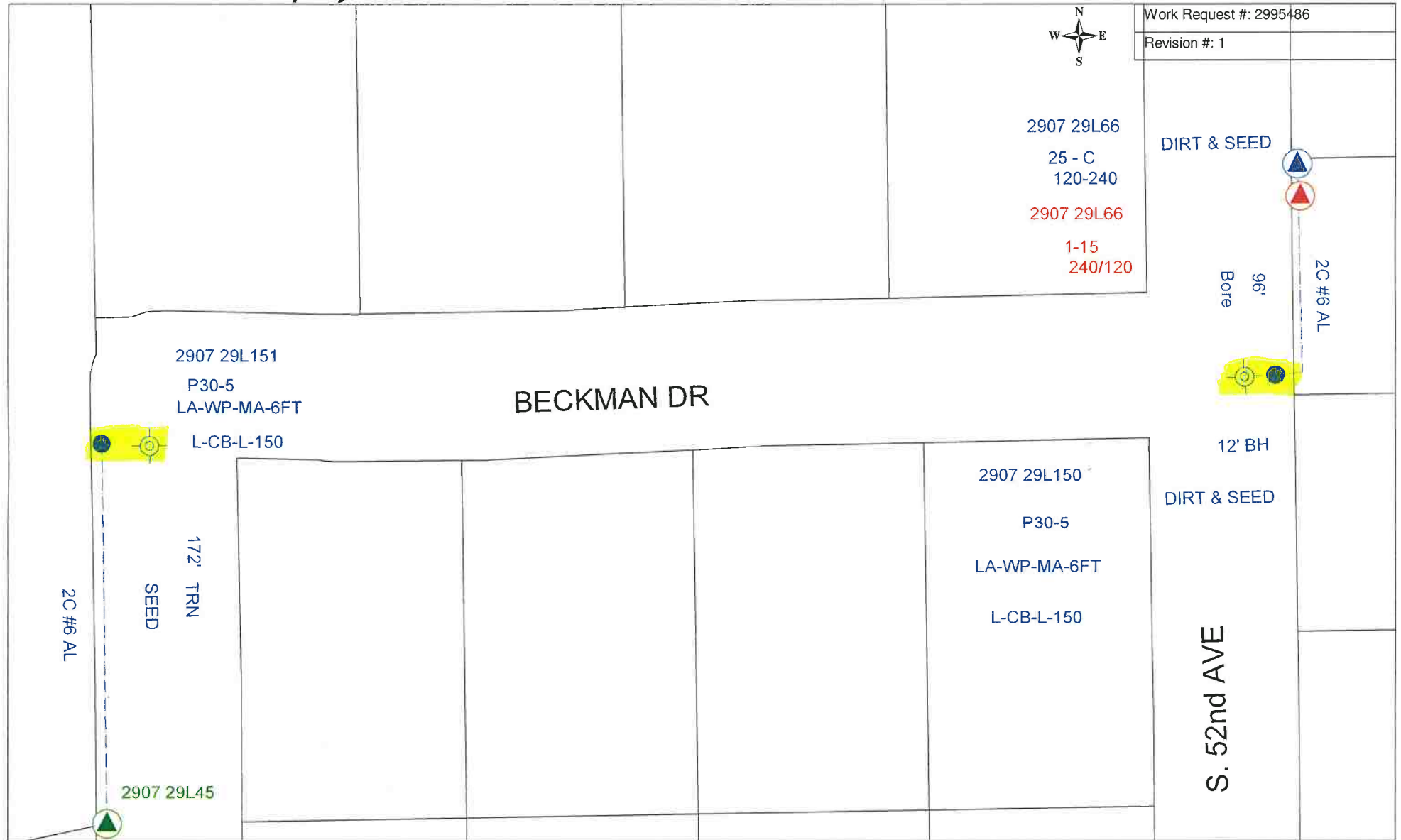
THIS MAP IS NOT TO BE USED FOR NAVIGATION

NAD_1983_2011_WISCRS_Marathon_Feet

Map Created: 1/3/2020

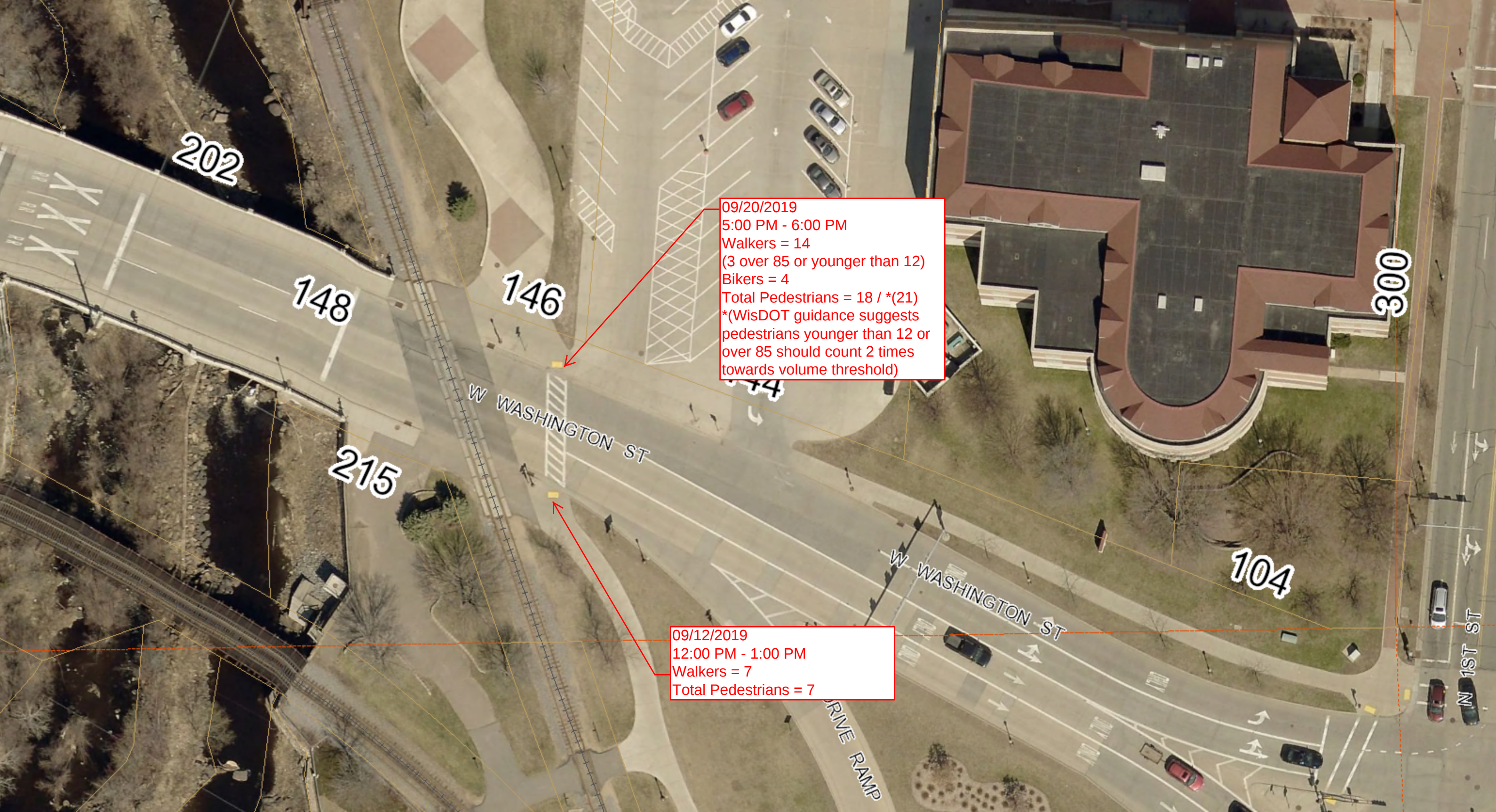
65.37	0	65.37 Feet
-------	---	------------

Comparison Construction Sketch



Crew Leader Signature:		Construction Complete Date:		Energized Date:	
Action Code: Remove/Abandon - Red Sine Wave, Existing - Green, Install - Blue		Work Request Name: CITY OF WAUSAU			
TELE Co:	Exchange:	Work Request Address: STREET LIGHTING			
CATV Co:	System:	IFRIS Project #: 2250007100		CIS Field Order: 0445126254	
Response by: [] Phone [] CATV (check one)		Operating District: 61		County: MARATHON	
W.O. #:	Date: 11/19/2019 7:34:37 AM	Tax District: WAU-WAUSAU-C			
Engineer:	Eng Phone #:	Estimate by: EHMANN,JAMES C		Est. Phone #: (715) 848-7351	
Const. Coord:	Phone #:	Date Sent to Comm Co:		Customer Ready Date: 12/2/2019	

AGENDA ITEM
Discussion and possible action on the installation of a Rectangular Rapid Flashing Beacon (RRFB) at River Edge Trail on Washington Street
BACKGROUND
At the request of the Bicycle and Pedestrian Committee, the Engineering Department has investigated the possibility of placing a Rectangular Rapid Flashing Beacon (RRFB) at the River Edge Trail pedestrian crossing on Washington Street. See attached for crossing images and pedestrian counts. The following are the priority criteria for placing an RRFB from the WisDOT Traffic Engineering, Operations & Safety Manual (4-5-1). 1. The location is an uncontrolled pedestrian crossing. <i>Condition met.</i> 2. A minimum volume of 20 or more pedestrians during a single hour (any four consecutive 15-minute periods) of an average day should be met. Young (<12), elderly (>85) and disable pedestrians count 2 times toward volume thresholds. Additionally, seasonal day volumes can be used in place of average day volumes if the crossing is in a known tourist area. <i>Pedestrian counts from 9/20/2019 indicated peak rate of 21 pedestrians per hour. Condition met.</i> 3. A minimum vehicular volume of 1,500 vehicles per day. <i>Condition met.</i> 4. Maximum of four lanes crossed, unless there is a raised median, in which case it can be six lanes. <i>Condition met.</i> 5. There exists a minimum of 300 feet between the subject crossing and the nearest controlled pedestrian crossing or intersection traffic control device on the state trunk highway system. Consideration should be given to extending this distance beyond 300 feet if the proposed crosswalk location falls within an auxiliary turn lane for the nearby intersection or if the standing queue from the intersection extends over the proposed crosswalk location. <i>Nearest controlled pedestrian crossing is 330 feet. Condition met.</i> 6. Adequate stopping sight distance exists based on FDM 11-10-5 or greater than 8 times the posted speed limit. <i>Condition met.</i>
FISCAL IMPACT
\$10,000
STAFF RECOMMENDATION
Given that the crossing meets all guidance criteria and an expected increase in use due to nearby development, City Staff recommends placement of the RRFBs.
Staff contact: TJ Niksich 715-261-6748



09/20/2019
5:00 PM - 6:00 PM
Walkers = 14
(3 over 85 or younger than 12)
Bikers = 4
Total Pedestrians = 18 / *(21)
*(WisDOT guidance suggests
pedestrians younger than 12 or
over 85 should count 2 times
towards volume threshold)

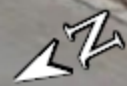
09/12/2019
12:00 PM - 1:00 PM
Walkers = 7
Total Pedestrians = 7

Untitled Map

Write a description for your map.

Legend

-  Aerie
-  Chang Garden
-  Feature 1



AGENDA ITEM

Discussion and possible action on amending Section 10.20.080(a) designating no parking on the west side of Pied Piper Lane between Lake View Drive and Woods Place
--

BACKGROUND

Pied Piper Lane is a street on the SE side of the city and runs North/South from Kent St to Lake View Drive. The City GIS map labels Pied Piper Lane extending south of Lake View Drive to the airport. This is not a street as there is no dedicated right-of-way, this would be considered a driveway on city owned property. This driveway extends south along Alexander Park and it is often parked on both sides with people and children using the park.

There were concerns raised with issues of being able to park on both sides of Pied Piper Lane and the risk of children running across the street and drivers not being able to see them. The Airport Committee and Airport staff would like to prohibit parking on the west side of Pied Piper Lane from the south end of Alexander Park north to Lake View Drive.

See attached resolution from the City Attorney's Office.

FISCAL IMPACT

Cost of signs

STAFF RECOMMENDATION

Engineering has reviewed this request and there are concerns that people would begin to park along Lake View Drive, a roadway with significantly more traffic. With parking on Lakeview there becomes issues with the crosswalk recently installed with the RRFB's. Ideally it would be good if people would park in the airport parking lot but behavior of people always shows they will park closest to their location whenever possible.

Staff contact: Eric Lindman 715-261-6745
--

AIRPORT COMMITTEE

Date and Time: Thursday, November 13, 2019 @ 6:00 pm., at the Wausau Downtown Airport

Members Present: Peckham (C), Rasmussen, Lawrence, Doug Diny, Dennis Seitz, and Fred Prehn

Members Excused: Smith

Others Present: John Chmiel, Tara Alfonso, Nathan Miller

Discussion and Possible Action Regarding Request for “No Parking” Sign Installation on West Side of Pied Piper Adjacent to Alexander Airport Park from Lakeview Drive to Woods Place - Chmiel/Peckham

Peckham indicated he had received requests for no parking here because of traffic congestion due to a narrowed street from parked cars, as well as children darting out into the street to go to Airport Park. It is a serious concern among the people that frequent this facility. He reported feedback from Engineering at City Hall was that it would not be a good idea because it would force people to park on Lake View Drive, which they felt would be worse. They also felt there was a complication because the street itself was airport property, therefore they could put up signs but the police could not ticket violators.

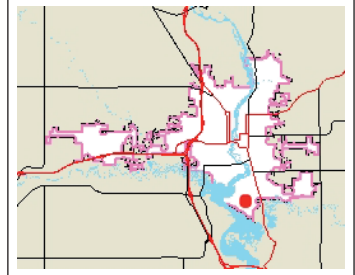
Chmiel stated if what the Engineering Department is telling us is true, that Pied Piper from Lake View to Woods Place is not a city street, which means it is airport property and we have jurisdiction over how people can park on that property.

Alfonso explained it is governed by state statutes in order to write enforceable citations if people are parked illegally. She commented they could post signs, as a request, but couldn't really enforce it. The proper way would be for this to go through CISM Committee and Council.

Rasmussen questioned if they had spoken to Cord Buckner at the Police Department and whether he had looked at the area and/or if he had a recommendation. Peckham confirmed they had spoken with him and Buckner had indicated there was no history of accidents or mishaps there that would warrant a parking restriction. Peckham was concerned that CISM would just shoot this item down.

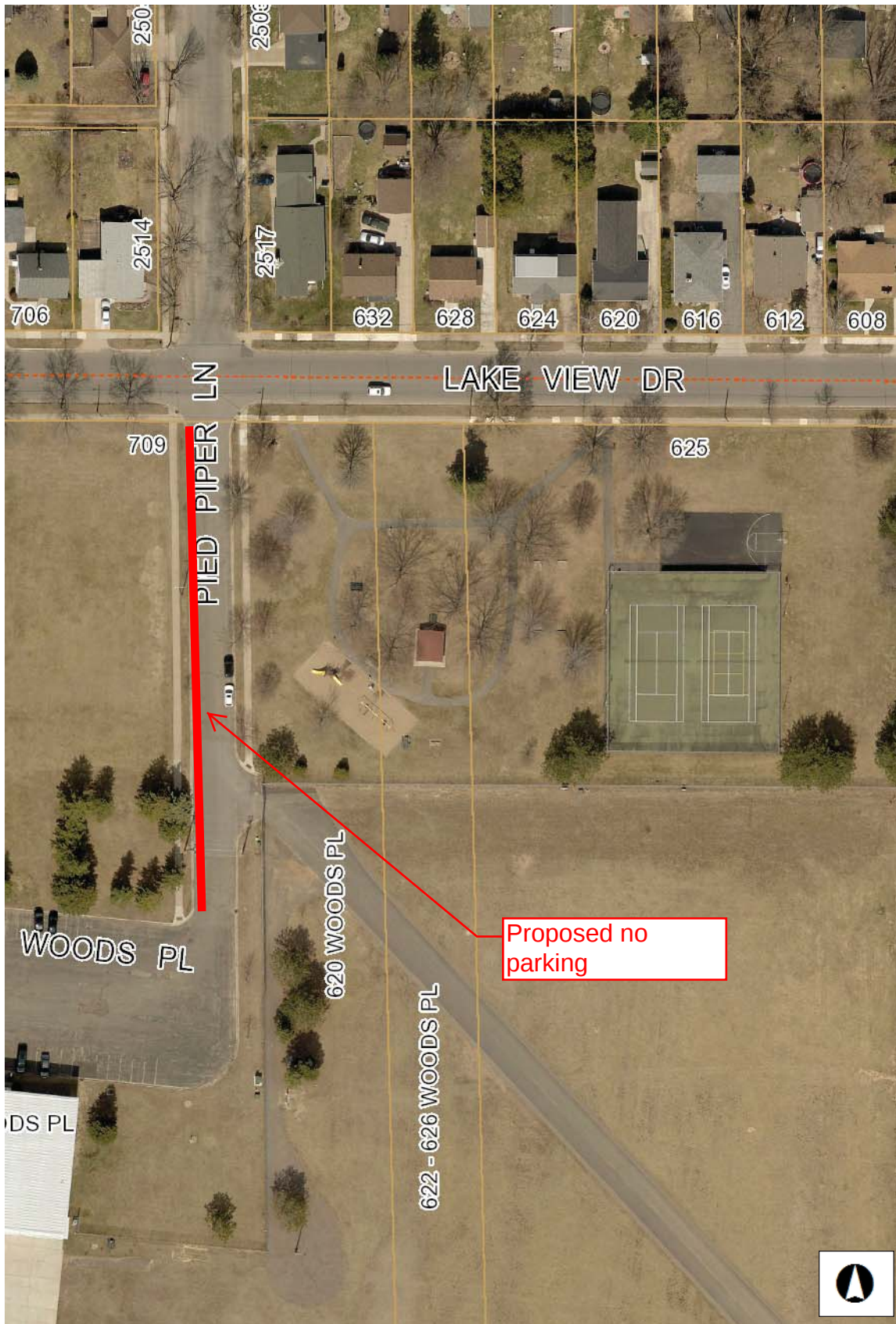
Chmiel suggested they have CISM Committee consider doing this in such a way as to encourage people to park in the airport parking lot rather than on Lake View Drive, since that was a concern.

Motion by Prehn, second by Diny to forward the request for a parking prohibition on the west side of Pied Piper Lane between Lake View Drive and Woods Place to CISM Committee. Motion carried 6-0.



Legend

- Parcel
- Section Line/Number
- Railroad
- Municipality



Notes

Map Created: 12/10/2019

50.00 0 50.00 Feet

NAD_1983_2011_WISCRS_Marathon_Feet

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

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

**ORDINANCE OF CAPITAL IMPROVEMENTS AND STREET MAINTENANCE
COMMITTEE**

Amending Section 10.20.080(a) designating no parking on the west side of Pied Piper Lane between Lake View Drive and Woods Place

Committee Action:

Ordinance Number:

Fiscal Impact: Minimal cost to install signs

File Number:

Date Introduced:

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

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

(a) There shall be no parking at the following locations:

...

Pied Piper Lane

- West side of the drive between Lake View Drive and Woods Place

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:

Approved:

Published:

Attest:

Robert B. Mielke, Mayor

Attest:

Mary A. Goede, Deputy Clerk

AGENDA ITEM

Discussion and possible action on Developers Agreement for T Bird Enterprises and Back Forty Properties, Merrill Avenue

BACKGROUND

During the reconstruction of the CTH U/K interchange the WDOT and the City of Wausau worked with the above property owners to install storm sewer across the property. Terms worked out as part of the State/Municipal agreement stated the property would be allowed to discharge storm water to the storm water pond constructed by the WDOT as part of the project. Terms of the financial contributions of the property were previously approved at CISM. This agreement formalizes the terms of the agreement.

FISCAL IMPACT

The City will receive a payment of \$16,594.

STAFF RECOMMENDATION

Staff recommends approval of the Developer Agreement.

Staff contact: Allen Wesolowski 715-261-6762

AGREEMENT BETWEEN THE CITY OF WAUSAU and T
BIRD ENTERPRISES, LLP AND BACK FORTY PROPERTIES,
LLC

THIS AGREEMENT made this _____ day of _____, 2020,
by and between the City of Wausau, a municipal corporation, hereinafter
referred to as "CITY," and T Bird Enterprises, LLP and Back Forty
Properties, LLC, together referred to as "OWNER";

WITNESSETH:

WHEREAS, OWNER owns land within the city limits of the City of
Wausau, which land OWNER wishes to redevelop at some point in the
future; and

WHEREAS, OWNER'S redevelopment efforts will cause the need for
post construction storm water management compliance; and

WHEREAS, CITY has agreed to provide regional storm water
management facilities available for use by OWNER within Pond B constructed under Wisconsin Department of
Transportation Project No. 1170-01-70; and

WHEREAS, OWNER has agreed to pay its proportionate share of the Pond B construction; and

WHEREAS, the purpose of this document is to codify into a development agreement exactly what OWNER agrees to
do and what CITY/UTILITY agrees to do.

NOW, THEREFORE, the parties hereto agree as follows:

1. Subject Area. Attached hereto and incorporated herein by reference is Exhibit A depicting the subject properties.
The subject properties are more particularly described as:

South of Merrill Avenue

- 1418 Arlington Lane
- 1502 Arlington Lane
- 1504 Arlington Lane
- 1510 Arlington Lane
- 1522 Arlington Lane
- 1728 Merrill Avenue
- 1732 Merrill Avenue
- 1740 Merrill Avenue

North of Merrill Avenue

- 1731 Merrill Avenue
- 1735 Merrill Avenue

Recording Area

Name and Return Address

City of Wausau Engineering Dept.
407 Grant Street
Wausau, WI 54403

PIN:

2. Storm Water Pond B Construction Cost and Payment. CITY and OWNER agree OWNER's proportionate share of the construction cost of Pond B shall be \$16,594 as agreed upon at the October 11, 2018 meeting of the Capital Improvements and Street Maintenance Committee of the City of Wausau. OWNER agrees to reimburse CITY \$16,594 on or before the first of one of the following events; 1.) January 1, 2024 or 2.) The sale of any or all of the lands located North of Merrill Avenue more particularly described as 1731 or 1735 Merrill Avenue.
3. Storm Water Pond B Performance. CITY agrees that upon full build-out of OWNER's property, Pond B:
 - 1.) will provide an anticipated 70.27% reduction of total suspended solids, exceeding the 40% total suspended solids reduction requirement.
 - 2.) will have a peak flow in its post-development condition that does not exceed peak flow from that of the pre-development condition during the 2-year, 10-year, and 100-year, 24-hour storm events.
4. Stormwater Facilities Maintenance. The CITY will maintain Pond B in accordance with all applicable regulation at CITY's expense.
5. Storm Sewer Connection. OWNER can connect to the existing storm sewer facilities located within 1731 and 1735 Merrill Avenue (lands North of Merrill Avenue) and adjacent to 1728 Merrill Avenue and within the Merrill Avenue public right-of-way (lands South of Merrill Avenue) upon the issuance of CITY permits at no cost to the OWNER.
6. Easement. OWNER shall dedicate or cause to be dedicated an easement for storm water conveyance over and across 1741 Merrill Avenue. The intent of said easement is for the existing storm sewer piping in place as of the date of this agreement.
2. Waiver of Notice. OWNER, for itself, its successors and assigns, waives any notice and statutory procedures required under Chapter 66 of the Wisconsin Statutes and/or any successor statute, and under CITY ordinances, and any other requirements under the law regarding special assessments and/or impact fees, and OWNER, for itself, its successors and assigns, agrees that the fees established by CITY and as outlined in this agreement shall be placed as a lien on each individual lot, without notice and without further action.
3. Lien on Unpaid Charges. OWNER agrees that this agreement constitutes and is evidence of a lien and encumbrance on each lot within the subject lands EXCEPT 1510 Arlington Lane; that it will be recorded and shall run with the land and shall bind OWNER, its successors and assigns in perpetuity, or until the fee on each lot is paid in full, in the case where a fee is due.
4. Term. The understandings and agreements within this document shall constitute an Agreement between the CITY and the Owner running with the land and its successors and assigns.

CITY OF WAUSAU

BY _____
Robert B. Mielke, Mayor

BY _____
Mary A. Goede, Deputy Clerk

T Bird Enterprises, LLP

BY _____
Thomas A. Radenz, Managing Partner

BY _____
Witness

Back Forty Properties, LLC

BY _____
Jay T. Nieuwenhuis, Managing Member

BY _____

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 2020, the above named Robert B. Mielke, Mayor, and Mary A. Goede, Deputy Clerk of the City of Wausau, to me known to be the persons who executed the foregoing instrument and acknowledged the same.

Notary Public, Wisconsin
My commission:_____

Notary Public, Wisconsin
My commission: _____

STATE OF WISCONSIN)
COUNTY OF MARATHON) ss.

Personally came before me this _____ day of _____, 2020,
the above named Thomas A. Radenz _____, to me known to be the persons who executed the foregoing instrument and
acknowledged the same.

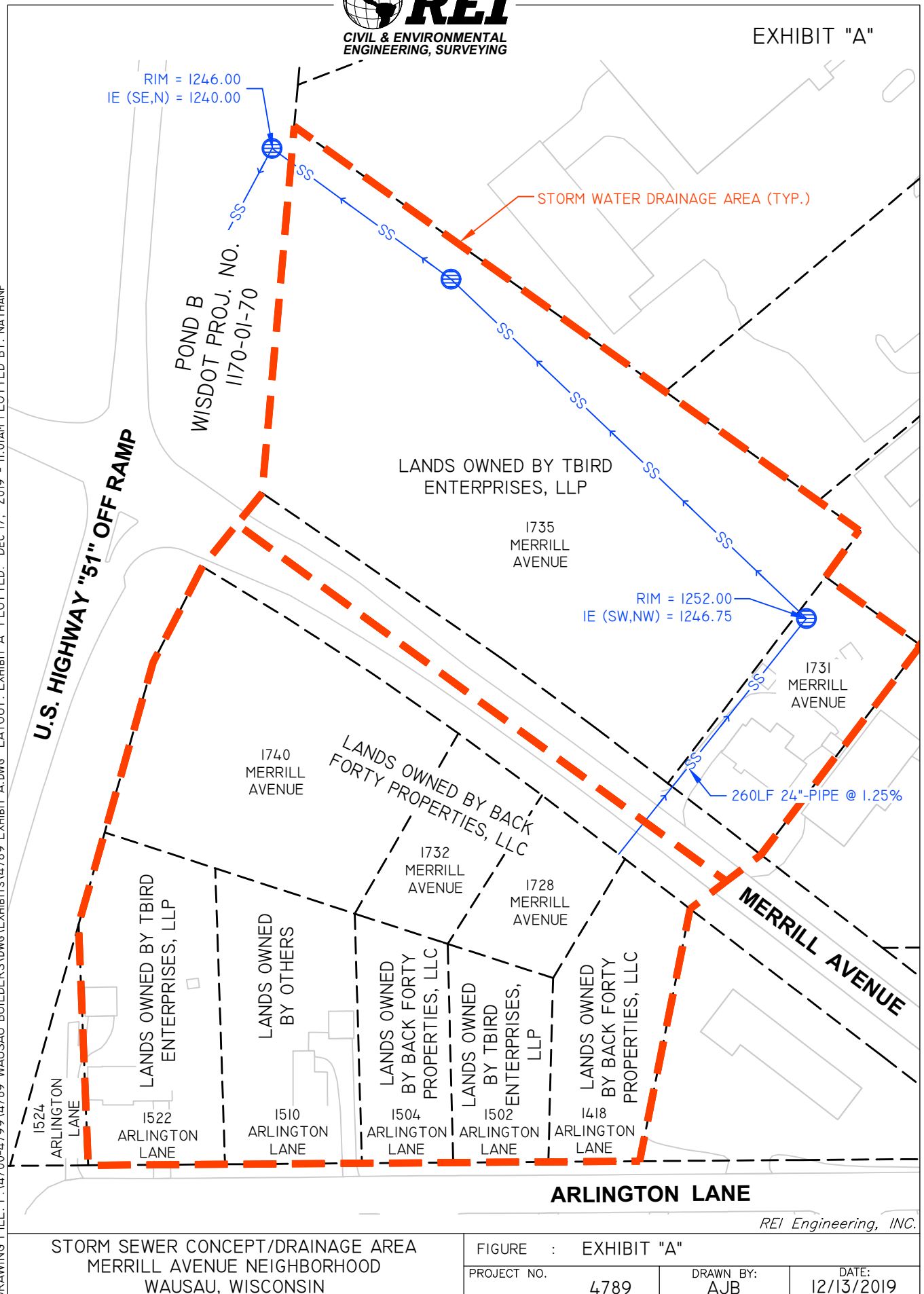
Notary Public, Wisconsin
My commission: _____

STATE OF WISCONSIN)
) ss.
COUNTY OF MARATHON)

Personally came before me this _____ day of _____, 2020,
the above named Jay T. Nieuwenhuis _____, to me known to be the persons who executed the foregoing instrument and
acknowledged the same.

Notary Public, Wisconsin
My commission: _____

DRAWING FILE: P:\4700-4799\4789 WAUSAU BUILDERS\DWG\EXHIBITS\4789 EXHIBIT A.DWG LAYOUT: EXHIBIT A PLOTTED: Dec 17, 2019 - 11:01AM PLOTTED BY: NATHANP



STORM SEWER CONCEPT/DRAINAGE AREA
MERRILL AVENUE NEIGHBORHOOD
WAUSAU, WISCONSIN

FIGURE : EXHIBIT "A"

PROJECT NO. 4789

DRAWN BY: AJB

DATE: 12/13/2019

AGENDA ITEM

Discussion and possible action regarding aligning posted parking restrictions at the following locations: 300 block of Jefferson St., 300 block of Sherman St., 500 to 2100 blocks of N. 5th St.

Proposed parking restrictions are posted but are not codified in the City of Wausau Municipal Code.

BACKGROUND

1. Location 1: 300 block of Jefferson St.
 - a) Current posting - No Parking Back to Corner (see exhibit A)
 - b) The posted restriction at this location is not listed in municipal code.
 - c) Maintain the current posting but amend municipal code 10.20.080 to state “no parking on the south side of the 300 block of Jefferson St., from a point that is approximately ninety-four (94) feet east of its intersection with N. 3rd St.”
2. Location 3: 300 block of Sherman St.
 - a) Current posting – No Parking Here to Corner (see exhibit C)
 - b) The posted restriction at this location is not listed in municipal code.
 - c) Maintain the current posting but amend municipal code 10.20.080 to state “no parking on the south side of the 300 block of Sherman St., from a point that is approximately sixty-five (65) feet west of its intersection with S. 3rd Ave.”
3. Location 4: 500 – 2100 blocks of N. 5th St. (E. Wausau Ave. to Scott St.)
 - a) Current posting – No Parking This Side of Street (see exhibit D)
 - b) The restrictions within the stated boundary are posted on both sides of the street and are not listed in the municipal code.
 - c) Maintain the current postings but amend municipal code 10.20.080 to state “no parking on either the side of N. 5th St. between E. Wausau Ave. and Scott St.”

FISCAL IMPACT

None

STAFF RECOMMENDATION

Wausau Police Department recommends amendment of the municipal code to reflect posted restrictions that are currently in place.

Staff contact: Wausau Police Department, Lt. Cord Buckner, 715.261.7803

NO
PARKING
BACK TO
CORNER



approx. 94 ft. to corner
(east curb line of N. 3rd St.)

exhibit A
300 block Jefferson St.

**NO
PARKING
HERE TO
CORNER**

approx. 65 ft. to corner
(west curb line of S. 3rd Ave.)

exhibit C
300 block Sherman St.



**NO
PARKING
THIS SIDE
OF STREET**

**NO
PARKING
THIS SIDE
OF STREET**

exhibit D

N. 5th St./STH 52
(between E. Wausau Ave. and Scott St.)

AGENDA ITEM
Discussion and possible action on No Parking on either side of West Thomas Street from 17 th Avenue to Cleveland Avenue
BACKGROUND
The reconstruction of West Thomas Street included a bike lane with no parking on either side of West Thomas Street. Staff is proposing to amend Section 10.20.080 of the Municipal Code to reflect the no parking.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approving the no parking restriction
Staff contact: Allen Wesolowski 715-261-6762

AGENDA ITEM
Discussion and possible action on No Parking on either side of East Thomas Street from Cleveland Avenue to Grand Avenue
BACKGROUND
The reconstruction of East Thomas Street from Cleveland Avenue to the Wisconsin River Bridge included a bike lane with no parking on either side of East Thomas Street. Staff also discovered Section 10.20.080 of the Municipal Code does not recognize No Parking on East Thomas Street on the Wisconsin River Bridge or the section of East Thomas Street from Wisconsin River Bridge to Grand Avenue. Staff is proposing to amend Section 10.20.080 of the Municipal Code to reflect the no parking for the entire segment of East Thomas Street from Cleveland Avenue to Grand Avenue.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approving the no parking restriction.
Staff contact: Allen Wesolowski 715-261-6762

AGENDA ITEM
Discussion and possible action on No Parking on the east side of South 1 st Avenue from West Thomas Street to Stewart Avenue
BACKGROUND
The reconstruction of S. 1 st Avenue included a bike lane with no parking on the east side of S. 1 st Avenue from West Thomas Street to Stewart Avenue. Staff is proposing to amend Section 10.20.080 of the Municipal Code to reflect the no parking.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approving the no parking restriction.
Staff contact: Allen Wesolowski 715-261-6762

AGENDA ITEM
Discussion and possible action on No Parking on the west side of South 1 st Avenue from a point 210 feet north of the north curb line on West Thomas Street
BACKGROUND
The reconstruction of S. 1 st Avenue allows for a parking lane on the west side of S. 1 st Avenue. Staff is recommending making the first 210 feet north of West Thomas Street on the west side as no parking. Marking this no parking will allow for truck turning movements on S. 1 st Avenue as a truck entrance driveway for 3M was placed on the east side of S. 1 st Avenue at this location. A photo is attached showing the area for no parking. Staff is proposing to amend Section 10.20.080 of the Municipal Code to reflect the no parking.
FISCAL IMPACT
None
STAFF RECOMMENDATION
Staff recommends approving the no parking restriction.
Staff contact: Allen Wesolowski 715-261-6762



AGENDA ITEM
• Discuss 17th Avenue/Stewart Avenue area walk audit • Discuss Bridge Street/2nd Street area walk audit
BACKGROUND
The Healthy Eating Active Living (HEAL) coalition of the Marathon County Health Department has been organizing and facilitating walk audits in the Wausau Metro area for several years. These walk audits focus on a particular route, and volunteers walk the route looking for issues that impact the pedestrian’s experience such as issues affecting safety, comfort, convenience, accessibility, and usability. Walk audits are performed through the lens of all types of pedestrians, including people with mobility impairments, visual impairments, young, elderly and people using strollers. The most recent walk audits done by the HEAL in the City of Wausau were in August of 2019. The walk audits were presented at the City of Wausau Bicycle and Pedestrian advisory committee in September. The committee voted to forward the walk audit reports and discussions to the CISM committee for informational purposes. The recommendations made are initial recommendations based on the experiences in the field while conducting the walk audits, and additional planning and engineering is needed for many of the recommendations to determine feasible solutions to the issues identified.
FISCAL IMPACT
No fiscal impact.
STAFF RECOMMENDATION
Consider the recommendations when evaluating projects. No immediate action needed.
Staff contact: Brad Sippel, Assistant Planner 715-261-6686

CITY OF WAUSAU BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Time and Date: The Bicycle and Pedestrian Advisory Committee met on Monday, September 30, 2019 at 4:00 p.m. in the Maple Room of Wausau City Hall.

Members Present: Gary Gisselman, Andrew Plath, Paul Kage, Tyler Wildman, Paul Kaczmorowski

Others Present: Brad Sippel, Cord Buckner, Allen Wesolowski, TJ Niksich

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

Welcome and introductions

Plath called the meeting to order in absence of the Chairperson at 4:07 p.m.

Approve minutes of July 29, 2019 meetings

Sippel said he was going to note in the July minutes that there was not a quorum for the June 14 meeting so no minutes were recorded. Motion by Gisselman/Wildman to approve the July 29 minutes. Motion carried unanimously.

Discuss Bridge Street/2nd Street area walk audit

Sippel said that Pinzl is unable to present the walk audits so he will overview the walk audit reports and recommendations. Sippel overviewed the observations during the walk audit, including that the sidewalk on Bridge Street is uncomfortable to walk on due to the limited buffer between the sidewalk and the roadway and the volume and speed of traffic on Bridge Street. There was limited pedestrian access to destinations on the west side of 2nd Street, such as the Boys and Girls Club and Bridge Community Clinic.

Sippel said some of the biggest issues were noted along East Wausau Avenue, 6th Street and Bridge Street. The intersection of East Wausau Avenue and 6th Street was difficult to navigate as a pedestrian. There was very limited pedestrian space at the northwest corner of that intersection, with no ramps and the utility pole blocks the vision of traffic. The crosswalk on the east side of the intersection is lengthy, diagonal and is difficult to see traffic from some angles, and because of vehicle speed made caused the traffic situation at the end of the crossing to be different than when starting the crossing.

Along 6th Street some of the ramps seemed to be narrower than typical. The committee discussed crosswalk width versus sidewalk width. Chicago had just been reconstructed at 6th Street, so this crossing was good. There were no pedestrian crossing signals on the north side of the 6th Street and Bridge Street intersection, so a pedestrian has to guess when it is safe to cross, and it is a complex intersection with a lot of left turning traffic from Bridge Street to 6th Street.

The pedestrian signals at 5th Street and Bridge Street were difficult to see because they were not at a pedestrian height. The curbed asphalt median extends into the crosswalk at this intersection, and there is no cutout through the median so forces pedestrians using mobility assisting devices or those with mobility challenges to deviate from the crosswalk while crossing Bridge Street. Sippel said at 3rd Street and Bridge Street, a motorist turned right for Bridge Street across our path while we were crossing 3rd Street with the walk light. Sippel overviewed the recommendations that were listed in the report.

Kage left at approximately 4:30 pm.

Discuss 17th Avenue/Stewart Avenue area walk audit

Sippel overviewed the results from the 17th Avenue/Stewart Avenue area walk audit. Sippel said the walk audit started at the pedestrian entry/exit point of Marathon Park on the east side of 17th Avenue at Garfield

Street. There was a bus stop on the east side of 17th Avenue that was grass, not paved, so was not accessible. There is no sidewalk along the majority of 17th Avenue. Traffic was moving fast along 17th Avenue and was difficult to cross the 5 lanes of traffic without having a refuge island. There was a deep pothole within the crosswalk across Garfield.

Sippel said they timed how long it took to get through the Stewart Avenue/17th Avenue intersection and it took nearly 6 minutes. The street had to be crossed in so many different stages that a pedestrian has to wait for the signal to cycle through several times before they can complete a crossing, and since there is no sidewalk along the west side of 17th Avenue north of the intersection and no sidewalk on the east side of 17th Avenue south of the intersection, so a pedestrian must cross all legs of the intersection to stay on the sidewalk.

There is a bus stop next to John Muir middle school that was not paved and it was noted by one of the auditors that it does not get cleared of snow in the winter. There were also notes that the push buttons in some of the intersections were far away from the sidewalk and hard to see. The committee discussed the bus stop locations along 17th Avenue, Elm Street, 18th Avenue, and near the Shopko building. It was noted during the audit that there is a lot of speeding cut through traffic on 18th Avenue, despite the 25 mph speed limit.

There was no curb ramp at the intersection of 18th Avenue and 17th Avenue. It was difficult to tell where the pedestrian was supposed to go traveling east on 18th Avenue, because the sidewalk just ended into the parking lot at the intersection of 18th Avenue and 18th Avenue. The intersection of 18th Avenue and Parkway 52 was also confusing because of the sidewalks only being on one side of the street. 18th Avenue and Stewart Avenue was also confusing, and there was a curb ramp near Panera but there was no sidewalk on that side of the street. Sippel overviewed the recommendations from the report. Sippel said it was noted that the people from Adaptive Communities will wait for the bus to go to County Market or other businesses in the area even though they are within walking distance because it is so difficult to navigate the intersections and sidewalks in the area. Sippel overviewed the recommendations identified in the report.

The committee discussed the next steps for the recommendations. Kaczmarowski asked what it would take to fix some of these smaller things, and asked how these things would get fixed. Wesolowski said that himself or Sippel could coordinate with DPW or electrical to fix things like the pothole or the inoperable push button. Wesolowski said the high pedestrian signal would have to be evaluated. Schmidt said the only thing she can think of is that it is high due to truck traffic. Sippel said he believes there was a pedestrian killed by a truck at the intersection of 5th Street and Bridge Street, so that could explain why the signals are so high. Buckner and Gisselman confirmed this. Wesolowski said we could summarize some of the easy fixes to get done. Wesolowski said this is a long laundry list of things, but they were able to get the improvements for the Bridge Street and Pick’N’ Save intersection into the 2020 budget.

Motion by Kaczmarowski/Wildman to submit both of the Walk Audit Reports to CISM along with the minutes from this committee. Motion approved unanimously.

Discuss proposed change to Metro Bike Route 9

Sippel said a change to the MPO Bike Route 9 was proposed by a Wausau resident to the Wausau MPO, and was approved by the MPO Bicycle and Pedestrian Subcommittee at their last meeting. This route travels along Grand Avenue, goes into the Southeast Side Neighborhood. Plath asked what the change requested was. Sippel overviewed the proposed change from Emerson to Fairmount. The reasons were the poor

pavement condition on Emerson Street, and there are fewer stop signs on Fairmount than on Emerson. Sippel added that a portion of Fairmount north of Weston Avenue is also a bus route, so it gets higher priority for snow clearing, salting and sanding in the winter, which is also beneficial to bicyclists. Kaczmarowski said that he lives in the neighborhood and always rides on Fairmount as it is now, and never goes over to Emerson. Plath said he would favor the change.

Motion by Kaczmarowski/Gisselman to change MPO Bike Route 9 as proposed, and change the route signs as necessary.

Discuss parking on Pied Piper Lane

Sippel said this item was brought forward by Peckham. Sippel overviewed that there have been some complaints from motorists driving on Pied Piper about children crossing the street from parked vehicles to the park. Gisselman said is this an issue that means there needs to be designated parking provided for the park? Gisselman said maybe the Southeast Side neighborhood should weigh in on the issue. Sippel said if there was a lot developed across the street then you would likely still have the same issue with people crossing Pied Piper. Wesolowski said that if parking is restricted on the west side of Pied Piper Lane they would anticipate park users would then park on Lakeview, which has more traffic and higher speeds. Sippel said another option might be to reduce the speed limit to 15 miles per hour. Since Peckham brought this issue forward to the committee the committee decided to table the issue until next meeting. Gisselman asked if it has been brought to the airport committee.

Motion by Wildman/Kaczmarowski to table the issue until the next meeting. Motion approved unanimously.

Discuss Wisconsin Bike Summit

Sippel included the agenda for the Wisconsin Bike Summit in the Packet for reference, and encouraged committee members to attend if they are able.

Discuss user conflicts and striping/signage on the River Edge Trail

Sippel noted that this committee has discussed separating pedestrians and bicyclists on the River Edge Trail in highly used segments, and that is something that the City is having the consultants look at as part of the River Edge Master Plan update. Sippel said that the limited research he has done has shown that except in special cases the trails should be at least 12 feet, but preferably wider, before bicyclists and pedestrians are separated. Sippel updated the committee that warnings to slow down because of children playing have been added near the playground area at Riverlife. Wesolowski asked if motorized scooters are allowed on the trail. Sippel said that the State is looking at updating the definitions for electric assist bicycles and electric scooters, so that may be something this committee will have to take up sooner rather than later. Plath said they have had discussions about striping on the River Edge Trail in the past and they decided not to do that.

Discuss citywide street and sidewalk areas of concern and future items for consideration

Gisselman said there was a bicycle accident on 3rd Avenue and Stewart Avenue, and asked if it could be discussed at the next meeting.

Future meeting date

The next Bicycle and Pedestrian Advisory Committee will meet on October 28.

Adjourn

Motion by Wildman/Gisselman to adjourn. The meeting was adjourned at 5:04 p.m.

Healthy Eating Active Living (HEAL) Coalition Walk Audit

Date: Thursday, July 25, 2019

Location: 17th Avenue/W Garfield Avenue north to Elm Street (Trig's), Wausau

Number of participants: 5

Times: 7:30am and 3:15pm (same route, two different times)

Time	Weather	Pedestrians	Bicyclists
7:30am	66 degrees, sunny	1	0
3:15pm	81 degrees, sunny	3	2

Observations:

- Narrow grass buffer between sidewalk and 17th Ave heading north to 17th and Stewart (trees too small)
- No sidewalk on east side of 17th Ave north and south of Garfield Avenue
- Deep hole in street at 17th Ave and Wegner Rd
- No sidewalk on west side of 17th Ave north of Stewart (by Starbucks)
- Bus stop on east side of 17th Ave north of Stewart (by John Muir) is in the grass
- Confusing and indirect sidewalk routing along 18th Avenue both south and north of Stewart Avenue

Intersections:

17th Ave and W Garfield Ave- Drivers did not yield to us at all (wearing yellow safety vests), seemed to be driving fast, existing crosswalk striping needs repainting, no sidewalk on east side of street (by Marathon Park) and that is where bus stop is located, have to cross 5 lanes with no median or area of refuge, good curb cut outs that line up with crosswalks.

17th Ave and Stewart Ave- Traffic signals made us wait too long and did not give us enough time to cross (walk sign starts flashing two steps into crosswalk); slip lane heading east on Stewart Ave does not slow traffic; took 5-6 minutes to get through intersection; intersection is too wide; no sidewalk on west side of 17th Ave north of Stewart/17th intersection up to 18th Ave

17th Ave and S 18th Ave (by Shopko): No striped crosswalk; S 18th Ave too wide (doesn't need to be 4 lanes); difficulty crossing due to many cars; drivers use this corner as a short cut to avoid the lights at 17th and Stewart

17th Ave and Elm St (by Trig's): Ped buttons too far from sidewalk and in grass, no striped crosswalks, curb ramps were broken or not present; sidewalk started and stopped from Motel 6 to Trig's, unkempt with weeds; no wheelchair access to Trig's except up the parking lot on the Motel 6 side

S 18th Ave and S 18th Ave (by Holiday Station): No striped crosswalks; no ramp in median; no sidewalks to get down to S 18th Ave and Stewart Ave

S 18th Ave and 52 Parkway: Walk button on west side of intersection does not work; road is too wide, traffic signals did not give us enough time to cross the street; no sidewalk on SE corner

S 18th Ave and Stewart Ave: Gap in sidewalk and no curb ramp on NE corner by Panera Bread, no crosswalk on north side of intersection; no crosswalk/curb ramp on east side of intersection to get to the sidewalk on the north side of the driveway east of the intersection.

All other (Including input from area organizations):

- Modern car engines cut out at red lights and are very difficult to hear (we witnessed this)

- Route G is the most used public transit route

- From the director of Adaptive Communities Inc located on 17th Avenue:

They are located on 17th Ave next to the taco place and serve the special needs community by offering daytime programs. They will go on "outings" to places within walking distance and said that crossing the 17th Ave/Stewart Ave intersection is very difficult because the timing of the pedestrian signals is usually not long enough for them to safely get the group across. It's such an issue that they will even sometimes take the bus to the Shopko area which is less than a mile away.

Recommendations – Short Term:

- Fill deep hole at 17th Ave and Wegner Rd (by Walgreens parking lot)

- Fix push button light on west side of S 18th and Stewart Ave intersection

- Make 3 bus stops on east side of 17th Ave travelling north from Garfield, Stewart, and outside John Muir safe and accessible (pavement at drop sites not grass)

- Review timing of lights at 18th Ave/Stewart and 17th/Stewart Avenue—lengthen for pedestrians; consistently review annually or every other year

Recommendations – Long Term:

- Extend median island at 17th Ave and Garfield to give refuge for pedestrians crossing from bus stop over to destination stores
- Consider audible pedestrian signals to navigate these very large intersections with bus stops
- Reduce width of Stewart Avenue
- Consider traffic calming near pedestrian crossings on 17th Avenue
- Add sidewalks along west side of 17th Avenue
- Reduce road width of 18th Avenue and complete sidewalks along 18th Avenue

Healthy Eating Active Living (HEAL) Coalition Walk Audit

Date: Monday, August 5, 2019

Location: East Bridge Street west to N 2nd Street to East Wausau Ave to North 6th St, Wausau

Number of participants: 4

Times: 8:00am (3:30pm group was canceled due to thunderstorms)

Time	Weather	Pedestrians	Bicyclists
8:00am	75 degrees, sunny/nice	7	2
3:30pm	CANCELED	CANCELED	CANCELED

Observations:

-No sidewalk along north side of Central Bridge St; also there is no buffer between the road and sidewalk on East Bridge Street (add grass or trees)

-Tree trim needed between Chicago and Humbolt Ave on N 3rd Street

-Sidewalks broken, cracked, heaved outside of Tres Hermanos on E Bridge St

Intersections:

East Bridge and N 3rd St: Bus stop not safe or accessible in winter; ramps are diagonal which would guide visually impaired pedestrians into the middle of the intersection

East Bridge and N 2nd St: Existing crosswalks need restriping; no sidewalk

N 2nd St and Chicago Ave: Curb ramps do not line up with crosswalks; no clear crossing into Bridge Clinic or the Boys & Girls Club

N 2nd St and Lincoln Ave: Curb ramps do not line up with crosswalks; no clear crossing into Bridge Clinic or the Boys & Girls Club

N 2nd St and Park Ave: Curb ramps do not line up with crosswalks; driving too fast; no sidewalk on west side of street north to East Wausau Ave

N 2nd St and East Wausau Ave: No sidewalk on the West side of N 2nd St from Park Ave north to this intersection (near Thrive)

East Wausau Ave: Uninviting access to riverfront; No side walk heading east from 2nd St on south side of East Wausau Ave; broken, cracked and heaved crosswalks/sidewalks from N 5th St to N 6th St

East Wausau Ave and N 6th St: No striped crosswalks; crossings were broken, cracked, heaved; turn angle does not slow traffic; curb ramps were not accessible; trees or plants blocked view of traffic; road was too wide; crosswalk on SE side needs to be relocated

N 6th St and Lincoln Ave: Very narrow curb ramp, crosswalk unsafe

N 6th St and E Bridge St: Existing crosswalks need restriping; curb ramps were broken/cracked/heaved; need a pedestrian signal for north crossing of 6th St; signals did not give enough time to cross the street east to west; signal blocked view

East Bridge St and N 5th St: Island blocks crosswalk, walk signals are too high out of eyeline; diagonal ramps, turn lane could be a problem, drivers did not yield to pedestrians during walk phase

All other (Including input from area organizations):

Director of Bridge Clinic:

We are concerned about the placement of the bus stops; We have a significant concern about the lack of safe crossing areas on Humboldt and 2nd St and the lack of a child safety zone for the Boys & Girls Club.

Recommendations – Short Term:

- Create safe/accessible crossings to Bridge Clinic and Boys & Girls Club (opportunity to create crossing between Lincoln Ave and Park Ave block)
- Repaint existing crosswalks where indicated at intersections
- Implement strategy so encourage drivers to yield to pedestrians during walk phase at East Bridge St and N 5th St
- Lower walk signs to eye level at E Bridge and N 5th Street
- Add Child Safety Zone for Boys & Girls Club

Recommendations – Long Term:

- Install pedestrian signal at N 6th St and E Bridge St
- Fix crossings at East Wausau Ave and N 6th Street
- Fix diagonal curb ramps
- Install audible pedestrian signals along E Bridge Street near bus stops

- Reconfigure intersection of East Wausau Avenue and 6th Street to reduce crossing distances especially on the east side of the intersection, reduce turning speeds, and straighten pedestrian crossings
- Add sidewalks on the west side of 2nd St
- Add sidewalks on the south side of East Wausau Ave
- Reduce street width on East Bridge Street and add a buffer between the sidewalk and street
- Add sidewalk on the north side of the Bridge Street Bridge

AGENDA ITEM
Establishment of a pilot valet parking program in downtown
BACKGROUND
A recently opened restaurant, Ciao's, has requested the City to allow the use of two parking stalls on the 300 block of 3rd St so they may provide valet parking. The restaurant will utilize these spots from 4pm to 10pm Thursday thru Saturday. The use of these spaces has been in discussion with the businesses and it has been decided to implement a pilot program to determine if this will be beneficial to the downtown and businesses. We have also heard from another restaurant, to open soon, that they would be interested in using this service as well. The attached map shows the number of restaurants in the near nearby vicinity that could benefit from this service. The valet parking is managed by a private entity, Zenith Hospitality Group of Madison Wi, under contract with Ciao's. This business has been doing this in other cities in Wisconsin and it has been successful. The two spaces along 3rd St are for drop off and pick up, citizens drive up and the valet then takes their car and parks it in the Penney's ramp. When citizens are ready to leave they notify the valet and it takes 6-7 minutes for their car to arrive. The City would provide signage on these spaces that would restrict parking during the valet parking time. The City has other similar parking designations such as the Taxi Cab parking along Jefferson, the drop off zone in front of Athletic Park, and loading zones. Other communities have successfully implemented valet parking in public parking spaces. They have found that it attracts new customers to the downtown and reduces the demand for on street parking by moving more cars into the off street facilities. The City ordinance 10.52.140(b) gives the CISM committee the authority to make and enforce temporary regulations to cover emergencies or special conditions. We will report back to CISM at the March meeting.
FISCAL IMPACT
None
STAFF UPDATE
City staff felt it would be beneficial for all entities to pilot the program for a few months to determine its viability. If it becomes an asset to the downtown and businesses it will be brought back to CISM for final approval.
Staff contact: Eric Lindman 715-261-6745

Google Maps



Restaurants

AGENDA ITEM

Update on winter maintenance operations

BACKGROUND

In the fall of 2019 there were two significant snow/ice events. The first was around the Thanksgiving holiday and the second was around December 10. These snowfalls were significant because there was rain/ice and snow creating heavy snow removal conditions and cold temperatures creating icy hard packed roads. For early snow events and when temperatures stay above 20 degrees we pretreat the roads with a brine solution, this aids in keeping the roads from being icy and it also helps prevent the snow from bonding to the pavement; this allows us to scrape the packed snow off the roads. The issue we had with these storms is the pretreatment was washed off the road due to rain prior to snow. There were days around the Christmas holiday when temperatures were warm and the crews were in sanding, salting and scraping the roadways, sidewalks, ramps and parking lots to try and remove as much ice as possible. We still have areas throughout the city that have residential streets with hard packed snow turning to ice.

It is worth mentioning that 2019 was a new record for snow fall, beating the old snow record from 1909. In addition it was a near record for overall precipitation; we missed beating the 1938 record by 0.5 inches. The heavy precipitation has also created ground water issues flowing over the surface, these have appeared throughout the city. The warm temperatures and rain in November/December opened up some of this groundwater flow and it is now freezing and creating ice in many areas of the city; this too creates additional winter maintenance as we have to try and manage the ice buildup.

Mayor, City Staff and Alderpersons have received many calls this fall into winter with residents concerned about the snowy/icy conditions of the streets. There have been questions related to what we have changed this year related to our operations and plowing?, did the city council reduce our winter budget?, it does not appear the plow drivers are plowing as much this year as in the past? Etc.

I can assure you that the approach to each snow storm remains the same as in the past. There are a few key factors in how we approach each storm; what is the predicted snow amount, what are the temperatures so we can determine what type of pretreatment will work, duration of the storm, visibility (blowing and gusting) and then we determine if we should call a snow emergency and for what duration. We look at each storm in a similar way and develop a plan based on the predictions and some assumptions we make based on the information provided. Nothing has changed except that we have several new drivers and new routes assigned to other drivers. Each route, under normal snowfall, will take 10 hours to complete during good conditions. This has increased.

DPW, Streets & Maintenance, has been seeing a lot of employee turnover. We have had employees leave for other similar jobs paying more and we have had a number of retirements. Having significant employee turnover is detrimental as we lose many decades of experience and institutional knowledge. Each route has its own intricacies to navigate and each driver needs to learn these through experience. We have 4-new employees each in their own route, we also have another 5-existing employees who have taken on new routes. The last snow event we were short 5-drivers due to vacancies and duty restrictions, this additional 50-60 hours of plowing needs to be added on to other routes.

The City has over 500 lane miles of roadway to clear and the city maintains over 18 miles of sidewalk along with parking lots and ramps. During the snow/storm event we focus on keeping the primary arterial roadways cleared, sanded and salted so traffic can flow through the city and we try and make sure every resident is within 2-blocks of a plowed street. Once the storm begins to subside the drivers work their way

into side streets and dead end roads. Keep in mind if there is a long duration storm then the drivers may reach their hours of plow time and they will be pulled to go home and get some sleep; leaving some roads to be unplowed. After some rest they will return, typically late evening, to begin their routes again and plow through the night until they traverse their entire route.

FISCAL IMPACT

None

STAFF UPDATE

Staff is available to answer any questions
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Staff contact: Eric Lindman 715-261-6745
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