

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: September 10, 2020, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Rasmussen, Neal, Wadinski, Ryan (Larson was excused)

Also Present: Mayor Rosenberg, Lindman, Wesolowski, Niksich, Buckner, Herbst

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. Chairman Rasmussen called the meeting to order.

Approval of minutes of the August 13, 2020 meeting

Neal moved to approve the minutes of the August 13th meeting. Wadinski seconded and the motion carried 3-0.

Discussion and possible action on establishing assessment rates for 2021 construction projects

Wesolowski explained that typically staff tries to assess 60% of the road costs, which includes excavation, base course, curb, gutter, and asphalt. This varies every year based on the assessable footage. The assessable rate has been \$42 a foot for the last two years. For 2020 the rates were \$42 per foot, \$500 each for sewer lateral replacement, defective sidewalk is assessed at 25% of the bid price, new sidewalk is 50% of the bid price and drive approaches are assessed 100%.

At this time Ryan entered the meeting.

Wesolowski is not recommending any changes for 2021 rates. He is not exactly sure if it meets the 60% threshold but he is hesitant to raise rates given the current circumstances.

Neal asked if the rate is based upon an average as any given project does not cost the same. Wesolowski said it is based on 33' from back of curb to back of curb as a standard. Therefore, a person who lives on a wider street is not paying more than a person on a narrow street. Rasmussen said having a set rate gives residents a concrete figure to use for planning for the project.

Ryan questioned the sewer lateral rate and asked about grant money. Lindman clarified the grant money was for water lateral replacement.

Wadinski moved to accept the assessment rates as proposed. Seconded by Ryan and the motion carried unanimously 4-0.

Discussion and possible action on restricting parking on both sides of Strowbridge Street from North 1st Avenue to Cherry Street

Rasmussen said this is one of the streets that was used as an example for snow removal challenges and overnight parking. This request, along with the next agenda item, came from DPW as these are two of the streets they have the most difficulty cleaning. The narrowest section of Strowbridge is between 1st and Cherry. When DPW tries to get through with any equipment, there are always cars parked at the corner of Strowbridge and Cherry Street. That makes it impassable for their large equipment. Residents then call believing their street has been missed; they were missed because DPW could not get through. Rasmussen supports this as she has received a number of complaints. Wesolowski noted that letters were sent out to residents and he did not hear from anyone.

Ryan moved to approve restricting parking on both sides of Strowbridge Street from North 1st Avenue to Cherry Street. Seconded by Neal and the motion carried unanimously 4-0.

Discussion and possible action on restricting parking on the south side of Stowbridge Street from North 3rd Avenue to North 1st Avenue from November 1 to April 1

Rasmussen explained this area is a problem in the winter only. DPW believes they can still get around if cars are parked on one side of the road; they just cannot navigate if cars are parking on both. Wesolowski received a call from Jordan Kickbusch of 1123 North 2nd Avenue, which is at the intersection of Stowbridge and 2nd Avenue. He is located on the south side of the road and is requesting the parking restriction be on the north side of the road. There are five residents on the south side and an apartment complex on the north side. To accommodate residents on the south side, he requested the north side.

Wadinski asked which side has the least amount of drive approaches, which would allow for more parking. Wesolowski indicated the north side has less because of the apartment complex. According to Kickbusch, there is not a lot of overflow parking from the apartment complex as they have a parking lot. Wesolowski believes there are 5 approaches on the south side and three on the north. Rasmussen noted the apartment complex takes the entire block of Stowbridge, an entire block of 3rd Avenue and a portion of Eldred. Overflow parking typically takes place on 3rd Avenue.

Neal stated the south side has a narrow boulevard and mentioned snow may pile up on the sidewalk. The north side is only grass. He wondered if snow could be plowed to the north side. Rasmussen has not received complaints regarding plowing on that street. DPW does a good job going through this area slowly without giving one side too much snow.

Neal moved to restrict parking on the north side of Stowbridge Street from North 3rd Avenue to North 1st Avenue from November 1 to April 1. Seconded by Ryan and the motion carried unanimously 4-0.

Discussion and possible action on a stormwater easement at 1302 McIntosh Street

Staff has been working with DPW on this item. There is a large inlet at the end of LeMessurier and 13th Street that is in need of repair. The right-of-way is against the back of the curb and the culvert sticks into the neighbor's property. The work cannot be completed without an easement. Wesolowski and Nicksich met with the property owner who is amenable to granting the easement. This would allow DPW to cut trees and fix the endwall to avoid further erosion.

Wadinski moved to approve the stormwater easement at 1302 McIntosh Street. Seconded by Ryan and the motion carried unanimously 4-0.

Discussion and possible action on 'No Overnight Parking' on Municipal Lot 12, 2001 N. 2nd Street

This is the new parking lot that was constructed by Thrive. Permits will not be sold and the lot will be open to the public. The main users will most likely be people going to Thrive and Woodchucks games. Staff does not feel overnight parking should be allowed.

Wadinski moved to approve No Overnight Parking in Municipal Lot 12 at 2001 North 2nd Street. Seconded by Neal and the motion carried unanimously 4-0.

Discussion and possible action on the installation of sidewalk on Stettin Drive from South 44th Avenue to Brockmeyer Park

Rasmussen noted an email was received as well as petitions from the neighbors in support of this. Nicksich stated there is a lot of support for installing walk along Stettin Drive. During the week of August 24, traffic counters reported roughly 2,000 cars a day with one going 60 MPH in a 25 MPH zone. Traffic has increased especially with the opening of Jo Jo's Jungle. More people are using the park and there is more foot traffic to and from the park. Staff believes the sidewalk is warranted. A few years ago a multiuse path was proposed from Brockmeyer Park to Stettin School. This failed because multiple easements were needed along the path and some residents

were not willing to give an easement. Niksich received an email from Alder Peckham who is asking for consideration of a multiuse path instead of a sidewalk. Niksich's fiscal impact on his staff report only includes the 5' wide sidewalk. The previous plan was to have an 8' wide asphalt multiuse path that included a boardwalk over wetlands and a detention pond. In addition to the boardwalk, there are other drainage features that would have to be studied and moved, which would increase the cost of a multiuse path.

Rasmussen received a similar email from Peckham. Ultimately the goal is to get people to and from the park safely and a sidewalk serves that purpose. Peckham has asked if the sidewalk is not designed wide enough to be a multiuse path, if it could be positioned in a way where it could be tied into one in the future. Niksich feels the sidewalk would easily tie into a future extension.

Zack Kempf, 4411 Edgewood Boulevard, has talked with Herbst regarding this. With Jo Jo's Jungle and no school, a lot of people are walking on Stettin Drive. He has lived in the area for 24 years. Jo Jo's is amazing for the neighborhood and there is a lot of foot traffic from 44th Avenue. DPW does snow removal in the winter. They call the existing walk the sidewalk to nowhere as the walk from Stewart Avenue ends at the park. After the sidewalk ends, people walk in the street. Installing sidewalk would be a safer option.

Alder Herbst has received a lot of questions and concerns. She feels this is a catastrophe waiting to happen. She believes this is needed not only for the children but for adults. She was around when the multiuse path was shot down and feels this is the way to go.

Neal moved to approve the installation of sidewalk on Stettin Drive from South 44th Avenue to Brockmeyer Park. Seconded by Ryan and the motion passed 4-0.

Discussion and possible action on stop sign placement at 3rd Street and McIndoe Street

This is brought forward in anticipation for the closing of a block of McIndoe to make way for the Aspirus Clinic. Staff recommends moving the stop signs off of 3rd Street. The closing of McIndoe Street from 2nd Street to 3rd Street is planned for October 12. Currently, McIndoe has higher traffic and is not controlled, whereas 3rd Street is controlled. Staff anticipates traffic will significantly reduce on McIndoe; therefore, staff recommends removing the stop signs from 3rd Street and placing stop signs on McIndoe.

Ryan asked why Aspirus couldn't build a second story addition that goes over the road and allow for traffic to go underneath. Rasmussen noted the street closure has already been approved and Aspirus is ready to begin building demo within the next two months. Aspirus's economy has recovered faster than expected and is looking at less of a delay than previously thought. The patient pickup and drop off area will sit where the road is today. The block between 1st and 2nd will remain open for access to Cloverbelt.

Wadinski asked if there are any plans to upgrade Fulton Street. Lindman indicated there is not funding for that at this time, but staff is anticipating looking at TID funding for reconstruction in the next few years. Currently there is not a firm timeline but it is on the radar.

Neal moved to approve stop sign placement on McIndoe Street instead of 3rd Street. Seconded by Wadinski and the motion carried 3-0 with Ryan abstaining.

Discussion and possible action on stop sign placement at the intersection of 10th Street and Stark Street (Deferred from the August 13, 2020 meeting.)

Wesolowski indicated the traffic counters show an average week day on Stark Street with 813 vehicles and 757 vehicles on 10th Street, which was closer than he thought it would be. The previous counters did not show a significant speed issue on Stark Street. This was confirmed with the recent counters. The mean speed was 24 MPH. 85% of the traffic was going under 28½ MPH, which is below enforcement levels. According to the data, the issue of speeding is more perception than reality. Given that speeding is not an issue and there is more traffic on Stark Street, Wesolowski does not recommend making any changes.

Neal stated looking at the data, the traffic counts are close. He noted they are close during a time when north south traffic is not registering people going to Wausau East and to games at the field. With the counter on the west side of 10th Street, any Stark Street west bound traffic turning onto 10th Street is not counted. He finds the vehicle counts not very enlightening. 10th Street is the slower street, which is naturally mitigated due to the ending of the street at Bridge Street. He firmly believes that it is close enough to address the neighbor's concerns and swap the signs. He can go down 10th Street south to McIndoe and find a four-way stop. He is not suggesting a four-way here is the answer, although he would accept it. He has lived in the area for 21 years and the perception is Stark Street is a thoroughfare and 10th Street is calm.

Rasmussen thought the numbers would be further apart. Further apart would make the case to leave the signage in accordance with MUTCD standards. What is not included in the count is Kaiser Pool traffic. One previous concern was creating a liability situation when you install against the standards and traffic counts are vastly different. Buckner stated a traffic monitor was placed in the 1200 block of Stark Street from roughly July 30 to August 7. There were 1,200 cars westbound and approximately 1,260 eastbound. Rasmussen asked if there were any detours in the area that would create an influx or if 10th Street was receiving flow due to the Kickbusch Street project.

Wadinski said the data does not support moving the stop signs and he would not support it because of the data and federal standards.

Ryan has attended some Forest Park neighborhood meetings. The residential streets north of this area have issues with speeding going to East High. She questioned doing another reading on 10th Street and waiting until school is in person; suggesting the timing is not providing an accurate point of view. In Forest Park a lot of the issues are with high speed from school traffic. Rasmussen feels that is a targeted enforcement issue.

Wadinski believes this is mostly about speeding vehicles and the data does not support that there is an overload of speeding vehicles in this location. Even if the stop signs are moved, within a half of block the vehicles will be going the same speed. This will not alleviate the stated problem. Neal said the vehicle counts are so close during a time when north-south traffic for East High is not in the equation. Common sense tells him that the count would go up significantly. Stark Street is used as a thoroughfare. From the east terminus to 7th Street there is not a single stop sign so traffic gets a full head of steam going. Traffic goes basically two miles without traffic controls. This is a potential safety hazard. He would like to react to concerns from neighbors and look at the numbers practically with school out. Hundreds of people use this for a main route for school and the numbers do not reflect that. He strongly feels the City, in good conscience, can swap the signs.

Per MUTCD standards, the volume of traffic on each road is to be relatively equal before creating a multistep situation. In this case it is. Rasmussen questioned if the other criteria of the guidance is met. Neal discussed 10th and McIndoe being a four-way and the potential for safety concerns at 10th and Stark.

Ryan noted that people walk through the neighborhood to go to games at the field. Having a four-way would help keep traffic going and would help with pedestrian safety. Neal lives on Hamilton to the south of the field. On game night, parking is up and down his street with people walking to the field.

Ryan moved to install stop signs on Stark Street and leave in place the stop signs on 10th Street creating a four-way stop. Seconded by Neal.

Wadinski asked if staff supports a four-way. Wesolowski is not necessarily in support as there isn't an accident history and speeding is not an issue. Due to the equal amount of traffic on both streets, he does feel a four-way is more supported than switching the stop signs.

There being a motion and a second, motion to install stop signs on Stark Street and leave in place the stop signs on 10th Street creating a four-way stop carried 3-1 with Wadinski the dissenting vote.

2020 Construction Projects Update

Wesolowski handed out the latest construction update that is posted weekly on Facebook and the website. Rasmussen spoke about the Bridge Street Bridge Repair project. She has received two calls from concerned citizens stating the deck surface appears to be rippled. She questioned if it was poured and textured correctly. Wesolowski stated the inspector watches the project and Ayres is the consultant. A broom finish was used for traction. It is a light finish to increase friction. We are not seeing any deficiencies within the deck. Rasmussen said those who have traveled it felt it didn't feel smooth like one would expect new concrete to be. Neal drove over the bridge and probably would not have noticed it if he hadn't been alerted to it. Rasmussen noticed it but thought it looked like an intentional surface modification to increase traction. Wesolowski explained there is 2" of new concrete and they ran a broom over it while wet. Wadinski said it does have a ripple now that he hopes does not get worse. Neal noted a video on social media of a pedestrian walking across the bridge on the north side with cars doing a solemn around the pylons to avoid the pedestrian. He asked if there were any other issues with pedestrians and how soon before there is access to the sidewalk. Wesolowski has received some complaints and signage has been posted to try to prevent ped traffic. There are joints going across the bridge and sidewalk so there is no way to let pedestrians cross. There is a joint on each end and in the middle and open 6' wide. Neal asked if the City could put up signs for pedestrians to notify a flagman if they need to cross and then get driven over. Rasmussen is unsure how to accomplish that as it would require someone stationed there all the time. Wesolowski does not have a solution and the project will not be completed until November. Rasmussen noted the importance of inspectors and completion dates. She has been told there have been nice weather days and no one was working. The longer it sits open patience grows thin. Wesolowski explained that after the deck was poured there is cure time. Days not working were due to cure time.

Wesolowski stated 2nd Street construction between McIndoe and Fulton is scheduled to begin October 12. This will be a weeklong project and will impact Cloverbelt the most.

Neal spoke about a resident on Kickbusch Street where the contractor had removed rose bushes. Niksich said the rose bushes were replanted the previous week. The owner called the inspector and is happy with the placement.

Ryan didn't realize the extent of the Hwy 52 Landscape project. It seems like the granite rock could cause potential vision issues for those with a smaller car. Niksich explained this was designed by a consultant who looked at the offsets of the granite, clear zones and site distances, which are not an issue with the design. Ryan noted she has a few neighbors who are not happy.

Future Agenda Items

Ryan asked if there would be any input with the demo of the Plaza. She thinks the neighbors will be upset if a wrecking ball is used for a long period of time. Lindman stated this would be handled through Inspections as they issue demo permits. There are certain requirements with a demo permit, such as dust control and control of the site. This would be handled at a staff level and would not typically come to committee or Council.

Adjourn

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