

INFRASTRUCTURE AND FACILITIES COMMITTEE

Date of Meeting: August 14, 2025, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Chad Henke, Lou Larson, Michael Martens, Sarah Watson (Neal was excused)

Also Present: Eric Lindman, Allen Wesolowski, TJ Niksich, Dustin Kraege, Andrew Lynch, Carrie Edmondson, 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. Chair Henke called the meeting to order.

Public Comment on any items appearing on the agenda

Jonathan Smith, 1114 Prospect Ave, read the recommendations of the Bike and Ped Committee for the design alternative for STH 52. That recommendation included 25 mile per hour speed limit from 6th Street to 18th Street creates an 8' to 10' wide multi-use trail on one or both sides of the roadway with 3' to 5' terraces, street trees, left turn lanes only at high priority intersections, pedestrian refuge islands at 6th, 7th, 8th, and 13th Streets for traffic calming and to aid in pedestrian circulation while not expanding the right-of-way or with limited property acquisition. He thanked the committee for considering these ideas as this is an important corridor in the city. He added that encouraging bicycle facilities is helpful and a narrower street helps with safety. He feels an additional public input meeting would be helpful.

Joshua Clements, 6801 Forest Glade Court, Middleton, noted that 1307 East Wausau Ave has been his family home since 1963. He grew up there and his parents still live there. He has walked and biked to and from Horace Mann and the old Wausau East literally thousands of times and will jog there tomorrow. He thanked the committee for reviewing his two rounds of very lengthy written comments. He recommend the committee conditionally select Alternative C1 to be revised with vehicle travel lanes of 11' and the bicycle lanes removed to allow the right-of-way acquisition needs to be limited. That's an additional 10' to work with and a 60' right-of-way. The boulevard could also be adjusted as needed. A multi-use trail would fit within the right-of-way using the footprint of the sidewalk with a similar amount of right-of-way that may be needed. Speeding is frequent in this corridor. At your previous meeting, city staff commented that the 80% design speed may be 35 to 40 MPH, but we don't know. Most of the corridor is posted for 25 MPH. DOT representative Mr. Jelinek had referenced that the DOT standard design is for 5 MPH over this posted speed limit, though a lower speed may be considered. Clements recommends making the posted speed the actual design speed and use all appropriate speed and safety counter measures referenced in his memo. The speed impacts of the center turn lanes are typically studied in a road diet situation, meaning going from four lanes to three. Most of these studies are looking at highly congested areas where trying to improve speed is one of the objectives. It is rare where widening projects are studied and in this situation we're widening the road 25% to 30%. A UW Madison study found that it increased speed 1% to 2%. That is not a big number but it does not help when we already have speed issues. A speed study should be conducted to verify what the current situation is and what physical design interventions may be needed to ensure that we get the behavior that we expect. Regarding the bike infrastructure, while paint is nice, it's not protection. There are adjustments to the C1 alternative to enable the multi-use trail to be accomplished without any more private property impacts than the sidewalk would be. It does not make any sort of adjustments to the boulevard. It would replace several buildings, which I don't think is ever going to be contemplated. There is a lot more fine-tuning that can be done before moving this design forward. Clements noted that in the summer of 2022, his multiple marathon running wife was biking to work and was struck by a motorist in a bike lane. She lived and is okay, but she is not good physically or emotionally. She hasn't run in three years. She's been on a bike twice. We keep that crumpled bike and shattered helmet as a reminder. Paint is not protection. This is a truck route and a connecting highway that carries 37,000 trips a day. He is 41 years old and a confident cyclist. He bikes on Madison streets regularly. Most often he will bike on the sidewalk in this corridor as it is not safe. A bridge is not justified by counting the number of people swimming the river. There are no bicycle facilities there now. This is a highway. It is not safe or comfortable. This route connects to Wausau East and Horace Mann and many neighborhoods. It is the only east west corridor in this entire area. If we want people and kids to have a safer choice, we need to enable it. If the speed control measures and bicycle infrastructure we want does not happen now, it's unlikely to happen in a generation or longer.

Approval of minutes of the July 10, 2025 meeting

Larson moved to approve the minutes of the previous meeting. Seconded by Watson and the motion passed 4-0.

Presentation on Stormwater Quality Management Plan Update and Stormwater Utility Feasibility Study

Niksich explained that in 2023 the City was awarded an Urban Non-Point Source Storm Water Grant from the DNR to complete a storm water quality management plan update and conduct a feasibility study for a storm water utility. The City then hired Strand and Associates to complete these studies. Justin Gutoski of Strand and Associates presented their findings, which can be viewed at <https://www.youtube.com/watch?v=DenNm2nWTzA>.

Martens referred to the implementation of a storm water utility reducing the levy limit by an equal amount. He asked if the funds from a stormwater utility are used to fund construction of storm sewers, lift stations, and things that are not levy funded. Lindman explained that the drinking water utility only funds drinking water infrastructure and sanitary sewer only funds sanitary sewer. Stormwater is separate. All stormwater work that we do, such as replacing catch basins and inlets, is pulled out of the levy. Martens feels in the long run the homeowner will benefit because it should reduce their property tax even though our levy limit is lower. Lindman said their obligation to storm sewer is more right now. With a stormwater utility it will be more evenly distributed.

Martens asked if stormwater utility rates are regulated by the PSC. Lindman stated no and that only Drinking Water is regulated by the PSC. Lindman said this is part of the discussion to begin diversification of revenue. Currently the majority of services are borne by the levy. If the services go up in cost, people pay higher taxes. This would not be an immediate relief, but long term it will be a relief on taxes.

Niksich stated that Strand will come back and present again. The next step would be to implement a task force and pursue a storm water utility. As we step into the budget season, diversification of revenue and other ways the City can look at revenue and paying for services on an annual basis is important. Martens does not feel we are anywhere near getting this into the 2026 budget, but the earlier we start talking about this, the better.

Gutoski said some communities like to inform the public before they even start the process. Others have created a task force and then had a couple of public information meetings to get people up to speed. The average time frame of getting everything in place is about a year to two years.

Discussion and possible action on parking restrictions on the east side of Cherry Street between West Wausau Avenue and Randolph Street

Wesolowski explained that Cherry Street is under reconstruction. Before reconstruction, the entire east side of Cherry Street from West Wausau Ave to Randolph Street was marked as no parking. However, it is not in ordinance. Staff would like to put it in ordinance to codify what is out there and put the signs back up when construction is done.

Larson moved to accept staff's recommendation. Seconded by Watson.

Discussion followed on the conflicting message of the letter received from residents. Before this item goes to Council, Wesolowski will reach out to the resident who submitted the letter for clarification.

There being a motion and a second, motion to accept staff's recommendation passed 4-0.

Discussion and possible action on approving the realignment of Westhill Drive and Pine Ridge Boulevard

Wesolowski explained that there was a public hearing last month to vacate a section of Pine Ridge Boulevard. This realignment is part of that project. Aspirus is going to add on beds to the hospital and then construct a parking lot where Pine Ridge Boulevard will be vacated. We brought this forward to make sure this committee is

comfortable with the realignment of Westhill Drive as depicted in the plans. A Developers Agreement will also be coming forward as Aspirus is proposing to construct this road.

Larson moved to approve the realignment. Seconded by Martens.

Henke asked if the City would be in charge of maintaining the road and Wesolowski confirmed. The roadway will be owned by the City and maintained by the City. We will have inspectors on site during the construction project to ensure it is done to our specifications. We would accept the roadway once the contractor is done. Discussion followed on timing of the project and traffic routes during construction.

Watson referred to the barricade phasing on the plan and asked if it would be barricaded this year. Wesolowski indicated the existing Westhill Drive will stay open, it would not be closed until next spring.

There being a motion and a second, motion to approve the realignment passed 4-0.

Discussion and possible action on dedication of a portion of right-of-way of Westhill Drive between North 28th Avenue and Pine Ridge Boulevard and dedication of a portion of right-of-way of Pine Ridge Boulevard east of the intersection with Westhill Drive (Aspirus Wausau Hospital, Inc.)

Wesolowski indicated this item is related to the last item. To construct the realigned Westhill Drive and Pine Ridge there is additional right-of-away required from Aspirus. Aspirus would be donating this right-of-way to build the roadway. This would button up all the right-of-way for this project.

Martens moved to approved. Seconded by Larson and the motion passed 4-0.

Discussion and possible action regarding Second Amendment to Development Agreement between City of Wausau and Wisconsin College Baseball, LLC (Wausau Woodchucks – Athletic Park Phase IV)

About a year ago, Lynch started working on executing the development agreements with the Woodchucks organization and that included the 2020 and the 2023 agreements. The 23 is the first amendment. During that process and in discussions with the Woodchucks owner, Mark Macdonald, a few things were found that we wanted to tighten up from the first amendment. There were a couple items to add on which finally added up to enough to be worthy of a Second Amendment. This amendment clarifies some items from the first amendment and adds some items that will increase or enhance the visitor experience to Athletic Park.

Lynch said it is important to remember although this agreement is with the Woodchucks organization, this is a city facility and for the use enhancement of Athletic Park. Most of the changes have to deal with the organization's name. But one of the main items recommends the marking of on-street parking on Third Street, both north and south of Wausau Avenue, and on Second Street, south of Wausau Avenue. This further defines parking opportunities on the main streets in order to try to encourage people not to park on the heavily residential streets. The Woodchucks are very aware of the traffic they create and that they are in a neighborhood. They are trying to be good neighbors. The proposal is to define the beginning and the end of the parking areas. It will be 15' from an intersection or 4' from a driveway without the dividers in between that delineate the individual stalls. Mark Macdonald does a little experiment every once in a while on Third Street. Nobody really ever parks north of Wausau Ave unless he parks his car on the street. Then people start parking on there. We are just trying to encourage the use of parking that is already there. We do have precedent for this kind of design and use it on Stevens Drive near the Wausau West baseball fields. It is designed to keep certain driveways or exits clear. The cost for the striping is estimated to be less than \$16,000 for epoxy paint application that should last about 3 to 5 years and then refreshed as needed by either city staff or contract.

When Watson went to a softball game, she parked across the railroad tracks in the temporary lot. Lynch explained that the temporary lots are outlined in the First Amendment and do have a lifespan.

Watson moved to approve the Second Amendment. Seconded by Larson and the motion passed 4-0.

Discussion and possible action on design alternative for State Highway 52 (East Wausau Avenue) from 6th Street to 18th Street

Wesolowski explained there were a series of alternatives presented at the local officials meeting prior to the public involvement meeting. In May of this year a public involvement meeting was held at Horace Mann. After that meeting it was recommended to bring Alternate A2 forward. A2 was approved by this committee and then it went to the Bike Ped Committee in June. They had asked for some alternatives which came back to this committee. Then this committee recommended we go back and look at a different alternative. This project was primarily driven by the need for the pavement replacement as the pavement has reached its useful life. Other project needs include safety, City utilities, ADA upgrades, and the signals at Sixth Street. The number one safety issue is inattentive drivers and rear end crashes. These crashes primarily occur from 6th to 13th Street. There are no noted crashes for pedestrians or bicycles in the corridor. In addition, the project would address pedestrian and bicycle concerns to meet the local plans of the MPO and Safe Routes to School. As far as pedestrians, there are sidewalks on both sides of the road except from 13th to 18th on the north side. The project would include pedestrian upgrades such as ADA curb ramps and sidewalks and would also assess if there is a need for additional awareness at the intersection such as RRFBs. In addition, the crosswalks will be painted. As far as bicycle needs, the existing State Highway 52 does have a 4' accommodation for bikes, but it's not marked. The MPO is in favor of keeping the bike lanes on the street as proposed in both alternatives. With any alternative we would look to replant trees. There is an option for the City to apply for grants from the State to plant trees. He feels it is important to keep the green space and to replant trees.

Wesolowski reiterated that the average vehicle traffic from 6th Street to 13th Street is about 7,700 cars a day. From 6th Street to 18th, it's about 5,200 cars a day. There were other numbers thrown out there that were inaccurate. The posted speed limit between 6th Street and 13th Street is 25 MPH, and it goes to 35 MPH between 13th and 18th Street. Public comments were received for a speed study. A speed study is typically done when the City wants to change speed limits. We are not proposing to change any speed limits. The speed limit between 13th and 18th is 25 miles an hour. Staff feels that the speed limit of 35 MPH from 13th to 18th should not change. It is a transition area coming into town to get you down to the 25 MPH. There are a few crashes there, but it is within state averages.

Alternate A2 is what was recommended in June and includes 11' travel lanes. The reduced travel lane was put in to reduce the speed or calm traffic. There are 4' bike lanes and a 2' gutter. There are 5' sidewalks on both sides of the road and a 5' terrace where feasible. Alternate C1 has 12' travel lanes, 4' bike lanes, and 2' gutter. 11' travel lanes could be considered. There are 10' turn lanes shown at designated intersections. 5' sidewalks are on the north side. There was some discussion about eliminating the sidewalk on the north side; however, staff highly recommends against that. The major pedestrian traffic is on the north side with Lamb's Market, gas stations and an elderly facility. C1 shows a 10' multi-use path on the south side from 6th all the way to 18th.

Christensen put the same level of engineering effort into both alternatives. In A2 they incorporated left turn lanes at the key intersections of 7th, 10th, and 13th. The typical section would narrow and widen. They could look at an 11' turn lane, which then takes about a foot off each side. Typically, they would have to work through that process with DOT. Narrowing from the existing 36' face to face would take it to 34'. Then they looked at a 10' path on the south side. A two-way path typically is 10' versus 8'. That does not always necessarily accommodate two-way bicycle traffic.

Even with A2 there are a few locations where we have to reduce the terrace. A 5' terrace is the desirable minimum for sign placement, light poles, and snow storage. That is the narrowest terrace you want when you have overhead facilities and you want to put trees back. On the north side you do have some overhead constraints. The premise is that the bike lanes remain on the roadway, which is consistent with the MPO and City planning. By adding all of those features there is a real constraint around 7th Street. That location is extremely tight with a commercial building at the southwest corner, a house that is fairly close on the southeast corner, and another house that is pretty close on the northwest corner. To give you an idea, between the face of the building in the southwest corner and the face of the home in the northwest corner we have about 69'. With A2 in this situation we are proposing no terrace on the south. The sidewalk goes right up to the building. We have about a 63' width. That means on the north side even in A2 there's only 60' with 6' to 7' to the house. In the case of C1

we are sitting about 71'. Typically, with a shared use path we cannot go to a no terrace situation because we need to provide offset to any obstructions like signs, light poles, etc. C1 is 71' and something has to give. You could probably get it down to similar to A2 if we narrowed everything down in that area. There is some flexibility between A2 and C1. One caveat is if the City wants to evaluate pedestrian refuges at certain locations. That would add additional width to either typical section if pursued and would cause possible relocations on any alternative. With the conditions as they sit and the path on the south side, there is potential for two relocations.

Larson said this has been talked about a lot, which is a good thing because it makes you take a second look and maybe another look. He doesn't think a multi-use trail is going to work. Multi-use trails are good for out on 72nd Avenue, but with electric bicycles, it is not going to be good. He questioned who would maintain it. He is going to stick with his original thought on this and does not see anything that surpasses A2.

Christensen said if the City recommends moving forward with C1 or some version of C1, the City would participate in the difference of cost for a path versus a sidewalk. This is an MPO bike route, and it is important to consider how we are going to connect bikes and pedestrians in accordance with their plan. One of the things we look at is continuity. It is a real challenge to go further west; you are not going to get through the 6th Street intersection without some major relocations. Typically, when the DOT looks at a project they are having discussions with the municipality, the MPO, and the school on if this is in alignment with the Safe Routes to School. This route is a dividing line between two of the schools with Horace Mann to the north and Franklin School to the south.

At a previous meeting, Wesolowski had characterized speeds of 35 to 40. When that discussion occurred, it was for the segment east of 13th Street. Christensen did a four or five day video data collection between Jozik Street and 8th Street. There is a high concentration of crashes and a number of near misses in that area. In those near misses, they found that traffic was going 25 or 26 MPH. They did counts at 6th Street and 18th Street for a signal warrant analysis. 18th Street does not warrant signals. Traffic counts were for about 6 hours; a three-hour peak in the morning and a three-hour peak in the evening. Just taking a very quick look back at the data, they found there was maybe one biker that used the crosswalk at 6th Street in that data collection period. This was before school, in a period when school was in session. 6th Street had about 6 pedestrians. 18th Street had three pedestrians and no bikes using the crosswalk. They did additional counts at 7th, 10th, and 13th because that's where the City asked to look at left turn lanes as part of this evolving alternative. They typically saw 1 to 2 bikes using the crosswalk in about a 14-hour count period. This may or may not give you an indication of how many people would use the path, but that is the what was observed for existing data. At 13th, there were 2 pedestrians in that 14-hour period. At 10th, there was one pedestrian. 7th Street had the most pedestrians with 12 in that 14-hour period. They counted from 6:00 a.m. to 8:00 p.m. With any alternative that is chosen, 7th Street will be an area where we will have to refine and work through to avoid, minimize, mitigate, and address all of the issues.

Larson referred to the last meeting where it was said that the Chair of the Bike and Ped Committee would not ride his bike down this street. Larson might not either in its current state. That may change when it is refinished and everything is smooth and marked. More people are using electric scooters and electric bikes and he sees the need for bike lanes.

The thing Martens likes about C1 is that the left turn lane is not contiguous through the entire span. It kind of swells and those slight variations may create a bit of traffic calming. Something similar was done on parts of Thomas Street and it seems like that helps a little bit with the traffic. He also likes the idea of refuges for pedestrians but does not think they are needed on every block. The highest amount of congestion is the stretch between 10th and 6th Street, and the crash data definitely supports it. He does not think we need a 10' multi-use path on the south side of the street. He feels bike lanes are important and need to stay. With the way electric bikes travel our city streets, we cannot have them on the sidewalks and he is tentative about having them on multi-use paths. He feels they need to be operators on the roadways like traditional cyclists are. He likes parts of both alternatives, but if we have to choose one he would probably lean towards A2 because it does not have the 10' multi-use path on the south side of the roadway.

Christensen said Martens brought up a good point because what we are really trying to weigh is how we address roadway safety with targeted left turn lanes versus a continuous TWLTL. The left turn lanes plus that short

section of two-way left turn lane in front of Lamb's Market is a discussion that needs to occur under any of alternative. You have that in C1 versus the two-way left turn lane which is continuous in A2. When you talk about mixing and matching, that's kind of that center component. Where does the committee want to go and how do you address traffic safety along with continuing to address different means of traffic. C1 could morph into a feasible and reasonable alternative that does not include the path and includes two sidewalks. The balance of impacts is generally similar to A2.

Henke is trying to think of a way to alleviate as many pinch points as possible and also provide a bike lane. If we are doing decorative lighting to 10th Street, he questioned if we could do A2 from 6th Street to 10th Street and then transition into something similar to C1. This would alleviate the pinch point down below and allows for bike paths. He can see a bike path in the future going to the high school and maybe all the way out to County X. He could see that becoming a viable bike path and it would be nice to have a trail as opposed to on the street. Christensen said a TWLTL could be adopted on a certain section and then just a left turn lane like shown at 13th Street.

Thinking about Safe Routes to School, Edmondson stated that Horace Mann and Wausau East would not be included in that districting, so we need to think of it holistically and not as a line of demarcation. There were talks about bike lane alternatives like a buffered bike lane option or where the concrete from the pan comes all the way to the edge of the bike lane. Some of those options make it feel wider or make bicyclists feel safer. While she is not speaking on behalf of the Bike and Ped Committee, she believes that in their minds, they thought safety was covered with a multi-use path.

Watson feels that having a bigger bike lane and having it marked out like on Thomas Street makes it a little safer. If it is 6.5' with the curb and the bike lane, she asked if we could get a grant for placement of something on the ground that help with not letting traffic go into the bike lane. Wesolowski said that would cause a maintenance issues in the winter.

Based on the discussion we have had over the last few months and feedback, Larson moved to accept Alternative A2. Seconded by Martens.

When we go from a TWLTL down to just left-hand turn lanes, Lindman worries about traffic stacking due to the heavy traffic during the school day. If turn lanes are a lot shorter than having the full TWLTL and we start stacking traffic, we are not really addressing the safety concern. Christensen said the sizing of the left turn lanes in C1 is designed for the 90th percentile in a certain hour. But they are minimum lengths. If you have a land use change or something that changes the amount of traffic, there could be stacking. But what is currently shown should address the design standards. In between intersections, it is not going to resolve those distracted drivers from potential crashes. But C1 does address the hotspots, and this would be the minimum requirement to address the hotspots between 6th and 13th. We heard at the public meeting that while the initial safety screening didn't show accidents between 13th and 18th, there have been recent rear end crashes in that area.

Henke amended the motion to adopt C1 from 10th Street to 18th Street. Seconded by Watson.

Martens asked if adopting C1 from 10th to 18th would include the 10' path on the south side and Henke confirmed. Martens can see the path working past 10th Street. Henke added to the amendment to try to eliminate as much property acquisition as possible by eliminating the boulevard.

Christensen said the area from 12th to 13th is a real challenge. There are duplexes that sit much higher than the highway and then everything to the north sits much lower. That area will have to be designed carefully under either alternative as there are stairs, landscaping, retaining walls and access issues.

Larson will not support the amendment. Due to the to the high traffic on this road, he thinks we need to have a consistent roadway, not one that's half this and half that.

With no further discussion, the amendment passed 3-1 with Larson the dissenting vote.

Henke clarified that the original motion as amended is A2 to 10th Street and then from 10th Street east would be the bike path taking into consideration those houses where we might have to eliminate the boulevard completely to make driveways work while keeping bike lanes on the street.

Larson asked if C1 would take more of the neighbor's yards. Christensen would not characterize it as a lot more. It will be more, but it is something they would have to refine and work through. The residents along the street are going to lose slightly more property. East of 13th Street there is 66' of existing right-of-way, so you pick up more room. The other thing that would have to be looked at is if there is a reduction in the boulevard. It will probably not be to zero because you still need to accommodate offsets to hazards if you're going to maintain a two-way path or a wider sidewalk.

Larson believes it is hard to support something when you say they are going to take more. He wants to know how much more. Christensen said there are things that could be done where you reduce the terrace on both sides to get A2 to be equivalent to C1. Those are all refinements they would have to work through. Larson will not support something without all the refinements being worked through.

Martens feels the biggest challenge with C1 is the space between 12th and 15th. He believes it would make more sense to continue the A2 plan to 13th and then there would be more breathing room past 13th Street.

Martens made an amendment to follow A2 to 13th Street and then continue C1 from 13th Street to the end. Seconded by Henke and the amendment passed 3-1 with Larsen the dissenting vote.

Regarding Larson's concerns, Watson said it looks like after 13th the houses are not as close to the street. Christensen stated that east of 13th Street the houses are set back further, but they are also higher. This is the area where the driveways have the worst slopes. C1, which is essentially an undivided section plus the path, is likely less impactful than A2 in that particular area. To reinforce the idea of A2 going to 13th, 6th to 13th is where the real crashes are happening. WisDOT goes through a rigorous crash review process and then submits it for safety funding. The safety funding demonstrated that it would pay for the median turn lane from 6th to 13th. The recommendation to go at least to 13th with A2 is consistent with that funding. C1 is similar to the existing condition except you are adding 5' to the south side. This would be what is called a transitional section.

Henke clarified that the motion twice amended is basically A2 from 6th Street to 13th Street and then C1 from 13th Street to 18th Street. Larson feels that two different kinds of lighting and two different styles of road within just a couple of miles is ridiculous and not consistent with the City.

With no further discussion, the motion twice amended passed 3-1 with Larson the dissenting vote.

Discussion and possible action on installation of sidewalk on State Highway 52 (East Wausau Avenue) from 13th Street to 18th Street

If sidewalk is added on the north side of East Wausau from 13th to 18th, the state will pay for 80% and the City would pay 20%. The estimated cost to the City is \$19,500. Staff is recommending we put that sidewalk in. It's not in the existing State Municipal Agreement so that would have to be amended.

Martens moved to add sidewalk on the north side. Seconded by Watson and the motion passed 4-0.

Discussion and possible action setting a public hearing to amend the Official City Map by removing lands from the 28th Avenue Corridor Right-of-Way

In 2005 when the County was going to realign 28th Avenue, they mapped the realignment by placing land on the Official Map and the City mirrored what the County did. Now that we are going to move ahead with 28th Avenue on the current alignment, it does not pay for the City to have this on the Official City Map. Staff recommends that we set a public hearing to hear what people think about removing it from the Official City Map.

Henke asked if the public hearing would be before this committee and Wesolowski confirmed. Watson moved to set a public hearing. Seconded by Martens and the motion passed 4-0.

Discussion and possible action on Easement with Wisconsin Public Service for underground facilities at 606 East Thomas Street

This easement is through the Police Department parking lot. This is all part of a bigger project that WPS is doing to upgrade the power in the area. It's going to go across the street to the Towers, through the park and to the new apartment building at 700 Grand. It is also going to serve as a backbone and a backup to the apartment buildings, to the PD and to 700 Grand. WPS would need an easement to make those upgrades. Staff recommends granting WPS the easement to upgrade their facilities.

Martens questioned if this a temporary or permanent easement. Wesolowski confirmed it is a permanent easement. Martens asked if it would be done with directional boring so it is not disrupting the parking lot. Wesolowski explained they would have some pits where needed, but the majority of it would be bored.

Martens moved to approve the easement. Larson seconded and the motion passed 4-0.

Presentation on CIP Infrastructure Project Summary to be submitted for the 2026 budget

The 2025 infrastructure budget and the proposed 2026 infrastructure budget were included in the packet for comparison. Wesolowski noted that street reconstructions is estimated at \$2,330,000 out of the levy compared to \$2,100,000 in 2025. Street trees and asphalt overlay are budgeted the same as in 2025. The budget for alley paving increased from 2025 as the costs for alley paving have increased. The budget for sidewalk replacement has also increased as the cost has gone up astronomically over the last 5 years and we are falling behind on complaints. Last year we did not have any commitments for street lighting but in 2026 we are talking about installing lighting on 28th Avenue and on 1st Street and River Drive. There has also been a request for lighting on 4th Street from Grant Street to McIndoe. Lighting on 1st Street, River Drive, and 4th Street would all be TID funded. Stark Street and 28th Avenue will both be major storm sewer projects. Engineering studies, pavement marking, and concrete pavement repair were kept the same for the general fund. Last year we did have additional TID 8 funding for concrete pavement repair, but we will be unable to draw money out of the TID for this in 2026.

Overall the 2025 budget was \$4.9 million out of the levy. We would be up to about \$5.3 million if we stick with all of the projects as proposed.

Update on 2025 Street Reconstruction Projects

The trail project on 72nd Avenue from Stewart to Packer is 100% complete. The final walk through was done on Tuesday and the trail is open.

Cherry Street from West Wausau to Stowbridge Street is 100% complete. The contractor is currently working from Stowbridge to the north. Randolph Street is broken into two phases. The first phase is from Merrill Avenue to 3rd Avenue and is currently under construction slated to be completed prior to school starting. However, there have been some delays and that is now in jeopardy. We are working with the school district to come up with a plan if the contractor does not complete this phase in time. The next phase is from 3rd Avenue to Burek, which has not started yet. The contract completion date is the end of October.

2nd Street from Short to Dekalb is 100% complete. Fulton from 1st to 5th is 100% complete. The contractor is currently building the road from 5th to 6th which is expected to be paved by Labor Day weekend. They are currently working on the underground utilities from 6th to 7th. Right now we have a lane reduction on 6th Street as we are waiting for coordinating flaggers for working inside the railroad right-of-way. The lane reduction will probably be there for another two weeks while we work through the coordination with the railroad.

The downtown project is going well. All the concrete pavement is in and the roadway is in. They are working on items behind the curb; the sidewalk, pavers, benches. There has been a slight delay because the Foundry building

was about a month behind. That held our project up a little bit. They will complete our project around October 1st, which is about the time they are going to be opening the Foundry.

A contractor is going to be moving in right after the first week of September to start concrete pavement repairs. This work will take place on 3rd Avenue between Stewart and Thomas and some other miscellaneous streets. An asphalt milling project is currently out for bid with that work to take place in the fall.

Update on the proposed Fleet Maintenance Facility and possible action prioritizing possible locations

Staff has been informed that the Marathon Box property, which is on Cherry Street, is apparently under interest from a private entity to purchase. We have also looked at expansion of the existing DPW site. We would need to purchase about 12 properties, which would be significant. We would still use some of our existing property with some updates, but then potentially vacate some of the roads if this option moves forward. Some property owners have approached us that they would like to sell, and others have said that they wouldn't.

Recently Lindman had a conversation with the County Highway Commissioner, Jim Griesbach, and they are moving forward with their relocation. They have purchased property and they have a plan to potentially be moved by 2028. So that County Highway property would potentially be available. Lindman set up a meeting with County Administrator Lance Leonhard and the County Facilities Manager to let them know that the City may be interested in that property. The parcel is about 12 acres.

Larson asked if the County has plans for that site in their Master Plan. He does not want to sit and hold out for a year or two and then the County says they have plans for the site. He feels that since we lost the West Street property, this has gone stagnant. He was staunchly against the 1300 Cleveland Avenue site when it first came up, but everything we have looked at over the years has exhausted. The City already uses 1300 Cleveland Avenue for storage and training. Maybe it is something we need to look at as long as we keep our promise to the neighborhood to clean it up to residential standards. He just wants to see this go forward.

Martens said this has been a very frustrating process over the years. We are running out of options and we only have a finite amount of land available that meets the criteria we need for this facility. He is not keen on taking 12 properties along the existing DPW site. This direction kind of concerns him because we saw what happened on Thomas Street when we delayed the construction of Thomas Street. Those properties that knew they were going to get acquired just went down over the years. He does not want to see the same thing happen if we decide to expand the facility. If Cleveland Avenue is a fitting location and if we can keep our promises to remediate it to a residential standard, maybe that's our option. The fact that we cannot find a place for the DPW facility means it holds up other needs of the City.

Watson was excited to see the potential for the County site because it is a centralized location. She feels we would know early on if the parcel would be a possibility or not. Lindman was told that the Westside Master Plan is being revisited and selling the property may be a possibility. Watson asked if there are any reusable structures on the site. Per Lindman some structures on the east side may be reusable, but a lot of the garages are not tall enough.

Larson feels what he and Martens have suggested should be kept in mind. It may stir up a bee's nest, but we are running out of options and we already own this land.

Adjourn

Larson moved to adjourn the meeting. Watson seconded and the motion carried 4-0. Meeting adjourned at approximately 7:30 p.m.