

## INFRASTRUCTURE AND FACILITIES COMMITTEE

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Date of Meeting: May 8, 2025, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Chad Henke, Lou Larson, Michael Martens, Tom Neal, Sarah Watson

Also Present: Eric Lindman, Allen Wesolowski, TJ Nicksich, Dustin Kraege, Andrew Lynch, Randy Fifrick, Lori Wunsch, *Via Webex*: Nick Patterson – T. Wall Enterprises

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 Henke called the meeting to order.

### **Approval of minutes of the April 10, 2025 meeting**

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Neal moved to approve the minutes of the previous meeting. Larson seconded and the motion passed 5-0.

### **Discussion and possible action on parking restrictions in the 800 block of Sherman Street**

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Tonia VanSlate, 810 Sherman Street, has a son that was born with tuberous sclerosis. He can only see out of the right eye. He has epilepsy and daily non-convulsive seizures where he wonders. He does not know what he is doing when he has them and basically does not have control of his body. Behavioral issues and other things come with this. He will eventually have to get tumors removed. His visual impairment is the biggest concern. VanSlate bought her house about 3 years ago. There are issues with parking in front of her house, especially during the fair. She bought no parking signs and put them up for her son's safety. However, the Police Department said she legally could not do that. She was told the best thing to do would be to ask for permanent no parking. Her neighbors across the street have extra people living with them and have an abundance of vehicles. They like to park two vehicles directly in front of her house or across from each other. This has almost caused accidents. VanSlate showed pictures of the parking issues. This does not impact anyone else on her block.

Larson noted that there is no parking on that side of the street to 8<sup>th</sup> Avenue. If it helps for the safety of the family, he does not have a problem extending no parking another block.

Larson moved to extend no parking one block to the corner of 9<sup>th</sup> Avenue and Sherman Street. Seconded by Watson.

Wesolowski asked if this would be for both sides of the street or just the north side. Larson stated just the north side. Discussion followed on the existing parking restrictions.

Watson asked if there is any other signage, such as children at play signs, that could be installed. Lindman stated that type of signage is not typically used as it has been found it does not work.

There being a motion and a second, motion to extend no parking one block to the corner of 9<sup>th</sup> Avenue and Sherman Street passed 5-0.

Henke combined agenda items 3, 4, 5, and 6 with no objection from committee.

### **Discussion and possible action on State/Municipal Agreements for signal rehab at Bridge Street and 6<sup>th</sup> Street, at Bridge Street and 5<sup>th</sup> Street, at Bridge Street and 1<sup>st</sup> Avenue, and at Thomas Street and Grand Avenue**

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Wesolowski explained that staff applied for funds on connecting highways under the Highway Safety Improvement Program (HSIP). This is favorable to the City with a 90-10 split; most DOT grants are 70-30. We will design the projects and get 90% of those funds back and get 90% of the construction costs back. The Electrical Department is happy we applied for this as these signals are not in the greatest shape. This is a competitive grant process. We have 2 projects already in the works. With these additional intersections, we will

have a total of 6 projects. Two are scheduled for next summer. These 4 intersections will probably be 2 years down the road.

Neal moved to approve each State/Municipal Agreement. Seconded by Watson and the motion passed 5-0.

### **Discussion and possible action on Plat and Relocation Order for Project ID 6999-18-11, Business Campus Trail East-West Connector**

Niksich stated that we are currently underway on design of this project. This connects at 72<sup>nd</sup> Avenue and follows City property which is not used in the business campus and extends to 84<sup>th</sup> Avenue. Early in the design process we ran a couple of different alternatives. One alternate was to use all City property; the second alternate would require some real estate acquisition. The second alternate was the more desirable route and less expensive. To kick off the real estate acquisition process, we need to approve the Plat and Relocation Order

Neal moved to approve. Seconded by Larson and the motion passed 5-0.

### **Discussion and possible action on adding pedestrian warnings on 17<sup>th</sup> Avenue at Garfield Avenue**

A resident reached out to Henke regarding the crossing by O'Reilly Auto Parts going into the west side of Marathon Park. Paula Schultz, a resident of Garfield Avenue, has lived in the neighborhood for 30+ years. Approximately 1 year ago she asked if the Police Department could do a safety survey because she uses the crosswalk almost daily. They did and at that time they did not see enough foot traffic to enhance the safety of the crosswalk. Fast forward to April 1, her family was going for a walk into the park with 3 dogs. A family member was in front of her in the 4<sup>th</sup> lane of traffic when he was narrowly missed by a car, but the car hit their dog. The person admitted to going 40 MPH. He was a 25-year-old driver with no insurance. It is now a month later and thankfully the dog has survived. They have just under \$3,000 in vet bills. She is now hypersensitive to crosswalks and is now seeing other crosswalks that are not up to par in the community. She also has a concern with speed. In front of Festival Foods, it is 25 MPH, but one block south it is 35 MPH. Most people in the community are aware that people generally drive over 35 MPH. She is advocating to get the speed limit dropped to 25 MPH. She is also looking for higher visibility and showed pictures of signs that refer to state law and are at car level height. When she crosses, she gauges if she has enough time to get to the middle. If a car is speeding, they do not stop. They let her stand in the middle even though she has the right-of-way. She is looking for flashing lights and noted the white lines in the crosswalk do not go from one side to the other. She asked if higher visibility paint for crosswalks could be considered.

Larson walks his dog to Marathon Park and there is no designated crosswalk to cross 4 lanes of traffic. It is dangerous. He would not mind walking a few extra feet to reach a designated crosswalk.

Larson moved to pursue some kind of flashing lights/crosswalk safety. Seconded by Neal.

Wesolowski indicated there is a designated crosswalk. The crosswalk was just recently repainted and does go all the way across with cross ladders. Typically, if it is a standard crosswalk with a stop sign, two lines are painted across. If it is a high traffic area or a non-controlled intersection, we put cross hatches through it. There are also pedestrian crossings ahead and pedestrian crossing signs at the crosswalk.

Watson asked if it was possible to install flashers. Henke said if we want it done this year, we could put in a budget modification for flashing signs. If Finance cannot find the money, we would have to budget for it next year. Watson suggested having the Bike and Ped Committee look into some of the suggestions offered, such as the reflective paint. She likes the idea of the state law signs as sometimes we need reminding to pause for pedestrians. Items like these make our City more walkable, and making the City more bike and ped friendly is one of our goals.

Martens frequently travels 17<sup>th</sup> Avenue and Stewart Avenue. He is surprised at the gap between controlled intersections. There is one on Sherman and one on Stewart. Having rapid beacons would be advantageous. Martens asked for an explanation on Item 4 of the staff report, which indicates the condition of maximum of four

lanes crossed, unless there is a raised median, in which case it can be six lanes, is not met. Niksich explained there is a left-hand turn lane. Martens said that intersection is terrible. He would support adding beacons at the intersection.

Henke asked about resurfacing of 17<sup>th</sup> Avenue. Wesolowski stated 17<sup>th</sup> Avenue was added to year 2030 of the 5-year list. Staff is looking to apply for either LRIP or STP Urban funding as it will be a very expensive project. At that time, pedestrian accommodations would be improved. We would probably look at shifting the crosswalk into the median to provide a stop. Henke asked about amending the motion to approve beacons and look for a budget modification. Larson and Neal agreed.

There being a motion and a second, motion to approve flashing beacons and look for a budget modification to get this done this year passed 5-0.

**Discussion and possible action on revision to the Developer’s Agreement with Green Tree Construction, Inc. for Green Tree Meadows Subdivision**

The revision modifies the timeline in Section 12. Green Tree Construction hoped to be under construction already. There was difficulty in getting permits, which they have now received. They have to close on the land and construction probably won’t start until mid-to-late summer. They do not feel they would get paving done this year. Staff does not have an issue with switching the completion of Phase 1 from 2025 to 2026. Wesolowski feels it is a reasonable request from the developer.

Martens moved to approve the revision to the Developer’s Agreement with Green Tree Construction. Seconded by Watson and the motion passed 5-0.

**Discussion and possible action on addition of 2<sup>nd</sup> Street from Forest Street to Division Street and Division Street from 2<sup>nd</sup> Street east to the dead end to proposed 2026 Street Reconstruction Projects**

Since 2026 Projects were approved last month, this potential project has surfaced. The building at 2<sup>nd</sup> Street and Forest Street is getting developed into a bakery. Staff was contacted about the condition of the road. The road is in horrible shape. There are no users other than the Post Office. Groat indicated there could be a TID amendment that could fund this road reconstruction. If the TID amendment goes through, staff would be in favor of reconstructing these roads in 2026. The street was not a high priority when nothing was there, but with the investment being made to the property, it makes sense to reconstruct the street.

Neal is familiar with the condition of the roadway. The new addition looks nice and seems like it deserves infrastructure investment to help it along.

Neal moved to approve. Seconded by Larson.

Watson asked when the process of amending the TID is coming. Wesolowski said it is coming soon. The project could be approved. If the TID amendment is not approved, the project would fall off the list.

There being a motion and a second, motion to approve passed 5-0.

**Update on the proposed Fleet Maintenance Facility and possible location**

Terry Kilian, 133 East Thomas Street and Alder for District 3, has a concern regarding the reference in the packet to the possible use of Cleveland Ave for the Fleet Facility and Fire Department usage. The site is zoned residential and surrounded by residential properties. It is an area that has long endured multiple types of industry and environmental related issues. The public input has been extensive and there has been strong opposition to any further industrialization. The end use of this property should be something of benefit and positive for the neighborhood. Council voted in 2021 to completely remove this property from the feasibility study for the fleet facility. She asked why it continues to be referenced for the fleet facility or any other industry. The City

committed to submitting an EPA clean up grant application for the property. A key part of that grant is providing an end use for the property defined by public participation. She expects the City to honor that commitment.

Lindman stated that since the last update a property on Single Ave came up for sale. Staff worked with our design architect to see if that property was feasible. The lot is narrow but long and a little over 6 acres. It is not wide enough when looking at buildings and turning movements. We also had them look at 901 Cherry St. This property would work for the facility if the parking lot is included. In the past, the owners of the parking lot were not interested in selling. Staff will go back and discuss other options with them. If we were to use it, we would build right up to the parking lot. With that and the trail, there would be no place for snow. Some property owners near the DPW site have reached out to staff. Staff will determine what properties would be interested in selling to see if expanding the current site would be a viable option.

Neal is concerned about the Cherry Street property as an option as there may be higher value use of that property. It could be an attractive option for someone to develop.

Fifrick has been trying to assist in finding a site for the fleet. Unfortunately, there are not a lot of locations that meet the size requirements. Having residential or some type of mixed use would bring a greater tax revenue return. One of the main interests in acquiring the Cherry St/1<sup>st</sup> Ave properties is the extension of the river edge trail. Having the Public Works garage there as well as the trail is an option. From a development perspective, he would love to see more residential development, but we have to keep in mind that we need to find a new place for the fleet facility. Neal feels that in terms of the City's strategic direction and visions for development, this is not one of them. He feels we have to heighten our efforts to find another location for the facility. He hopes this is the last site to look at before exhausting all other avenues.

About this time, Watson left the meeting.

Fifrick noted that most people are aware of the City's long history of trying to remove industrial land uses along the river. The Cherry Street property is a less than desirable standard we want to see for riverfront property. Being able to acquire it for the best use is their interest.

Neal added it could be a property we could actively market as a development opportunity. Larson agrees with Fifrick as we need to put the fleet somewhere. He mentioned the properties sitting along the riverfront not being developed for years. Larson is all for going forward with the Cherry Street property as there are not a lot of other places the fleet facility could go.

### **Discussion and possible action on Foundry on 3<sup>rd</sup> Ph 1, LLC Parking Lease Agreement**

Fifrick explained this is a parking agreement with the Foundry on 3<sup>rd</sup> for the Sears/East Ramp. Currently there are 975 parking spots available in the ramp; last check we had 159 permits. This agreement is for 100 reserved stalls on the 3<sup>rd</sup> floor of the ramp that would be paid for on a monthly basis starting December 1, 2025. It provides a 20-year guaranteed revenue to the City or as long as the ramp is operable. For this long-term commitment, we have provided a 20% discount for the Foundry. There is one change; Section 4A(i) under City commitments we are looking at removing the sweeping provision under City responsibilities. Based on the equipment we have, this is not something we can do.

Henke said this came to Economic Development and it didn't seem like it was whole, so it was referred back. There was talk it should come to this committee because it is part of the facilities. Fifrick explained that sometimes when talking about development we start to silo things through the Economic Development Committee. Since we are talking about a City facility it made sense to come to Infrastructure & Facilities.

Larson does not have a problem with reserving 100 spots. He questioned the life span of the ramp as we just tore down a ramp that was 30 some years old and these ramps are 30 some years old. He asked if we are going to be on the hook to build another ramp if this one is dead in 5 years. He strongly opposes giving a 20% discount as we already have given them multiple tax-free years. He would rather see 100 stalls saved for T. Wall and whoever wants to park in the spots would have to get a permit like everyone else.

Wesolowski explained that Walker Restoration inspects the ramps every year and we do have a budget every year for ramp maintenance. The Sears and Penney's Ramps are of different construction than the McClellan Ramp was. Sears and Penney's are a post tension structure, which is a lot more robust. The ramps are in good condition, and we put money into maintenance each year and will continue to. This year there is \$600,000 for maintenance in the Jefferson Ramp. Funds are rotated each year. He is confident that we will get at least 20 years out of the Sears ramp.

Neal disagrees with Larson about the discount. He believes a discount is something you do with a development partner. The property is essentially delivering no revenue and is largely vacant. We can work with a development partner, give them a sweetened deal for a limited number of parking spaces, and maybe look forward to working with this partner again in the future. Strategically, in terms of revenue and for the sake of future development, he strongly supports this.

Henke said this is not the first discount we have on parking ramps. Fifrick indicated there are other agreements with discounted fees. He noted there are agreements that reserve stalls for a company. That does not necessarily mean they have to pay for the stalls, but we need to account for the stalls. One agreement is for up to 400 stalls for a building that now sits empty. We wanted to ensure that if we are reserving these stalls for them, that they are paying for them. It is very unlikely that they will have 100 people parking there the whole time. They could go the route of individual parking, but for their development they want to streamline it and make it easier for their tenants. This provides a guaranteed stream of revenue where we are lacking one now.

Martens asked if this was the source of parking for the Foundry, or if they had underground or street parking. Fifrick said they do have underground parking as well; this additional parking will supplement that. Martens said Finance offers discounts to other businesses that utilize parking downtown. Compass Properties has a number of spaces for employees and businesses in their buildings. Offering a discount is not unusual. For a 20-year commitment, he thinks a discount is the least we can do.

Neal moved to approve. Seconded by Martens and the motion passed 3-1 with Larson the dissenting vote.

**Discussion and possible action on First Revision to the State/Municipal Agreement for Stewart Avenue from South 72<sup>nd</sup> Avenue to South 48<sup>th</sup> Avenue, Project ID 6999-09-02/72**

Wesolowski indicated this section of Stewart Avenue was reconstructed last summer. The project costs came in above the State/Municipal Agreement. This revision reflects the actual costs and also reduces the delivery costs under Section 24(e)(ii). The delivery cost was reduced from 10% to 4%. This is a standard fee they charge, which Lindman and Groat were able to get reduced. With this revision the delivery costs go from roughly \$178,000 to about \$71,000, saving about \$107,000.

Neal moved to approve. Seconded by Larson and the motion passed 4-0.

**Discussion and possible action approving Amendment to Temporary Lease Agreement with Woodson YMCA Foundation Inc. (Yawkey Park)**

Neal moved to approve the extension as requested. Larson seconded and the motion passed 4-0.

**Adjourn**

Larson moved to adjourn the meeting. Neal seconded and the motion carried 4-0. Meeting adjourned at approximately 6:15 p.m.