

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: July 8, 2021, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Lisa Rasmussen, James Wadinski, Lou Larson, Tom Neal, Debra Ryan (arrived at 5:18 pm)

Also Present: Allen Wesolowski, TJ Niksich, Tara Alfonso, Cord Buckner, Dustin Kraege, Lori Wunsch, Chuck Ghidorzi

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.

Director's Report on Public Works

There were no questions or comments on the Director's Report.

CONSENT AGENDA

- A. Approve minutes of the June 10, 2021 meeting**
 - B. Action on Stormwater Maintenance Agreement with WSC Properties LLC at 3701, 3805, 3815 and 3901 Stewart Avenue**
 - C. Action on Stormwater Maintenance Agreement with Emmerich & Associates at 2101 and 2105 Grand Avenue**
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Wadinski moved to approve the consent agenda items. Neal seconded and the motion carried unanimously 4-0.

Public Hearing: Discussion and possible action on vacating and discontinuing an unpaved alley abutting 205 and 209-211 Short Street, 1202, 1210 and 1212 North 3rd Street

Rasmussen opened the public hearing and asked those in attendance to come forward and offer comments. No one came forward and the public hearing was closed.

Neal moved to approve. Larson seconded and the motion carried unanimously 4-0.

At this time, Ryan entered the meeting.

Discussion and possible action on street cross sections for Washington Street and extensions of 2nd Street, 3rd Street and Jackson Street (Wausau Center Street Design)

The item was taken out of agenda order.

Wesolowski explained as part of the mall demolition, we are looking at cross sections for Washington Street, the extension of 3rd Street south of Washington Street, Jackson Street to 5th Street and 2nd Street between Washington and Forest Street. Staff is working with Toole Design, who had worked on the Downtown Master Plan. Toole came up with preliminary design guides for these streets. Washington Street is proposed to be a flush street without a curb and gutter raised section, but there would be a definition between cars and the walkway. It would be all on one level with parking on both sides. It has a larger than normal boulevard at 10' and an 8' walkway. There would be a driveway curb on the outside lanes to carry stormwater. Rasmussen is concerned with drainage. Wesolowski explained it would have a small valley curb to carry stormwater. There would be two 11' lanes for 22' of travel, 8' for parking, a 10' area for trees, seating, etc., and an 8' sidewalk for a total 74' right-of-way. The buildings would have a 2' setback. Buildings are existing on the north side, but the south side could plan for the 2' setback.

The overall plan for 2nd Street, 3rd Street and Jackson Street has a right-of-way of 74'. The difference in parking is recommended on one side only and there would be a wider terrace on one side. Rasmussen asked if snow would be handled the same way as it is now. Wesolowski assumes it would be the same as the rest of the downtown district.

Washington Street will have temporary asphalt to get two-way traffic. It will be temporary until the permanent solution can be built. Rasmussen asked if the street would be brick. Wesolowski noted the depiction is brick, but that would have to be decided yet. A brick street would have pavers on top of concrete and is very expensive. Rasmussen noted that 4th Street is a maintenance nightmare. Wesolowski said different pavers can be used, such as what is on 2nd Avenue. Rasmussen asked if there is an option for a stamped concrete surface instead; Wesolowski replied yes. There are different surface treatments that can be looked at. Rasmussen indicated there has been good success with colored and stamped concrete in other areas. It is not as expensive, looks nice and wears better. She would like to look at this as an option.

Rasmussen said the businesses have asked for parking on both sides of Washington Street as there is a plan for commerce on both sides. She believes more businesses would like to have sidewalk seating. She feels the design amenity makes sense. Wesolowski indicated this will be used to figure out the right-of-way needs to be dedicated back to the City. If the committee feels a wider boulevard or sidewalk are needed, more right-of-way will have to be dedicated. The typical right-of-way is 60', sometimes 66'. Rasmussen feels this offers a lot of amenity space with seating and landscaped areas while maintaining two-way traffic that travels at a low speed. She questioned the amount of right-of-way that currently exists. Wesolowski believes there is about 30' of right-of-way for Washington Street. There is no right-of-way for the extensions of 3rd Street, Jackson Street or 2nd Street.

Ghidorzi feels the way staff has been approaching this is a good start. He believes it would be WOZ's position to collaborate in making these streets pedestrian friendly. The goals are the same; to do something nice in the area and look at how the streets serve the walking public and access to buildings.

Rasmussen asked if conflict between bikes and cars is anticipated with the flush street design. Wesolowski said the concept does not show a dedicated bike lane. With the low speed, it was felt bikes could share the road with motorists. Rasmussen feels it should not be too much of a problem as long as the travel lanes are wide enough.

Ryan asked if there would be an area underground for moving and delivery trucks, or if they would park on the street. Ghidorzi indicated part of a plan is how to take care of deliveries and bus traffic. Underground is not the way. Underground parking is foreseen in blocks 4, 5 and 3. In blocks 1 and 2, underground parking is already available in the Penney's Ramp. Rasmussen asked if there is enough right-of-way within the parking lanes to establish a reasonably sized loading zone. Ryan feels we need to plan adequate places and stalls to fit these types of trucks.

Ryan asked if traffic signals were proposed. She feels it would be nice to have audible beacons at the crosswalks. Wesolowski said staff has not dove that far in. He does not foresee additional traffic signals. He assumes stop controls would be placed on minor streets. Rasmussen thought feedback was received about audible beacons where sometimes sound from the beacons reflected in an odd way due to the height of the buildings downtown, causing confusing for the pedestrian. We would have to look at what is conducive for the area. Ryan suggested getting input from people with disabilities.

Ryan stated larger trucks may take up passenger lanes. Rasmussen said we could create a decent loading zone but also create an environment where it is not conducive for vehicles of that size to occupy the space for an extended period of time. There is a concern to have the right accommodations for bikes and busses. Wesolowski indicated we are not to a point to designate drop off areas and loading zones. As the development moves forward, we can work with WOZ to create these areas.

Ryan noted we have the ability to have a number of new bus stop shelters around the City and questioned if shelters should be placed in this area. Rasmussen said if there is enough area where the amenities are shown we could intermix these items. Rasmussen feels with this width we can figure out what sits where. Making sure we

have enough width is the main key. She likes the idea of 74' and likes parking on one side of 2nd, 3rd and Jackson. She thinks there is a need for parking on both sides of Washington Street.

Neal is concerned with everything being on one level. He is not a big fan of two sided parking, but it seems like parked cars form protection for pedestrians and diners. We may have the opportunity for bump outs for more of a park like feel. He would like to consider the whole street from a strategic standpoint. He would like to plan ahead and have a model that could have bump outs on either side of the street. Rasmussen said there are 5 blocks to build. Assuming a 74' right-of-way, she asked if it would be possible to create a rendering of a cross section with a landscape plan showing where seating areas are in relation to cars. Per Wesolowski, more detailed renderings could be done but we didn't want to get too far ahead.

Rasmussen said it is not the goal to do less. We should make sure there is enough space for everything. We should minimize conflict between transportation and pedestrians. Larson feels we should find out how much land we have first. Rasmussen indicated we have to decide how much land we need from WOZ. Larson asked if it would be out of line to ask for 10 more feet and give back any if it is not needed. Wesolowski said once it is deeded over it would be hard to give back. Rasmussen said we do not want to overbuild and need to be sensitive in design to use the space so it looks purposeful and not underutilized. She questioned if the committee was satisfied with the initial design and if we can get what we need out of 74'.

Neal is intrigued with Larson's position of obtaining more feet and seeing what we can come up with in terms of more pedestrian engagement, more seating and more landscaping. He questioned if there was any value from a developer's standpoint to have this public area with features and amenities that give it more of a feel of quality of life. Ghidorzi said in terms of making the streets warm, usable and wide enough, we are on the same page. 74' of right-of-way and then another 2' of setback creates a nice width in sidewalk. The sidewalk may go from 8' to 10' in some areas. This is plenty of distance for people to walk side by side. The points brought up are important and he feels they can be built in. They do not want to give up more land than they need to. When looking at 3rd Street, the east side will be the retail side. The west side will open up mid-block and will lead to the pedestrian transition area to the Riverfront. They have to put a CSM together. When they get to designing, they need to know how many feet they have to design in. He believes 74' to 78' gives plenty of opportunities. Jackson Street will have a curve with an opportunity for a wide street. Rasmussen asked the standard sidewalk width, to which Wesolowski replied 5' to 6'.

Rasmussen said the committee could direct staff to tentatively plan for 74' and expand the renderings for a future meeting. Ryan would like one rendering showing bike lanes and one without. With sidewalk the same level as the street, she asked about placing posts to make sure traffic does not enter. Wesolowski said per Toole this is more pedestrian friendly as people can cross the street in different areas. If the street will be closed off for an event, there is no curb for pedestrians to step over. It also slows traffic down. We could place bollards in sensitive areas. Examples from other cities could be brought forward.

Wadinski moved to approve 74' of right-of-way with the understanding there will be additional renderings of how the space will be divided up. Seconded by Neal.

Neal noted that Ghidorzi indicated there would be an openness to an extra 2'. Rasmussen would like to know for the next meeting if the extra 2' is even needed. Rasmussen asked for additional renderings to show us how this lays out so we know if we need more land. If everything we like from the Toole plan lays out within the 74', we should allow to them to maximize their developable and marketable land.

Larson does not like the idea of not having a curb; a curb is needed for drainage and safety of pedestrians. Rasmussen would like to see it drawn up both ways. As much as curbs present an inconvenience for visually impaired or those less capable in navigating, they are the norm. People with vision impairments are used to feeling for curbs as they navigate. Plow drivers keep to the curb and use as a guide. Wesolowski said there would be a definition of a curb. A curb would still be there but not raised as much. Crosswalks would still have truncated domes. He noted an intersection on 2nd Avenue that is a tabletop intersection (a raised intersection with flat curbs). This would look similar to that. Examples can also be provided at a future meeting.

Ryan is not ready to make a decision about the width as she feels we need more input and should be planning to have bike lanes in each direction. Wesolowski said 5' is needed for a dedicated bike lane. 10' would need to be added to the overall width for bike lanes in each direction. Ryan would like to take time to look at options and get feedback. Rasmussen noted that bike lanes are not present on any other low flow street downtown. Wesolowski stated this was talked about with Toole. Driving 3rd Street to the north is very slow; traffic is backing out and there are pedestrians. Bikes can easily travel with traffic. This would be the same slow speed corridor. With the relative speed of cars, the thought was bike lanes were not necessary. Discussion followed.

Neal withdrew his second to the motion.

Ghidorzi does not feel there is any urgency. In the amendment, WOZ is required to deed over the right-of-way 90 days after completion of the project. They are working with the DNR and have completed soil tests. The plan for stormwater management is becoming difficult without street designs. It is illogical now that they would remove the slab. The DNR is looking at that as being a capped scenario, which gives them more time.

Staff will work with Toole to provide better renderings and possibly have them present at the next meeting to get design input and provide pictures of similar designs in other areas.

Action was held until further information is presented.

Discussion and possible action on parking restrictions on 10th Street (Townline Road – Bridge Street)

Neal moved to approve the parking restrictions as recommended by staff. Wadinski seconded and the motion carried unanimously 5-0.

Discussion and possible action on 72nd Avenue, Business Campus Trail Memorandum of Agreement Revision

Niksich noted a Memorandum of Agreement was approved in May. After approval, WisDOT wanted to add additional language. These are minor additions identifying markings and signs.

Larson moved to approve. Wadinski seconded and the motion carried unanimously 5-0.

Future Agenda Items

Rasmussen indicated a report on construction work near school zones will be provided at the next meeting.

Ryan said there are concerns about work being done by TDS and repairs that need to be made. Wesolowski indicated staff is working with TDS. TDS does have a contractor doing permanent repairs on a daily basis. We have an inspector that tracks TDS and TDS has an engineer overseeing the project. Staff is tracking progress and holes will be repaired to standards. Rasmussen said we need to get after TDS if material used is subpar and sinking. Wesolowski added that TDS has a 3-year bond and will be in town for years to come. We can compel them to fix issues. The project started out rough but staff has developed a good working relationship with them.

Ryan asked about the Stewart Avenue Parkway. Wesolowski indicated staff met with the contractor. We are holding a significant payment of the contract. The contractor intends to get work done within the next two weeks. The contractor will kill off the grass and weeds, rework the area and reseed. The irrigation is now working so the reseeding will get a better growth.

Ryan spoke of streets being in bad shape and suggested putting together a list of streets for new asphalt using American Rescue Plan Funds. Rasmussen believes we were told we cannot use Recue Plan funds on streets. If the infrastructure plan passes it may be a possibility. That has not been voted on yet.

Adjourn

Wadinski moved to adjourn the meeting. Neal seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 6:25 p.m.