

CAPITAL IMPROVEMENTS AND STREET MAINTENANCE COMMITTEE

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

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

Also Present: Mayor Rosenberg, Lindman, Wesolowski, Niksich, Alfonso; *By WebEx*: Buckner

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

CONSENT AGENDA

- A. Approve minutes of the November 12, 2020 meeting**
 - B. Action on Preliminary Resolution for 2021 Street Construction Projects**
 - C. Action on Preliminary Resolution for 2021 Alley Paving Project**
 - D. Action on No-Build Area Easement with Polywood Properties**
-

Larson moved to approve the consent agenda items. Wadinski seconded and the motion carried 3-0.

At this time, Ryan entered the meeting.

Discussion and possible action on naming a segment of roadway south of Single Avenue

Lindman explained when Townline Road was reconstructed, the driveway between the railroad tracks was closed down due to safety issues. Trucks now need to use Single Avenue and there has been some confusion on addressing. Staff felt it best to name this segment of roadway. A list of possible names was sent to Marathon County to avoid duplication. Staff recommends Precision Way.

Gordon Rohde owns the property that was 936 Townline Road. The driveway off Townline was closed off and now trucks have to be routed onto Single Avenue. There was no name for this section of street. A sign with just the addresses was going to be installed. Rohde knows the truckers will have a hard time finding it. He called Hebert and asked him to name the road. Staff wants to name it after his tenant. Rohde owns 7 acres of property from Townline Road to the residential area on Single. His tenant has 3 years left on his lease. Rohde has been there 25 years and will be there a long time. Rohde has put a lot of improvements into the property, lost the driveway and now has maintenance from vehicles coming in this way. It is a gravel road and not made for that traffic. He's hoping the road would be named Rohde. If they chose Precision because of the business, he runs two businesses in this location. His second choice would be to name after one of his businesses there; Secor or Rohde Motor Sports.

Rasmussen explained naming public facilities and infrastructure for individuals typically only happens when an individual has made a significant historic contribution to the community. In this particular area, a number of the streets are named for City founders. We do not often name municipal infrastructure for individual land owners. Rohde does not know the history of the other streets in the neighborhood. He hasn't been there for 50 years; he has been there for 25 years. Anderson Johnson was there since 1903 and he doesn't see Anderson or Johnson names in the neighborhood. Precision is a tenant of his that is not going to be there as long as he is. He would appreciate naming it Rohde or one of his two business names.

Rasmussen asked if Marathon County has vetted Precision Way for duplication. Lindman replied there is a Precise or something similar in Stratford. He hasn't checked with the County regarding Secor or Motor Sports. He does not believe there is a Rohde Way.

Rasmussen is concerned with naming a street for an individual, and particularly in this situation. In the interest of safety, this committee was asked to close the driveway off Townline Road. The driveway was closed and it caused a legal battle between Mr. Rohde and the City of Wausau. That law suit was not successful. She is someone who wants to recognize historic contributions to the public when naming a facility for an individual. A law suit against a municipality is not the history that you want to commemorate. She would like a more

generalized street name.

Ryan noted there is a Precision Body and Frame in Schofield and a Motor Sports in Brokaw; which could cause confusion. She does not know the history and suggested tabling this item. Rasmussen feels it shows integrity on the part of the City to reserve the naming of public space and there is value in maintaining history. Part of the reason we did not want to rename Stewart Avenue to University Avenue was to protect the history of the Stewarts. If there was a significant historical contribution that serves the greater good, we would be keeping with past precedence. We would go down a slippery slope when naming a public thoroughfare or access point for an individual just based on the fact that they have owned the parcel for a period of time. It is not about the longevity it is about the lifelong contribution made to the municipality. She feels it would be wise to defer action to the next meeting to allow time to research a more general name.

Wadinski agrees with holding off. He is not opposed to Precision Way but feels that would be for a larger industrial area. We could pick something related to a historical businesses that was there in the past, or relate it to the current land owner somehow. He feels a personal name and the current suggestion is not quite right.

This item will be brought back in January.

Discussion and possible action on establishing two additional temporary 15 minute parking spaces in the 300 block of North 3rd Street or relocating the existing two temporary 15 minute parking spaces within the 300 block of North 3rd Street

A request was received from Compass Properties knowing the pandemic is not going away. A number of restaurants are serving customers with carryout and curbside pickup. They need a little more space to accommodate that with the number of restaurants that are close together.

Larson asked if this was the block where Politos is located and Rasmussen confirmed. They are asking for 2 more spots and there are 2 existing.

Larson moved to approve establishing two additional temporary 15 minute parking spaces in the 300 block of North 3rd Street. Seconded by Ryan.

Wadinski feels this is a good idea. He always thought there should be more short-term, less than two-hour parking downtown to get traffic changed over. Alfonso questioned the location of the spaces. Rasmussen said the request was midblock. Lindman clarified the two spaces on the ends of the block would stay. The two temporary spaces would be placed midblock next to each other.

There being a motion and a second, motion to approve establishing two additional temporary 15 minute parking spaces in the 300 block of North 3rd Street carried unanimously 4-0.

Discussion and possible action on dedication of right-of-way for Fulton Street extended

The extension of Fulton Street was constructed this summer. Every year Engineering has to report roadway mileage to the State. Fulton Street was extended on City-owned property but was not dedicated as right-of-way. This is a formality to update the official map and designate the roadway as right-of-way. We can then collect money from the State for road mileage.

Wadinski moved to approve the dedication of right-of-way for the Fulton Street extension. Seconded by Ryan and the motion carried unanimously 4-0.

Discussion and possible action on potential capital projects using unspent 2020 funds and prioritization of funding

Staff brainstormed projects should 2020 money become available for 2021 and provided a list for a total of

\$800,000. We are not sure how much money will be left over from 2020 so this is just a starting point. Lindman explained one thought was for different departments to establish ideas if a surplus is available. Eventually the Council would determine where the money is spent. Rasmussen suspects the list provided may have to be trimmed right away as Groat is expecting the surplus to be around \$600,000. This is not knowing yet where we finish with snow. Also, we do not know what other departmental needs there are.

Rasmussen said the good thing about the 2021 budget is this is the first time that all the streets proposed made the cut. She feels we have a decent amount of road projects going forward and they are spread over town for a diverse impact. One thing on the CIP list that we wanted to fund but were unable to was the facility plan for DPW. There are employee concerns and DPW has retention and recruiting issues based on the facility.

Larson has toured the DPW facility and has been to other facilities. The facility we have for our equipment is outdated and they can't fit a lot of the equipment in. Many people think we are always giving stuff to the Fire Department and we just gave new guns to PD; we need to do something here. We have millions of dollars of equipment parked outside that should be inside. Trucks are stacked up; five to six trucks have to be moved to get one vehicle out. He feels we need to move forward with this as quickly as possible.

Rasmussen agrees and stated we already have an extensive budget for streets, asphalt overlay, pothole repair and concrete joint repair. She questioned when the facility would score its way up CIP. Mayor Rosenberg wanted the committee to know a fleet study is being completed. There has been a lot of talk about the garage and being able to use the fleet study to determine what DPW will need. The results of the study are expected early next quarter.

Ryan is not familiar with the facility plan. She would be interested in what the study comes up with and if it would be better to have a second location. She noted the Sears building as it is across the street from the jail, an area retail or housing does not want to be. Larson asked if there were still plans to purchase Wausau Engine. Lindman indicated there have been conversations with the owner, but they are just discussions at this point. Rasmussen said there is value in having Wastewater and DPW located together. DPW needs a fair amount of space and cannot just be anywhere. The site they have can be made larger with minor land acquisitions and might be a cheaper way to go rather than acquiring land for a new or secondary site. Finance just talked about LED light conversation making our way through a city-wide transition over a cycle of 5 years. If there are project savings from other areas we could look at extra asphalt overlay. Rasmussen questioned if \$150,000 would get a couple of blocks of asphalt overlay. Wesolowski said it depends upon the type of overlay – a full mill and overlay or partial mill and skin patch. He noted that Bridge Street from 3rd Avenue to 17th Avenue is 4-lanes wide and in need of an overlay. It would probably be a half million just for that stretch. Rasmussen would like to get the biggest bang for the buck. \$150,000 to overlay with a massive backlog of infrastructure would maybe get a block or two. Once the facility problem is solved it stays solved for decades. Larson added that DPW is in the process of repairing a boiler from 1960. Rasmussen said prior Councils have taken tours of the facilities, which is a benefit to understand the needs. Larson is all for setting aside money for DPW and highly recommends Council members take a tour.

Wadinski would be for putting towards that project but he thinks LED lighting should be a priority. It will save money in the long run and makes areas safer. Rasmussen said the facility plan and LED upgrades add up to \$400,000. If Groat's projection is right regarding a surplus of \$600,000, it would be aggressive to earmark \$800,000. Rasmussen suggested being conservative and if we find out we have more money than expected, we can come back to the project list. Wadinski likes that idea and if we do get more money, he would suggest putting it to the facility plan and LED lighting. The more we put LED in, the more we will save. Rasmussen added it is a one-time fix. Ryan noted that LED is not just needed downtown; in the neighborhoods it would be more of an impact. There may be some incentives from Focus on Energy. For an average home, a LED bulb has an 18 year life span and reduces electricity by 75%. She asked if City staff or WPS would complete the conversion. Wesolowski explained the \$75,000 would be used to swap out the downtown decorative lighting. This would be done by the City electricians. Ryan said 4th and Elm was swapped out within the last year or two by WPS. Wesolowski indicated the wooden poles are owned by WPS and they would swap those out. Rasmussen asked if they are cheap to convert. Wesolowski is unsure what WPS charges. He added that a LED conversion project was approved in the budget; 3rd Avenue from Stewart to Thomas will be converted to LED.

Rasmussen said LED brightens areas and enhances the perception of safety. She would like staff to come up with a plan to have a sector approach to convert areas to LED.

Wadinski spoke of a light in his neighborhood that went out. It took WPS a month to get there and only took 10 minutes to replace. He feels upgrading the decorative lights in the downtown is a good idea but would like to think about completing the entire city. Wesolowski noted that the City pays a flat rate per WPS pole. WPS decides when they change them out. We really wouldn't get a cost savings but it does provide a brighter light at the intersections. He does not believe WPS has an active plan to replace lights; when a light is burned out they replace it with LED. Wesolowski will touch base with WPS on their policy and request to have a representative at the next meeting.

Lindman stated the City has been working on this for a number of years. We have been focusing on the high density lights downtown, the low level decorative lights throughout the city and the parking ramps. All the lights have been ordered for the Jefferson Ramp and we received a Department of Energy Grant to pay for those. We are doing fairly well as far as the changeover of high dense areas. There are no mid-block lights in Larson's neighborhood. He questioned what it takes to get poles installed midblock. Wesolowski spoke of the policy that CISM established. On existing streets, the policy is to place lights at the intersection. Placing lights midblock is based upon on length between intersections. Rasmussen talked about years past when requests would come to committee. Most would get denied because the street was too short. Changing the light on the corners to LED sometimes has solved the problem. Wesolowski said the requests used to come to committee but then a policy was established. Staff uses guidelines to determine if a light should be installed. Sometimes WPS has an overhead pole a light can be placed on. It becomes expensive if there isn't an overhead pole in place. WPS will charge to put up a pole and run power. Wesolowski will send the criteria to committee members.

Wadinski noted that when the light in his neighborhood was changed to LED, the mid-block neighbor said it made a big difference. When this comes back, he wants to verify if the WPS lights are a contracted rate. He asked if the city-owned lights are different. Wesolowski replied the city-owned lights do see a savings when changed over.

Ryan thought the decorative lighting costs \$6,000 to \$8,000 a pole compared to the cost of an overhead light. She feels we should get WPS involved, renegotiate, and work on grants from WPS as they promote energy conservation. Later on Wesolowski had clarified decorative poles are about \$5,000 a pole, which includes wire and conduit.

Larson talked about the 70 decorative lights on 1st Avenue. He asked if the lights prior to the reconstruction project were city-owned. Wesolowski said if the lights were at the intersections they were WPS owned. Any new lights the City has put in within the last eight years are LED. Larson feels we could have gotten by with 35 lights in that project. Rasmussen said the area had safety concerns. The district asked Alder Nutting to look at better lighting. The shorter lights need to be closer together as they do not throw as much light as the taller poles. Rasmussen added that the River District wanted a different look from the downtown to create a sense of place and perception of safety. She noted STP Urban funding was obtained for 1st Avenue. We were able to make a more substantial investment in the aesthetics of the street.

Ryan was contacted by a constituent from 11th Avenue who does not feel safe crossing Stewart Avenue to get to Marathon Park. She wondered if a study could be considered for signal upgrades with push buttons. Per Rasmussen, 12th and Stewart has been talked about at committee a number of times. Wesolowski indicated Stewart Avenue is a connecting highway and has to go through the DOT. When a study was done several years ago, it did not meet signal warrants. The signal upgrades on the staff report were referring to existing signals. He provided the example of Townline Road and Grand Avenue. The left turn signal for eastbound only operated between 3:00 and 5:00 pm. New technology was tried where pucks are placed in the ground versus the signal loops. It cost about \$7,000. If we had to put in loop detectors it would cost a lot more. The electricians would like more money to place pucks at other intersections. Ryan's constituent had asked about reducing speed on Stewart Avenue as an alternative to signals. Rasmussen said we could revisit the discussion on 12th and Stewart at some point.

Future Agenda Items

Alderman Kilian has been contacted by residents looking for a two-hour parking restriction at 5th and Franklin. This may come forward in January.

Ryan drove by the proposed alley paving project along Cedar Street. There are springs in this area and people are directing their water into the alley. She questioned if the spring needs to be addressed before paving. Niksich explained this was brought forward during the reconstruction of Cedar Street. During that project, a 12" storm pipe was stubbed out to the alley. We will be getting property owners an area to tie their sump pumps into it. The alley paving project is taking into account the stormwater issues.

Rasmussen noted the January meeting will start at 5:30 pm.

Adjourn

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