

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: February 11, 2021, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Lisa Rasmussen, James Wadinski; *By WebEx*: Lou Larson
(Tom Neal and Debra Ryan were absent)

Also Present: Eric Lindman, Allen Wesolowski, TJ Niksich, Tara Alfonso; *By WebEx*: Mayor Rosenberg, Cord Buckner

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 5:15 p.m. Chair Rasmussen called the meeting to order.

Approve minutes of the January 14 and January 26, 2021 meetings

Wadinski moved to approve the minutes of the January 14 and January 26 meetings. Larson seconded and the motion carried unanimously 3-0.

2021 Street Reconstruction Projects: Discuss public hearing results and make recommendation

Wesolowski indicated the public hearing was held and there were no comments regarding assessments. Wadinski moved to approve the 2021 Street Reconstruction Projects. Larson seconded.

Wadinski noted he attended the public hearings for the first time as Alder and they went very smoothly.

There being a motion and a second, motion to approve carried unanimously 3-0.

2021 Alley Paving Projects: Discuss public hearing results and make recommendation

Wesolowski stated no comments were received regarding assessments. Larson moved to approve the 2021 Alley Paving Projects. Wadinski seconded and the motion carried unanimously 3-0.

Discussion and possible action on a driveway variance at 1000 South 17th Avenue

Niksich explained this is in conjunction with the reconstruction of Rosecrans Street. 1000 South 17th Avenue is located at the corner of Rosecrans and 17th Avenue. There are two issues at this location; a concrete drive approach is required when there is curb and gutter and the width and distance of the driveway opening. Without Council approval, the maximum width is 42'. This property currently has a driveway opening of approximately 130' wide, which is also used for parking. There are not a lot of other options for this business to have parking as they abut their property lines in all directions. Without allowing a variance, it would remove all available parking for this business.

Larson asked if a concrete approach would be installed. He was in contact with the owners, who would like it left as is. Niksich's intent is to get a variance so concrete does not have to be installed. Staff would like to put it back as asphalt and the owner would not be assessed. Larson questioned if the area would be graded appropriately for drainage if left as asphalt. Wesolowski noted there would be curb and gutter, which would provide a channel for drainage. The grade is away from the building so water would run away from the building to the curb and gutter and to the inlet.

Larson asked if there would be any cost to the business owner. Wesolowski stated there is an assessment charge for the road but not for the asphalt approach. The assessment rate is \$42 a foot regardless if there is an approach or not. The assessment policy is to assess the short side. The long side of a commercial lot over 100' gets the first 100' free and is assessed anything over 100'. Regardless if a concrete approach is put in or not, this property will get assessed footage for the street.

Rasmussen clarified that if the variance is approved, this property would get an asphalt approach and would not be assessed for the approach. Wesolowski noted this has been done for other properties where a business relies on the area for parking. In this case, with curb and gutter installed, they will have enough room to park without protruding into the street.

Niksich further explained that the property's short side is on 17th Avenue. When 17th Avenue is reconstructed, they would be assessed for footage along 17th. For work along Rosecrans Street, the owner will be assessed \$42 a foot for any footage over 100'. Wesolowski added that the owner received a special assessment estimate before the public hearing. They did not attend the public hearing. The approach is proposed to be 130'; to put concrete in would be extremely expensive.

Larson moved to approve the driveway variance at 1000 South 17th Avenue. Wadinski seconded and the motion carried unanimously 3-0.

Discussion and possible action on parking restrictions in the 900 block of Scott Street

This request came from Alder Neal to restrict parking on one side of the street. Wesolowski indicated when the street was rebuilt, it was reconstructed narrower because the topography of the north side sits higher than the south. This does make it difficult to park on both sides. Currently there are no parking restrictions and Wesolowski believes there has been some issues with plowing and emergency vehicles. Letters were sent out to property owners in the block. Wesolowski did speak with one resident, Sherman Gress of 929 Scott Street. He has lived here for 30 years and agrees with parking on one side. He requested parking be allowed on the north side. People attending weddings at the park like to park on the north side and he does not want people parking in front of his house. Gress would also like the restrictions year round.

Wadinski moved to approve restricting parking on the south side of Scott Street in the 900 block. Larson seconded and the motion carried unanimously 3-0.

Discussion and possible action on parking restrictions on Washington Street between 1st Street and 3rd Street

Buckner stated this area is adjacent to Lot 17, which is the lot by Washington Square and the Federal Building Apartments. Across the street is an entrance/exit point for the Penney's Ramp. The majority of the problem has been in the area where there is a cut out, which is not appropriate based on the area. To the south is mall access for deliveries and refuse. The request is to restrict parking for the entire stretch so the problem is not pushed into another area of Washington Street.

Given the fact there is ample parking in the municipal lot and the parking ramp, Rasmussen feels this would not inconvenience too many people.

Larson moved to approve restricting parking on the north side of Washington Street between 1st Street and 3rd Street. Seconded by Wadinski and the motion carried unanimously 3-0.

Discussion and possible action on No Parking Here to Corner in the 500 block of Franklin Street

This is a housekeeping item. When Franklin Street restrictions came before CISM last month, the no parking sign on the northeast corner of 5th and Franklin was moved back to the other side of the driveway. The other corners are also posted but were not found in ordinance. This would not change any sign location, it would place the existing signs in ordinance so it is enforceable.

Wadinski moved to approve. Seconded by Larson and the motion carried unanimously 3-0.

Discussion and possible action on preliminary design alternatives for street infrastructure in the North Riverfront Area near the former Great Lakes Cheese property. (Deferred from the January 14, 2021 meeting.)

Wesolowski provided 2D line work based upon the idea of 90 degree curves. This would be difficult to get to work with truck turning movements. Wesolowski feels other options need to be explored as a turning truck would take up both lanes of traffic. When we design streets, there is a minimum design value for curves and sight distances. This plan does not meet any minimum design values. If there are buildings, it would create a blind corner. Wesolowski would like to take some time and work with the Planning Department on other options.

Larson agrees with taking time so it is done right. Wadinski also likes the idea of taking this slow as the property could be prime property with business and residential use in the future. We need to have the right fit for the area to benefit the community the best we can with the financial and recreational end. Rasmussen also feels it makes sense to take time on the design. A key element we want to protect is the public's access to the river. She believes it is important to avoid the feeling that the area is someone's lawn and having people feel like they do not belong there. It needs to feel like a public space so people use it.

The committee agreed by consensus to give staff time to work on other design options.

Recap of snow emergency parking enforcement from 2/4 & 2/5 storm event

Rasmussen added this to the agenda as we are coming off the first significant snow emergency event of the year. Last year we talked about getting rid of overnight parking so we could clean the streets properly. That was a nonstarter in some dense neighborhoods where there are more cars than driveway and garage space. It was decided to manage snow emergencies effectively and enforce properly. Schedules were altered so the parking control could be out at night.

From the operator's standpoint, this went very well. Lindman received positive feedback from the operators regarding response time.

The goal is to get the snow off effectively and not have obstructions where the plow cannot get through. As of today, Buckner has a total of 201 citations. Of those there were 21 warnings and 24 disputes. He does not believe any of the disputes have been upheld at this point. If there was a warning issued, it means the vehicle was moved off of the street. A lot of times enforcement is approaching and someone may have just put their car on the street to clear their driveway. A warning is issued so the resident is aware of the emergency aspect. Buckner feels the word got out with the snow emergency issued early, good media coverage, Facebook postings, and the city website. We are always trying to improve on communication.

Rasmussen feels communication is key and it seems it was more effective this time. She believes this is the most effective way to handle the need to clean streets. It does cost money to bring in the parking control overnight, but if everyone pays their tickets there is almost \$20,000 in revenue from the fines. She also feels the fines are steep enough to get people's attention. Buckner agrees we are on the right track. He would not want to see parking restrictions universally as it creates issues. What we are doing with what we have is working. Both parking enforcement employees worked 12 hour staggered shifts. CSO's also worked early evenings into morning hours. A lot was accomplished with efficient staffing.

Future Agenda Items

No future agenda items were offered.

Adjourn

Larson moved to adjourn the meeting. Wadinski seconded and the motion carried unanimously 3-0. Meeting adjourned at approximately 5:45 p.m.