*** All present are expected to conduct themselves in accordance with our City's Core Values ***

OFFICIAL NOTICE AND AGENDA

of a meeting of a City Board, Commission, Department Committee, Agency, Corporation, Quasi-Municipal Corporation or Sub-unit thereof.

Notice is hereby given that the CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE of the City of Wausau, Wisconsin will hold a regular or special meeting on the date, time and location shown below.

Meeting of the:	**CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE OF THE CITY OF WAUSAU**
Date/Time:	**Thursday, October 8, 2020 at 5:15 p.m.**
Location:	**City Hall (407 Grant Street, Wausau WI 54403) - COUNCIL CHAMBERS**
Members:	Lisa Rasmussen (C), Lou Larson, Tom Neal, Debra Ryan, Jim Wadinski

AGENDA ITEMS FOR CONSIDERATION

1. Approval of minutes of the September 10, 2020 meeting.
2. Discussion and possible action regarding the disposition of the old Westside Fire Station at 510 South 32nd Avenue.
3. Discussion and possible action on stop sign placement at the intersection of Bopf Street and South 8th Avenue.
4. Discussion and possible action on establishing No Parking on the west side of the 100 block of South 7th Street.
5. Discussion and possible action on authorizing downtown snow/ice removal.
6. Update on bicycle and pedestrian project priorities.
7. 2020 Construction Projects Update.
8. Future Agenda Items.

Adjournment

LISA RASMUSSEN - Committee Chair

Due to the COVID-19 pandemic, this meeting is being held in person and via teleconference. Members of the media and the public may attend in person, subject to the social distancing rules of maintaining at least 6 feet apart from other individuals, or by calling 1-408-418-9388. The Access Code is 146 868 7855 and the password is 100820. Individuals appearing in person will either be seated in the Council Chambers or an overfill room, subject to the social distancing rules. Space available will be on a first come, first served basis. All public participants' phones will be muted during the meeting. Members of the public who do not wish to appear in person may view the meeting live over the internet at https://tinyurl.com/wausaucitycouncil, on the City of Wausau's YouTube Channel https://www.youtube.com/channel/UC-Nigpdco_i8sq5FbbJD_aw, live by cable TV, Channel 981, and a video is available in its entirety and can be accessed at https://waam.viebit.com. Any person wishing to offer public comment who does not appear in person to do so, may e-mail lori.wunsch@ci.wausau.wi.us with "CISM public comment" in the subject line prior to the meeting start. All public comment, either by email or in person, will be limited to items on the agenda at this time. The messages related to agenda items received prior to the start of the meeting will be provided to the Chair.

This Notice was posted at City Hall and faxed to the Daily Herald newsroom on 10/01/20 @ 3:00 p.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Wausau will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities. If you need assistance or reasonable accommodations in participating in this meeting or event due to a disability as defined under the ADA, please call the ADA Coordinator at (715) 261-6590 or ADAServices@ci.wausau.wi.us to discuss your accessibility needs. We ask your request be provided a minimum of 72 hours before the scheduled event or meeting. If a request is made less than 72 hours before the event the City of Wausau will make a good faith effort to accommodate your request.

Distribution List: City Website, Media, Committee Members, Mayor, Council Members, Assessor, Attorney, City Clerk, Community Development, Engineering, Finance, Inspections, Park Dept., Planning, Public Works, County Planning, Police Department, Wausau School District, Becher Hoppe Associates, AECOM, REI, Judy Bayba, Scholfield Group, Clark Dietz, Inc., Brown and Caldwell

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ADDENDUM

AGENDA ITEMS FOR CONSIDERATION

9. Discussion and possible action on stop sign placement at the intersection of North 1st Street and McIndoe Street

10. Discussion and possible action on repealing Section 10.01.025 Stop sign locations designated and recreating as Section 10.01.025 Establishment of certain traffic limitations and rules; repealing Section 10.01.030 Yield right-of-way intersections, Section 10.01.060 One-way streets, Section 10.01.070 Accident reports, Section 10.24.010 Right turns, Section 10.24.020 Left turns, Section 10.24.030 U-turns.

Adjournment

LISA RASMUSSEN - Committee Chair

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This Notice was posted at City Hall and faxed to the Daily Herald newsroom on 10/05/20 @ 3:30 p.m. Questions regarding this agenda may be directed to the Engineering Department at (715) 261-6740.

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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 Strowbridge 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 Strowbridge 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 Strowbridge, 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 Strowbridge 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 Niksich 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. Niksich 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.

Agenda Item #2

TO: CISM COMMITTEE

FROM: MARYANNE GROAT

DATE: October 1, 2020

RE: Westside Fire Station 510 S 32nd Avenue Update

In July the CISM committee agreed to delay any sale of the fire station in an effort to provide additional time for the proposed senior center fundraising. We have been contacted by the group that they will not continue to go forward with the project due to lack of financial interest.

Community Development is in the process of selecting a realtor to market the facility on the City's behalf. We believe that using a realtor will result in the best financial outcome for the City. We are requesting the CISM committee's approval to sell the property through the use of a professional realtor.

Agenda Item #2

Planning, Community and Economic Development

To: City of Wausau Capital Improvement & Street Maintenance Committee

From: Sean Fitzgerald, Business Development Specialist

RE: Staff memo on West Side Fire Station #2 Disposition (510 S. 32nd Avenue)

As part of the initiative to dispose of the former West Side Fire Station #2 (510 S. 32nd Avenue), City of Wausau Community Development Department staff conducted interviews with three qualified and reputable professional commercial real estate brokers representing different firms in the Wausau area. All three brokers indicated an interest in marketing the property, and all three brokers were asked the same questions and their responses equally scored.

Following the interviews, staff is recommending an agreement with Karen Hocking of Hocking Real Estate Services LLC to market and sell Fire Station #2. Hocking provided a robust marketing plan highlighting targeted businesses in nearly a dozen industries which might be a good fit to acquire the property.

Hocking additionally provided the most competitive commission rate at 6 percent for any co-brokered transaction, or 5 percent for any transaction in which she represents both the buyer and the city. Hocking has an extensive distinguished commercial real estate career in the area, and staff believes she'll do well to meet the city's goals in disposing of this asset.

Additionally, please see the following attached pages which include a series of cost-approach valuations prepared by City Assessor Rick Rubow for the property. The valuations range from $465,000 on the high end to $291,000 on the low end. Assessor Rubow acknowledged he did not physically inspect the property in making these valuations. He indicated he only used the actual age of the building and did not take into account any improvements or updates completed during the past 50 years.

Estimate Number	:	1423
Parcel Number	:	291 2907 331 0011
Property Owner	:	City of Wausau
Property Address	:	510 S 32nd Ave
Property City	:	Wausau
State/Province	:	WI
ZIP/Postal Code	:	54401

Section 1

Occupancy

	Class	Height	Rank
48% Fire Station (Staff)	Masonry bearing walls	11.00	4.0
52% Municipal Service Garage	Masonry bearing walls	16.00	4.0 > VG

Total Area	: 5,371
Number of Stories (Section)	: 1.00
Perimeter	: 277
Effective Age (years)	: 50.00

Components

	Units/%	Other
Land and Site:		
Land	187,500	

Cost as of 10/2019

	Units/%	Cost	Total
Basic Structure			
Base Cost	5,371	191.19	1,026,881
Exterior Walls	5,371	27.21	146,145
Heating & Cooling	5,371	23.52	126,326
Basic Structure Cost	5,371	241.92	1,299,352
Less Depreciation			
Physical & Functional	80.0%		1,039,482
Depreciated Cost	5,371	48.38	259,870
Miscellaneous			
Land			187,500
PAVING	5,000	1.66	8,300
CONCRETE PARKING	2,500	3.00	7,500
GENERATOR	1	2,500.00	2,500
Total Cost	5,371	86.70	465,670

Estimate Number	:	1423
Parcel Number	:	291 2907 331 0011
Property Owner	:	City of Wausau
Property Address	:	510 S 32nd Ave
Property City	:	Wausau
State/Province	:	WI
ZIP/Postal Code	:	54401

Section 1

Occupancy

	Class	Height	Rank
48% Fire Station (Staff)	Masonry bearing walls	11.00	3.0
52% Municipal Service Garage	Masonry bearing walls	16.00	3.0

> Good

Total Area	: 5,371
Number of Stories (Section)	: 1.00
Perimeter	: 277
Effective Age (years)	: 50.00

Components

	Units/%	Other
Land and Site:		
Land	187,500	

Cost as of 10/2019

	Units/%	Cost	Total
Basic Structure			
Base Cost	5,371	129.02	692,966
Exterior Walls	5,371	22.87	122,835
Heating & Cooling	5,371	17.62	94,637
Basic Structure Cost	5,371	169.51	910,438
Less Depreciation			
Physical & Functional	80.0%		728,351
Depreciated Cost	5,371	33.90	182,087
Miscellaneous			
Land			187,500
PAVING	5,000	1.66	8,300
CONCRETE PARKING	2,500	3.00	7,500
GENERATOR	1	2,500.00	2,500
Total Cost	5,371	72.22	387,887

Estimate Number	:	1423
Parcel Number	:	291 2907 331 0011
Property Owner	:	City of Wausau
Property Address	:	510 S 32nd Ave
Property City	:	Wausau
State/Province	:	WI
ZIP/Postal Code	:	54401

Section 1

Occupancy

	Class	Height	Rank
48% Fire Station (Staff)	Masonry bearing walls	11.00	2.0
52% Municipal Service Garage	Masonry bearing walls	16.00	2.0

> AVERAGE

Total Area	: 5,371
Number of Stories (Section)	: 1.00
Perimeter	: 277
Effective Age (years)	: 50.00

Components

	Units/%	Other
Land and Site:		
Land	187,500	

Cost as of 10/2019

	Units/%	Cost	Total
Basic Structure			
Base Cost	5,371	86.95	467,008
Exterior Walls	5,371	19.19	103,069
Heating & Cooling	5,371	10.85	58,275
Basic Structure Cost	5,371	116.99	628,352
Less Depreciation			
Physical & Functional	80.0%		502,681
Depreciated Cost	5,371	23.40	125,671
Miscellaneous			
Land			187,500
PAVING	5,000	1.66	8,300
CONCRETE PARKING	2,500	3.00	7,500
GENERATOR	1	2,500.00	2,500
Total Cost	5,371	61.71	331,471

Estimate Number	:	1423
Parcel Number	:	291 2907 331 0011
Property Owner	:	City of Wausau
Property Address	:	510 S 32nd Ave
Property City	:	Wausau
State/Province	:	WI
ZIP/Postal Code	:	54401

Section 1

Occupancy	Class	Height	Rank
48% Fire Station (Staff)	Masonry bearing walls	11.00	1.0
52% Municipal Service Garage	Masonry bearing walls	16.00	1.0

Fair

Total Area	: 5,371
Number of Stories (Section)	: 1.00
Perimeter	: 277
Effective Age (years)	: 50.00

Components	Units/%	Other
Land and Site:		
Land	187,500	

Cost as of 10/2019

	Units/%	Cost	Total
Basic Structure			
Base Cost	5,371	57.69	309,853
Exterior Walls	5,371	16.10	86,473
Heating & Cooling	5,371	6.17	33,139
Basic Structure Cost	5,371	79.96	429,465
Less Depreciation			
Physical & Functional	80.0%		343,571
Depreciated Cost	5,371	15.99	85,894
Miscellaneous			
Land			187,500
PAVING	5,000	1.66	8,300
CONCRETE PARKING	2,500	3.00	7,500
GENERATOR	1	2,500.00	2,500
Total Cost	5,371	54.31	291,694

Agenda Item No.
3

STAFF REPORT TO CISM COMMITTEE – October 8, 2020

AGENDA ITEM

Discussion and possible action on stop sign placement at the intersection of Bopf Street and South 8th Avenue

BACKGROUND

The stop signs at this intersection are placed such that traffic on S. 8th Avenue is required to stop. Engineering placed traffic counters on Bopf Street and S. 8th Avenue from September 22nd – 28th. The traffic data collected is included as an attachment. Page 1 gives a summary of the data collected with a map. This item has been discussed at previous CISM meetings, the minutes from March 8, 2018 and April 12, 2018 are included. Also included is section 2B.07 of the Manual of Uniform Traffic Control Devices (MUTCD) which discusses Multi-Way stop applications.

FISCAL IMPACT

Minimal

STAFF RECOMMENDATION

Staff does not recommend any changes to the current stop sign placement at the intersection. The belief that vehicles are traveling at excessive speeds is not the case, the data shows the mean speed to be 25.5 mph and the 85th percentile speed to be 30 mph. The MUTCD stresses keeping traffic control measures to the minimum required to control the traffic.

Staff contact: Allen Wesolowski 715-261-6762

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: March 8, 2018, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Gisselman, Kellbach, Rasmussen, Abitz (McElhaney was excused.)

Also Present: Mayor Mielke, Lindman, Wesolowski, Sean Gehin, Buckner, Lenz, Sippel, Joe Gehin

Discussion and possible action on the installation of stop signs on Bopf Street at 8th Avenue

This item was taken out of agenda order.

Wesolowski explained temporary stop signs were put up during the Thomas Street Reconstruction Project for traffic to stop on Bopf Street at 8th Avenue. Permanent stop signs are located on 8th Avenue at Bopf. The temporary stop signs should have been taken down after the construction was completed. The Engineering Department was unaware they were still up and then a request was received to make the 4-way stop permanent. It was decided to leave the signs up until after this item is considered by committee. Staff recommends leaving the stop signs on 8th Avenue and not installing them permanently on Bopf Street. 8th Avenue is the minor street with less traffic, which is typically where stop signs are placed. There are no visual obstructions and no report of accident history.

Rasmussen indicated there has been an ongoing speed issue on Bopf Street even prior to the construction on Thomas Street. From experience in her district, installing a stop sign does not control speed but enforcement does. A stop sign was installed at the corner of 1st Avenue and Bos Creek, which has been a travel nightmare and has not cured the speed. The speeders just moved over one block. Even though the four-way stop during construction seemed to have calmed the traffic, she questioned if there has been any targeted enforcement in the area. The problem is speed and does not have to do with visibility or accident history. She questioned if there was any other measure that could be taken other than a four-way stop. Buckner is not aware of any targeted enforcement of this area after the construction period. He does not have any current data but a speed counter could be placed, the area could be highlighted for additional enforcement, and a report could be brought back to the committee.

Sid Elford lives at the corner of 3rd and Bopf, at 302 Bopf Street. Since the stop signs have been on Bopf Street, he has noticed that the traffic from Kolbe and Kolbe has been able to move a lot smoother. He has personally seen several accidents at the corner while living in the neighborhood for over 45 years. They were not always tow away and may not have been reported. He has seen several major accidents at the corner of 3rd Avenue and Bopf Street. Typically enforcement does not take place in the area. He has asked for enforcement but it does not seem to happen. The biggest excuse he gets is there are other things to worry about. There are a lot of people in the City who have complaints about traffic and speeding. It is too bad that there are all these rules and regulations and nothing is done about it.

Abitz stated there was a petition signed by over 36 people who would like the four-way stop to remain. At least one and a half pages are signed by people who live in the area, people that drive to Treu's, and those who visit people in the area. Because of the stop signs, individuals in the area feel it is safer for their kids because the traffic is not speeding. In the summer time drag races take place from 11th Avenue to 3rd Avenue. There have been three accidents on her corner at 7th and Bopf where vehicles were speeding and hit her tree. Individuals who attend Holy Name feel it is safer to cross the street because of the four-way stop. She has spoken with Kolbe and Kolbe and the four-way stop has controlled some of the flow of traffic. She would like to see the four-way stop remain as it has made a major difference in the neighborhood with pedestrians, bicyclists, and making the people who live in the area feel safer. She highly recommends making this intersection a four-way stop because of safety and the security the neighborhood feels.

Elford said a radar was placed for a few days and he spoke off the record to the officer about speeding. When there is not an officer there the traffic goes fast. He realizes enforcement cannot be done on every corner but it has to be targeted a little. The stop signs have smoothed out the traffic flow on 8th Avenue and although it is not a ligament reason for a stop sign, it does slow down the traffic. Taking consideration of the safety factor and the

feeling of the neighborhood, he feels the stop signs should be recommended.

Gehin asked if the amount of traffic on 8th Avenue was equal to the amount on Bopf Street. Elford replied on an overall day no but during specific periods it is busier. There are several hundred people exiting Kolbe at three different times. Gehin said the MUTCD, which is followed for traffic control devices, warrants against adding stop signs where it is not warranted. If intersecting roads do not have an equal volume of traffic, over time people start to ignore stop signs and roll through. This leads to another safety issue and is why staff is not in favor of adding stop signs on Bopf. Elford said that problem is really a lack of enforcement. Gehin said the problem is another safety issue is created. People get accustomed to not slowing down on Bopf Street because they never see a car on 8th Avenue.

Abitz said Kolbe and Kolbe used to use 9th Avenue or other streets but now uses 8th Avenue because of the four-way stop. People who use Bopf are now very familiar with the four-way stop. More people are using 8th Avenue because of the four-way stop and better traffic flow. Elford clarified that Kolbe trucks are not using 8th Avenue but there other company trucks are. If it is felt that stop signs cause accidents by people rolling through, Elford said barely 50% of the people that come to the intersection of Bopf and 3rd Avenue stop. There have been a lot of collisions there and this is a T intersection. This would promote a better flow of traffic and peace of the neighborhood. The stop signs have been up for several months as an "experiment" and it has worked well.

The first thing Rasmussen asked for when the duties of the Parking and Traffic Committee were combined was for decisions that could be made administratively using MUTCD guidelines would be made outside the committee. When a decision is made by committee to install a stop sign, yield sign, etc., it becomes a political motivation. Now we are about to make a political decision on a stop sign. We have nonconforming stop signs in other locations in town where they were installed against recommendation and have not necessarily solved a problem. The one at 1st Avenue and Bos Creek did not solve the problem and everyone who does not like it runs it or slides through. One was installed at 12th and Callon because three houses wanted it but it does not solve anything. She has two opinions about this. If there had never been a stop sign there before and the situation arose to place a stop sign solely for the purpose to try to reduce speed, she would vote no. However, when the temporary stop sign was placed for the detour of Thomas Street, she feels a clinical trial was created. Now people in the area have adjusted their travel patterns, have operated for six months with a four-way stop, and all believe it works. It is a lot easier to never put something in then to give it and take it back. Now we are trying to take back something everyone loves. If a vote happens tonight, she would be inclined to support it even though it is against standard. When there are defined standards for how to make the decision, she would like the decision made at staff level not committee level. It creates way too much political activity in a realm that should be governed by engineering standards. We need to utilize the guidelines to the extent we can. But once we put the stop sign in, she feels a precedent was created. There was no way to get around it during construction but now it is there and now they are used to it.

Abitz said it has made a difference in how the neighborhood reacts to the corner and the flow of traffic. She feels the stop signs should be kept and added it is very rare when one individual goes through the stop sign.

Joe Gehin, Aldermanic District 9, recommends delaying action to let staff go out and observe what is going on. At that point in time an informed decision can be made. Sean Gehin stated traffic counters could be placed on 8th Avenue and on Bopf Street to see the traffic volumes. Rasmussen said traffic calming is always a concern. In a straight line, the longer the distance is between stop signs at a consistent speed the faster people will go. She gave Lake View Drive as an example. Once people get to the airport and are heading to Northcentral Health Care, there is a straight shot. The District 1 Alderman will never stop getting speed complaints on Lake View. District 6 gets them on Woodland Ridge and Golf Club. It may be only at peak times, but for the people that live there it is very upsetting because they see it never gets better. With targeted enforcement, when the police are there, they slow down. As soon as the police leave they are right back at it again. It cannot be staffed 24-7. She feels data is needed as to what is happening there because her assumption was there has always been a speed problem on Bopf. She thought it was because people were avoiding Thomas Street based upon its condition. Once Thomas Street was done, Rasmussen thought the brunt of the traffic would move back to the new Thomas Street and Bopf would become less of an event with people changing their habits back to where they had been years prior when Thomas Street was in good repair.

Abitz said this is not the first time she has brought this forward as it was at Parking and Traffic two to three times

and there have been discussions at neighborhood meetings. We know the stop sign is working as there is no speeding taking place and the flow of traffic is good. She does not want to delay action for more data. 36 people from the immediate area have signed a petition. Rasmussen asked how long it would take to get traffic counts. Gehin explained the Engineering Department has two counters that operate on cables. The Police Department has one that can be mounted. Obtaining the data does not take long. If the Engineering Department devices are used, we would have to wait until the possibility of snow has passed. The Police Department counter could be used. The counter would be left out for one week on Bopf Street and one week on 8th Avenue. Rasmussen said this would provide decent information for a fact based decision. She would like counts done and considered in April with the temporary stop signs left in place in the meantime.

Rasmussen moved to table this item to the April CISM meeting and direct staff to use the device available from the Police Department for traffic counts on both streets. Seconded by Kellbach.

Elford said it has been studied for years and it could be studied to death. He does not want this to go on like Thomas Street did.

There being a motion and a second, motion to table this item to the April CISM meeting and direct staff to use the device available from the Police Department for traffic counts on both streets carried 3-1 with Abitz the descending vote.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: April 12, 2018, at 5:30 p.m. in the Council Chambers of City Hall.

Members Present: Gisselman, Kellbach, Rasmussen, Abitz, McElhaney

Also Present: Mayor Mielke, Lindman, Bliven, Wesolowski, Buckner, Joe Gehin

Discussion and possible action on the installation of stop signs on Bopf Street at 8th Avenue (Tabled from the March 8, 2018 meeting.)

Wesolowski indicated that the Wausau Police Department placed their speed monitoring devices at this intersection and the reports were included with the staff report. Comments were previously made that since the stop signs have been put up, there has been a significant increase in traffic on 8th Avenue. The thought was that if the amount of traffic was equal on both streets, it may warrant a four-way stop. From the traffic counts, there is an average of approximately 1,200 vehicles a day on Bopf Street and approximately 200 on 8th Avenue, which is not an equal amount of traffic. From an engineering standpoint, a four-way stop is not recommended. Stop signs should only remain on 8th Avenue.

Abitz asked if the traffic flow prior to Thomas Street reconstruction was looked at versus traffic flow now. She feels only looking at the traffic flow now is not looking at how it changed since Thomas Street was completed. Because of the stop sign, the speed is not up there anymore. By only looking at what is currently taking place and not what took place before would not reflect when traffic went 45 MPH plus. Now there is hardly any speeding. A lot of cars are speeding until they hit the stop sign. Abitz recommends keeping the intersection as a four-way stop.

Rasmussen said the recommendation has always been speed enforcement controls speed not stop signs. There was a case in her district where she did not listen to the recommendation. Her residents got a petition to put a stop sign at North 1st Avenue and Bos Creek Road to control speeding on 1st Ave. It has been up six years and has done no good. People run the stop sign or slide through it. The stop sign did not control the speed and did not have the desired effect. What the neighbors thought would happen did not. She feels targeted enforcement is needed and does not think a stop sign is the solution as it was not for her area.

Abitz said the reports show it is working. Because of the stop sign there is not speeding and drag races. With the church, especially on Saturdays, there is a lot of congestion. This has changed the driving pattern of drivers to church services and others throughout the day. The report is not showing the high speed that was there prior to the four-way stop. Neighbors have noticed the difference and want the stop signs to remain. People feel safer. Abitz still highly recommends keeping the four-way stop and most neighbors agree. There were more than enough signatures from the neighbors and visitors.

Rasmussen asked if there is a visual obstruction at the intersection for pedestrians standing at 8th and Bopf trying to get across. Abitz described locations of trees. Abitz feels that just because the stop sign in Rasmussen's district did not work does not mean it will not work elsewhere. Rasmussen said the exact same thing happened. The residents did not like the speed. Targeted enforcement was done. They did not like the volume of traffic. They got a petition and we succumbed to the petition and installed the sign. It did not get any better. Years later we did the same exact thing at 12th and Callon. She does not know if that area is any better but after it was approved everyone said we did not want it after all. Abitz said the stop sign has reduced the number of speeders because they know they have to stop at this intersection. Most have adjusted to the stop sign and that means there is not speeding. Come summer if there are issues with speeding she will bring this back. She is tired of drag racing taking place in the summer during all times of the day. Kids play in the neighborhood. If a ball goes out into the street and a kid goes after it, cars will not stop. She added that if someone gets hurt it will be on the committee's conscience.

Wesolowski said there are trees but does not feel it is anymore visually impaired than any other cross street. This is a flat area and there are street trees on just about every boulevard in the City. Rasmussen asked if this is a

problem all day long and not just during Kolbe and Kolbe shift change. She questioned if targeted enforcement has been tried or if this is a situation where when there is a police presence it is not a problem but the rest of the time it is. Every street has that; Campus Drive, Golf Club Road and Woodland Ridge for example. Abitz said because of the stop sign there has been a reduction in speed as traffic has acclimated to the stop sign. In the past, traffic would come down 3rd Avenue and try to beat traffic on Thomas Street. Now traffic cannot do that because of the stop sign at 8th. Rasmussen wonders if this is the effect of Thomas Street being improved. For the longest time there was an increase in traffic on Bopf because people were avoiding Thomas Street. Now that Thomas Street is better, she questioned if we are seeing the natural migration of people back to Thomas. Maybe there are less speeders because they are back where they belong; Thomas Street. Abitz said it is the same speeders. There are at least five of the same cars that come around from 3rd Avenue and speed. Now they have to stop at 8th Avenue and they are not drag racing.

Abitz moved to approve leaving the stop signs at the intersection as is.

McElhaney asked if there would be a problem if the committee goes against staff recommendation. She does not want to go against precedence as it will start in other districts. Rasmussen said we are here today because it already has. Parking and Traffic put up some that probably should not have been. Now we are to a point where people still believe stop signs solve speeding. This neighborhood believes that and the petition is evidence of that. The trouble is that we have approved them before when we probably should not have. It is not that we are creating precedence now but creating more of what was done before. She does not believe this should be a political discussion but it becomes one when discussed in committee. Going forward she would like as many of these decisions as possible made at the staff level. Once they are brought up to a vote it becomes political. If there is a set of published standards, a decision can be made by staff based on guidelines. Whatever you do you are wrong because you cannot please the neighborhood if you go with the standard. If we keep going against standard there is no point to having one.

Gisselman said any street in the City with some distance will have speeders. Abitz said Bopf Street keeps having these issues. There are stop signs all the way down Rosecrans Street and it is a less traveled road. Now there are more cars on Bopf Street. There are over 36 people that are concerned and want the stop sign to control traffic flow.

Rasmussen said part of the trouble with stop signs is that one point in the late 90's we had a traffic lieutenant who had it in his head that there should be no such thing as an unmarked intersection in Wausau. He set upon trying to solve that and an awful lot of stop signs went up. She can criticize that decision because he is her dad. We got an awful lot of stop signs on low traffic streets. Then we go to sector meetings and people say we should change stop signs to yield because no one stops. Granted that is sarcasm but that culture does not go away because you put up a sign. That is what she worries we are doing here; putting up more signs that do not solve the core problem of speeding. If it is the same five cars she thinks sooner or later if they got snared in a net of enforcement and received a couple of traffic tickets they would learn what needs to be learned without putting up another stop sign. If you asked eleven alderman if they get speeding complaints in their district, every single one would have more than one. Abitz said this is the only one she has had in twelve years. She does not get complaints in the hollow, Myron Street, Chellis Street, or Sherman Street. She only receives complaints about people speeding down Bopf Street. She could not get signs by Holy Name when there is double parking and one could not get their boat through. She feels that asking for one stop sign is not a big request out of her twelve years. She said there will be a lot more people coming back the next time this comes up and there are issues.

Abitz's motion failed due to a lack of a second.

Abitz moved to approve staff's recommendation and remove the stop signs on Bopf Street at 8th Avenue. Rasmussen seconded. Motion passed 4-1 with Abitz the opposing vote.

Wausau Police Department
515 Grand Avenue
Wausau, WI 54403

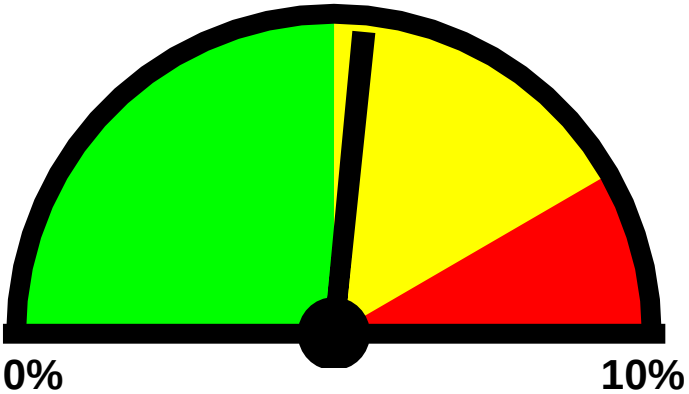
Speed Enforcement Evaluator

Location:
Bopf St

Closest Cross Street:
S 7th Ave

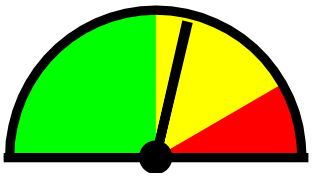
Analysis Dates:
Friday, August 21, 2020
Sunday, August 30, 2020

Total Percentage of Enforceable Violations



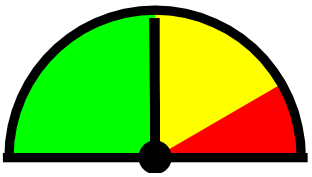
Posted Speed Limit: 25 MPH
Percentage Above Limit: 5.3%
Enforcement Rating: MEDIUM

Lane1



Percent Above Limit: 5.7%
Enforcement Rating: MEDIUM

Lane2



Percent Above Limit: 5.0%
Enforcement Rating: LOW

Combined

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	38	168	454	1540	2954	1319	224	26	8	2	0	0	0

85 percentile = 31

Lane1

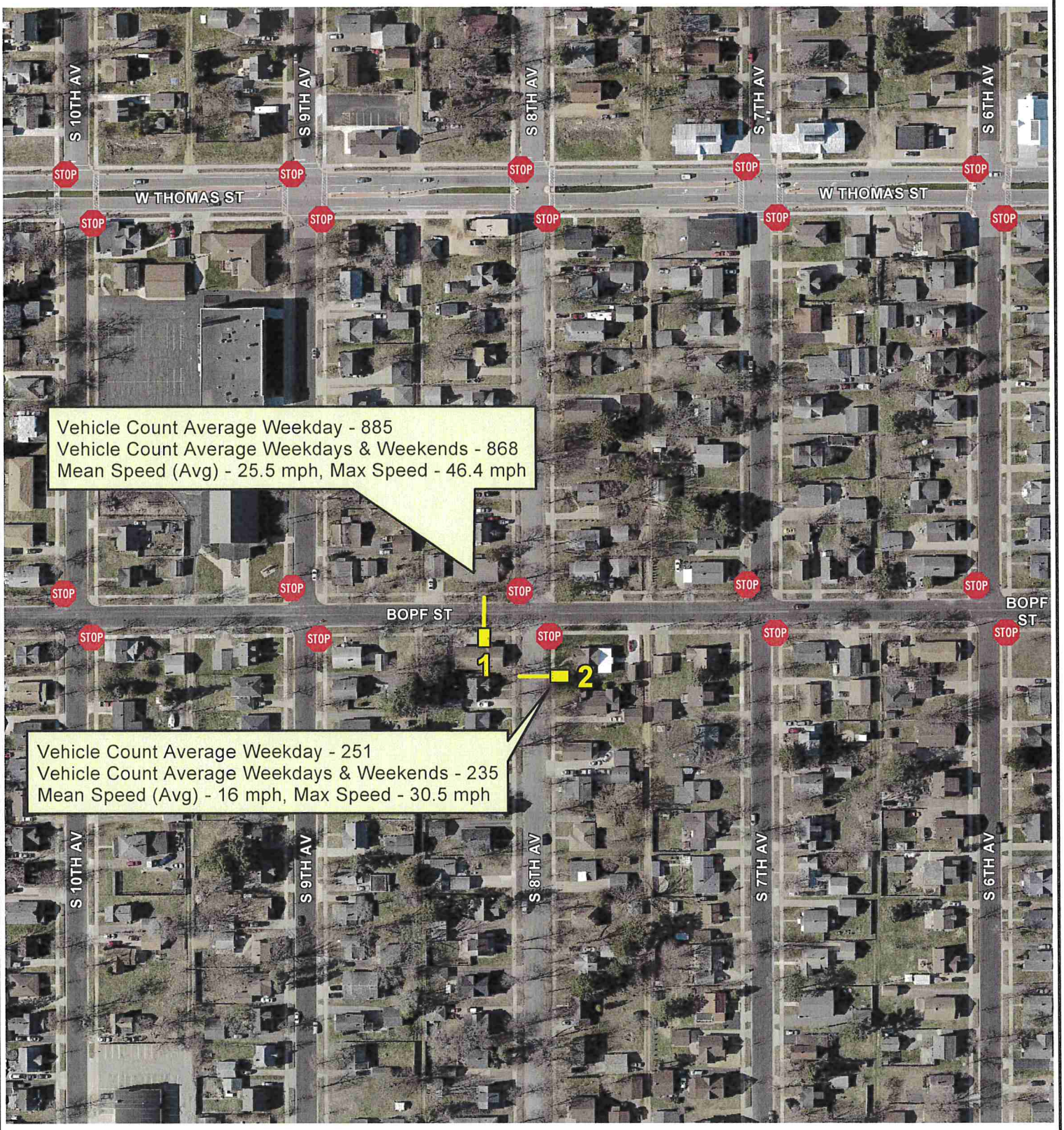
1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	22	56	115	623	1392	662	110	7	4	1	0	0	0

85 percentile = 31

Lane2

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	16	112	339	917	1562	657	114	19	4	1	0	0	0

85 percentile = 31



Traffic Counter Location

City of Wausau, Wisconsin

Counters Set-up On

September 22nd, 2020 at 9:15am

Counters Removed On

September 28th, 2020 at 9:30am

N W E S

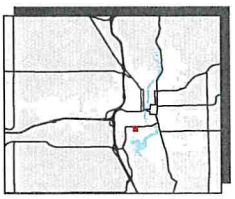
0 55 110 220

Feet

Counter Box

Tube Location

Map Location



MetroCount Traffic Executive
Weekly Vehicle Counts

WeeklyVehicle – Counter 1 – Bopf St

Datasets:

Site:	**[Bopf St] West of S 8th Av <25mph>**
Attribute:	COW
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020,
Zone:	
File:	Bopf St 0 2020-09-28 0948.EC0 (Plus)
Identifier:	DR12YJX0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, September 22, 2020 => 9:00 Monday, September 28, 2020 (6)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 5236 / 5244 (99.85%)

Weekly Vehicle Counts

WeeklyVehicle – Counter 1 – Bopf St

Site: Bopf St.0.1WE
Description: **West of S 8th Av <25mph>**
Filter time: **9:00 Tuesday, September 22, 2020 => 9:00 Monday, September 28, 2020**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Hour	Mon 21 Sep	Tue 22 Sep	Wed 23 Sep	Thu 24 Sep	Fri 25 Sep	Sat 26 Sep	Sun 27 Sep	Averages 1 - 5	Averages 1 - 7
0000-0100	*	*	5	6	3	12	7	4.7	6.6
0100-0200	*	*	5	11	3	8	5	6.3	6.4
0200-0300	*	*	3	2	5	4	11	3.3	5.0
0300-0400	*	*	4	2	4	7	2	3.3	3.8
0400-0500	*	*	15	12	18	8	5	15.0	11.6
0500-0600	*	*	22	20	14	4	5	18.7	13.0
0600-0700	*	*	28	30	21	8	6	26.3	18.6
0700-0800	*	*	48	39	49	20	26	45.3	36.4
0800-0900	*	*	32	34	38	34	20	34.7	31.6
0900-1000	*	34	42	34	46	50	47	39.0	42.2
1000-1100	*	31	40	44	56	62	51	42.8	47.3
1100-1200	*	35	**53**	**46**	**66**	**62**	**76**	**50.0**	**56.3**
1200-1300	*	52	64	49	77	**83**	70	60.5	65.8
1300-1400	*	49	67	48	67	58	**77**	57.8	61.0
1400-1500	*	63	75	72	75	67	64	71.3	69.3
1500-1600	*	67	61	56	81	57	62	66.3	64.0
1600-1700	*	68	84	**88**	**103**	74	59	**85.8**	**79.3**
1700-1800	*	**75**	74	77	69	62	62	73.8	69.8
1800-1900	*	69	**88**	59	68	53	45	71.0	63.7
1900-2000	*	41	49	34	56	34	43	45.0	42.8
2000-2100	*	32	31	32	45	32	26	35.0	33.0
2100-2200	*	15	17	24	30	20	18	21.5	20.7
2200-2300	*	17	10	11	16	19	15	13.5	14.7
2300-2400	*	9	10	4	13	18	10	9.0	10.7
Totals									
0700-1900	*	*	728	646	795	682	659	698.0	686.8
0600-2200	*	*	853	766	947	776	752	825.8	801.9
0600-0000	*	*	873	781	976	813	777	848.3	827.3
0000-0000	*	*	927	834	1023	856	812	899.7	873.7
AM Peak	*	*	1100	1100	1100	1100	1100		
	*	*	53	46	66	62	76		
PM Peak	*	1700	1800	1600	1600	1200	1300		
	*	75	88	88	103	83	77		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle – Counter 1 – Bopf St

Site: Bopf St.0.1WE
Description: **West of S 8th Av <25mph>**
Filter time: **9:00 Tuesday, September 22, 2020 => 9:00 Monday, September 28, 2020**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon 28 Sep	Tue 29 Sep	Wed 30 Sep	Thu 01 Oct	Fri 02 Oct	Sat 03 Oct	Sun 04 Oct	Averages 1 - 5	1 - 7
Hour									
0000-0100	4	*	*	*	*	*	*	4.0	4.0
0100-0200	5	*	*	*	*	*	*	5.0	5.0
0200-0300	4	*	*	*	*	*	*	4.0	4.0
0300-0400	6	*	*	*	*	*	*	6.0	6.0
0400-0500	12	*	*	*	*	*	*	12.0	12.0
0500-0600	15	*	*	*	*	*	*	15.0	15.0
0600-0700	26	*	*	*	*	*	*	26.0	26.0
0700-0800	30	*	*	*	*	*	*	30.0	30.0
0800-0900	25	*	*	*	*	*	*	25.0	25.0
0900-1000	*	*	*	*	*	*	*	*	*
1000-1100	*	*	*	*	*	*	*	*	*
1100-1200	*	*	*	*	*	*	*	*	*
1200-1300	*	*	*	*	*	*	*	*	*
1300-1400	*	*	*	*	*	*	*	*	*
1400-1500	*	*	*	*	*	*	*	*	*
1500-1600	*	*	*	*	*	*	*	*	*
1600-1700	*	*	*	*	*	*	*	*	*
1700-1800	*	*	*	*	*	*	*	*	*
1800-1900	*	*	*	*	*	*	*	*	*
1900-2000	*	*	*	*	*	*	*	*	*
2000-2100	*	*	*	*	*	*	*	*	*
2100-2200	*	*	*	*	*	*	*	*	*
2200-2300	*	*	*	*	*	*	*	*	*
2300-2400	*	*	*	*	*	*	*	*	*
Totals									
0700-1900	*	*	*	*	*	*	*	*	*
0600-2200	*	*	*	*	*	*	*	*	*
0600-0000	*	*	*	*	*	*	*	*	*
0000-0000	*	*	*	*	*	*	*	*	*
AM Peak	*	*	*	*	*	*	*		
	*	*	*	*	*	*	*		
PM Peak	*	*	*	*	*	*	*		
	*	*	*	*	*	*	*		

* - No data.

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle – Counter 1 – Bopf St

Datasets:

Site:	**[Bopf St] West of S 8th Av <25mph>**
Attribute:	COW
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020,
Zone:	
File:	Bopf St 0 2020-09-28 0948.EC0 (Plus)
Identifier:	DR12YJX0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020 (6.0334)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 5242 / 5244 (99.96%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle – Counter 1 – Bopf St

Site: Bopf St.0.1WE
Description: **West of S 8th Av <25mph>**
Filter time: **9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
Hour									
0000-0100	4.0	*	5.0	6.0	3.0	12.0	7.0	4.5	6.2
0100-0200	5.0	*	5.0	11.0	3.0	8.0	5.0	6.0	6.2
0200-0300	4.0	*	3.0	2.0	5.0	4.0	11.0	3.5	4.8
0300-0400	6.0	*	4.0	2.0	4.0	7.0	2.0	4.0	4.2
0400-0500	12.0	*	15.0	12.0	18.0	8.0	5.0	14.3	11.7
0500-0600	15.0	*	22.0	20.0	14.0	4.0	5.0	17.8	13.3
0600-0700	26.0	*	28.0	30.0	21.0	8.0	6.0	26.3	19.8
0700-0800	30.0	*	48.0	39.0	49.0	20.0	26.0	41.5	35.3
0800-0900	25.0	*	32.0	34.0	38.0	34.0	20.0	32.3	30.5
0900-1000	6.0	34.0	42.0	34.0	46.0	50.0	47.0	32.4	37.0
1000-1100	*	31.0	40.0	44.0	56.0	62.0	51.0	42.8	47.3
1100-1200	*	35.0	**53.0**	**46.0**	**66.0**	**62.0**	**76.0**	**50.0**	**56.3**
1200-1300	*	52.0	64.0	49.0	77.0	**83.0**	70.0	60.5	65.8
1300-1400	*	49.0	67.0	48.0	67.0	58.0	**77.0**	57.8	61.0
1400-1500	*	63.0	75.0	72.0	75.0	67.0	64.0	71.3	69.3
1500-1600	*	67.0	61.0	56.0	81.0	57.0	62.0	66.3	64.0
1600-1700	*	68.0	84.0	**88.0**	**103.0**	74.0	59.0	**85.8**	**79.3**
1700-1800	*	**75.0**	74.0	77.0	69.0	62.0	62.0	73.8	69.8
1800-1900	*	69.0	**88.0**	59.0	68.0	53.0	45.0	71.0	63.7
1900-2000	*	41.0	49.0	34.0	56.0	34.0	43.0	45.0	42.8
2000-2100	*	32.0	31.0	32.0	45.0	32.0	26.0	35.0	33.0
2100-2200	*	15.0	17.0	24.0	30.0	20.0	18.0	21.5	20.7
2200-2300	*	17.0	10.0	11.0	16.0	19.0	15.0	13.5	14.7
2300-2400	*	9.0	10.0	4.0	13.0	18.0	10.0	9.0	10.7
Totals									
0700-1900	*	*	728.0	646.0	795.0	682.0	659.0	685.1	679.5
0600-2200	*	*	853.0	766.0	947.0	776.0	752.0	812.9	795.8
0600-0000	*	*	873.0	781.0	976.0	813.0	777.0	835.4	821.2
0000-0000	*	*	927.0	834.0	1023.0	856.0	812.0	885.4	867.5
AM Peak	*	*	1100	1100	1100	1100	1100		
	*	*	53.0	46.0	66.0	62.0	76.0		
PM Peak	*	1700	1800	1600	1600	1200	1300		
	*	75.0	88.0	88.0	103.0	83.0	77.0		

* - No data.

MetroCount Traffic Executive
Speed Statistics by Hour

SpeedStatHour – Counter 1 – Bopf St

Datasets:

Site:	**[Bopf St] West of S 8th Av <25mph>**
Attribute:	COW
Direction:	6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration:	9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020,
Zone:	
File:	Bopf St 0 2020-09-28 0948.EC0 (Plus)
Identifier:	DR12YJX0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020 (6.0334)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = East, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 5242 / 5244 (99.96%)

Speed Statistics by Hour

SpeedStatHour – Counter 1 – Bopf St

Site: Bopf St.0.1WE
Description: **West of S 8th Av <25mph>**
Filter time: **9:00 Tuesday, September 22, 2020 => 9:48 Monday, September 28, 2020**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 5242
Posted speed limit = 25 mph, Exceeding = 3121 (59.54%), Mean Exceeding = 28.70 mph
Maximum = 46.4 mph, **Minimum** = 7.4 mph, **Mean** = 25.5 mph
85% Speed = 30.14 mph, **95% Speed** = 32.82 mph, **Median** = 26.12 mph
12 mph Pace = 20 - 32, **Number in Pace** = 4150 (79.17%)
Variance = 23.75, **Standard Deviation** = 4.87 mph

Hour Bins (Partial days)

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 25 mph
0000	37 0.706%	12.7	36.3	24.1	25.1	28.8	32.8	19 51.35%
0100	37 0.706%	17.2	29.4	24.0	24.2	28.1	29.1	17 45.95%
0200	29 0.553%	17.6	30.0	25.4	26.3	28.2	29.2	19 65.52%
0300	25 0.477%	18.4	32.0	24.4	23.9	28.4	31.9	7 28.00%
0400	70 1.335%	17.6	40.9	26.7	25.5	32.1	34.9	40 57.14%
0500	80 1.526%	13.8	32.8	25.2	26.2	30.6	31.6	45 56.25%
0600	119 2.270%	17.0	39.3	26.5	26.3	29.6	34.2	81 68.07%
0700	212 4.044%	10.7	36.9	26.0	26.7	31.3	34.1	133 62.74%
0800	183 3.491%	9.6	37.9	26.8	27.3	31.1	34.5	133 72.68%
0900	259 4.941%	11.3	36.9	24.9	25.7	29.8	32.7	144 55.60%
1000	284 5.418%	11.3	37.3	25.5	26.3	30.2	32.9	176 61.97%
1100	338 6.448%	9.1	37.2	25.5	26.5	30.2	32.1	211 62.43%
1200	395 7.535%	11.3	38.5	26.0	26.6	30.6	33.6	260 65.82%
1300	366 6.982%	9.2	36.0	25.1	25.8	30.0	32.9	209 57.10%
1400	416 7.936%	7.9	37.5	25.6	26.3	30.1	32.6	250 60.10%
1500	384 7.325%	9.7	46.4	25.8	26.5	30.0	32.4	245 63.80%
1600	476 9.081%	12.3	38.8	25.8	26.6	30.4	32.8	297 62.39%
1700	419 7.993%	9.6	39.4	25.8	26.3	30.6	33.1	253 60.38%
1800	382 7.287%	7.4	38.0	24.9	25.4	29.8	32.5	201 52.62%
1900	257 4.903%	7.7	42.7	24.9	25.0	29.1	32.1	128 49.81%
2000	198 3.777%	11.1	39.4	25.2	25.6	29.5	31.7	110 55.56%
2100	124 2.366%	11.8	38.8	25.0	25.1	29.2	31.4	63 50.81%
2200	88 1.679%	16.0	41.5	25.3	25.3	29.3	34.0	46 52.27%
2300	64 1.221%	14.2	36.9	25.4	25.1	29.7	32.4	34 53.13%
----	5242 100.0%	7.4	46.4	25.5	26.1	30.1	32.8	3121 59.54%

MetroCount Traffic Executive
Weekly Vehicle Counts

WeeklyVehicle – Counter 2 – S 8th Av

Datasets:

Site:	**[S 8th Av] South of Bopf St <25mph>**
Attribute:	COW
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020,
Zone:	
File:	S 8th Av 0 2020-09-28 0959.EC0 (Plus)
Identifier:	CH92JE9Q MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020 (6.04113)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1421 / 1429 (99.44%)

Weekly Vehicle Counts

WeeklyVehicle – Counter 2 – S 8th Av

Site: S 8th Av.0.1SN
Description: **South of Bopf St <25mph>**
Filter time: **9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Hour	Mon 21 Sep	Tue 22 Sep	Wed 23 Sep	Thu 24 Sep	Fri 25 Sep	Sat 26 Sep	Sun 27 Sep	Averages 1 - 5	1 - 7
0000-0100	*	*	1	3	2	1	3	2.0	2.0
0100-0200	*	*	1	1	1	2	0	1.0	1.0
0200-0300	*	*	0	0	0	1	2	0.0	0.6
0300-0400	*	*	0	2	1	1	0	1.0	0.8
0400-0500	*	*	3	3	2	2	0	2.7	2.0
0500-0600	*	*	**16**	11	7	0	0	11.3	6.8
0600-0700	*	*	8	5	6	5	1	6.3	5.0
0700-0800	*	*	13	9	13	4	2	11.7	8.2
0800-0900	*	*	8	7	5	11	6	6.7	7.4
0900-1000	*	6	8	16	**44**	9	10	**18.5**	15.5
1000-1100	*	13	9	**16**	12	25	8	12.5	13.8
1100-1200	*	7	10	8	28	**25**	**20**	13.3	**16.3**
1200-1300	*	14	9	14	21	19	18	14.5	15.8
1300-1400	*	4	17	12	18	**21**	16	12.8	14.7
1400-1500	*	**29**	**33**	**27**	20	20	11	**27.3**	**23.3**
1500-1600	*	27	20	24	22	9	**18**	23.3	20.0
1600-1700	*	21	22	15	**26**	12	13	21.0	18.2
1700-1800	*	15	22	15	19	14	7	17.8	15.3
1800-1900	*	9	17	20	17	11	8	15.8	13.7
1900-2000	*	14	9	10	11	7	11	11.0	10.3
2000-2100	*	12	5	9	10	10	8	9.0	9.0
2100-2200	*	8	8	5	7	6	8	7.0	7.0
2200-2300	*	3	4	3	7	5	3	4.3	4.2
2300-2400	*	4	3	3	14	2	5	6.0	5.2
Totals									
0700-1900	*	*	188	183	245	180	137	194.8	182.3
0600-2200	*	*	218	212	279	208	165	228.2	213.6
0600-0000	*	*	225	218	300	215	173	238.4	222.9
0000-0000	*	*	246	238	313	222	178	256.4	236.1
AM Peak	*	*	0500	1000	0900	1100	1100		
	*	*	16	16	44	25	20		
PM Peak	*	1400	1400	1400	1600	1300	1500		
	*	29	33	27	26	21	18		

* - No data.

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle – Counter 2 – S 8th Av

Datasets:

Site:	**[S 8th Av] South of Bopf St <25mph>**
Attribute:	COW
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020,
Zone:	
File:	S 8th Av 0 2020-09-28 0959.EC0 (Plus)
Identifier:	CH92JE9Q MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020 (6.04113)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1421 / 1429 (99.44%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle – Counter 2 – S 8th Av

Site: S 8th Av.0.1SN
Description: **South of Bopf St <25mph>**
Filter time: **9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	3.0	*	1.0	3.0	2.0	1.0	3.0	2.3	2.2
0100-0200	2.0	*	1.0	1.0	1.0	2.0	0.0	1.3	1.2
0200-0300	3.0	*	0.0	0.0	0.0	1.0	2.0	0.8	1.0
0300-0400	1.0	*	0.0	2.0	1.0	1.0	0.0	1.0	0.8
0400-0500	3.0	*	3.0	3.0	2.0	2.0	0.0	2.8	2.2
0500-0600	7.0	*	**16.0**	11.0	7.0	0.0	0.0	10.3	6.8
0600-0700	6.0	*	8.0	5.0	6.0	5.0	1.0	6.3	5.2
0700-0800	5.0	*	13.0	9.0	13.0	4.0	2.0	10.0	7.7
0800-0900	2.0	*	8.0	7.0	5.0	11.0	6.0	5.5	6.5
0900-1000	6.0	6.0	8.0	16.0	**44.0**	9.0	10.0	**16.0**	14.1
1000-1100	*	13.0	9.0	**16.0**	12.0	25.0	8.0	12.5	13.8
1100-1200	*	7.0	10.0	8.0	28.0	**25.0**	**20.0**	13.3	**16.3**
1200-1300	*	14.0	9.0	14.0	21.0	19.0	18.0	14.5	15.8
1300-1400	*	4.0	17.0	12.0	18.0	**21.0**	16.0	12.8	14.7
1400-1500	*	**29.0**	**33.0**	**27.0**	20.0	20.0	11.0	**27.3**	**23.3**
1500-1600	*	27.0	20.0	24.0	22.0	9.0	**18.0**	23.3	20.0
1600-1700	*	21.0	22.0	15.0	**26.0**	12.0	13.0	21.0	18.2
1700-1800	*	15.0	22.0	15.0	19.0	14.0	7.0	17.8	15.3
1800-1900	*	9.0	17.0	20.0	17.0	11.0	8.0	15.8	13.7
1900-2000	*	14.0	9.0	10.0	11.0	7.0	11.0	11.0	10.3
2000-2100	*	12.0	5.0	9.0	10.0	10.0	8.0	9.0	9.0
2100-2200	*	8.0	8.0	5.0	7.0	6.0	8.0	7.0	7.0
2200-2300	*	3.0	4.0	3.0	7.0	5.0	3.0	4.3	4.2
2300-2400	*	4.0	3.0	3.0	14.0	2.0	5.0	6.0	5.2
Totals									
0700-1900	*	*	188.0	183.0	245.0	180.0	137.0	189.5	179.5
0600-2200	*	*	218.0	212.0	279.0	208.0	165.0	222.8	211.0
0600-0000	*	*	225.0	218.0	300.0	215.0	173.0	233.0	220.3
0000-0000	*	*	246.0	238.0	313.0	222.0	178.0	251.3	234.5
AM Peak	*	*	0500	1000	0900	1100	1100		
	*	*	16.0	16.0	44.0	25.0	20.0		
PM Peak	*	1400	1400	1400	1600	1300	1500		
	*	29.0	33.0	27.0	26.0	21.0	18.0		

* - No data.

MetroCount Traffic Executive
Speed Statistics by Hour

SpeedStatHour – Counter 2 – S 8th Av

Datasets:

Site:	**[S 8th Av] South of Bopf St <25mph>**
Attribute:	COW
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020,
Zone:	
File:	S 8th Av 0 2020-09-28 0959.EC0 (Plus)
Identifier:	CH92JE9Q MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020 (6.04113)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1421 / 1429 (99.44%)

Speed Statistics by Hour

SpeedStatHour – Counter 2 – S 8th Av

Site: S 8th Av.0.1SN
Description: **South of Bopf St <25mph>**
Filter time: **9:00 Tuesday, September 22, 2020 => 9:59 Monday, September 28, 2020**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 1421
Posted speed limit = 25 mph, Exceeding = 6 (0.422%), Mean Exceeding = 27.89 mph
Maximum = 30.5 mph, **Minimum** = 6.2 mph, **Mean** = 16.0 mph
85% Speed = 19.13 mph, **95% Speed** = 21.47 mph, **Median** = 16.05 mph
12 mph Pace = 11 - 23, **Number in Pace** = 1314 (92.47%)
Variance = 10.44, **Standard Deviation** = 3.23 mph

Hour Bins (Partial days)

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 25 mph
0000	13 0.915%	14.9	23.2	17.9	17.6	19.1	23.2	0 0.000%
0100	7 0.493%	7.3	23.1	16.4	15.8	22.6	23.1	0 0.000%
0200	6 0.422%	15.4	22.1	18.3	18.5	22.0	22.1	0 0.000%
0300	5 0.352%	14.7	20.3	17.7	16.9	20.3	20.3	0 0.000%
0400	13 0.915%	14.2	22.1	18.1	17.1	21.5	22.1	0 0.000%
0500	41 2.885%	8.5	24.2	18.0	18.1	22.4	23.9	0 0.000%
0600	31 2.182%	10.2	21.0	15.9	16.0	18.4	20.4	0 0.000%
0700	46 3.237%	7.0	20.0	15.0	15.7	18.1	19.1	0 0.000%
0800	39 2.745%	9.4	20.8	15.4	15.7	17.1	20.7	0 0.000%
0900	99 6.967%	8.8	22.9	15.7	15.9	19.1	21.5	0 0.000%
1000	83 5.841%	7.1	23.8	15.3	15.4	18.4	20.8	0 0.000%
1100	98 6.897%	8.0	30.5	15.6	15.5	19.4	21.5	1 1.020%
1200	95 6.685%	9.0	24.5	16.5	16.7	19.6	22.4	0 0.000%
1300	88 6.193%	7.0	22.8	14.9	15.0	17.9	20.0	0 0.000%
1400	140 9.852%	9.0	22.0	15.8	16.0	18.9	20.1	0 0.000%
1500	120 8.445%	6.2	23.9	16.5	16.7	19.4	21.6	0 0.000%
1600	109 7.671%	7.4	26.3	16.2	16.2	19.3	23.6	1 0.917%
1700	92 6.474%	6.5	27.1	15.9	15.9	18.9	21.6	1 1.087%
1800	82 5.771%	7.9	23.1	15.8	15.9	18.9	20.3	0 0.000%
1900	62 4.363%	6.7	29.1	16.1	15.9	18.7	24.7	2 3.226%
2000	54 3.800%	11.6	23.2	16.8	16.8	19.7	22.5	0 0.000%
2100	42 2.956%	9.5	21.5	16.1	16.3	18.4	20.5	0 0.000%
2200	25 1.759%	13.5	21.5	16.8	16.3	20.1	21.2	0 0.000%
2300	31 2.182%	12.8	29.0	17.0	16.1	19.4	24.6	1 3.226%
----	1421 100.0%	6.2	30.5	16.0	16.1	19.1	21.5	6 0.422%

Section 2B.06 STOP Sign Applications

Guidance:

01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*

02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
C. Minimum volumes:
1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

05 Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Agenda Item No.
4

STAFF REPORT TO CISM COMMITTEE – October 8, 2020

AGENDA ITEM

Discussion and possible action on establishing No Parking on the west side of the 100 block of South 7th Street

BACKGROUND

Both Engineering and PD have had a request to consider no parking on the west side of the 100 block of S 7th St. The concern is there are new drive approaches with the addition of the Olson Auto Body Shop which has minimized available space for parking. The east side of the street is already posted No Parking and this request would eliminate parking on the west side also. The area was reviewed by both PD and Engineering to determine if eliminating parking would be recommended.

The citation information related to this area is attached as well as a few pictures. Also attached is a map showing the location of the proposed area that may be marked as No Parking. Based on the areas there are potentially 3 parking spaces that would be eliminated, two of them have limited space that would not accommodate all vehicles.

FISCAL IMPACT

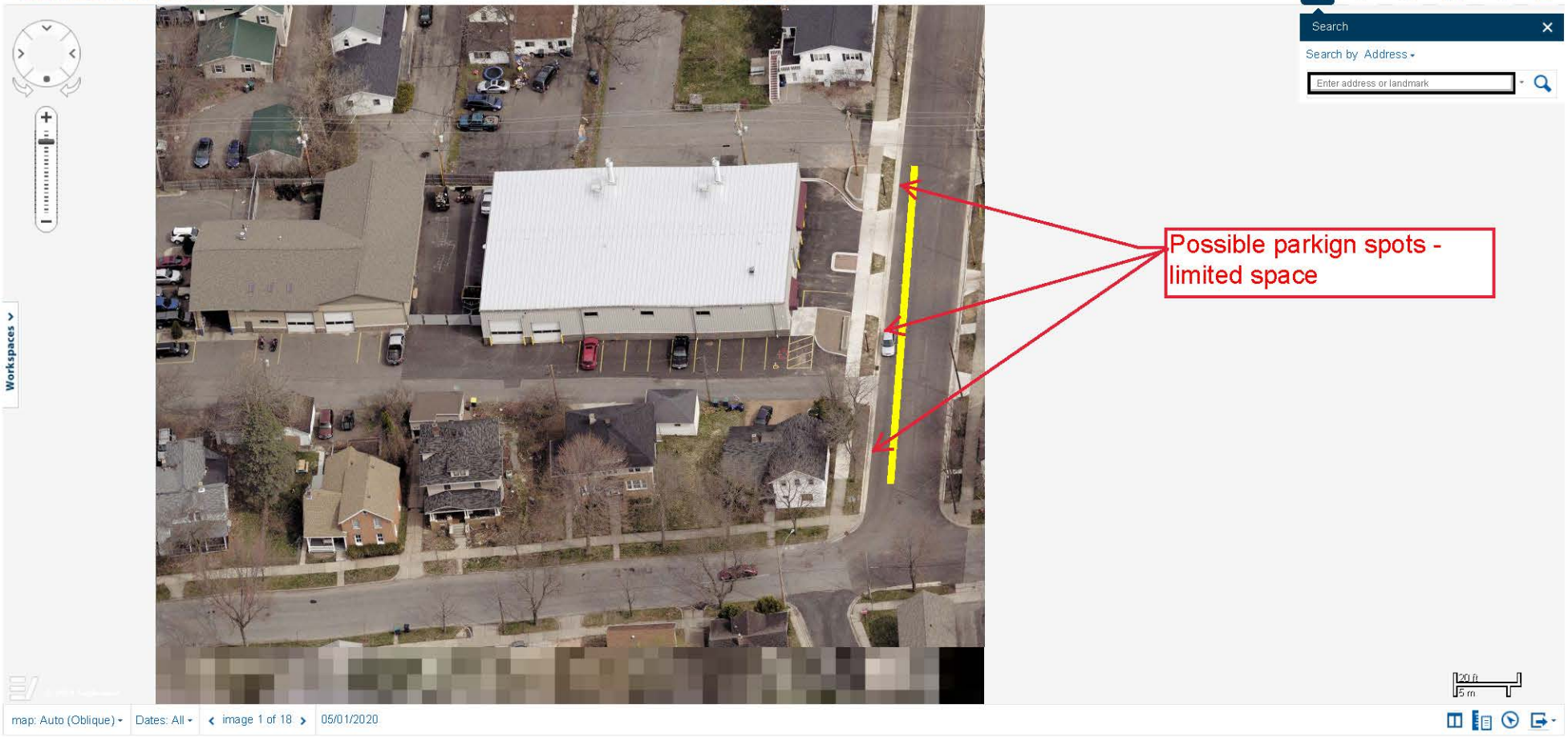
Staff to install the sign.

STAFF RECOMMENDATION

Staff has no issues with establishing no parking on the west side of the street as proposed. This would allow for better visibility for ingress/egress with the new drive approaches.

Staff contact: Eric Lindman 715-261-6745

CONNECTEXPLORER™



City of Wausau
Location
Generated on 8/6/2020
Issue Date Range: 01/01/2019-08/06/2020

		Date	Citation	State	Plate	Make	Time	Block	Location	Ofc
05	<15' crosswalk	1/14/2019	3020000565	WI		CHEV	1226	200	N 7TH ST	99
05	<15' crosswalk	1/14/2019	3020000577	WI		CHEV	1706	200	N 7TH ST	99
05	<15' crosswalk	1/15/2019	3010000471	WI		GMC	1615	200	N 7TH ST	99
05	<15' crosswalk	1/16/2019	3010000490	WI		FORD	1630	200	N 7TH ST	99
05	<15' crosswalk	1/23/2019	3030000657	WI		TOYO	1211	200	N 7TH ST	99
05	<15' crosswalk	2/1/2019	3030000806	WI		TOYO	1844	200	N 7TH ST	99
05	<15' crosswalk	2/6/2019	3010000664	WI		CHEV	1843	200	N 7TH ST	99
01	expired meter	3/11/2019	3030001333	WI		BUIC	1120	~	N 7TH ST	99
05	<15' crosswalk	3/29/2019	3010001818	WI		CHEV	1824	200	N 7TH ST	99
05	<15' crosswalk	5/28/2019	3010001974	WI		TOYO	1819	200	N 7TH ST	99
13	private property	7/19/2019	3010002714	WI		CHEV	1423	200	N 7TH ST	99
05	<15' crosswalk	2/26/2020	3020004931	WI		FORD	1051	100	S 7TH ST	97
14	other	3/2/2020	3020005029	WI		MITS	0941	3200	N 7TH ST	97
06	<4' driveway	5/14/2020	3020005362	WI		FORD	1008	100	S 7TH ST	97

filtered out: 03, 15, 17 (ONP, abandoned, snow emergency)

7 TH ST
STOP
Bryan Loveland
715.571.6043
NextHome
715.355.5577
MULTI-FAMILY

AHY-3083
SIENNA

ST
SLE
ACADIA

OLSON
OFFICE
112

OLSON
AUTO BODY & PAINT, LLC
ESTIMATING
$19.95
IN-TOWN
Plus Mileage/Fees
Drive Now, Rent w/Your Phone
Truck Share 24/7 uhaul.com
U-HAUL
TRUCK SHARE 24/7

ESTIMATING
OLSON

Lori Wunsch

From: Eric Lindman
Sent: Tuesday, October 6, 2020 9:28 AM
To: Lori Wunsch
Cc: Cord Buckner; Allen Wesolowski
Subject: CISM Public Comment - No Parking West side S. 7th St

To the record – Public Comment on removing parking from west side of S 7th St

Conversation with Jerry Schultz, Owner of 113 S. 7th St

Jerry came to the office and told me he was not in favor of removing parking from the west side of S 7th St. He said this would eliminate parking on both sides of the street and his tenants use the street for parking. If parking was eliminated on the west side of the street he would like to see the east side of the street have parking allowed. He felt the City was making special considerations for Olson Tire and not considering the other property owners in the area. He stated that the other homes have driveways but they typically do not use them as people get blocked in as they are parked one car behind the other.

I explained to Jerry with the new driveways on the west side we see more conflicts than was previously there so staff feels eliminating the parking on the west side does make sense. I also stated if parking was reestablished on the east side we would recommend to keep parking back from the corner of Kickbush to allow for trucks and vehicles to navigate the intersection. I also stated rental units need to provide adequate parking for their tenants and not rely on street parking. The City makes every effort to provide on-street parking when it is determined to be safe, practical and accommodating to our maintenance.

Eric Lindman, P.E.
Director of Public Works & Utilities
City of Wausau
407 Grant St.
Wausau, WI 54403-4783
P: 715-261-6745
C: 715-292-2606

Agenda Item No.
5

STAFF REPORT TO CISM COMMITTEE – October 8, 2020

AGENDA ITEM

Discussion and possible action on authorizing downtown snow/ice removal

BACKGROUND

Each year the Council adopts a resolution authorizing the removal of snow and ice from specific sidewalks in the downtown area. In the spring of each year, the abutting property owners are sent an invoice for the actual cost of snow/ice removal.

Following are the rates for the past five winters:

2019-2020	$7.72/foot
2018-2019	$11.92/foot
2017-2018	$9.06/foot
2016-2017	$6.82/foot
2015-2016	$3.25/foot

Example: A downtown property with 60 feet of frontage had a cost of $463.20 for snow/ice removal for 2019-2020.

FISCAL IMPACT

Property owners are charged the City's actual cost for snow/ice removal.

STAFF RECOMMENDATION

Forward a resolution to the Common Council authorizing snow/ice removal for the 2020-2021 winter.

Staff contact: Allen Wesolowski 715-261-6762

CITY OF WAUSAU, 407 Grant Street, Wausau, WI 54403

RESOLUTION OF THE CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Authorizing Downtown Snow/Ice Removal 2020-2021

Committee Action: Approved

Fiscal Impact: Revenue will be actual cost of work performed

File Number:	**Date Introduced:** October 27, 2020

FISCAL IMPACT SUMMARY				
COSTS	*Budget Neutral*	Yes☐ No☐		
	Included in Budget:	Yes☐ No☐	*Budget Source:*	
	One-time Costs:	Yes☐ No☐	*Amount:*	
	Recurring Costs:	Yes☐ No☐	*Amount:*	
SOURCE	*Fee Financed:*	Yes☐ No☐	*Amount:*	
	Grant Financed:	Yes☐ No☐	*Amount:*	
	Debt Financed:	Yes☐ No☐	*Amount*	*Annual Retirement*
	TID Financed:	Yes☐ No☐	*Amount:*	
	TID Source: Increment Revenue ☐ *Debt* ☐ *Funds on Hand* ☐ *Interfund Loan* ☐			

RESOLUTION

WHEREAS, the City will remove snow and ice from sidewalks on the following streets:

- 3rd Street from Grant Street to Washington Street
- Washington Street from 1st to 4th Street
- Jefferson Street from 1st to 4th Street
- Scott Street from 3rd to 4th Street
- North side of Jefferson Street between 4th and 5th Street
- East side of 1st Street between Jefferson and Washington Street
- East side of 4th Street between Jefferson and Scott Street
- East side of 2nd Street between Jefferson and Scott Street
- North side of McClellan Street from 3rd Street to 120 feet west
- North side of McClellan Street from 3rd Street to 120 feet east
- South side of Grant Street from 3rd Street to 120 feet east
- North side of Forest Street from 1st to 5th Street
- South side of the 100 block of Scott Street

DRAFT

- 1st Street and Scott Street abutting 11 Scott Street and 500 and 520 North 1st Street
- South side of Washington Street from 4th Street to 5th Street

WHEREAS, the intent of this resolution and its effect shall be to authorize the removal by the City of snow and ice from the sidewalks listed above, and the cost of such shall be charged to the owners of the abutting property, now therefore

BE IT RESOLVED by the Common Council of the City of Wausau:

1. The Director of Public Works and Utilities shall cause the snow and ice to be removed from the sidewalks listed above.

2. The cost of this work at the City's standard rate shall be charged to the property served.

3. All special charges shall be due and payable within 30 days of the date of the invoice, with interest to be charged on past due accounts. Any charge, plus accumulated interest, not paid on or before September 30, 2021 shall become a lien upon the property and shall be extended on the current tax roll as a delinquent tax against the property.

4. The Department of Public Works shall mail a copy of this resolution to the owner of each parcel charged for the cost of the removal, together with a statement of the amount charged against the particular parcel.

Approved:

_____

Katie Rosenberg, Mayor

DowntownSnowRem

DRAFT

Agenda Item No.
6

STAFF REPORT TO CISM COMMITTEE – October 8, 2020

AGENDA ITEM

Update on bicycle and pedestrian project priorities

BACKGROUND

For the past year I have been working with the Bicycle and Pedestrian Advisory Committee to establish bicycle and pedestrian related improvement priorities to aid in budgeting and to develop a more proactive approach to bicycle and pedestrian improvements. The committee has sorted through and discussed projects identified through existing plans, walk audits, citizen complaints, response to crashes, and issues identified by committee members. Now that there is a working list of priorities established by the advisory committee, staff wanted to bring it to CISM to provide an opportunity for questions and discussion prior to the budgeting process. The Bicycle and Pedestrian Advisory Committee plans to use their working list to facilitate discussions with community organizations and the public to continue refining the priorities. The table below briefly summarizes the highest priorities identified by the advisory committee for 2021. More information and more detailed descriptions for many of these projects are located in the respective plans.

Table 1: Bicycle and Pedestrian Improvement Priorities

Project	Location(s)	Need	Plan/Response
River Edge Trail Rectangular Rapid Flashing Beacons	Trail Crossing at Washington St.	Difficult crossing on high-use path in downtown.	River Edge Master Plan and numerous complaints
Bicycle-friendly signal detectors at priority intersections	Westbound Kent St. @ Grand Ave., Sturgeon Eddy Rd. @ Grand Ave., Washington St. @ 6th St.	Bicycles and some motorcycles don't trigger signals for green light.	Known issues with signal actuation along bike routes and popular roads
Pedestrian crossing improvements (overhead RRFBs, crosswalk lighting, advanced yield)	Henrietta St. and Grand Ave.	Difficult high-use crossing between transit stop and public housing.	Response to fatal crash and numerous complaints
1st Street reconfiguration	Between Washington St. and Forest St.	Important corridor into downtown.	Wausau Center Urban Design and Transportation Master Plan
Forest Street reconfiguration	Between 1st St. and Grand Ave.	Important corridor into downtown.	Wausau Center Plan
Sherman Street Bike Lanes	Between 17th Ave. and 24th Ave.	Regional bike route and connection between Wausau neighborhoods and County Highway R multi-use path/Rib Mountain	Wausau MPO Bike/Ped Plan
Northwestern Avenue Paved shoulders	between Gold Ridge Way and Meuret Ln.	Regional bike route and connection between Wausau and Mountain-Bay Trail. Existing shoulder too narrow.	Wausau MPO Bike/Ped Plan
Scott Street Bridge Bike Lane	Between 1st Ave. and 1st St.	Important gap between east and west side.	MPO Plan, River Edge Plan

Washington Street Bridge Bike Lane	Between 1st Ave. and 1st St. or River Edge Trail	Important gap between east and west side.	MPO Plan, River Edge Plan
East Thomas Street bike lanes	Between Grand Ave. and Thomas Street Bridge	Regional bike route, important gap between east and west side, gap between bike routes and River Edge Trail.	MPO Plan
Thomas Street Bridge	Between River Dr. and McCleary St.	Regional bike route, important gap between east and west side.	MPO Plan, River Edge Plan
1st Ave bike lane	Between Oak St. and Bridge St.	Important on-street connection between River Edge Trail gaps. Bike lane currently drops before intersection.	MPO Plan
			*Projects are not listed in a ranked order

Plans are located at the following links:

Wausau MPO Bicycle and Pedestrian Plan - https://www.wausaudevelopment.com/Portals/0/Resources/Documents/WausauMPO_BicyclePedestrianPlan.pdf
Wausau Center Urban Design and Transportation Master Plan - https://www.wausaudevelopment.com/Portals/0/Resources/Documents/Wausau%20Center%20Urban%20Design%20and%20Transportation%20Plan%202019.pdf
River Edge Master Plan - https://www.wausaudevelopment.com/portals/0/Resources/Documents/2020_RiverEdgeMasterPlanUpdate_web.pdf

FISCAL IMPACT

No fiscal impact at this time. Planning level cost estimates are available in the respective plans for most projects identified in previous plans.

STAFF RECOMMENDATION

Consider the recommendations in preparation for annual budgeting.

Staff contact: Brad Sippel, Assistant Planner 715-261-6686

Agenda Item No.
7

STAFF REPORT TO CISM COMMITTEE – October 8, 2020

AGENDA ITEM
2020 Construction Projects Update
BACKGROUND
Construction of 2020 infrastructure projects continues. Staff will give an update and answer questions on any current construction projects.
FISCAL IMPACT
None
STAFF RECOMMENDATION
None, discussion item only.
Staff contact: Allen Wesolowski 715-261-6762

Agenda Item No.
9

STAFF REPORT TO CISM COMMITTEE – October 8, 2020

AGENDA ITEM

Discussion and possible action on stop sign placement at the intersection of North 1st Street and McIndoe Street

BACKGROUND

McIndoe Street, from 2nd Street to 3rd Street, is scheduled to be permanently closed on 10/12/2020. Once this section of street is closed, USH Bus 51 Northbound and STH 52 Westbound will be rerouted to Scott Street, which will significantly reduce traffic volumes on McIndoe.

North/south bound traffic on 1st Street are currently stop controlled at the McIndoe St and 1st St intersection and the west bound traffic on McIndoe St is uncontrolled. Per MUTCD guidelines, the roadway carrying the lowest volume of traffic should be controlled.

FISCAL IMPACT

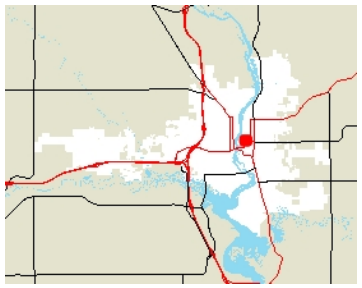
NA

STAFF RECOMMENDATION

Staff recommends adding a stop sign at the intersection of N. 1st St. and McIndoe St. for west bound traffic and the removal of stop signs for north and south bound traffic on N. 1st Street.

Staff contact: TJ Niksich 715-261-6748

DPW Mapping System



Legend

- Parcel
- Section Line/Number
- Municipality

Map Created: 10/2/2020

50.00 0 50.00 Feet

NAD_1983_2011_WISCRS_Marathon_Feet

DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Marathon County-City of Wausau will not be responsible for any damages which result from third party use of the information and depictions herein or for use which ignores this warning.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

Agenda Item #10

Office of the City Attorney

TEL: (715) 261-6590
FAX: (715) 261-6808

Anne L. Jacobson
City Attorney

Tara G. Alfonso
Assistant City Attorney

Nathan Miller
Assistant City Attorney

To: Capital Improvements and Street Maintenance Committee and Common Council

From: Tara G. Alfonso, Asst. City Atty

Date: October 5, 2020

Re: Comments on Repealing Section 10.01.025 Stop sign locations designated and recreating as Section 10.01.025 Establishment of certain traffic limitations and rules; repealing Section 10.01.030 Yield right-of-way intersections, Section 10.01.060 One-way streets, Section 10.01.070 Accident reports, Section 10.24.010 Right turns, Section 10.24.020 Left turns, Section 10.24.030 U-turns.

- Issues and questions have arisen from time to time as to where certain ordinances or resolutions are maintained with respect to the imposition of various traffic rules such as the creating of one-way streets, right-of-way intersections and the like. The proposed revisions to Title 10 of the City's Municipal Code attempt to clarify how and where these traffic rules will be maintained.

- In connection with making this clarification, it became apparent there are certain City ordinances that set forth prohibitions regarding the making of certain turns (U-turns, left and right turns) as well as requirements for making accident reports which are already included in the Municipal Code by virtue of W.M.C. §10.01.010 which incorporates all provisions of the State Motor Vehicle Code, Wis. Stats. Ch. 340 to 348 and 350. Thus, to avoid any potential conflict with state law and remove any redundancy, these municipal ordinances are proposed for repeal.

Agenda Item #10

CITY OF WAUSAU, 407 Grant Street, Wausau, WI 54403

ORDINANCE OF CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE	
Repealing Section 10.01.025 Stop sign locations designated and recreating as Section 10.01.025 Establishment of certain traffic limitations and rules; repealing Section 10.01.030 Yield right-of-way intersections, Section 10.01.060 One-way streets, Section 10.01.070 Accident reports, Section 10.24.010 Right turns, Section 10.24.020 Left turns, Section 10.24.030 U-turns.	
Committee Action:	**Ordinance Number:**
Fiscal Impact: None	
File Number:	**Date Introduced:**

The Common Council of the City of Wausau do ordain as follows:

Add ( )

Section 1. That Section 10.01.025 Stop sign locations designated, is hereby repealed and recreated as Section 10.01.025 Establishment of certain traffic limitations and rules as follows:

Section 10.01.025 Establishment of certain traffic limitations and rules. The common council may establish stop signs, yield signs, turning rules, and one-way streets and alleys, the official list of which will be kept on file in the city engineering department and be set forth in the sign inventory maintained by the department. The common council may, from time to time, make additions to or deletions to such inventory. The placing of signs, markers and painting of the pavement shall be evidence of the existence of the limitations and rules established by the common council and it shall be unlawful to fail to comply with said signs, markers or pavement markings. These limitations and rules and the sign inventory will be open to public inspection during regular office hours.

Section 2. That Section 10.01.030 Yield right-of-way intersections is hereby repealed and recreated by virtue of Section 10.01.025 Establishment of certain traffic limitations and rules.

Section 3. That Section 10.01.060 One-way streets is hereby repealed recreated by virtue of Section 10.01.025 Establishment of certain traffic limitations and rules.

Section 4. That Section 10.01.070 Accident reports, is hereby repealed.

Section 5. That Section 10.24.010 Right turns, is hereby repealed.

Section 6. That Section 10.24.020 Left turns, is hereby repealed.

Section 7. That Section 10.24.030 U-turns, is hereby repealed.

Section 8. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 9. This ordinance shall be in full force and effect on the day after its publication.

Adopted:
Approved:
Published:
Attest:

Approved:

_____
Katie Rosenberg, Mayor

Attest:

_____
Leslie Kremer, Clerk