

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: March 12, 2020, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Gisselman, Rasmussen, Thao, Lawrence (Lawrence arrived at 5:35 pm; McElhaney was excused.)

Also Present: Mayor Mielke, Lindman, Wesolowski, Buckner, Niksich, Jacobson, Neal

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

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

Public Comment for matters not appearing on the agenda

No one came forward for public comment.

CONSENT AGENDA

- A. Approve minutes of the February 13, 2020 meeting**
 - B. Action on Storm Sewer Access Easement with Galleria Inc. III at 501 South 24th Avenue**
 - C. Action on Storm Sewer Easement with Galleria Inc. III at 501 South 24th Avenue**
 - D. Action on Storm Sewer Easement with Galleria Inc. II at 505 South 24th Avenue**
 - E. Action on Storm Sewer Easement with Galleria Inc. I at 605 South 24th Avenue**
 - F. Action on Storm Sewer Easement with Wausau Hospitality LLC at 615 South 24th Avenue**
 - G. Action on Storm Sewer Easement with Costigan Properties LLC, Apple Hospitality Group at 2221 Stewart Avenue**
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Thao moved to approve the consent agenda items. Rasmussen seconded and the motion carried 3-0.

Discussion and possible action on a grading easement for Wisconsin Public Service Corporation at Parcel ID 076-2907-282-0967

This item was taken out of agenda order.

Wesolowski explained that WPS has a substation adjacent to this city-owned parcel. Due to the grade of the land, water from the north comes on the WPS property. Their substation fence is right on the property line and there is no room to grade on WPS's land. WPS would like to create a ditch on the city parcel to swale the stormwater that naturally runs off the hill. The city parcel is vacant, wooded land. This is a temporary easement for grading and a permanent easement for the ditch. The easements have been reviewed by the City Attorney.

Rasmussen moved to approve the easement for Wisconsin Public Service Corporation at Parcel ID 076-2907-282-0967. Thao seconded and the motion carried unanimously 3-0.

At this time Lawrence entered the meeting.

Discussion and possible action on memorial street signage recognizing prominent community figures

This item was taken out of agenda order.

Lindman indicated this was discussed at staff level and with the Mayor for a number of months. It began with memorial corners and now has evolved to street corner signs, similar to what the Westies Group has proposed.

Neal stated that over the past year he was working with a local man, Phil Berg, to try to get his father, Russell Spike Berg, inducted into the national ski hall of fame in Michigan. Unfortunately, this was unsuccessful as they demanded national prominence. He was considered the father of downhill skiing and taught thousands of local

kids to ski. He was instrumental in the creation of Sylvan Hill as a skiing venue. For decades he was involved with the ski community so it was disappointing that he did not make the hall of fame. This got Neal thinking about local recognition. He thought about a street sign on 1st Avenue near where the family lived. This could be for people living as well as those who have passed and could be called the Wausau Honors Street Program. This could be an arched sign with Wausau Honors in the arch and the person's name below. Neal offered several names of suggestion and said this could also recognize groups or organizations. Anyone could nominate someone and it would be subject to the Mayor's discretion perhaps with the advice of a review board. At first the thought was to place the signs in neighborhoods where the individual had an impact, but Neal thought this would limit general visibility and lack impact on the program. Neal suggested starting in the central Business District. The sign unveiling could be a public event with public acknowledgement. This is at the conceptual stage and he is looking for approval showing the City is willing to engage in this program. The Sign Shop can only do the basic rectangular signs so this would have to be done by an outside source, which is not that expensive. Costs could be shouldered by the City or we could ask for donations.

Lawrence feels this is a great idea but cautioned about having the usual historical people with money. She encouraged to have a balance of individuals.

Rasmussen likes this idea, especially for the neighborhood group as it gives an identity and sense of place. She feels adding a sign to the top of the existing street sign will not cause confusion, but will mean a lot to the individual that gets it or to their family.

Rasmussen moved to engage in the planning process to look at the logistics of this program. Seconded by Lawrence.

Thao stated this deviates from what is in the packet. She loves the idea originally introduced by the Westies Group to identify different districts. She agrees with the comments about having a balance versus only those who have funds. She wants to be able to honor across the spectrum.

Gisselman stated details can be ironed out regarding cost and the review process. This would be to approve the concept so staff can work on details of the review process, cost, applications, etc. Thao does not believe this was properly listed on the agenda as the staff report background speaks to the neighborhood group. What Neal proposed is to honor individuals. Discussion followed. Jacobson understands Thao's point and perhaps the wording on the agenda could have been clearer. Although the agenda wording is broad, Jacobson feels the motion is within the context of the agenda item. The motion does not approve the staff report.

Rasmussen does not want this committee to delegate sole discretion to the Mayor's Office and feels the committee should have the oversight. Rasmussen's motion was meant to support the concept and initiate the planning process with the framework to include what the application process looks like, what the approval process looks like, who approves the placement, and what the true costs are.

Mayor Mielke stated this is a simple idea and is done in places like New York and Chicago. He got this idea at the funeral for Walter John Chilsen and feels it is a nice touch to recognize. He is amenable with the committee having oversight.

Rasmussen does not feel this should be limited to the Business District as there are neighborhoods that would benefit more from honoring certain individuals. Neal appreciates the insight as at first he thought this would be lost in neighborhoods and the program would be invisible. After Lawrence attended the Martin Luther King training she learned this community is like a family. The City puts energy into places and infrastructure but not a lot to recognize people. This is an opportunity to do that if it is done right.

There being a motion and a second, motion to engage in the planning process to look at the logistics of this program carried unanimously 4-0.

Public Hearing: Discussion and possible action on vacating and discontinuing an alley lying west of 912 North 9th Street between Fulton Street, McIndoe Street and North 8th Street

Gisselman opened the public hearing and asked those wishing to speak to come forward.

Steve Krugler stated his mother owns 801 Fulton Street. He asked what happens to the property if abandoned as they have a garage that has alley access. Wesolowski explained that once abandoned the land goes back to adjoining property owners. Typically half goes to each side. Krugler said the garage has access to the south and if vacated they will no longer have access. Wesolowski confirmed. Lawrence feels this may be a problem as there are 8 or 9 garages along this alley. Wesolowski noted that a petition was received that was signed by the majority of property owners.

Tom Neal, 916 Hamilton Street, is familiar with the property. From 9th Street to 801 Fulton Street, the alley is grass and vines. While this is still officially an alley, no one drives it. All other garages have access from the street sides. This could be a simple matter of clarifying property lines between two residences.

Gisselman suggested leaving the portion of the alley between 801 Fulton and 804 McIndoe and vacating the rest. Lawrence questioned vacating the entire alley and getting a quick claim deed from 804 so 801 would own all of the vacated area. Jacobson stated while that is one possible solution, we cannot force 804 to provide a quick claim deed.

Doug Espeland, 816 McIndoe Street, stated his wife initiated the petition. They would like to abandon the alley because the east third of it is all weeds and grown over. 815 Fulton, 822 McIndoe, 816 McIndoe, 811 Fulton, 812 McIndoe and 808 McIndoe all have garages that face their respective streets. He questioned if a partial abandonment could be done for those that signed the petition.

At this time the public hearing was closed.

Rasmussen noted a similar issue when the vacation of Clark Street was proposed where one property owner was asked to deed their vacated portion. She questioned if the City could ask the property owner, if not she would be willing to do a partial vacation. Gisselman would rather wait on official action or approve a partial vacation. Thao would like to give consideration to property owners of 807 Fulton Street. Per Lindman, the owner of 807 Fulton signed the petition. Espeland added that the garage for 807 faces Fulton Street.

Rasmussen moved to approve the vacation with the exception of the alley abutting 801 Fulton Street and 804 McIndoe Street. Thao seconded and the motion carried unanimously 4-0.

Discussion and possible action on parking restrictions on the west side of North 4th Street from the south curb line on McIndoe Street to a point 175 feet south

Wesolowski explained that with the expansion of the YMCA, there is now two driveways into their parking structure on 4th Street. There is also a service walk to their generators and a driveway to overhead doors. People are parking in between the driveways and it creates sight issues. Staff is proposing adding no parking back to corner to prevent parking in between the driveways.

Rasmussen moved to approve no parking on the west side of North 4th Street from the south curb line on McIndoe Street to a point 175 feet south. Seconded by Thao.

Lawrence is not clear on where the 175 feet lands, and feels it may go too far. She can see removing the one stall by the driveway where most would egress. It seems to Rasmussen that 90% of people that are parking there are YMCA members. YMCA's parking has improved with their new parking lots. Wesolowski clarified that this would be giving up one stall between the two driveways. It will eliminate confusion with parking in front of the driveway to the overhead door and the service walk.

Bryan Bailey, 707 3rd Street, is the CEO of the Woodson YMCA. He confirmed this involves one spot. He noted that sometimes two people try to park in this area where only one vehicle should be. This stops people from getting in and out and also creates vision issues

There being a motion and a second, motion to approve no parking on the west side of North 4th Street from the south curb line on McIndoe Street to a point 175 feet south carried unanimously 4-0.

Discussion and possible action on the parking restrictions in the 900 and 1000 blocks of North 10th Avenue, 900 block of West Union Avenue, and 900 block of West Wausau Avenue

Wesolowski indicated that a resident in the 1000 block of North 10th Avenue would like the restriction of no parking during school hours removed. The 900 and 1000 blocks of 10th Avenue and the 900 blocks of West Union and West Wausau are posted no parking during school hours; however, this is not in ordinance. There are parking restrictions of no parking here to corner, which are in ordinance. Staff would like to make the restrictions official and add to ordinance, or remove the signs.

Lawrence received a call from a resident in the 1000 block. She needs special services for an aging child and requested the restriction be lifted for people coming to her house.

Thao questioned school hours. Buckner explained the posting of no parking during school hours is open to debate but in general it is 7:30 to 3:30 or 4:00. If adopted they would want to create more clear definition of the hours. Rasmussen travels 10th Avenue two times a day. She has been observing where the kids are parking that do not want to pay for parking permits. The brunt of them are parking on either Stevens Drive or on Wausau Avenue, not necessarily on 10th Avenue. She feels parking restrictions on Wausau Avenue and Union Avenue need to be maintained for buses. They are not parking on 10th Avenue now. She suggested removing no parking during school hours in the 900 and 1000 blocks of 10th Avenue and change the 900 block of West Union and the 900 block of West Wausau to no parking from 7:30 to 3:30.

Peter Burek, Metro Ride, stated the parking lot at Wausau West is bigger now than it was originally. Originally it was a problem for buses as there was student parking on 10th Avenue. Metro Ride has been the beneficiary of no parking on the west side of 10th Avenue. The bus route is 10th Avenue from Bridge Street to Wausau Avenue northbound, southbound from Strowbridge to Bridge Street. To have no parking on the west side of 10th Avenue has helped their ability to function, particularly these last few years with the amount of snow. If at all possible, they would like to see parking restrictions on one side maintained.

Thao asked if there was no parking on both sides as she does not want to cherry pick. Rasmussen has not seen a problem since the school parking lot is bigger. Burek stated there are those that do not want to buy permits and park on the street. Lawrence asked if there was another option for the resident that requires the service at her home. Thao thinks about Mrs. Voss coming before CISM with the committee telling her we cannot give a permit for one individual or change policies for one or two people. She feels moving this forward would be incorrect. She would like to leave this as is with putting in the time frame. Rasmussen asked about not having the parking restriction during the summer months as this is a non-issue when school is out. Buckner added that odd/even parking would clear one side of the street.

Lawrence moved to approve odd/even parking in the 900 and 1000 blocks of North 10th Avenue during the hours of 7:30 to 3:30 and no parking in the 900 block of West Union and 900 block of West Wausau Avenue during the hours of 7:30 to 3:30. Seconded by Rasmussen and the motion carried unanimously 4-0.

Discussion and possible action on approving the layout for the relocation of 18th Avenue

Wesolowski explained the current layout of 18th Avenue. There are four lanes, two lanes north bound and two lanes south bound, and no sidewalks. There is not enough right-of-way to maintain four lanes and sidewalk. Traffic volumes do not warrant four lanes. The proposed layout includes sidewalk on both sides and reduces 18th Avenue from four lanes to two. He noted that the north bound right hand turn lane goes into the proposed

development. He observed the intersection and it is hard to say how that will operate. This is proposed to discourage cut through traffic. With the reconstruction, the City would be participating only in the items within the right-of-way. West of the intersection, leading into County Market, is shown on the plan but will not be paid for with City funds.

At this time, Thao left the meeting.

Rasmussen moved to approve the layout for the relocation of 18th Avenue. Lawrence seconded and the motion carried unanimously 3-0.

Discussion and possible action on approving the layout for the extension of Fulton Street

Wesolowski described the layout for the extension of Fulton Street. It includes a single lane with parallel parking, a grass island and decorative lighting down the center. The right-of-way ends at the parking lot. There is a proposed pedestrian walkway to the Riverfront, which will be lined by trees.

Rasmussen moved to approve the layout for the extension of Fulton Street. Lawrence seconded and the motion carried unanimously 3-0.

Discussion on possible capital improvements and history of past improvements on 3rd Avenue from Stewart Avenue to Thomas Street

Since this item was a request from Thao, it will be brought back in April.

2019 MS4 Annual Report

Niksich stated the MS4 report is submitted every year by March 31. This report is on how the City manages stormwater. In 2019 a new MS4 permit was issued which happens every 5 years. Total Maximum Daily Loading (TMDL) was approved for the WI River, which limits the amount of phosphorus that can be discharged into the WI River. We are not meeting the TMDL thresholds and are substantially above the amount of phosphorus that we are supposed to be discharging. It will take a large financial burden in upcoming years. In 2019 we had a storm sewer budget of \$1.6 million. This year the budget is \$1 million. In 2018, 10 construction sites were inspected, all of which had enforcement actions that were taken care of within a week. In 2018, 66 ponds were inspected. City-owned ponds are inspected every other year. In 2019, 46 construction sites were inspected, all of which had enforcement actions that were taken care of within 7 days. Regarding water quality improvements, there were two cited illicit discharges; one a sediment discharge and the other a grease discharge. An illicit discharge detection elimination guidance document is in the works with a goal for completion this year. This document will discuss how discharges are detected, how they are enforced, what the proper chain of command is, and how to educate the public on how to eliminate this from happening again. Other items that need to be complied with before reporting in 2021 are; written documentation on how we are going to meet the requirements of public outreach and public involvement, construction site pollution control and post construction storm water management.

Rasmussen asked if stormwater passes through the wastewater plant and Niksich replied it does not. Therefore, the modifications at the wastewater plant to address phosphorus will not have any impact on the amount we are already discharging. Lawrence asked if there was a 10 or 20 year capital plan for the City to be in compliance and associated costs. Per Niksich, there is a 5 year plan with approximately 10 improvements that will help us move toward meeting the phosphorous goal. The projects listed in the plan have costs between \$20 and \$40 million. This will not get us close to the phosphorus discharge limits.

Lindman stated the DNR will work with us as long as we have plans in place. It will be difficult on the general ledger to try to fund these projects. He feels it is important for municipalities to have a stormwater utility as a revenue source to address this. Rasmussen spoke of rural run off and mandates that fall on the municipalities to pay for it with user fees or tax levies. When legislation is proposed that manages agricultural discharge, the rural

community gathers to stave off the requirements leaving urban communities to pay the bill. At some point there has to be a consortium of urban municipalities who are bearing these costs to rise up and have an advocacy to push back on the free pass that the agricultural community has received. A lot of the problem is not urban generated. She hopes at some point we can start to network with communities. Even if we form a stormwater utility, it is not our fault and we should not be the only ones paying. After the election, Lawrence suggested holding a Community of the Whole meeting to keep people educated and talk about point and non-point source pollution.

Update on overnight parking during the winter months

Gisselman said this is just an update with recommendations to be made in June. Lindman noted that the number of tickets issued during snow emergencies was high with increased enforcement. It is hard to tell with only three snow emergencies, but it seems consistent that tickets are not curbing behavior. The next step is to network with other communities. Lindman is aware that Stevens Point is looking at options but is leaning towards allowing parking. Options will be brought back in May or June.

Rasmussen received feedback from plow drivers who felt the increased enforcement during snow emergencies did make their life easier. Before we had ramped up enforcement, people didn't move. If we do not restrict overnight parking all winter, with increased enforcement we will eventually issue enough tickets to change behavior. With only three snow emergencies we do not have a large enough sample. Lindman stated during the snow emergencies the drivers were in direct contact with parking enforcement, which worked well and was very effective.

Future Agenda Items

No future agenda items were brought forward.

Adjourn

Lawrence moved to adjourn the meeting. Rasmussen seconded and the motion carried unanimously 3-0. Meeting adjourned at approximately 7:50 p.m.