

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: January 9, 2020, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Gisselman, McElhaney, Rasmussen, Lawrence, Thao

Also Present: Mayor Mielke, Lindman, Wesolowski, Buckner, Alfonso, Niksich, Sippel, Pergolski, Mohelnitzky, Abbiehl, Barr, Peckham, Chimel

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

Tiana Phillips, 704 Scott Street, spoke regarding the proposal to have no overnight parking on the streets. A lot of houses where she lives are duplexes or multi-family homes and there is nowhere to park. If this is approved people will have to park in the parking garage and walk two to three blocks. She has a 6 year old and to park that far away and walk with groceries seems a bit much. She asked what other alternatives there would be. Gisselman explained this issue is being studied and will continue to be studied for a good part of this year. He welcomed Phillips to come back to committee as the issues are being defined. At this point in time various options are unknown as the process is just beginning.

CONSENT AGENDA

A. Approve 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

Lawrence moved to approve the consent agenda items. Thao seconded and the motion carried unanimously 5-0.

Establishment of a pilot valet parking program in downtown

This item was taken out of agenda order.

Lindman stated a business in the 300 block of 3rd Street asked about the potential of having valet parking for their restaurant. This has been established as a pilot program for the next couple of months. The business will determine how it is going and the City can determine how well it is utilized.

Adam Jamgochian, 1931 Fairmount Street, and Mark Craig, 814 Adams Street, spoke to the issue. About a year ago Craig was asked to look into this. He went to LaCrosse to study valet parking at a hotel. He realized this could be done successfully in smaller communities but at the time they were not able to implement it. When Jamgochian was talking with Jim Daly about purchasing his business, he talked about adding valet parking. Lemongrass Asian Fusion will be opening in the 300 block of 3rd Street and is requesting valet parking be a part of the business plan. Jamgochian was able to find a valet company and it looks like this could work well.

Jamgochian's original thought was to have his 18 year old son and friends do this but that would require more organization than he has time for. The hotel has been talking about doing this and forwarded a contact for Zenith Hospitality to Jamgochian. Zenith provides everything from the podium to tickets to uniforms. Zenith also provides \$2 million per person liability umbrella insurance. He has older clientele from when he ran Michael's Supper Club that would love to come to Ciao but the drawback is not being able to park close enough to the restaurant. He also wanted to bring this to the table as another service aspect to offer. Zenith currently works for Jamgochian but is willing to park anyone's car. However, if the customer is not coming to Ciao the charge would be a little higher.

Craig stated this works with two stalls near Ciao on Thursday, Friday and Saturday night beginning at 5:00 p.m. Patrons would drop their car off and then text when done with dinner. There was a meeting with Groat, Lindman and Mayor Mielke where they talked about utilizing the Penney's Ramp. They are hoping to continue this as a pilot program and bring back to Council in March. The hotel is also interested in seeing this so there could possibly be a station at their front desk as well as on 3rd Street. He added that we all love the Grand Theatre but there are 1200 seats. On a night with a show everyone parks on the street and the prime parking is taken. This could help everyone.

Jamgochian stated if more restaurants or others are willing to participate he is sure that Zenith Hospitality would rather have 8 to 10 people parking cars versus 1 for Ciao. Zenith gets there about 4:00 p.m. to rope off two spots with stances and a sandwich board is placed between the two spots. This allows the customer to pull in and exit their vehicle safely. The first time this was tried was last weekend. The people that used it loved it.

Rasmussen loves this idea. It is a new offering allowed in the River District during dinner hours. Parking is not enforced after 6:00 p.m. anyway and she feels this process is no different than the taxi stand behind the 400 block stage.

Jamgochian promoted this on Facebook and it was well received. Rasmussen feels it is a forward thinking idea and believes it will be a great added feature. Gisselman noted that this is already being done and asked who authorized the temporary approval. In October, Craig met with Groat and Mayor Mielke. They thought this was approved then. After it was posted on social media they realized it was not approved. Last week Friday he met with Mayor Mielke, Lindman and Groat. They discussed whether or not the Public Works Director has the authority to implement a pilot program. At that meeting it was decided a pilot program could be implemented and if they wanted to do a permanent program it would be brought back to committee and Council for full approval. Alfonso stated that the Public Works Director does not have the authority but the committee could approve temporary regulations for a pilot program. It could then be brought back for a recommendation to pass an ordinance to make it permanent. Rasmussen asked about the length of the proposed pilot program. Lindman replied three months.

Rasmussen moved to temporarily approve the arrangement for 90 days then bring the item back to consider permanent implementation if it is working. Seconded by Lawrence.

Thao likes this idea. A private party was held at Ciao last week and she did not realize there was a valet service. She would have loved to use a valet and looks forward to using the service next time. Jamgochian explained that Zenith waits until there are two spots open next to each other so the valet may not be directly in front of Ciao, but close in the vicinity. Thao hopes other merchants buy into this. She would like to see the pilot last longer than three months as there are many events in the summer and people are out more when it is warmer. A longer pilot would provide information on how this would operate throughout the summer.

Rasmussen amended her motion to temporarily approve the arrangement for 6 months then bring the item back to consider permanent implementation if it is working. Lawrence seconded.

Lawrence asked if this is ultimately regulating the parking spaces or allowing Zenith to operate, and asked if Zenith would need a license. Craig stated Zenith is a licensed hospitality operator in Madison. She question what would be granted in 6 months; the posting of the parking or the function of the program. Gisselman indicated it would be the creation of an ordinance appropriate to this type of valet service as an exception to the parking ordinance.

Gisselman asked about the other merchants in the River District. Craig stated that most retailers are closed when the valet would be in operation. Gisselman noticed spots marked off before 5:00 pm tonight; taking two prime spots for other merchants. Craig noted that the 15 minutes parking spots could be designated but those spots are not next to each other. This committee could change that and make two 15 minutes stalls mid-block. There are ways we can navigate this; they are just looking for temporary approval to get the pilot program up and running to see how well it works.

Rasmussen feels approving this temporarily will help us see what needs to be addressed before becoming permanent. She agrees that it will have to be signed similar to the taxi stand if it becomes permanent. If this takes off and more of the River District wants to participate, we may see this in other areas. If we do not try this we will not know what the pinch points are. Craig offered to come back in May with an update.

Gisselman noted that the City just spent a lot of money on new parking. Per Craig, 3rd Street was not impacted with the new parking ordinance. Thao stated with this service the parking ramps will not go empty. Lawrence added that it takes the pressure off in the evening as people will not be looking for a parking space. Rasmussen mentioned how cars circle around the block waiting for other cars to back out of a parking spot. If a spot does not open up, the car just leaves and the downtown has lost that business. Jamgochian feels this is a great spot but wondered if people will come to his restaurant if they cannot park within 40' of the place. Rasmussen indicated with older clientele that is a given. This may help and is worth a shot.

There being a motion and a second, motion to temporarily approve the pilot valet parking program for six months passed 4-1 with Gisselman the dissenting vote.

Public Hearing: Discussion and possible action on vacating and discontinuing right-of-way at the intersection of West Thomas Street and South 15th Avenue

Nicole Yunk and Will Schultz, 1406 West Thomas Street, explained that their closing documents indicate they are to maintain this area. For the last 6 months it has been used as a construction area for the apartments across the street. If it is vacated, they are hoping the right-of-way would be available to purchase or obtain from the City.

No further comments were offered and the public hearing was closed.

Wesolowski explained if vacated the area does not go out for purchase; the land goes to the adjoining property owners. Sewer and water extends through this area so the City would keep easement rights. When vacated, the County determines who gets the land. It appears a portion would go to 1033, a portion to 1406, and a small remnant goes to the property on the other side of the road. They would have to work out a deal with the property owners across the road to purchase that portion.

Rasmussen feels it would make sense to approach the owner of the duplexes and ask if they are willing to waive off their portion immediately. She knows we have the ability to do that and referenced the Schierl project near the Labor Temple. At one point of that project, one side was to waive off their right to its half so the development could have the whole piece. She feels it would be silly to offer them a little piece across the street that they would have to mow. She believes a conversation should take place with the property owners on the front end. Wesolowski will try to work this out before the vacation goes to Council.

Rasmussen moved to approve the vacation of right-of-way at the intersection of West Thomas Street and South 15th Avenue with the directive that an arrangement between parties be worked out at the same time. Lawrence seconded and the motion carried unanimously 5-0.

It was clarified that if an arrangement cannot be worked out on the front end, the vacation process would continue and the property owners will have to do it themselves.

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

Lindman stated there is a request to install two street lights. Typically staff would go to WPS with the request. Once they approve, the City sends out notices to neighboring properties to see if there are any objections. In this case, one person emailed with an objection. If an objection was not received and WPS costs were reasonable, staff would have just had the lights installed.

Pergolski received two calls. One of the calls was from the person who emailed. The other call was from another couple who was also against the light at 54th and Beckman. No opposition was received for the light at 52nd and Beckman.

Tyler and Tiffany Tesch, 5318 Beckman Drive, had circulated the petition. They recently moved to Wausau from an adjoining community. He has been a police officer for 15 years, he is a teacher with the Wisconsin Technical College system, and a private contractor where he teaches law enforcement. Since they moved to Wausau they have had reason to call the Wausau Police Department on four occasions. The street is unlit and there are a lot of vehicles that come and park on the street. One time before leaving for work, he went to check on what a vehicle was doing outside of his house. The person sped off but he was able to get the license plate. Wausau PD ended up making contact and arresting the person. He does not know what the individual was doing, but given his background he immediately thought the person was looking to commit a burglary. He is also concerned with the walking trail next to his residence that goes to Stettin Elementary. It is an unlit area and has a lot of use all hours of the day. He is not only concerned for his property but also for those that use the trail. The presence of light is a huge deterrent for crime, which is why they felt the need to petition their neighbors for a street light. He also noted an incident in October where law enforcement was at Stettin Elementary. He was told there was an incident reported at the school where someone was confronted by a strange male who they believe had either a firearm or knife.

Rasmussen is glad the Tesch's came to address this. He is 100% right about light creating the perception of safety and deterring crime. We found this out in the City's core as every time we relight a street the perception of safety goes up and shenanigans go down. 15 people have signed the petition with 1 or 2 opposed. In this case the email opposing said a light would bring new traffic and make the street busy. Rasmussen does not feel that is a reason to not make the area safe.

Rasmussen moved to approve the installation of street lighting at South 54th Avenue and Beckman Drive and at South 52nd Avenue and Beckman Drive. Seconded by Thao.

Thao asked if these would be the same lights as proposed about 18 months ago for Prospect. Pergolski said the lights would be put on a wood power poles. There is no overhead electric in the area. Underground wiring would be installed to the pole and wires run up the pole to the light.

There being a motion and a second, motion to approve the installation of street lighting at South 54th Avenue and Beckman Drive and at South 52nd Avenue and Beckman Drive carried unanimously 5-0.

Discussion and possible action on the installation of a Rectangular Rapid Flashing Beacon (RRFB) at River Edge Trail on Washington Street

Niksich explained this item came from the Bike and Ped Committee. The recommendations of WisDOT were looked at and pedestrian counts were taken. Given this meets WisDOT criteria and given the amount of traffic, staff recommends placement of a RRFB at this location.

Lawrence moved to approve the installation of a Rectangular Rapid Flashing Beacon at River Edge Trail on Washington Street. Seconded by McElhaney.

McElhaney asked if this was located behind the library and Niksich confirmed. McElhaney has had years of complaints about the area being dangerous to cross. Thao questioned if the lights changed or just blink after a button is pushed. Niksich said this would be similar to the beacon on 5th Street by the Courthouse. It will have a push button to activate rapid flashing. Wesolowski noted there is also a similar beacon near Eastbay.

Pat Peckham, 1618 Emerson Street, thanked staff for looking into this. This has been on the radar for a couple of years, especially during kayak events. Niksich said if funding can be found it will be placed this year. Otherwise, it will be budgeted for next year.

There being a motion and a second, motion to approve the installation of a Rectangular Rapid Flashing Beacon at River Edge Trail on Washington Street carried unanimously 5-0.

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

Lawrence moved to approve amending Section 10.20.080(a) designating no parking on the west side of Pied Piper Lane between Lake View Drive and Woods Place. Rasmussen seconded.

Rasmussen mentioned that this started at the Airport Committee. The new Alexander Airport Park has become very popular and often the street gets parked full on both sides, which impedes traffic flow. The airport has asked for parking to be restricted on the west side of the street. The airport will also install a sign indicating park users may park in the airport lot. This will solve some of the congestion on Pied Piper Lane, the park users are not displaced to far, and it gives them a safe spot to park.

Peckham attends meetings at the airport and some are bothered by the narrow passage during the summer months. Chimel's wife stated her normal path was down Pied Piper but she avoids that. Buckner was consulted and there hasn't been a history of accidents that would justify this. At another meeting, the topic at the table was not parking but the mailman came in and said something needed to be done about parking. Peckham feels this is a real concern.

John Chimel reiterated everything that was said. He added the width of a normal city street is wider than the entryway to the airport parking lot, which exasperates the problem. There is an air ambulance operation at the airport and there could be safety issues. There would be no parking signs and then another sign indicating parking is available in the airport parking lot. Rasmussen feels this will work well and sign details can be worked out. Peckham noted that the Neighborhood Association was also in favor once it was talked through.

There being a motion and a second, motion to approve amending Section 10.20.080(a) designating no parking on the west side of Pied Piper Lane between Lake View Drive and Woods Place carried unanimously 5-0.

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

Wesolowski explained this was previously before CISM to approve the payment amount of \$16,594. At the time there wasn't a Developers Agreement as to how the payment would be collected. Per the proposed agreement, payment will be made upon sale of the property or within 5 years. This opens up the opportunity for development and firms up the agreement as to maintaining the pond and where stormwater will go with future development.

Rasmussen moved to approve the Developers Agreement for T Bird Enterprises and Back Forty Properties, Merrill Avenue. McElhaney seconded and the motion carried unanimously 5-0.

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

Gisselman stated this would align the ordinance to what is posted on the street. Buckner confirmed and added this is a housekeeping issue as the areas are already posted but not listed in ordinance.

Lawrence moved to approve the posted parking restrictions in the 300 block of Jefferson Street, 300 block of Sherman Street and in the 500 to 2100 blocks of North 5th Street. Thao seconded and the motion carried unanimously 5-0.

Discussion and possible action on No Parking on either side of West Thomas Street from 17th Avenue to Cleveland Avenue

Wesolowski stated this and the next item are housekeeping issues. When Thomas Street was reconstructed, it was marked as no parking; however, there was not an ordinance created. This would put into ordinance what is marked on the street.

Rasmussen moved to approve no parking on either side of West Thomas Street from 17th Avenue to Cleveland Avenue. Seconded by McElhaney.

Per Thao, she will be voting no on items 9, 10, 11, and 12 to stay consistent on how she has been voting regarding Thomas Street.

There being a motion and a second, motion to approve no parking on either side of West Thomas Street from 17th Avenue to Cleveland Avenue passed 4-1 with Thao the dissenting vote.

Discussion and possible action on No Parking on either side of East Thomas Street from Cleveland Avenue to Grand Avenue

Lawrence moved to approve no parking on either side of East Thomas Street from Cleveland Avenue to Grand Avenue. Rasmussen seconded and the motion carried 4-1 with Thao the dissenting vote.

Discussion and possible action on No Parking on the east side of South 1st Avenue from West Thomas Street to Stewart Avenue

Wesolowski explained when 1st Avenue was reconstructed the bike lane on the east side was marked with no parking; however, an ordinance was not created.

Rasmussen moved to approve no parking on the east side of South 1st Avenue from West Thomas Street to Stewart Avenue. McElhaney seconded and the motion passed 4-1 with Thao the dissenting vote.

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

Wesolowski explained this area is not currently marked as no parking. Staff recommends restricting parking on the west side of 1st Avenue from 210' north of the curb line of Thomas Street. With the bike lane, it gets tight for semi traffic and turning vehicles. 3M's main truck entrance is now off of 1st Avenue and their trucks will be making this turn every day.

Rasmussen moved to approve no parking on the west side of South 1st Avenue from the north curb line on West Thomas Street to a point 210 feet north. McElhaney seconded and the motion carried 4-1 with Thao the dissenting vote.

Discuss 17th Avenue/Stewart Avenue area walk audit

Sippel stated two walk audits were brought forward before. These are the most recent walk audits completed. This audit started south of Stewart Avenue coming out of the gates of Marathon Park on 17th Avenue, north through the intersection of Stewart and 17th Avenue to Elm Street, down to the area of Panera Bread, and back to the start. Each intersection is difficult to navigate, especially for those with mobility issues. The signals did not give people enough time to get through each phase. Because of multiple phases on Stewart Avenue and 17th Avenue, it took 5 to 6 minutes to get through the intersection. The sidewalks along 17th Avenue, 18th Avenue and Stewart Avenue are inconsistent and on one side requiring people to cross the street to continue going the same direction. Most of the bus stops along 17th Avenue are inaccessible and mostly grassy areas, which is difficult for someone in a wheelchair and harder to clear in the winter. The recommendation is to complete the sidewalk

network along 18th Avenue and 17th Avenue, improve the bus stops, and lengthen the signal timing for pedestrians.

Thao asked why the sidewalk stops on 17th Avenue in front of the gate to Marathon Park. Sippel indicated that is one of the issues identified. If pedestrians want to follow the sidewalk it requires them to go through intersections multiple times. Thao's kids walk home from John Muir. She does not want them to walk through the park as there are dark spots. Her kids have a hard time because there is no sidewalk once they cross the intersection. She hopes something can be done with the area as there are a lot of pedestrians.

Sippel stated there is no action required but this should be kept in mind moving forward. Some of the bigger items can be budgeted for in future years.

Wesolowski stated a number of years ago sidewalk was installed on the west side of 17th Avenue. The thought was people could go through Marathon Park on the other side. The Marathon Park right-of-way on 17th Avenue and Stewart Avenue is very tight and sidewalk would be on park land. When Stewart Avenue was redone a few years ago, we looked at adding sidewalk but could not because of right-of-way and parkland dedication issues.

Rasmussen has asked the same questions in the past. The area was designed and redesigned when bicycles and pedestrians were considered less and not prioritized. There are crossing guards at 12th Avenue but no help crossing 17th Avenue. The area from a walkability standpoint is so unsafe that if the school has an event at Day's Bowl-A-Dome, they pay for a school bus to transport the kids. These recommendations are well taken however the resolutions may not be easy or cheap. Thao noted that currently people make their own trail and feels there is a need to have this discussion in the near future.

Discuss Bridge Street/2nd Street area walk audit

Sippel explained this walk audit started at 2nd and Bridge. It went north on 2nd Street to East Wausau Avenue to 6th Street and back. Most issues were along Bridge Street and East Wausau Avenue. On Bridge Street the sidewalk is close to the street and pedestrians felt uncomfortable. Crossing was difficult as drivers cut in front of pedestrians. The curb ramps are diagonal which is difficult for visible impaired individuals as it can direct them into the middle of the intersection. The bus stops were identified as inaccessible or no place to sit. Along 2nd Street there is no sidewalk on the west side, which creates access issues for the Boys & Girls Club and Bridge Community Clinic. Along East Wausau Avenue the sidewalks are broken or heaved. The Riverfront access is uninviting, which can be improved as the north Riverfront develops. The intersection of 6th Street and East Wausau is difficult to cross. There is no pedestrian signal on the north side of 6th Street and Bridge Street.

McElhaney asked if there were any plans for the intersection of 6th Street and East Wausau as there have been many near misses. She described how no one understands the intersection. Wesolowski can look at some of the concerns and see if there are any minor modifications that can be made. He noted that 6th Street is STH 52 and the DOT has to be taken into account.

Update on winter maintenance operations

Lindman noted that this winter we had early snow, ice, and slush, which produced a lot of calls and concerns. In Lindman's staff report he highlighted staffing and how DPW approaches a storm. This was brought forward to provide information and a presentation will be held at Council on Tuesday with a narrative and videos showing what staff does during and after a storm.

Gisselman asked how the last snow emergency went. Lindman explained that in anticipation of having a snow emergency, discussions took place on how to address the parking issue. Staff worked with the Police Department, who put on parking control during the night. Plow drivers were in direct contact with officers. This worked well for DPW. Thao asked how many tickets were issued during the snow emergency. Lindman replied 98 and added that we tried to do more public outreach.

Lindman mentioned a trash can incident. Trash cans need to be on the back side of the curb. Drivers are not trying to hit the containers but there is that potential if they are located on the street. McElhaney has asked for information on garbage container placement to be published in the next City newsletter. She has noticed this is getting worse and people are placing their containers in the street. It could be because of driveways getting narrower with snow accumulation. Lindman stated that during the last snow event there were operators and lead people in for over 20 hours. Eventually they got some rest but then they were back in for snow removal.

Mohelnitzky thanked the Police Department for their help during the last event. Staff emailed PD with problem areas, such as an apartment complex that had 37 cars on the street. There is a sign in their parking lot indicating people should park in the street when it snows more than 3". After outreach they did not park in the street until after the snow emergency. DPW is short staffed and there are new operators. When there is a 2" to 3" snow storm it is easy to find the curb. When there is a larger snow even it can be difficult. With skilled operators this is not a big issue but it is with a new operator. The more time they have in the seat they get better. We have a dedicated staff that take this personal and take pride in their job. If they didn't they wouldn't be working 20 hours. Mohelnitzky is proud of the staff we have and cooperation with PD has gotten better in the last 10 years.

McElhaney received a lot of questions. It is very important for her residents to have the streets cleared with whatever it takes. This is why they live in the city and pay taxes. Her residents want to give DPW whatever they need to make this work.

Mohelnitzky said this is the worst year he has seen because of the rain that came on top of the snow. There are areas of ice buildup that they never had to address before. Some areas will be addressed with drain tile. There is a problem on East Wausau that will be addressed next summer. Conner Davis Drive is heaved because of water coming out of the side of the hill.

Mohelnitzky noted that staff is not doing less maintenance. Since Halloween, there were over 1,882 cubic yards of sand spread and 1,256 tons of salt. A lot of sidewalk has been added for the City to maintain; Bridge Street, Sherman Street, Thomas Street, Campus Drive, Highway U, Westwood Drive, 20th Avenue, Highway R, 52 Parkway, 17th Avenue. Every time a project is done or a subdivision added, more maintenance is added. In 1986 there were 61 DPW employees. Today there are 41 and when fully staff there are 44. Staff has not grown but the City has.

Lawrence asked if filling sand barrels is a normal part of maintenance when not plowing. Mohelnitzky tries to have this on a regular schedule and as of today all the sand barrels are full. When there are snow storms back to back sand barrels are a lower priority. Sand is also available at DPW from 7:00 am to 4:00 pm, Monday through Friday. There are 90 barrels in the city. He had an idea to reduce this to 4 larger areas as it would only take a half day or less to fill them. However, if someone is used to having a barrel in their neighborhood, it is hard to take it away.

Lawrence referenced the complicated issue of overnight parking with people short of parking space while the streets still need to be plowed efficiently. Emergency vehicles need to be able to get through. The overnight parking issue was deferred so people would have a chance to plan. People need to understand it is complicated on both sides.

Rasmussen met with DPW staff about snow removal as there have been a lot of complaints and media coverage. She is disappointed when people are on the attack and posting things like the City of Wausau does not know how to plow streets or the City is purposely not plowing streets. This is not what is happening. They talked about what is different, which is the moisture content of some of these storms. She does not want the plow crew to think the Council does not support them. It was brought to her attention that even when they are at full staff, there are not enough employees to have any backups. As Finance chair, she has asked DPW to submit a staffing request for 2 full-time people. We may need to look into outsourcing sidewalk maintenance as there is more important work for DPW to do. This would free up crew members to drive a plow or salt truck. Street and sidewalk maintenance is one of the most visible services we provide. Everyone travels the streets and when they cannot it creates anxiety. It is a public safety hazard as emergency services need to get through. We have

recently tried to ramp up the budget for street maintenance and seal coating, but we haven't added bodies. We have had two awful winters and can see the effects of doing more with less. The idea of a repealing the overnight parking ordinance in the winter called attention to the fact that we have a serious failure in the enforcement of odd/even parking. If people followed the rules we would not have to repeal overnight parking. Staff has talked about ways to partner better to enforce overnight parking more consistently.

At this time Thao left the meeting.

Rasmussen spoke of a City app that provides push notices, the Facebook page and website announcements. Rasmussen went on to say that if we know a plow route is shorthanded during a particular storm, an announcement could be put out asking for patience. If expectations are managed on the front end, it may defuse anger and have a better outcome. We are trying to work on providing good information to give to the public.

Mohelnitzky explained that recruitment is tough. In 2010, 250 applications would be received for a DPW position. The last recruitment had 4 applications. Abbiehl's position was just filled and he was promoted in August. DPW can look at adding two positions but we are not paying to entice new employees and the benefit package has depleted since 2010. The recruiting effort is tough as we are not getting applicants or few applicants and then have to advertise again. We can ask for two more positions but if we cannot recruit it does not pay to ask. If we obtain a skilled and valuable employee, they could do the work of three people.

Rasmussen said we may need to look at job descriptions and associated salary ranges. Adjustments may be needed to account for some disparity. We can also figure out a way to work on the compression issue. She asked for a staffing request for two people but in reality they may need eight people. Mohelnitzky could get 10 more people and keep them busy. He explained there are more mandates related to stormwater, plus some infrastructure is 100 years old. He feels a stormwater utility should be pushed for.

Future agenda items

No future agenda items were brought forward.

Adjourn

McElhaney moved to adjourn the meeting. Lawrence seconded and the motion carried unanimously 4-0. Meeting adjourned at approximately 7:05 p.m.