



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, December 9, 2021 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. Presentation by UW Madison Students on Grand Avenue, 6th Street and Forest Street intersection design alternatives.
2. Presentation and discussion of Director's Report.
 - Ongoing Environmental Work
 - Construction Projects
 - General Operations
 - Funding Options
3. CONSENT AGENDA (Any item can be removed from the Consent Agenda at the request of a Committee member.)
 - A. Approval of minutes of the November 11, 2021 meeting.
 - B. Action on preliminary resolution for 2022 Street Construction Projects.
 - C. Action on preliminary resolution for 2022 Alley Paving Projects.
4. Discussion and possible action on no parking on the south side of Strowbridge Street from 1st Avenue to 2nd Avenue.
5. Discussion and possible action on parking restrictions in the 600 block of Fulton Street.
6. Discussion and possible action on speed limit in alley between 6th Avenue and 7th Avenue bordered by Oak Street and Cedar Street.

Adjournment

LISA RASMUSSEN - Committee Chair

This meeting is being held in person and/or via teleconference (all public participants' phones will be muted during the meeting) by **calling**

1-408-418-9388. The Access Code is: 2495 921 1074 The Password is: 120921

Members of the public who do not wish to appear in person may view the meeting live over the internet on the City of Wausau's YouTube Channel <http://tinyurl.com/WAAMedia>, live by cable TV, Channel 981, and a video is available in its entirety and can be accessed at <https://tinyurl.com/wausaucitycouncil>. 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 transmitted to the Daily Herald newsroom on 12/03/21 @ 9:00 a.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, REI, Judy Bayba, Scholfield Group, Clark Dietz, Inc., Brown and Caldwell, Property Owners in the 100 block of West Strowbridge Street, Property Owners in the 600 block of Fulton Street.

AGENDA ITEM
Presentation by UW Madison Students on Grand Avenue, 6 th Street and Forest Street intersection design alternatives
BACKGROUND
The City of Wausau Engineering Department and the Marathon County Planning Department have been working with University of Wisconsin engineering students on design alternatives for the above intersection. The project is part of the students ‘Capstone Project’, which is their senior design project required for graduation. This presentation will give the City a look at what design alternatives were considered, impacts, and cost estimates.
FISCAL IMPACT
None
STAFF RECOMMENDATION
None, this presentation is for informational purpose only. It gives the City a look at what could be done and also provides the students experience presenting to officials.
Staff contact: Allen Wesolowski 715-261-6762



TO: Capital Improvement Street Maintenance Committee

FROM: Eric Lindman, P.E.
Director of Public Works & Utilities

DATE: December 9, 2021

SUBJECT: Director Report

Environmental Work

1. Riverside Park testing – No further testing is required. A remediation plan is being prepared by REI. Once a plan is prepared for remediation, plans and specifications will be prepared for bidding the work.
2. 1300 Cleveland Ave testing – GEI is preparing the final Site Investigation report. Once this is complete it will be shared with the WDNR and the City Council.
3. Mall Site - REI is preparing site closure report, expected closure before year end.

Construction Projects

4. All 2021 projects are complete
5. 2022 projects are expected to begin being bid in January 2022
6. Allen met with the WDOT on Nov 18 about connecting Hwy 51/52 in the City. The WDOT is going to place East Wausau (6th St – 18th St) on their reconstruct list and move the construction timeline up. They will be providing the City an SMA for approval in the coming months.
7. The other significant discussion with the WDOT was removing the connecting Hwy 52 from downtown and possibly moving this traffic to another route that would avoid downtown and allow City to better flow traffic creating two-way roads on current one-way roads. Staff will be preparing some alternatives for CISM and the WDOT to consider.

General Operations

8. Leaf pick up is complete. Leaf pick up continued through November, was a long extended time period this year.
9. Crews have been out a couple times for winter operations
10. We continue to have staffing vacancies. We are interviewing and making offers to candidates as well as completing skill tests. Current staffing:
 - o Mechanics - Three mechanics hired and one 2nd shift vacancy remains.
 - o Operators – 4 vacancies and staff interviewing for potential offers.
 - o Sewer – one vacancy
 - o Water – one vacancy

Funding Options

Staff has been preparing potential projects that may be eligible for ARPA funding. The City is in the process of establishing a process for submitting requests and having the City Council review them for consideration. Staff is also looking at the Federal Infrastructure Investment and Jobs Act (IIJA) to determine what funding may be available in the coming months and for what types of projects. The IIJA has significant funds for transportation funding but much of the funds are not yet available to be used. The Transportation Secretary has been tasked with preparing a procedure for States and/or local governments to apply and access these funds. From what I have read so far much of the funding will end up becoming available through “normal” channels such as the MPO, WDOT, WDNR, etc. Staff will be preparing some narratives for some local projects and begin gathering data/surveying in order to prepare estimates and project descriptions. Most projects involve water, sewer, storm, streets, lighting/electrical, and other infrastructure. The IIJA is focused on alternatives and sustainability. One of the big focuses related to transportation is the inclusion of electrical grid improvements for EV charging stations near designated routes. We will be considering this type of infrastructure especially near the Hwy 51/29 corridors within the city along with other principal arterial roadways.

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

Date of Meeting: November 11, 2021, at 5:15 p.m. in the Council Chambers of City Hall.

Members Present: Lisa Rasmussen, James Wadinski, Lou Larson, Debra Ryan, Tom Neal

Also Present: Eric Lindman, TJ Niksich, Cord Buckner, Tara Alfonso, Chad Abbiehl, Lori Wunsch

In compliance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and received by the *Wausau Daily Herald* in the proper manner.

Noting the presence of a quorum, at approximately 5:15 p.m. Chair Rasmussen called the meeting to order.

Presentation and discussion of Director's Report

There were no questions on the Director's Report.

CONSENT AGENDA

- A. Approve minutes of the October 14, 2021 meeting**
 - B. Action on Easement with Aspirus Buildings, Inc., for bike/pedestrian path at 905 North 2nd Street**
 - C. Action on Easement with Third Street Holdings, LLC for bike/pedestrian path at 151 McIndoe Street**
 - D. Action on Preliminary Resolution to vacate and discontinue the unpaved alley bounded by Bertha Street, Lake View Drive, Mount View Drive, and Elmwood Boulevard**
-

Larson moved to approve the consent agenda items. Neal seconded and the motion carried 4-1 with Ryan the dissenting vote.

Discussion and possible action on petition for annexation – Grube (076-2907-284-0004, Town of Stettin)

The property owner is requesting annexation for water and sewer. Larson moved to approve. Ryan seconded and the motion carried unanimously 5-0.

Discussion and possible action on creating an Assessor's Plat for 901 Townline Road, 1309 Torney Avenue, 1315 Torney Avenue, and 1321 Torney Avenue

Lindman reminded the committee that Torney Avenue is scheduled for reconstruction in 2022 with Community Development Block Grant funds. The property lines in this block do not line up with how the land is being used. The City can create an Assessor's Plat to correct the lot lines.

Larson asked if this has been discussed with the property owners and if their tax base would go up or down. Lindman said the tax rate is based on square footage of the land. The property to the north would gain property. If Council approves moving forward, staff recommends completing this inhouse. Property owners will have the opportunity to have a say in it once the properties are staked. There would be a public hearing once it goes to the DOA. Residents would have 30 days to bring suit.

Larson is in favor of Torney Avenue getting fixed and if this is needs to be done for that, he would be in favor. Rasmussen noted that on the north side some of the property lines are through people's houses. It makes sense to fix and may solve headaches for people going forward.

Ryan said there might be a similar situation on the west side, near where she lives and worried about hardship on property owners for survey work. Lindman explained the City has the option to charge, but staff is recommending doing this survey inhouse at no cost to the homeowners. This would clean up the plat so property lines match the current use.

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

Discussion/review of parklets

Last spring the committee talked about issuing a permit to add parklets in the downtown along the River District corridor and agreed to come back to committee to review results. Communications have been received from neighboring businesses on 3rd Street.

Tyler Vogt stated things went fantastic with the parklet. He estimated between 3,000 and 3,400 people used it in an 18-week period. They were so busy he had 7 servers on for the first time in his history, had to add help in the kitchen resulting in another permanent job, and extra shifts were opened for bartenders. They had 48 shows of live music for 18 weeks. They had jazz shows on Sundays with local jazz teachers and students. Foot traffic was up nearly 2½ times on Sundays. He has no doubt there was more commerce and people in the area. On Friday night shows, people from the Elks Lodge danced on the sidewalk. He has read the letters from The Mint, Brushert's and Jane Janke and noted 18 people were using an area that 2 cars could fill. In the spirit of working together and being a good neighbor, he brought forward a couple of ideas to maintain the pros of having a parklet downtown.

Rasmussen mentioned a meeting that was held in October with stakeholders, leadership of the Festival of Arts, Lindman, herself and the Mayor. They talked about parklets, the downtown traffic flow in general, and how things can work together. If the right people talk and understand each other, there are good outcomes. Sometimes when people are upset about things it is because they haven't had a proactive dialogue. There was a pinch point between the Art Festival and some of the 3rd Street businesses when the streets closed for the Art Festival. Getting them all to talk was helpful and this situation could also be that way. There might be value in having Lindman and Opal-Wahoske get together with stakeholders. Feedback on the parklet was received from Jane Janke, Brushert's, The Mint and La Prima. All basically saying downtown parking is at a premium and anything occupying parking long term is a concern. However, when people come downtown to eat they also buy stuff, which helps the retailers.

Vogt stated that last year was a probation period to see if there was a demand. It resulted in a lot of entertainment and foot traffic. The quad area by the 400 Block was full every Friday night when he had entertainment. People brought food from other areas and enjoyed the atmosphere. He provided a picture of the street as designed, the street with the parklet, and an idea for next year. That idea being removing trees and a trash container. He could then use the performance stage 5 days a week and provide free music downtown. The companies complaining mostly about limited accessibility for patrons are The Mint and Brushert's. Parking could be shifted to their end of the block and install a curb ramp where there is already an accessibility lane. Rasmussen asked if the parklet would sit in the dashed accessibility area with people still entering and exiting the parklet on the sidewalk side. Vogt confirmed and thought this would be a nice compromise to move forward with all the things that were gained this year. In the spirit of being a good neighbor, he thought this might solve all problems. If the handicap spots were moved further north in front of the businesses asking for it, when the parklet is gone an extra parking spot would be reclaimed without any further investment.

Rasmussen feels we should have an interaction with stakeholders after the engineers have looked into Vogt's suggestion. The challenge would be parklet permits are available to everyone, approved case by case. If they gain favor, we may have more requests and will have to be mindful of placement. If too many modifications are made to curbs and ramps, we will have to be prepared to make similar modifications in other areas. We should first assess the value of the way we have it. There may be value in keeping as is rather than modifying curbs.

Neal hands it to Vogt for his thinking. Neal's first reaction was to be dismissive of the pushback. Vogt didn't take that route and got creative. Neal does not ever remember thinking he wouldn't come downtown again because he could not park. Anyone that makes a judgement like that because they cannot park immediately in front of where they want to go should not be given a lot of weight. He likes Vogt's future thinking. What transpired this season was an example of creating a sense of place and bringing life out to the street. Having a street scene and a vibe going on is important. We need to have flexibility and street life to attract people. We need to keep thinking along progressive lines and what's best for commerce and branding.

Rasmussen referred to the meeting with stakeholders regarding the Art Festival. There were similar complaints because downtown streets were closed for 3 days. We have 10,000 people a day wandering downtown that would not come otherwise. We need to look at the greater value. We also must weigh that this is available City wide. If we only consider a small amount of feedback, we might be shortsighted. Neal feels every case has its own logistics and should be looked at creatively. Discussion followed.

Larson is in full agreement with Alder Neal. He attended the concerts on the square. He is not going to stop coming downtown because he cannot get a parking space. He is in full agreement to give Lindman the go ahead to look forward and see how this can be improved. He added the need to be very careful not to create more of a problem by allowing too many parklets. Larson also feels closing the streets for Dining on the Street was a plus. People could walk around downtown and not worry about dodging traffic.

Ryan is a baby boomer and doesn't get downtown as often as she would like. She has a bum knee and tries to park close to where she's going. She understands The Mint probably has an older population that want to be able to park out front. She agrees that taking the tree down and using the bump out would be ideal. She realizes this is fighting two generations.

Vogt said if one is hoping for open parking spots when there is only 12 in the block, you are basically hoping there are less than 24 people in the area. Parking is a district-wide problem. He applauds the City for what it is doing. When he moved downtown 15 years ago to start a business, other people told him he'd fail due to lack of parking. His response was he wouldn't have to maintain a parking lot and there is plenty of parking. He understands both perspectives, which is why he tried to come up with a compromise. He doesn't want his neighbors feeling ill will towards him. There are multigenerational businesses that we need to respect, and he is trying to find a way to deal with everyone. Rasmussen admires that viewpoint. Some of the places that are opposed to this are also doing boom business during events. She feels we need to look at the greater value. We could agree by consensus to develop a plan for 2022 to consider in February.

When Wadinski came tonight he was worried about parking spaces, worried about the other businesses that didn't have the opportunity to use these facilities, worried about people who were disappointed with parking being reduced downtown, worried about the parklet taking the space of 3 parking spots. However, he is impressed with this business owner that wants to work with his neighbors and do good for the community. He suggested parklets do not take up more than 1 space if possible. Rasmussen said these do work in other cities. This is something new to Wausau and requires adjustments.

The committee agreed by consensus to direct staff to meet with the stakeholders and come up with a plan for next summer.

Discussion and possible action on 28th Avenue corridor, Pine Ridge Boulevard to West Wausau Avenue

Lindman explained that the County Infrastructure Committee recently indicated they no longer wish to pursue this corridor. Staff feels the corridor has merit. The steep hill is at 18% to 20% grade. The corridor carries traffic to the Village of Maine. The Village would also like to see the corridor kept. The original corridor was drawn for a 4-lane road. Traffic counts do not warrant a 4-lane road. Staff would like to go ahead with a three-way split to have an engineering firm scale back the corridor to a 2-lane road. Landowners who want to build or expand cannot get a building permit because the land is on the Official City Map. We still want to consider the corridor but scale it back to a 2-lane road, which would allow businesses to expand.

Wadinski asked if it would be a 2-lane road with bike and turning lanes. Lindman said there would be a cul-de-sac on the north end before the hill to eliminate the steep stretch. The 4-lane road was wide with a median. Traffic counts are around 3,000 and projected at 5,000 to 5,500 in 20 to 30 years. Counts of 14,000 a day are needed before a 4-lane road is considered.

Larson has found himself going around and avoiding the hill. He is sure a lot of people do the same because of the condition of the hill. He questioned if traffic flow would increase if the road was fixed. Lindman said a traffic engineer looked at that and didn't feel there would be a considerable increase. Initially it was designed for

a 4-lane road as there was potential for development of land to the north. Since the township became the Village of Maine, that potential no longer exists without access to water and sewer.

Rasmussen feels 2-lane infrastructure does tend to slow down traffic. Westwood Drive was overbuilt intentionally for development. Originally the plan was for the infrastructure to work together in case they ever had to shut down Highway 51.

Wadinski asked if this was a County road. Lindman confirmed it is a County road up to Stewart Avenue. Initially when the corridor was to go through it would have been County R. The County wants to do away with the entire corridor. City staff feels there is merit to keep a portion of the corridor in place. The County put in over \$1 million buying properties along the corridor. The City has deferred maintenance on 28th Avenue because of the County's intentions. From staff's perspective, it is a little disingenuous to have the County arbitrarily back out on something they committed to and would be a benefit to the City. The County Infrastructure Committee asked for Highway Commissioner Jim Griesbach to work with the City and there were discussions at the MPO. The Village of Maine and City staff feel the corridor is a good idea to keep but scaled down.

Rasmussen thinks we need to keep options open for future development and traffic movement. To abandon the idea completely rather than scale it down may be shortsighted of us. The land, except for the piece north of West Wausau Avenue, is in the City. She feels we should keep this on the Official City Map so we can plan for infrastructure. If it is removed from the Official City Map, building permits could be issued. She believes it is a good idea to narrow down the corridor and keep as an option.

Per Lindman, one of the reasons this came forward was the Achieve Center at Madonna Drive and 28th Ave applied for a permit to expand to the east. A permit was not issued as it was encroaching on the Official City Map area. Rasmussen asked if it would help them to amend the Official City Map by reducing the corridor. At this time Lindman does not know how the reduction would look; we would have an engineering firm determine that.

Wadinski is disappointed the County isn't considering something that benefits the 40,000 residents in the City, and thousands of others that may use the road to go to the hospital. It can be a main thoroughfare from the City to the Village of Maine. Any infrastructure built because of the road will not only benefit the City, but the County tax base as well. He is hoping the County reconsiders.

Rasmussen said a large portion of the wheel tax comes from City of Wausau residents. All residents pay wheel tax and not one dollar can be used to shine up City streets or even in town portion of County roads. She is also disappointed and thinks we need some of the corridor protected.

Ryan moved to direct staff to protect the corridor and work with the appropriate professionals to downsize the corridor. Seconded by Neal and the motion carried unanimously 5-0.

Adjourn

Larson moved to adjourn the meeting. Wadinski seconded and the motion carried unanimously 5-0. Meeting adjourned at approximately 6:05 p.m.

Agenda Item No.

3B

STAFF REPORT TO CISM COMMITTEE – December 9, 2021

AGENDA ITEM
Action on preliminary resolution for 2022 Street Construction Projects
BACKGROUND
Bugbee Avenue from Burek Avenue to Tierney Road, 4 th Street from McClellan Street to Scott Street, and 4 th Avenue from Bridge Street to Knox Street have been included in the 2022 budget.
FISCAL IMPACT
None at this time.
STAFF RECOMMENDATION
Staff recommends the preliminary resolution for special assessments be adopted and public hearing scheduled. The public hearing would be held in January.
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**

Preliminary Resolution Levying Special Assessments for 2022 Street Construction Projects

Committee Action:

Fiscal Impact: None at this time. Construction would take place in 2022 and the special assessments would be levied when the project is substantially completed.

File Number: **Date Introduced:** December 14, 2021

FISCAL IMPACT SUMMARY

COSTS	<i>Budget Neutral</i>	Yes ☒ No ☐	
	<i>Included in Budget:</i>	Yes ☐ No ☐	<i>Budget Source:</i>
	<i>One-time Costs:</i>	Yes ☐ No ☐	<i>Amount:</i>
	<i>Recurring Costs:</i>	Yes ☐ No ☐	<i>Amount:</i>
SOURCE	<i>Fee Financed:</i>	Yes ☐ No ☐	<i>Amount:</i>
	<i>Grant Financed:</i>	Yes ☐ No ☐	<i>Amount:</i>
	<i>Debt Financed:</i>	Yes ☐ No ☐	<i>Amount</i> <i>Annual Retirement</i>
	<i>TID Financed:</i>	Yes ☐ No ☐	<i>Amount:</i>
	<i>TID Source: Increment Revenue</i> ☐ <i>Debt</i> ☐ <i>Funds on Hand</i> ☐ <i>Interfund Loan</i> ☐		

RESOLUTION

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

1. The Common Council hereby declares its intention to exercise its police power under Section 66.0703 of the Wisconsin Statutes and Section 3.24.020 of the Wausau Municipal Code to levy special assessments upon property for special benefits conferred upon such property by the improvement of the following streets under Street Construction projects to take place in 2022:

Bugbee Avenue from Burek Avenue to Tierney Road
4th Street from McClellan Street to Scott Street
4th Avenue from Bridge Street to Knox Street

2. The public improvement shall include the removal and replacement of bituminous concrete and/or Portland cement concrete pavement, curb and gutter, drive approaches; installation and/or replacement of sidewalk and sanitary sewer, water and storm sewer laterals where necessary.

3. The total amount assessed against the properties in the defined assessment district shall not exceed the total cost of the City's share of the improvements. The City Council determines that the improvements constitute an exercise of the police power and the assessment against each parcel shall be upon a reasonable basis. The final assessment bill will be sent to property owners upon substantial completion of the project.

4. Unless other installment plans are determined at the hereinafter stated public hearing, the assessment against any parcel shall be paid as follows:

Assessments under \$300: If payment is not made prior to November 1, 2022, the special assessment will be placed on the 2022 real estate tax bill and be due in full on or before January 31, 2023. There is no interest charged when paid in full. Assessments totaling less than \$300 must be paid in full and do not qualify for the five-year payment schedule.

Assessments totaling \$300 but less than \$20,000: If full payment is not made prior to November 1, 2022, assessments totaling \$300 but less than \$20,000 will automatically be placed on the five-year payment schedule on the 2022 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2022 real estate taxes **OR**
- B. Payment of the first one-fifth of the assessment with the 2022 real estate taxes without interest. The remaining balance is paid in equal installments on the next four real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% beginning February 1, 2023, on the unpaid balance. (The 2021 rate was 1.9908%.) The remaining balance may be paid at any time with interest calculated through the month of payment.

Assessments over \$20,000: If payment is not made prior to November 1, 2022, assessments totaling \$20,000 or more will automatically be placed on the ten-year payment schedule on the 2022 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2022 real estate taxes **OR**
- B. Payment of the first one-tenth of the assessment with the 2022 real estate taxes without interest. The remaining balance is paid in equal installments on the next nine real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% beginning February 1, 2023, on the unpaid balance. (The 2021 rate was 1.9908%.) The remaining balance may be paid at any time with interest calculated through the month of payment.

Real estate taxes may be paid in full or in three installments (January 31, April 30, July 31), however, the special assessments must be paid on or before January 31, 2023. No payments can be applied to real estate taxes if the special assessments are not paid. Section 74.12(11)(a), Wisconsin Statutes, specifically states if a treasurer receives a payment from a taxpayer which is not sufficient to pay all general

property taxes, special assessments and special taxes due, the treasurer shall apply the payment to the amounts due, including interest and penalties, in the following order: (1) personal property taxes; (2) delinquent utility charges; (3) special charges; (4) special assessments; (5) special taxes; (6) real property taxes.

5. The Engineering Department shall prepare a report which shall consist of the preliminary plans for the proposed work, an estimate of the cost of the work, a schedule of the proposed assessments for each parcel; a copy of the report shall be filed with the City Clerk for public inspection. In accordance with Section 66.0703(7)(a), Wisconsin Statutes, notice shall be given of a public hearing on the project; the hearing shall be held by the Board of Public Works in the Council Chambers of City Hall and will be scheduled early in 2022.

6. The installation of said improvements shall be accomplished according to the provisions of Title 12 and Chapter 3.24 of the Wausau Municipal Code, where applicable.

Approved:

Katie Rosenberg, Mayor

Agenda Item No.

3C

STAFF REPORT TO CISM COMMITTEE – December 9, 2021

AGENDA ITEM

Action on preliminary resolution for 2022 Alley Paving Projects

BACKGROUND

The alley bounded by Cedar Street, Spruce Street, North 9th Avenue and North 10th Avenue is being considered for paving. Approval would allow a resolution to move ahead to set a public hearing for special assessments. Abutting property owners are assessed the actual cost of the asphalt for the project.

FISCAL IMPACT

None at this time.

STAFF RECOMMENDATION

Staff recommends the preliminary resolution for special assessments be adopted and public hearing scheduled. The public hearing would be held in January.

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**

Preliminary Resolution Levying Special Assessments for 2022 Alley Paving Project

Committee Action:

Fiscal Impact: None at this time. Construction would take place in 2022 and the special assessments would be levied when the project is substantially completed.

File Number: **Date Introduced:** December 14, 2021

FISCAL IMPACT SUMMARY

COSTS	<i>Budget Neutral</i>	Yes ☒ No ☐	
	<i>Included in Budget:</i>	Yes ☐ No ☐	<i>Budget Source:</i>
	<i>One-time Costs:</i>	Yes ☐ No ☐	<i>Amount:</i>
	<i>Recurring Costs:</i>	Yes ☐ No ☐	<i>Amount:</i>
SOURCE	<i>Fee Financed:</i>	Yes ☐ No ☐	<i>Amount:</i>
	<i>Grant Financed:</i>	Yes ☐ No ☐	<i>Amount:</i>
	<i>Debt Financed:</i>	Yes ☐ No ☐	<i>Amount:</i> <i>Annual Retirement</i>
	<i>TID Financed:</i>	Yes ☐ No ☐	<i>Amount:</i>
	<i>TID Source: Increment Revenue ☐ Debt ☐ Funds on Hand ☐ Interfund Loan ☐</i>		

RESOLUTION

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

1. The Common Council hereby declares its intention to exercise its police power under Section 66.0701 of the Wisconsin Statutes and Section 3.24.020 of the Wausau Municipal Code to levy special assessments for special benefits conferred upon abutting properties by improvement of:

Alley bounded by Cedar Street, Spruce Street, North 9th Avenue and North 10th Avenue

2. The public improvement shall include bituminous concrete paving.
3. The total amount assessed against the properties in the defined assessment district shall not exceed the total cost of the City's share of the improvements. The City Council determines that the improvements constitute an exercise of the police power and that the assessment against each parcel shall be upon a reasonable basis.

4. Unless other installment plans are determined at the hereinafter stated public hearing, the assessment against any parcel shall be paid as follows:

Assessments under \$300: If payment is not made prior to November 1, 2022, the special assessment will be placed on the 2022 real estate tax bill and be due in full on or before January 31, 2023. There is no interest charged when paid in full. Assessments totaling less than \$300 must be paid in full and do not qualify for the five-year payment schedule.

Assessments totaling \$300 but less than \$20,000: If full payment is not made prior to November 1, 2022, assessments totaling \$300 but less than \$20,000 will automatically be placed on the five-year payment schedule on the 2022 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2022 real estate taxes **OR**
- B. Payment of the first one-fifth of the assessment with the 2022 real estate taxes without interest. The remaining balance is paid in equal installments on the next four real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% beginning February 1, 2023, on the unpaid balance. (The 2021 rate was 1.9908%.) The remaining balance may be paid at any time with interest calculated through the month of payment.

Assessments over \$20,000: If payment is not made prior to November 1, 2022, assessments totaling \$20,000 or more will automatically be placed on the ten-year payment schedule on the 2022 real estate tax bill. Property owners may then pay their special assessment under either of two options:

- A. Payment in full without interest with the 2022 real estate taxes **OR**
- B. Payment of the first one-tenth of the assessment with the 2022 real estate taxes without interest. The remaining balance is paid in equal installments on the next nine real estate tax bills and carries an interest charge of the borrowed fund rate plus 1% beginning February 1, 2023, on the unpaid balance. (The 2021 rate was 1.9908%.) The remaining balance may be paid at any time with interest calculated through the month of payment.

Real estate taxes may be paid in full or in three installments (January 31, April 30, July 31), however, the special assessments must be paid on or before January 31, 2023. No payments can be applied to real estate taxes if the special assessments are not paid. Section 74.12(11)(a), Wisconsin Statutes, specifically states if a treasurer receives a payment from a taxpayer which is not sufficient to pay all general property taxes, special assessments and special taxes due, the treasurer shall apply the payment to the amounts due, including interest and penalties, in the following order: (1) personal property taxes; (2) delinquent utility charges; (3) special charges; (4) special assessments; (5) special taxes; (6) real property taxes.

5. The Engineering Department shall prepare a report which shall consist of the preliminary plans for the proposed work, an estimate of the cost of the work, a schedule of the proposed assessments for each parcel; a copy of the report shall be filed with the City Clerk for public inspection. In accordance with Section 66.0703(7)(a), Wisconsin Statutes, notice shall be given of a public hearing on the project; the hearing shall be held by the Board of Public Works in the Council Chambers of City Hall and will be scheduled early in 2022.
6. The installation of said improvements shall be accomplished according to the provisions of Title 12 and Chapter 3.24 of the Wausau Municipal Code, where applicable.

Approved:

Katie Rosenberg, Mayor

AGENDA ITEM

Discussion and possible action on no parking on the south side of Strowbridge Street from 1st Avenue to 2nd Avenue

BACKGROUND

The current no parking regulations on Strowbridge Street are as follows:

Strowbridge Street

- Both sides of the street between N. 1st Avenue and Cherry Street
- North side between N. 3rd Avenue and N. 1st Avenue from November 1 to April 1

DPW has requested the south side of Strowbridge between 1st and 2nd Avenue be added to no parking.

See map

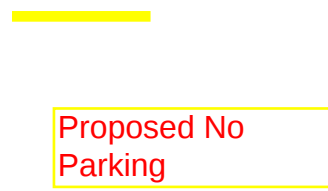
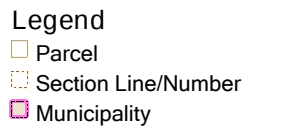
FISCAL IMPACT

None

STAFF RECOMMENDATION

Staff recommends approval.

Staff contact: Allen Wesolowski 715-261-6762



AGENDA ITEM

Discussion and possible action on parking restrictions in the 600 block of Fulton Street

BACKGROUND

The 600 block of Fulton St. is currently posted with several parking restrictions that are not included within ordinance. The location became the subject of review when a request was received to remove certain no parking restrictions. In review of the location, it was determined certain restrictions could be removed and that other restrictions should remain or be modified.

FISCAL IMPACT

None

STAFF RECOMMENDATION

1. Existing Posted Restrictions (consideration to remove/maintain/modify)
 - a. No Parking This Side of Street
 - Posted on the north side of 600 Fulton St.
 - Resident requested removal of this restriction.
 - Review of the location supports removal of the posted restriction.
 - b. No Parking Here to Corner
 - Posted on the south side of 600 Fulton St., approx. 49' from the intersection of 7th St.
 - Review of the location supports maintaining the posted restriction.
 - The section provides clearance for driveway approach and intersection approach.
 - c. No Parking Back to Corner
 - Posted on the south side of 600 Fulton St., approx. 75' from the intersection of 6th St.
 - Review of the location supports maintaining the posted restriction and **expanding the restricted section to approx. 100'** from the intersection of 6th St.
 - The expanded section will provide clearance for driveway approach and railroad tracks/crossing located with the restricted section.
2. New Posted Restrictions (consideration to add new location)
 - a. No Parking Here to Corner
 - Post on the north side of 600 Fulton St., approx. 100' from the intersection of 6th St.
 - Review of the location supports adding the restriction.
 - The section will provide clearance for driveway approach and railroad crossing apparatus located with the restricted section.

Staff contact: Lt. Cord Buckner 715.261.7803; Allen Wesolowski, City Engineer, 715.261.6762





AGENDA ITEM

Discussion and possible action on speed limit in alley between 6th Avenue and 7th Avenue bordered by Oak Street and Cedar Street

BACKGROUND

8th District Alderperson Sarah Watson requested review of the alleyway after receiving reports from resident(s) regarding speeding. Additionally, vehicles travelling through the alleyway were causing splashing to adjacent structures.

The alleyway itself is single lane, approx. 10ft wide, and unpaved. Two homes are located adjacent to the alley, one mid-alley (400 block of 7th Ave.) and one on the Cedar St. end of the alley (600 block of Cedar St.) (see exhibit 1). Other structures located near the alley appear to be garages.

The condition of the alley was reviewed by Department of Public Works (DPW) staff. DPW staff noted various ruts/potholes. Vehicles traveling through the alley – even at a lawful speed – could cause splashing when driving through water-filled ruts/potholes. DPW filled ruts/potholes they had noted.

Speeds in the alley were collected by the Wausau Police Department (WPD) (see exhibit 2). The average speed was 9 mph (rounded from 8.9) and the 85th percentile speed was 11 mph (rounded from 10.9). Alleyway speed limits are set at 15 mph by state statute (“fixed-limits” §346.57(4)(d)).

There is no crash history associated with the alley or associated with its access points on either Cedar St. or Oak St. (2017 – present)

FISCAL IMPACT

Nothing additional based on staff’s recommendation.

STAFF RECOMMENDATION

1. Wausau Police Department

Data and information collected by the department does not itself suggest a basis for a speed limit modification. WPD provided data to engineering/DPW for further review of any need either to modify traffic limitations or alleyway conditions.

2. Engineering/ DPW

Engineering has reviewed the speed data provided by WPD. It is clear there is not a speeding issue within the alley. Primary complaint other than speeding was the splashing of water onto buildings adjacent to the alley. As you can see on the attached map there are a number of

buildings built on or very near the property line or edge of alley. Even at lower speeds, due to the proximity of the buildings, splashing of ponding water will take place. DPW has completed some grading and filling work in the alley and the area may be looked again in the spring when alley maintenance operations begin in 2022. In accordance with the Wausau Municipal Code speed limit changes are addressed in the following manner:

- **10.01.040 - Speed limits.**

Speed limits within the City shall be as provided by Wis. Stats. §§ 346.57, 346.58 and 346.59. The Capital Improvements and Street Maintenance Committee may upon the basis of an engineering and traffic investigation and pursuant to Wis. Stats. § 349.11, modify speed restrictions, with the consent of the Department of Transportation. Recommended changes in speed limits shall be reported to the Common Council. Such speed limits shall be established by the Common Council upon adoption of the report by ordinance or resolution.

(Ord. 61-5705 §4(part), 2016; Ord. 61-4215 §1(part), 1972.)

Two other options may be considered by the residents, petition to have the alley paved or petition to have all or part of the alley vacated. Vacation of the alley will depend on residents need for access to their properties. If either of these options want to be considered by the residents, I would encourage them to work with the clerk's office to begin the process.

Based on the data collected Engineering does not recommend any changes to alley speed limits or further study. DPW will continue to maintain the alley through our routine annual maintenance.

Staff contact: Eric Lindman, Director, DPW, 715.261.6740; Allen Wesolowski, City Engineer, 715.261.6740; Cord Buckner, Lieutenant, WPD, 715.261.7803

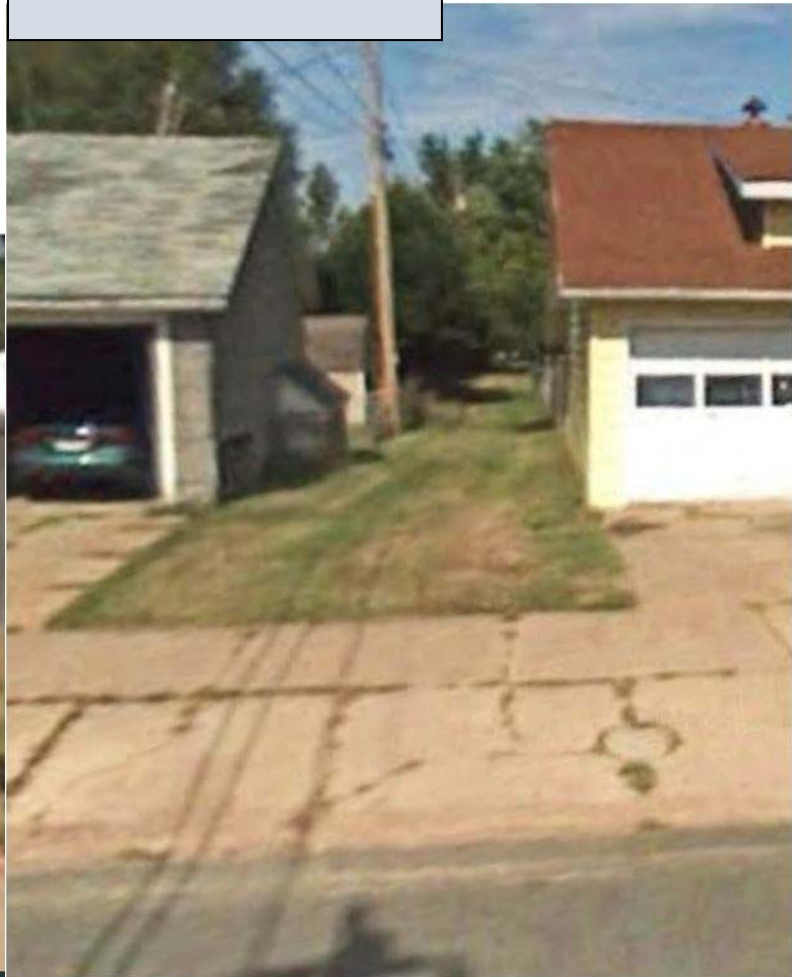
Exhibit 1 - overview



Exhibit 1 – Cedar St. access



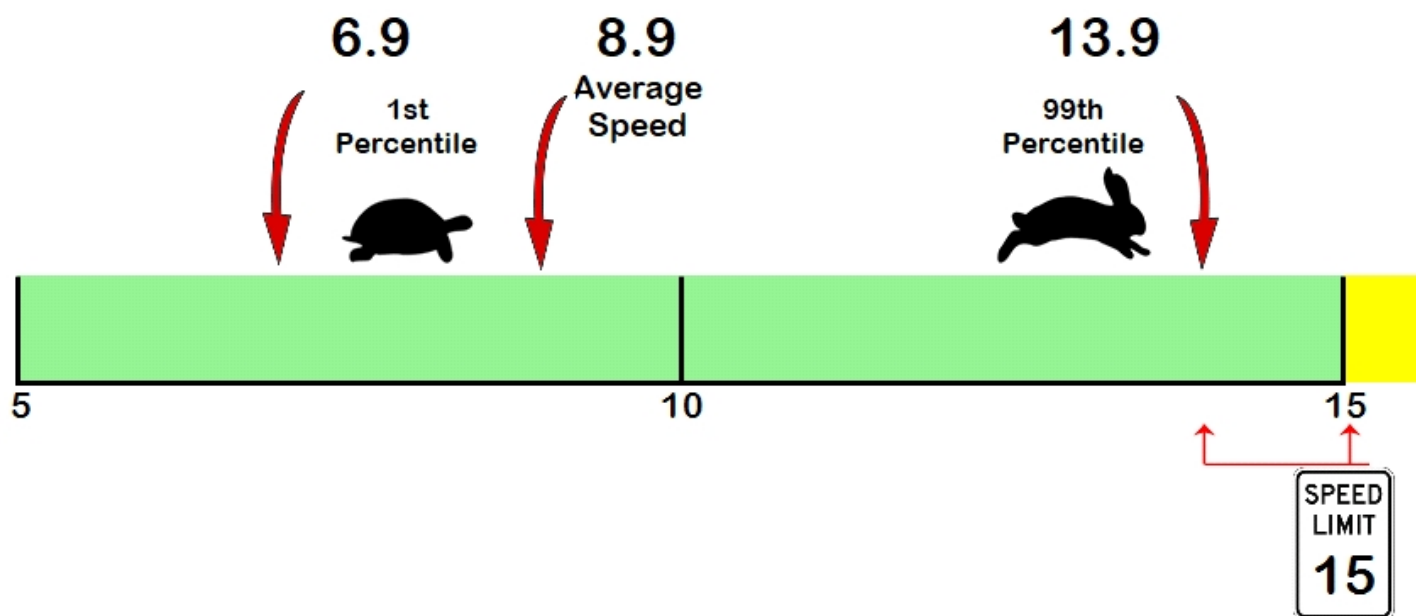
Exhibit 1 – Oak St. access



Total Percentage of Enforceable Violations

End: 11/10/2021

Rating: Low



<= 2	<= 4	<= 6	<= 8	<= 10	<= 12	<= 14	<= 16	<= 18	<= 20	<= 22	<= 24	<= 26	> 26
0	0	0	5	30	23	5	1	1	0	0	0	0	0

<= 2	<= 4	<= 6	<= 8	<= 10	<= 12	<= 14	<= 16	<= 18	<= 20	<= 22	<= 24	<= 26	> 26
0	0	0	1	12	10	4	1	1	0	0	0	0	0

<= 2	<= 4	<= 6	<= 8	<= 10	<= 12	<= 14	<= 16	<= 18	<= 20	<= 22	<= 24	<= 26	> 26
0	0	0	4	18	13	1	0	0	0	0	0	0	0

85th Percentile: 9.9