

Date of Meeting: May 9, 2024, 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: Mayor Diny, Eric Lindman, Allen Wesolowski, Tara Alfonso, Jill Kurtzhals, Brad Lenz, Andrew Lynch, Dustin Kraege, Chad Abbiehl, Leo Gau, Lori Wunsch

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. Clerk Bernarde called the meeting to order.

Elect Chairperson and Vice Chairperson for the 2024-2026 term of the Infrastructure and Facilities Committee

Neal nominated Larson to return as Chair; however, Larson declined. Larson nominated Henke for Chair. Neal moved to close the nominations, seconded by Martens. Henke was elected as Chair by a vote of 5-0.

Bernarde turned the meeting over to Chair Henke who asked for nominations for Vice Chair. Neal nominated Martens. Henke nominated Larson. There were no other nominations and the nominations were closed. Larson was elected as Vice Chair by a vote of 4-1.

Establish regular meeting date and time for the 2024-2026 term of the Infrastructure and Facilities Committee

Henke stated this committee has typically met on the second Thursday at 5:15 pm. Henke asked if there would be any conflicts with moving the meeting time to 4:00 pm; however, this would conflict with Watson. Neal moved to continue with the same meeting date and time. Larson seconded and the motion passed 5-0.

Approve minutes of the April 11, 2024 meeting

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

Discussion and possible action on installation of angled parking stalls on McIndoe Street between 3rd Street and 4th Street, on 4th Street between Grant Street and McIndoe Street, and on Franklin Street between 4th Street and 5th Street

Bryan Bailey, CEO of Woodson YMCA, explained The Landing Activity Center has had tremendous growth over the four years it has been open. The parking request has to do with proximity parking for a project that will expand The Landing about 12,000 square feet with a new entrance off of 4th Street. They had proposed a different plan, but further talked with city staff and came up with options that he feels are better than the original plan. This would provide close proximity parking for an approximate \$5 million expansion project for The Landing.

Larson feels this is a vital part of revitalizing downtown. The YMCA needs this for expansion. Larson spoke with the person in charge of the trust for this and if this parking does not happen, the expansion will not happen.

Neal moved to accept the proposed parking stalls. Seconded by Larson.

Neal loves trees and hates to see so many gone because of this, but he does see this as a necessary thing to do. He hopes during construction they find ways to do some beautification associated with the project. Martens echoed Neal's comments regarding the trees. He is glad to see there is a proactive tree plan as he does not like to see trees unnecessarily removed. The trees that will be removed are in a variety of conditions that they plan to replace one to one, which he is glad to see. He is happy they are working towards protecting the trees in Yawkey Park. His biggest concern is the traffic flow on 4th Street. There seem to be some bump outs at the intersection of Franklin and 4th. He questioned if those were intended to be traffic calming devices.

Tom Radenz, REI Engineering, explained this is similar to the 3rd Street pedestrian crossing. The goal is to make safe crossings and traffic calming. They also plan to utilize the 404 Franklin Street building for a variety of uses, so there will be traffic at the 4th and Franklin intersection, which was a cause for the bump out.

Henke was first a little concerned about the stalls in front of Yawkey Park, but he felt better after reading the letter that explained the health of the trees and how they plan to replace.

There being a motion and a second, motion to accept the proposed parking stalls passed 5-0.

Discussion and possible action on approval of dedication of right-of-way at 404 Franklin Street

This item was taken out of agenda order.

Wesolowski explained that the installation of angled parking would take away the existing sidewalk. The dedication of right-of-way would allow a public sidewalk in the right-of-way. Henke asked if this would make the right-of-way wider. Wesolowski confirmed and added it is approximately 6.2' to provide room for angled parking and keep the sidewalk. Otherwise, the sidewalk would be on private property, which we would not want.

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

Discussion and possible action on easement for a skywalk across 3rd Street at YMCA

Chuck Ghidorzi serves on the architectural team. A skywalk becomes important for parking in the future. This will tie into the new entrance off 4th Street to the 3rd level of the new expansion. In the future it becomes critical in terms of creating enough parking for both The Landing and the YMCA. It will be nice and very functional and he looks forward to presenting the plan in the future.

Lindman stated this would eliminate pedestrian conflicts with traffic across 3rd Street. It will allow safe access into The Landing and the YMCA. This is a good option for the future and ties both sides of the street in. Henke asked if this would be solely for The Landing or if it would also provide access to the YMCA. Ghidorzi said right now they are looking at The Landing. They will look at other plans relating to the YMCA in the future. Henke encourages this as he has crossed 3rd Street enough times and would use the skywalk to get into the YMCA.

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

Discussion and possible action on access easement at 1937-1939 Milwaukee Ave for the Northwestern Lift Station

Lindman explained that there is an existing permanent easement for access to the lift station. A full upgrade of the lift station was completed this year. Previously they shared a driveway with the resident by easement. During the upgrade, the driveway was widened for a dedicated access so we are not in conflict. The easement stays the same other than the Utility has its own driveway and will maintain it.

Neal asked if there was any improvements or remediation needed to the resident's property. Lindman stated we made improvements on the approach as part of the project.

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

Discussion and possible action on easement with WPS at 144 West Washington Street

The library is upgrading their electrical service and in order to do so, WPS would like to come across the City-owned parking lot to the west of the library. Henke asked if there were any other upgrades done recently. Wesolowski believes the HVAC is being upgraded but he is not familiar with all their planned upgrades. He does not see issues with the easement. If anything is disturbed, WPS will repair/replace.

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

Discussion and possible action on streets for asphalt overlay utilizing ARPA funding

Larson noted that the packet said this committee decided not to include Pine Ridge Boulevard and Sherman Street; the committee did not decide against Sherman Street. He asked why Sherman Street is proposed only between 17th and 8th and not the whole stretch from 3rd to 17th. Wesolowski stated that Sherman Street from 8th to 17th is still recommended for overlay. The chip seal is flaking off and plows are knocking out the chip seal in areas. It is proposed to mill off the top of the asphalt and chip seal from 8th to 17th, which is the worst section of Sherman Street. There are lead service laterals on the other portion, which is why we stopped at 8th. It was understood from the last meeting to remove Pine Ridge Boulevard from the list. He feels with the combination of bidding the majority of work out and possibly having DPW pave one of the streets, we can get the rest of the streets completed for \$500,000. He tried to pick streets that are rated 2 to 3 with very little or no lead service laterals. There are other streets that are just as bad or worse, but the majority of the streets that are bad have lead service laterals. Henke noted that the staff report does recommend eliminating Pine Ridge Boulevard and Sherman Street. Wesolowski clarified that eliminating Sherman Street was a typo. Without the \$320,000 cost for Pine Ridge Boulevard, he feels the remainder of the streets can be done.

Larson moved to accept the list of streets for asphalt overlay utilizing ARPA minus Pine Ridge Boulevard. Seconded by Neal and the motion passed 5-0.

Discussion and possible action on reconstruction of 2nd Street from Short Street to Dekalb Street

Per the Finance Department, there may be funding available in TID 3 to reconstruct a small section of street. Short Street is almost completed. 1st Street was done 4 to 5 years ago. Completing 2nd Street between Short Street and Dekalb would button up the area. If funding is available, staff would like to reconstruct 2nd Street in 2025.

Henke asked if there are lead laterals. Wesolowski confirmed and indicated the road is also in very poor shape. Staff was waiting for the area to be developed. Habitat for Humanity will be putting up a house on 2nd and the lot on the corner of Dekalb and 2nd is proposed to be developed. Development in the block will then be completed. There was a thought of the last block between Dekalb and Bridge Street; however, those are empty lots that may get developed or be part of a larger development. He feels it makes sense to wait on the last block.

Larson moved to move forward with the reconstruction of 2nd Street from Short Street to Dekalb Street if funding is available from TID 3 in 2025. Martens seconded and the motion passed 5-0.

Discussion and possible action on reconstruction alternatives for 28th Avenue from Westhill Drive to West Wausau Avenue

This project is in year 2026 of the 5-year plan. To get design started, we need to start looking at alternatives. Wesolowski explained that the reconstruction of 28th Avenue has been on the list for a long time as the County had intended to reconstruct it. They had purchased right-of-way but have since decided not to reconstruct. The Village of Maine does not wish to reconstruct their portion. The roadway has a daily average of 1,700 cars, which is one of the reasons the County backed off. In comparison, Bridge Street averages 16,000 a day. Wesolowski looked at other hills and Townline Road averages 2,700 a day with Franklin averaging 3,800 a day.

One option is to reconstruct 28th Ave as is. This presents great challenges with the grade, ditches, and rock. The existing grade is 19% to 20% at the top of the hill, which is very steep. Henke asked if there were other streets with a similar grade. While Wesolowski did not know the exact grade of Townline or Franklin, those hills are not as steep or as long.

The second option would be to place a cul-de-sac and dead end 28th Avenue. A cul-de-sac could be placed at Mary Ann Lane or at Maple Creek Drive and send traffic up Madonna. We could look at purchasing property to flatten the curve onto Madonna. The grades of Madonna are good and the road was recently paved. Another

advantage to using Madonna is that all of the road is in the City of Wausau.

The third option would use Maple Creek Drive. The disadvantage is Maple Creek gets steep with a 16% grade. While this is not as bad of a grade as 28th Ave, it is still not good. Another disadvantage is it would send traffic onto a town road and there may be opposition from the town and residents.

The fourth option is what the County had planned to build and bought the right-of-way. Traffic would be moved over to 30th Ave. It is the most expensive option and flattens the road. Wesolowski feels this option made sense back when the Village of Maine planned to continue 28th Ave. With this option there would be a T at West Wausau Avenue. We would be spending a lot of money to bring people to a T and he is not sure if people would use it or find an alternative route.

Neal believes a public information meeting is a good idea. He's not familiar with the lay of the land or the number of affected residents. He asked if there is developable land in the area. Wesolowski indicated the hospital owns a chunk of the land. If we take the road up Madonna or Maple Creek, it could still serve the parcel. The parcel could be served off of the cul-de-sac or the road could be extended later if there is a need. If the fourth option is not chosen, there is a lot of right-of-way that could be vacated and possibly sold to develop.

Neal moved to direct staff to engage in outreach to residents and stakeholders that might be affected by any of the options to gather information and look at possible anticipated problems before thinking too hard about choosing an option. Seconded by Watson.

Larson feels the road should not be traveled on and suggested closing it. It is not safe for motorcycles, bicycles, or cars. He asked if there are drainage problems on the hill and if we could do an overlay on the hill. He believes a cul-de-sac should be installed now and the road should not be traveled on. He received a call from a resident who did not have a problem with a cul-de-sac. He feels this cannot wait another 2 years. Wesolowski agreed that the road is in rough shape. There is drainage down the ditches on each side. An overlay would just be a band aid.

Abbiehl stated there were 1 to 2 water breaks last year, which really affects the road. Drain tile was installed on one side a couple years ago, but the water just came out somewhere else causing heaving in the wintertime. DPW patches as much as they can. The hill is really steep for an overlay. Abbiehl stated it has been shut down in the wintertime. Larson feels if it has been shut down for DPW trucks, it should be shut down for all traffic.

Martens agrees that it is an unsafe road. He is concerned with a cul-de-sac and diverting traffic onto other streets that are not intended to carry the load. He is in favor of some type of community engagement on addressing the issue of either cul-de-sac now or viable options to fix in the future. Wesolowski feels something has to be done in a permanent state to reconstruct this. Regarding diversion of traffic, 32nd Avenue from Hilltop to West Wausau is a good roadway. Westwood Drive carries 1,700 cars and could handle the amount of traffic that Bridge Street has. Martens asked if 32nd Ave is a city street. Per Wesolowski, there is a small section, about a half block, in the town.

Larson offered an amendment to the motion to cul-de-sac the road for now and get public engagement on future plans to see if they want to continue with the road. After discussion on concerns of this related to the agenda wording, Larson withdrew his amendment; however, he wants the closing of 28th Avenue brought back.

Regarding community outreach, Neal does not feel it has to be a wide-spread campaign. He suggested looking at property owners and stakeholders along the road. Wesolowski can start a public outreach campaign, but it may not happen before the next meeting. Lindman said staff can get some communication out and put it back on the agenda, but we may not have all the public outreach. Neal said to concentrate on the parties that are immediately impacted.

Watson suggested providing a press release that closing of the road will be discussed at the next meeting and then complete public outreach for feedback on the options. Henke suggested having a public input session or public hearing on the next agenda. Wesolowski can hold a public input session and display the options or hold an open house session prior to the next meeting. Closing the road for safety is one thing, but closing for long term is

another issue. He suggested getting public input, try to maintain the road the rest of the summer, and look at closing the road before winter.

Larson feels we have been kicking the can long enough. Something needs to be done before someone gets hurt. Wesolowski suggested putting closing the road on the agenda for the next meeting and staff will work on completing public outreach for final design.

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

2025 proposed facility capital projects

This committee previously talked about seeing projects that would be proposed for 2025 before they are presented to the CIP Committee for ranking. Lindman provided the projects that will be proposed and stated there may be 1 to 2 more.

Larson feels it is odd to put garage doors on a facility that hopefully we will not be using much longer. Per Lindman, DPW plans to continue to use those buildings. Wesolowski added that 4 garage doors were replaced at DPW and this is continuing that effort.

Adoption of the Safe Routes to School Plan as prepared by North Central Wisconsin Regional Planning Commission

The Safe Routes to School Plan as presented by Fred Heider of North Central Wisconsin Regional Planning Commission can be viewed at <https://www.youtube.com/watch?v=dH8iYfM9Lxs>.

After the presentation, Lynch stated how impressed he was with the amount of information Heider gathered for this. This is in cooperation with the school district, so there are some elements that are more in tune with what the school district will do. Successful Safe Routes to School Plans find a champion in each school to drive the efforts. As we look to redo streets or apply for grants, we will look to this plan.

Martens said it is good to see this plan come to fruition as he vaguely remembers starting to talk about it in 2018. He likes that this is one of the items that will be taken into consideration when looking at street reconstruction projects. Even though this targets kids walking to school, good pedestrian and bike routes positively impact all of the community.

Henke asked if adopting the plan holds the City to completing the recommendations or upgrades. Heider indicated it is a guide; the City is not bound to do any of the recommendations.

Martens moved to adopt the Safe Routes to School Plan. Seconded by Neal and the motion passed 5-0.

Discussion and possible action on approval of revised Green Tree Meadows Preliminary Plat

This committee and Council approved the original Green Tree Meadows Preliminary Plat. There was one concern with the preliminary plat where there were 4 long lots off 72nd Avenue, each with driveways onto 72nd Avenue. The City has agreed to sell land to Green Tree which allows enough room for the developer to put a road in with one entry onto 72nd Avenue. There is another minor change to straighten Cherrywood Drive. Minor changes can be made from the preliminary plat to the final plat. The City Surveyor felt that since land was being added to the plat, the preliminary plat should be revised.

Neal moved to accept the revised preliminary plat. Seconded by Larson and the motion passed 5-0.

Adjourn

Neal moved to adjourn the meeting. Martens seconded and the motion carried 5-0. Meeting adjourned at approximately 6:45 p.m.