



**OFFICIAL NOTICE & AGENDA**  
REGULAR MEETING

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<b>MEETING:</b>	Infrastructure & Facilities Committee	<b>MEMBERS:</b>	
<b>DATE/TIME:</b>	Thursday, February 12, 2026 at 5:15 PM	Chad Henke (C)	Lou Larson (VC)
<b>LOCATION:</b>	Wausau City Hall – Council Chambers 407 Grant Street, Wausau WI, 54403	Tom Neal	Sarah Watson
		Michael Martens	

- 1 Public comment on agenda items and reading of the City of Wausau Public Comment Statement.**
- 2 Consideration of the minutes of the preceding meeting(s).**

January 8, 2026 Regular Infrastructure and Facilities Minutes

- 3 Discussion and possible action.**
  - State/Municipal Financial Agreement for Business 51 Stewart Ave to County Highway U
  - Parking restrictions on the south side of Jackson St, west of 5th St and east of the overhead walkway
  - 15-minute loading zone on the north side of Jackson St, west of the overhead walkway
  - Considering purchasing the following properties adding additional land to the Department of Public Works Streets Division: 108 Adolph St, 112 Adolph St, 112 1/2 Adolph St and 233 Myron St.
  - Utility easement with Beacon Resources LLC at 731 N 1st St
  - City of Wausau Bikeshare Expansion
- 4 Discussion.**
  - Update on the railroad crossing gates on 17th Ave
  - Discussion on snow plowing policy
  - Parking restrictions on S 9th Ave by Holy Name church
- 5 Adjournment.**

Chad Henke, Chair

**NOTICE POSTED AT CITY HALL (407 GRANT STREET) AND  
TRANSMITTED TO THE OFFICIALLY DESIGNATED NEWSPAPER**

**DATE:** February 06, 2026  
**TIME:** 9:45am  
**POSTED BY:** Kristy Stoerzer



This meeting can be viewed on  
YouTube and Channel 981 on Cable TV

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) 261-6622 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.



City of Wausau  
(715) 261-6500 | clerk@wausauwi.gov  
wausauwi.gov





**OFFICIAL MINUTES**  
REGULAR MEETING

**MEETING:** Infrastructure & Facilities Committee  
**DATE/TIME:** Thursday, January 8, 2026 at 5:15 PM  
**LOCATION:** Wausau City Hall – Council Chambers  
407 Grant Street, Wausau WI, 54403

**MEMBERS:**  
Chad Henke (C) Lou Larson (VC)  
Tom Neal Sarah Watson  
Michael Martens

Members Present: Chad Henke, Lou Larson, Tom Neal, Michael Martens, Sarah Watson  
Members Not Present:  
Members Excused:  
Present 5, Not Present 0, Excused 0

Noting the presence of a quorum, the Chairperson called the meeting to order at 05:16 PM.

**1 Public comment on agenda items and reading of the City of Wausau Public Comment Statement.**

No one appeared for public comment.

**2 Consent agenda.**

**3 Consideration of the minutes of the preceding meeting(s).**

**December 11, 2025 Regular Infrastructure and Facilities Minutes**

Motion by Alderperson Neal, seconded by Alderperson Watson, to Approve. Motion Passed 5-0.

**4 Discussion and possible action.**

**a. Encroachment permit for 201 Forest St LLC for ramp at 201 Forest St**

Engineers discovered this while doing a topographic survey on 2nd St, for reconstruction this year. With the building being remodeled, the ramp was out onto the right of way by about 2ft, the ramp comes out onto the sidewalk a little bit, so an encroachment permit approval would be needed to keep the ramp out in the right of way. Wesolowski did talk with the builder and the owner would like to keep the ramp there since it's already constructed. If approved by this committee, a legal description and encroachment document would be prepared before it goes to council. Martens voiced concerns about the space between the ramp and the light post being quite narrow. Is that an adequate width for bicycles, wheelchairs, or other assisting devices? Wesolowski stated that it still leaves about 4ft, which is a legal sidewalk width.

Motion by Alderperson Larson, seconded by Alderperson Neal, to Approve. Motion Passed 5-0.

**b. Parking restrictions on the south side of Kickbusch St on the 1600 block**

There is a map in the Agenda packet. This was brought to our attention by First Student bussing. When the buses exit the parking lot, if there are cars parked on the south side of Kickbusch, they have a hard time making that turn. First Student is requesting No Parking on the south side of Kickbusch to allow for their buses to make the turn out of that parking lot. Engineering does not have any issues with the request. It will be west of the crosswalk for about 75ft.

Motion by Alderperson Larson, seconded by Alderperson Martens, to Approve. Motion Passed 5-0.

**c. Parking restrictions on West Eldred St from 3rd Ave to 4th Ave**

A map is in the packet. Eldred St is almost like an alley between 3rd Ave to 4th Ave. Alder Rasmussen had requested that no parking be established on both sides of W Eldred St. Engineering does not have any issue with the parking restriction. All the lots on Eldred St do have parking available on either 3rd or 4th Ave. Larson supports this and item 4.d., because of how narrow Eldred St is and because it is a one-way street. Henke asked if letters were sent to residents making them aware of this meeting. Wesolowski stated that letters were sent to residents on the street, and he did not receive comments from anyone.

Motion by Alderperson Larson, seconded by Alderperson Watson, to Approve. Motion Passed 5-0.

**d. Parking restrictions on Eldred St from Cherry St to 1st Ave**

The request is for No Parking from Nov. 1st - Apr. 1st. Eldred is a one-way street westbound. This section of Eldred is a little wider and that allows room for parking in summer. Engineering is recommending No Parking from Nov. 1st - Apr. 1st.

Motion by Alderperson Larson, seconded by Alderperson Neal, to Approve. Motion Passed 5-0.

**e. Parking restrictions on the south side of Strowbridge St from 2nd Ave to 3rd Ave**

A map is included in the agenda packet to show this is another narrow street. Requested by Alder Rasmussen. Strowbridge is a one-way eastbound. On the north side, it is currently posted No Parking from Nov. 1st - Apr. 1st, posting the south side would keep it consistent with the rest of Strowbridge St. Since Strowbridge between 1st Ave and 2nd Ave is already posted No Parking Nov. 1st - Apr. 1st for both sides of the street, this would make it consistent for those two blocks.

Motion by Alderperson Neal, seconded by Alderperson Martens, to Approve. Motion Passed 5-0.

**f. Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr**

Requested by Alder Rasmussen and a DPW plow truck driver, a map is included in the packet and pictures of what a plow driver typically encounters on Greenfield Ave. Recommendation from engineering is to post No Parking Nov. 1st - Apr. 1st, on the north (odd numbered) side. Letters were sent out like with the other streets. Two residents called Wesolowski. Kathy Hagenbucher — 709 Greenfield has no opposition to the parking restriction. Due to an issue with parties going on in the area and a lot of cars being parked on the streets, she recommends that anybody that has over 50 cars should get a permit. Wesolowski told her he would pass that along to this committee. An email was received from Nancy Jaecks - 718 Greenfield supporting parking on one side. She said it gets parked up, and she has a hard time getting out of her driveway. She was in support of eliminating parking on one side during the months requested. Engineering recommends approval of parking restrictions on the north side because corner lots can park on adjoining streets, creating less of an impact on residents. Neal expressed concern about the midpoint of Greenfield Ave with Beechwood Dr, what's the parking situation. Wesoloski stated there are no parking restrictions on Beechwood Dr and there were no complaints about parking on Beechwood Dr. There are parking restrictions on Fernwood Dr.

Motion by Alderperson Neal, seconded by Alderperson Larson, to Approve. Motion Passed 5-0.

**5 Discussion.**

**a. Update on the railroad crossing gates on 17th Ave**

Wesolowski reached out to the Office of the Commissioner of Railroads, and they stated they have looked at safety concerns. They do not have a decision yet, and they are continuing to

monitor. Wesoloski said his update is that they are not prepared to make a decision yet. Larson stated that this has been going on for over a year now and the email response seemed kind of generic, told him they are not really interested in it. Wesolowski said the comment was that they are going to continue to monitor the concern. Wesolowski will reply to the email they sent asking if they have a time frame for their decision, and bring it back as an update at the next meeting.

Henke, as long as we are on 17th Ave — the crosswalk that was approved last summer by the committee is in the budget for next year, he will expect to see that go in.

**6 Adjournment.**

Motion by Alderperson Watson, seconded by Alderperson Neal, to Approve. Motion carried. Meeting adjourned at 05:32 PM.

The recording of this meeting may be viewed on  
YouTube [@CityofWausauMeetings](#)



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(715) 261-6500 | [clerk@wausauwi.gov](mailto:clerk@wausauwi.gov)  
[wausauwi.gov](http://wausauwi.gov)



DRAFT



## Engineering

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**DATE:** February 12, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** State/Municipal Financial Agreement for Business 51 Stewart Ave to County Highway U

### **PURPOSE**

The purpose of this item is to review and approve a State/Municipal Agreement for a pavement rehabilitation on Business 51 in the City of Wausau. The segment of Business 51 in this agreement lies between Stewart Avenue and Merrill Avenue. A map is included for clarification. The rehabilitation will include milling the existing pavement and overlaying with asphalt. This segment of roadway is considered connecting highway. The WDOT is 100% responsible for reconstruction or rehabilitation costs. The City is responsible for 25% of the design costs.

### **BACKGROUND**

The existing pavement is experiencing cracking and joint failure on the concrete portions of the roadway and cracking and rutting on the asphalt segments. A pavement rehabilitation will serve to extend the life of the existing pavement.

### **RECOMMENDATION**

Staff recommends approval.



**STATE/MUNICIPAL FINANCIAL  
AGREEMENT FOR A STATE- LET  
HIGHWAY PROJECT**

Date:12/22/2025  
I.D.:6999-17-02/72  
Road Name: Bus 51  
Title: STH 52 – USH 51  
Limits: Stewart Avenue to Merrill Avenue  
County: Marathon  
Roadway Length: 2.7 miles

The signatory **City of Wausau**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and affect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

**NEEDS AND ESTIMATE SUMMARY:**

**Existing Facility - Describe and give reason for request:** The existing asphaltic pavement and concrete pavement is showing signs of distress in the form of low-level alligator cracking, longitudinal and transverse cracking, and joint failure.

**Proposed Improvement - Nature of work:** The proposed improvement is resurfacing. Work will consist of milling the existing pavement and resurfacing with new HMA pavement. The project will include the replacement of crosswalk pavement markings and the upgrade of mainline pavement markings.

**Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality:** The project costs do not currently include any construction work on the parking lanes or utilities but can be added in accordance with paragraph 8 as the project progresses.

**TABLE 1: SUMMARY OF COSTS**

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
6999-17-02 Preliminary Engineering: Plan Development	\$ 189,440	\$ 142,080	75%	\$ 47,360	25%
6999-17-72 <sup>1</sup> Construction: Roadway (cat 0010)	\$ 2,739,200	\$ 2,739,200	100%	\$ -	0%
6999-17-72 Non-Participating	\$ -	\$ -	0%	\$ -	100%
<b>Total Cost Distribution</b>	<b>\$ 2,928,640</b>	<b>\$ 2,881,280</b>		<b>\$ 47,360</b>	

1. Estimates include construction engineering.  
See Item 8 of Terms and Conditions.

This request is subject to the terms and conditions that follow (pages 2 – 5); is made by the undersigned under proper authority to make such request for the designated Municipality, and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

Signed for and on behalf of the <b>City of Wausau</b>	
Name	Title
Signature	Date
Signed for and on behalf of the <b>State</b>	
Name	Title
Signature	Date

**TERMS AND CONDITIONS:**

1. The Municipality shall pay to the State all costs incurred by the State in connection with the improvement which exceeds federal/state financing commitments or are ineligible for federal/state financing. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality’s foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.
2. Funding of each project phase is subject to inclusion in an approved program and per the State’s Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
  - (a) Design engineering and state review services.
  - (b) Real Estate necessitated for the improvement.

- (c) Compensable utility adjustment and railroad force work necessitated for the project.
  - (d) The grading, base, pavement, curb and gutter, and structure costs to State standards, excluding the cost of parking areas.
  - (e) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
  - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
  - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
  - (h) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
  - (i) Replacement of existing driveways, in kind, necessitated by the project.
  - (j) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
3. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner includes the following items:
- (a) New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
  - (b) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
  - (c) Roadway and bridge width in excess of standards.
  - (d) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.
  - (e) Provide complete plans, specifications, and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing, and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions, or claims resulting from the sanitary sewer and water system construction.
  - (f) Parking lane costs.
  - (g) Coordinate, clean up, and fund any hazardous materials encountered during construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.
  - (h) Damages to abutting property due to change in street or sidewalk widths, grades, or drainage.
  - (i) Conditioning, if required, and maintenance of detour routes.
  - (j) Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
4. As the work progresses, the Municipality will be billed for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
5. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.

6. The work will be administered by the State and may include items not eligible for federal/state participation.
7. The Municipality shall, in cooperation with the State, assist with public relations for the project and announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
8. Basis for local participation:
  - a) **Preliminary Engineering – 6999-17-02:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 75% and the Municipality is responsible for 25% of all design engineering costs necessary for the state construction project.
  - b) **Participating Construction – 6999-17-72:**
    1. **Roadway Items (Cat 0010):** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of the costs necessitated by the roadway project (grading, paving, etc.) unless otherwise noted in the sections below.

Driveways: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement driveways necessitated by roadway construction as follows: where there is no sidewalk, replacement in kind beyond the curb; where there is a sidewalk, concrete from curb to sidewalk and replacement in kind beyond the sidewalk. New driveways are not eligible for Federal/State funding.

Replacement Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement sidewalks costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the connecting highway agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

New Sidewalks: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of continuous new sidewalk costs only if they are installed to WisDOT standards at the time of project construction, required through WisDOT design process and if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the connecting highway agreement.

If the new sidewalk is NOT required through WisDOT design process; the Municipality is responsible for 100% of continuous new sidewalk costs only if they are installed to WisDOT standards at the time of project construction and if the Municipality agrees to accept responsibility for sidewalk maintenance and repair per the connecting highway agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

Bicycle Accommodations: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of the costs for bicycle accommodations, where recommended by the State's Facility's Development Manual.

Replacement Street Lighting: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of replacement lighting costs, in kind, necessitated by roadway construction if the Municipality agrees to accept responsibility for the energy, operation, maintenance and replacement of the lighting system per the connecting highway agreement. The Municipality is responsible for 100% of any alternate design, over and above State standards and acceptable to the State.

New Street Lighting: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 50% and the Municipality agrees to pay 50% of continuous new street lighting costs if necessitated by the project and only if they are installed to WisDOT standards at the time of project construction and if the Municipality agrees to accept responsibility for the energy, operation, maintenance and replacement of the lighting system per the connecting highway agreement. The Municipality is responsible for 100% of any alternate design, over and above state standards and acceptable to the State.

Storm Sewers: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the State is responsible for 100% of costs necessary to construct a storm sewer system that accommodates roadway drainage, and surface water naturally flowing to the state trunk highway. The Municipality is responsible for 100% of the cost to over-size the storm sewer system to accommodate all additional local storm water caused by existing or future developments, and the Municipality agrees to pay these costs.

Parking Policy: In accordance with State statute 86.32(4), the Municipality is required to pay the actual construction costs and any associated costs (if applicable) of that part of the state trunk highway on which parking is permitted. The local cost share is the amount of the total project cost that represents the construction cost of the parking lane(s).

- c) **Non-Participating Construction Local Utilities:** In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality is responsible for 100% of all costs associated with Municipal owned utilities or appurtenances, including but not limited to, new installation or alteration of sanitary sewer and water, including service connections. The Municipality is also responsible for 100% of all costs caused by changes to Municipal owned utilities related to other utilities (gas, electric, telephone, fire, or police alarm facilities, parking meters, irrigation systems and similar utilities).

Hazmat: In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality agrees to pay 100% of the costs associated with excavating and transporting hazardous material for which the Municipality has been identified as the responsibly party. The Municipality is responsible for securing a suitable site to store the material.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right-of-way, or participate in construction of a project that merits local involvement.





## Engineering

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**DATE:** February 12, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** Parking restrictions on the south side of Jackson St, west of 5th St and east of the overhead walkway

### **PURPOSE**

The purpose is to establish 'No Parking' restrictions on Jackson street. The restrictions would be on the south side of Jackson Street, west of 5th Street for approximately 300 feet.

### **BACKGROUND**

The construction of Jackson Street, parking restrictions need to be addressed.

### **RECOMMENDATION**

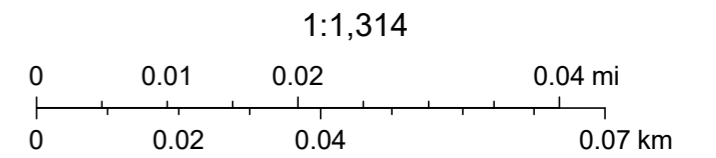
Recommend Approval

# ArcGIS Web Map



2/5/2026, 9:10:00 AM

-  Parcel
-  Right Of Way







## Engineering

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**DATE:** February 12, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** 15-minute loading zone on the north side of Jackson St, west of the overhead walkway

### **PURPOSE**

Establish 15 minute loading zones on the north side of Jackson Street between 3rd Street and 5th Street

### **BACKGROUND**

The developer of the Foundry requested these stalls for Loading Zone during design.

### **RECOMMENDATION**

Approval





Engineering  
Eric Lindman, Public Works Director

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**DATE:** February 12, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** Considering purchasing the following properties adding additional land to the Department of Public Works Streets Division: 108 Adolph St, 112 Adolph St, 112 1/2 Adolph St and 233 Myron St.

## **PURPOSE**

Considering opening discussion with property owners about purchasing property.

## **BACKGROUND**

Two separate property owners have contacted me stating they would like the city to consider purchasing their property. Properties are located adjacent to the existing DPW site and addresses are as follows: 233 Myron St, 108 Adolph St, 112 Adolph St and 112 1/2 Adolph St. The properties on Adolph St would benefit the site by allowing additional space for expanding the yard waste site. In about 2018 the city acquired two additional properties on East Chelis St to accommodate an expansion. The yard waste site is heavily used the majority of the year and more space would make the area more efficient, allow for additional storage of yard waste and improve ingress/egress into the site.

The property on Myron St would allow for more operational area, temporary storage and improved ingress/egress with the site expansion. As properties have come up for sale in the past the city has purchased them in order to have additional space for fleet and operations. Many of the sites in this area are within the floodplain and without a lot of work and expense would not be able to be redeveloped. These properties are located in a high risk flood zone categorized as "AE" by FEMA. The "AE" designation essentially means these properties are within the 100yr floodplain.

If the Committee would like to consider the purchase of these properties I would have the property owners submit their offers to sell to the City Attorney. Next steps would be for the offers to be considered and/or negotiated by the finance committee.

## **RECOMMENDATION**

Recommend staff speak with owners and have them submit their proposed sale prices for the city to review and consider.

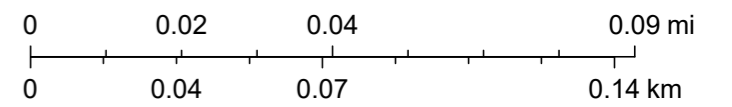
# ArcGIS Web Map



1/26/2026, 10:41:13 AM

-  Parcel
-  Right Of Way

1:2,557





## Engineering

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**DATE:** February 12, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** Utility easement with Beacon Resources LLC at 731 N 1st St

### **PURPOSE**

The purpose is to review and approve a utility easement for storm sewer and sanitary sewer relocation on the south side of McIndoe Street

### **BACKGROUND**

The redevelopment of 731 N. 1st Street has necessitated the relocation of both storm sewer and sanitary sewer mains. The proposal is to relocate the lines on the parcel.

### **RECOMMENDATION**

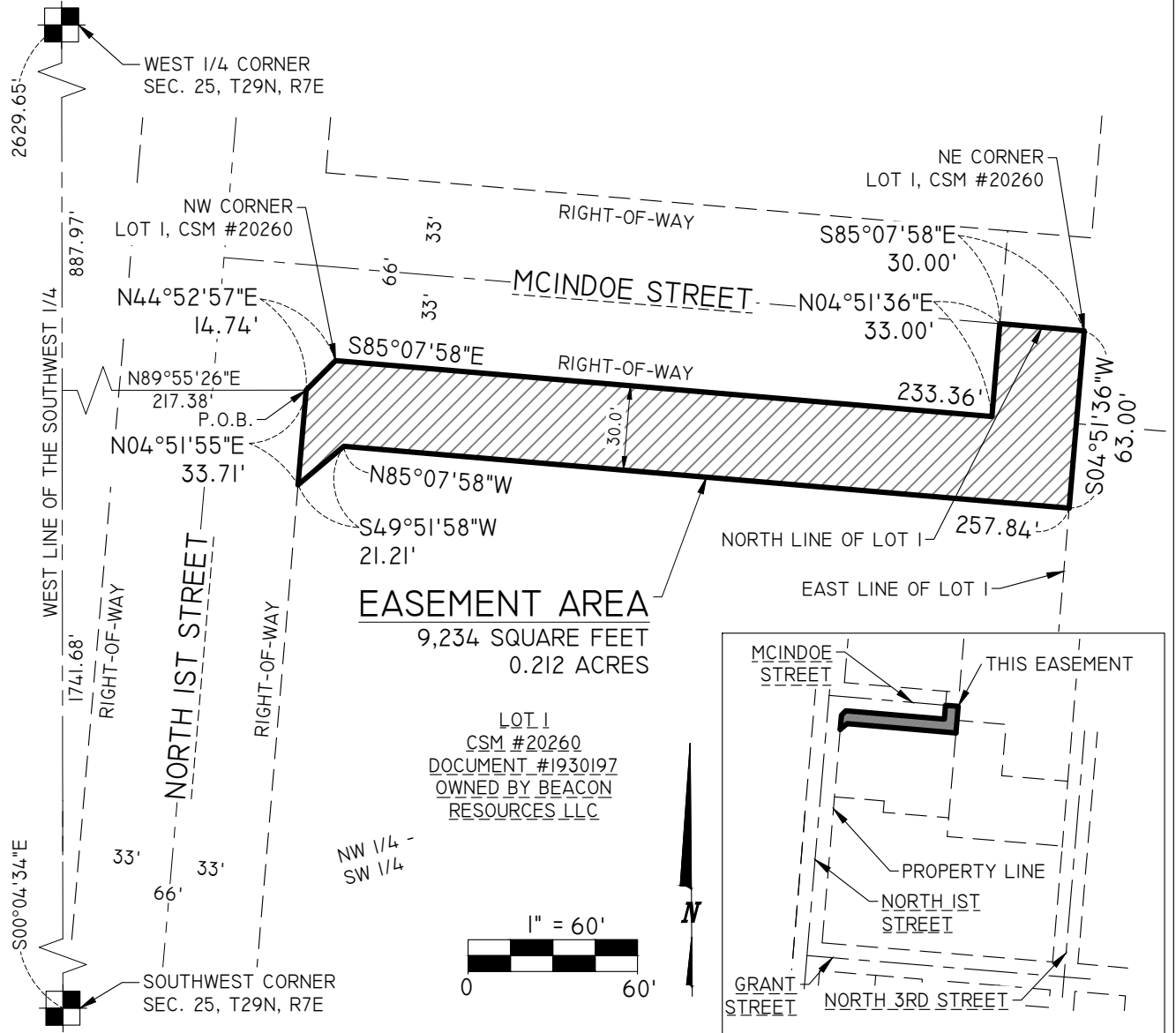
Recommend Approval

# EASEMENT EXHIBIT

DRAWING FILE: P:\4600-4699\4681B - THIRD STREET HOLDINGS - 731 NORTH 1ST STREET - CITY OF WAUSAU - MARATHON COUNTY\SURVEY\DRAWING\SURVEY\4681C EASEMENT.DWG LAYOUT: EXHIBIT MAP-VERTICAL PLOTTED: JAN 15, 2026 - 4:51PM

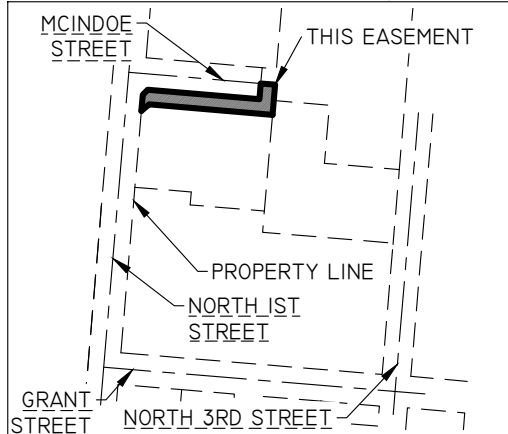
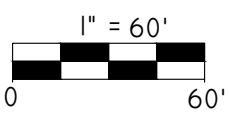
AN EASEMENT BEING PART OF LOT 1 OF CERTIFIED SURVEY MAP NUMBER 20260, RECORDED AS DOCUMENT NUMBER 1930197, FILED IN THE MARATHON COUNTY REGISTER OF DEEDS OFFICE; LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 25, TOWNSHIP 29 NORTH, RANGE 7 EAST, CITY OF WAUSAU, MARATHON COUNTY, WISCONSIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
 COMMENCING AT THE WEST 1/4 CORNER OF SAID SECTION 25; THENCE SOUTH 00°04'34" EAST, COINCIDENT WITH THE WEST LINE OF SAID SOUTHWEST 1/4, 887.97 FEET; THENCE NORTH 89°55'26" EAST, 217.38 FEET TO THE EAST RIGHT-OF-WAY LINE OF NORTH 1ST STREET AND THE POINT OF BEGINNING; THENCE NORTH 44°52'57" EAST, COINCIDENT WITH SAID EAST RIGHT-OF-WAY LINE OF NORTH 1ST STREET, 14.74 FEET TO THE NORTHWEST CORNER OF SAID CERTIFIED SURVEY MAP NUMBER 20260 AND THE SOUTH RIGHT-OF-WAY OF MCINDOE STREET; THENCE SOUTH 85°07'58" EAST, COINCIDENT WITH SAID SOUTH RIGHT-OF-WAY OF MCINDOE STREET, 233.36 FEET TO THE EAST RIGHT-OF-WAY LINE OF SAID MCINDOE STREET; THENCE NORTH 04°51'36" EAST, COINCIDENT WITH SAID EAST RIGHT-OF-WAY LINE OF MCINDOE STREET, 33.00 FEET TO THE NORTH LINE OF SAID LOT 1; THENCE SOUTH 85°07'58" EAST COINCIDENT WITH THE NORTH LINE OF SAID LOT 1, 30.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE SOUTH 04°51'36" WEST COINCIDENT WITH THE EAST LINE OF SAID LOT 1, 63.00 FEET; THENCE NORTH 85°07'58" WEST, 257.84 FEET; THENCE SOUTH 49°51'58" WEST, 21.21 FEET TO SAID EAST RIGHT-OF-WAY LINE OF NORTH 1ST STREET; THENCE NORTH 04°51'55" EAST, COINCIDENT WITH SAID EAST RIGHT-OF-WAY LINE OF NORTH 1ST STREET, 33.71 FEET TO THE POINT OF BEGINNING.

SAID EASEMENT CONTAINS 9,234 SQUARE FEET, OR 0.212 ACRES, MORE OR LESS.  
 SAID EASEMENT IS SUBJECT TO EASEMENTS, RESTRICTIONS, AND RIGHTS-OF-WAY OF RECORD.



**EASEMENT AREA**  
 9,234 SQUARE FEET  
 0.212 ACRES

LOT 1  
 CSM #20260  
 DOCUMENT #1930197  
 OWNED BY BEACON  
 RESOURCES LLC



**LOCATION OVERVIEW**  
 SCALE 1" = 400'

NOTES:  
 1. BEARINGS ARE BASED ON THE MARATHON COUNTY COORDINATE SYSTEM NAD 83(2011) DATUM AND REFERENCED TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SECTION 25, TOWNSHIP 29 NORTH, RANGE 7 EAST, MEASURED TO BEAR SOUTH 00°04'34" EAST.

REI Engineering, INC.

BEACON RESOURCES LLC  
 731 N 1ST STREET  
 CITY OF WAUSAU, WISCONSIN 54403

FIGURE 1 : EASEMENT EXHIBIT		DATE:	
PROJECT NO.	DRAWN BY:	1-15-2026	
4681C	LEL		



Community Development  
Carrie Edmondson, Assistant City Planner

---

**DATE:** February 12, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** City of Wausau Bikeshare Expansion

## PURPOSE

City of Wausau Bikeshare Expansion

## BACKGROUND

The City of Wausau bikeshare program has been in existence since 2019. The Community Foundation assisted with funding to initiate the program. However, the program is now fully funded by the City. Currently, the City owns two stations and nine bikes. One station is located near Wausau on Water (WOW) and one is located near Riverlife Park under the Bridge Street bridge. The total cost to operate the program for the 2025 season was \$11,250 (with minimal offset from rental fees). The costs are anticipated to rise for the 2026 season.

The placement of the two existing stations was intended to pilot the bikeshare program. These locations provide convenient access for recreational use and allow residents and visitors to enjoy the River Edge Parkway. While the pilot has demonstrated recreational value, the limited number of stations restricts the program's ability to function as a broader transportation option. Expanding the network would allow users to access more destinations throughout the City and support bikeshare as both a recreational and transportation resource.

An additional purpose of bikeshare could be to provide a last-mile solution. A last-mile solution is a way to help travelers who rely on public transportation to complete the final leg of their journey (from where transit stops to a shared common destination). At present, Metro Ride does not travel to the Wausau Business Campus. Bikeshare may provide a good last mile solution for those who work in the Wausau Business Campus and rely on transit. The last Metro Ride stop out to the Wausau Business Campus is currently at the northeast corner of the S. 28<sup>th</sup> Avenue/Stewart Avenue intersection. Installing a bikeshare station near this intersection, along with an additional station in the Wausau Business Campus, could enable commuters to combine transit and bikeshare to access employment destinations that are not currently served by transit. Additionally, a bikeshare station in the Wausau Business Campus would allow employees and nearby residents to take advantage of the new multi-use paths in the immediate area.

To begin expanding the system, staff is proposing to relocate one of the existing stations (the current stations are in close proximity and provide somewhat redundant service) and to add three additional stations at strategic locations, including near new housing developments. The estimated cost to operate with this level of expansion is \$50,000 to \$60,000. One way to offset

this cost is to transition to a sponsorship model, the model used by most bikeshare programs.

**Bikeshare Provider**

Tandem Mobility provides services for our bikeshare program. Services include bicycle maintenance, administrative services (including the app and payment processing), and marketing.

**Potential Sponsors**

- Health Partners
- Downtown developers
- Wausau Business Campus businesses
- Southwest side businesses
- Others

**Sponsorship Ask**

\$50,000 for 5 stations or  
\$12,000 per station

**Current Cost to Patrons**

\$1.50 per 30 minutes  
\$99 per year

Attached:

- Usage data
- Map
- Sponsorship slide deck
- Draft January BPAC Minutes

**RECOMMENDATION**

BPAC recommended forwarding the expansion through sponsorship model to the Infrastructure and Facilities Committee. In addition, it is recommended that one station be relocated further south along the east River Edge Parkway or to the west River Edge Parkway to allow for different opportunities for utilization.

Agenda Item No.

**STAFF REPORT TO I & F COMMITTEE – February 12, 2026**

**AGENDA ITEM**

City of Wausau Bikeshare Expansion

**BACKGROUND**

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\$50,000 for 5 stations or  
\$12,000 per station

**Current Cost to Patrons**

\$1.50 per 30 minutes  
\$99 per year

**Attached:**

- Usage data
- Map
- Sponsorship slide deck
- Draft January BPAC Minutes

**MOTION AND RECOMMENDATION FROM BPAC**

BPAC recommended forwarding the expansion through sponsorship model to the Infrastructure and Facilities Committee. In addition, it is recommended that one station be relocated further south along the east River Edge Parkway or to the west River Edge Parkway to allow for different opportunities for utilization.

**COMMENTS**

Carrie Edmondson, Assistant City Planner, AICP

# Rentals: Active Users

Start Time  
1/1/2025 12:00:00A..

Active Users are users who have rented our hardware at least once for more than 5 minutes. Active users are NOT people who have created an account, but not rented, people who have rented for less than 5 minutes or people who have a mechanic account.

Partner  
Tandem

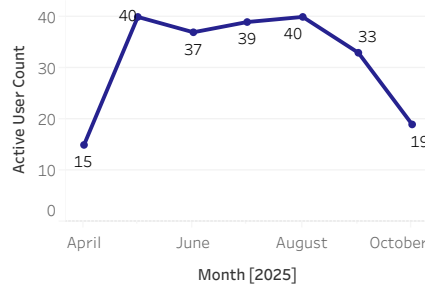
**190**  
Active Users

**396**  
Rentals

**4/12/2025**  
First Rental

**10/21/2025**  
Last Rental

## Active Users By Month

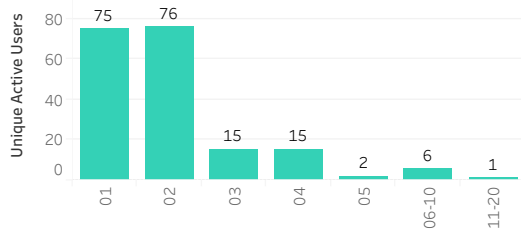


System Name  
Wausau Rides

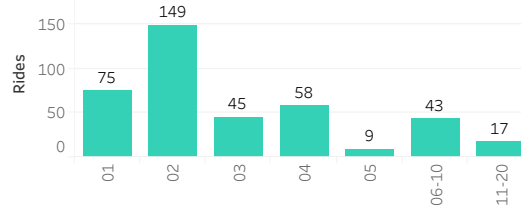
Is Mechanic Member..  
 N  
 Y

Duration in Minutes ..  
 1 - 5 min  
 6 - 15 min  
 16 - 30 min  
 31 - 60 min  
 60 - 240 min  
 241+ min  
 >1 min

## Users by Number of Rentals Taken



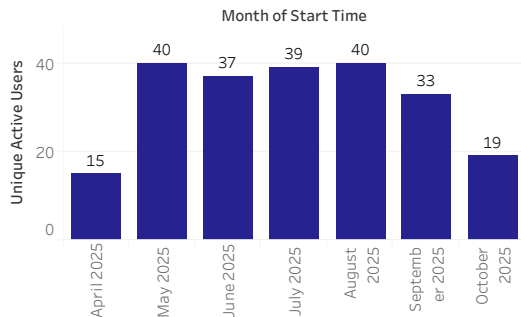
## Rentals by Number of Rentals Per User



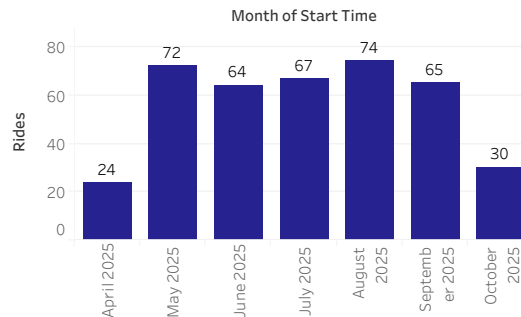
The number of unique users who have taken a given number of rentals. The first bar on the chart shows the number of users who have only one rental.

This show how many rentals are generated by users who have rented our hardware a certain number of times (rentals per user). The first bar shows how many rentals were generated by users who have only rented our hardware once.

## Active Users by Plan



## Rentals By Plan

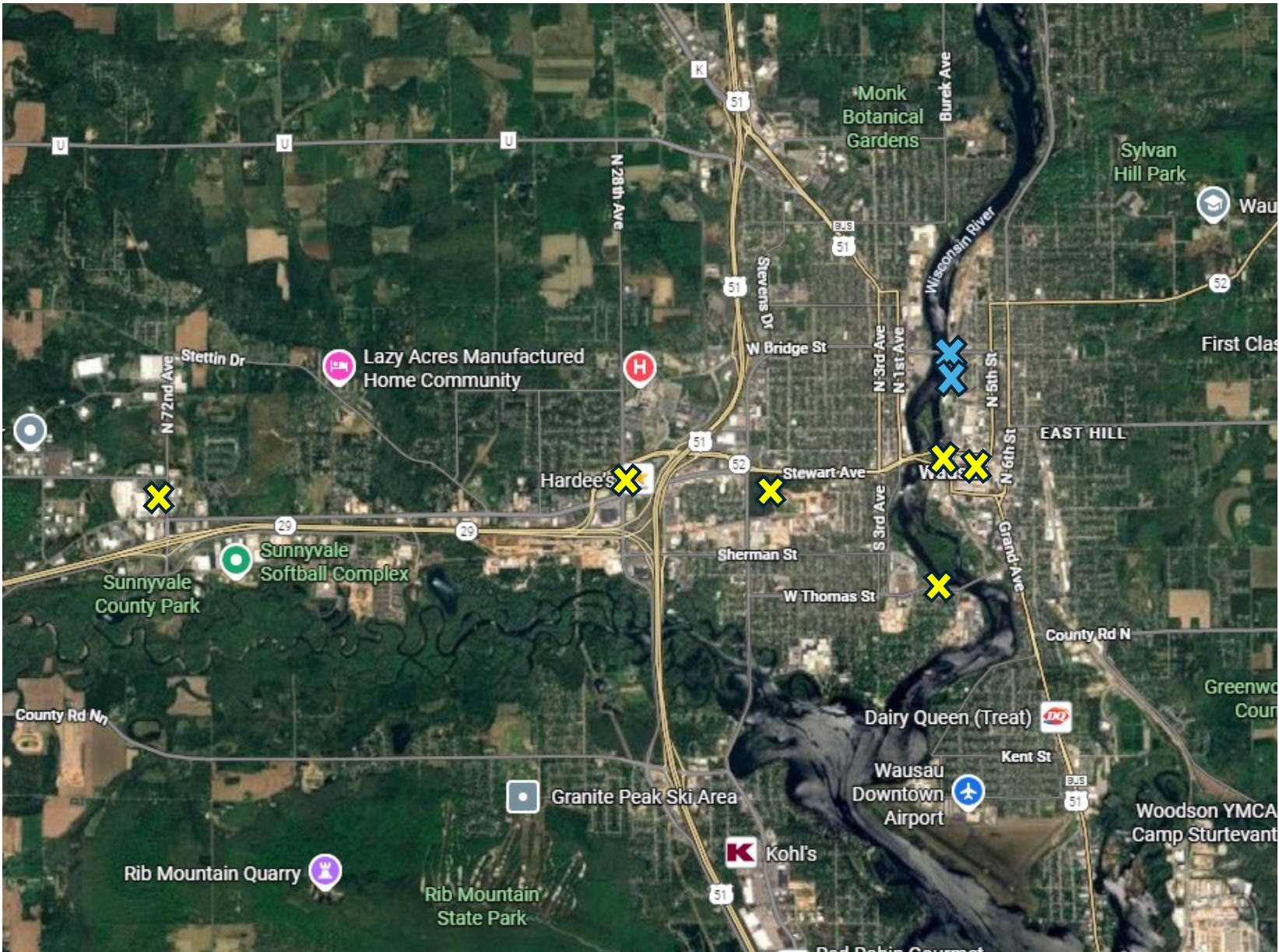


Perk Membership Name  
 Null

## Leaderboard

Riders with fewer than 5 rides are not shown. Beware of date filters - a riders might show up on the leaderboard even if they haven't ridden in months! Double check the last ride column.

User	Perk Memb..	Count of Id	Last Ride Int	First Ride Int
13233989628	Null	17	09/11/25	04/15/25
14068501221	Null	9	09/05/25	08/03/25
15346260492	Null	7	10/02/25	08/15/25
15349014064	Null	4	06/17/25	06/05/25
16085130435	Null	7	09/11/25	04/11/25
16087244202	Null	6	10/02/25	08/15/25
17153485943	Null	5	08/24/25	05/04/25
17153937575	Null	8	09/04/25	04/11/25
17154326805	Null	6	09/08/25	08/27/25



 Existing bikeshare station

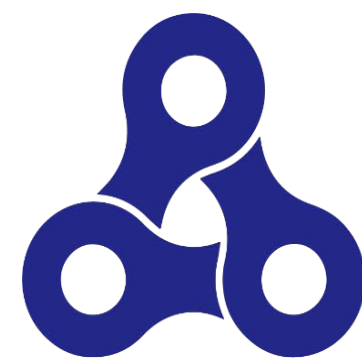
 Potential bikeshare location





# City of Wausau Bikeshare

Since 2019, the City of Wausau has partnered with Tandem Mobility to service and maintain the nine bicycles at two stations and provide administrative services for the program.



**TANDEM MOBILITY**  
Community Focused Bikeshare

# Turnkey Bikeshare

## Let us do all the work!



### FULL-SERVICE MAINTENANCE

Tandem Mobility hires local Field Service Technicians & District Managers who provide ongoing maintenance to the bikes and stations.

### LOCAL MARKETING

We'll host a website for your program, provide promotional coupons, and cross-promote your key community events

### EQUIPMENT REPLACEMENT

As equipment gets damaged or goes missing, we repair and replace. Preventative measures include rental audits and customer support outreach, location verification pings, and end-rental photo requirements.

### RISK MANAGEMENT

All users must sign a digital waiver and complete a safety tutorial in app prior to renting.. Tandem Mobility will add your city as an additionally insured on our \$1M per occurrence, \$5M aggregate insurance policy.

### DELIVERY AND INSTALLATION

Tandem Mobility handles delivery and installation. Our stations can be installed on any prepared hard surface and do not require access to electricity or wi-fi.

### CUSTOMER SUPPORT

With contact info on the stations and on each bike, the public calls us, not you. Our team is on call 7 days per week to assist users with billing or technical issues.

# Rental Process



1

## SCAN

Scan the QR code to download the Movatic app



2

## DOWNLOAD

Download the Movatic app and create an account



3

## UNLOCK

Scan the QR code or enter bike # to unlock



4

## RIDE

Enjoy your ride! Be sure to follow all rules of the road and always ride in control.



5

## RETURN & LOCK

Lock your bike to a station and select End Rental in the app.

# Funding

- Funding has become limited
- Untapped potential for Wausau bikeshare



# Bikeshare Stations

Two existing stations on the east side of the River Edge Parkway.

One station could be relocated.

Three new stations could be added (for a total of 5).

# Sponsorship Opportunity

---

- \$50,000 for 5 stations  
or
- \$12,000 per station



# In-Network Location

Single Rack & Sign | 5 bikes + sign logo + back panel ad



Billed Annually

# \$12K

## PROGRAM DETAILS

- 5 year term
- Custom branding
- 10 GO memberships
- 1-3 months to launch

## SERVICES

- Geofenced location
- Rebalancing
- Utilization reporting
- 7-day customer support
- Full service maintenance
- COI & named insured

# Private Property

Single Rack & Sign | 5 bikes + sign logo + back panel ad



Billed  
Annually

# \$14K

## PROGRAM DETAILS

- 5 year term
- Custom branding
- 100 Tenant GO memberships
- Optional tenant-only access
- Connects to city bikeshare
- 1-3 months to launch

## SERVICES

- Geofenced location
- Rebalancing
- Utilization reporting
- 7-day customer support
- Full service maintenance
- COI & named insured

# Corporate GO Memberships

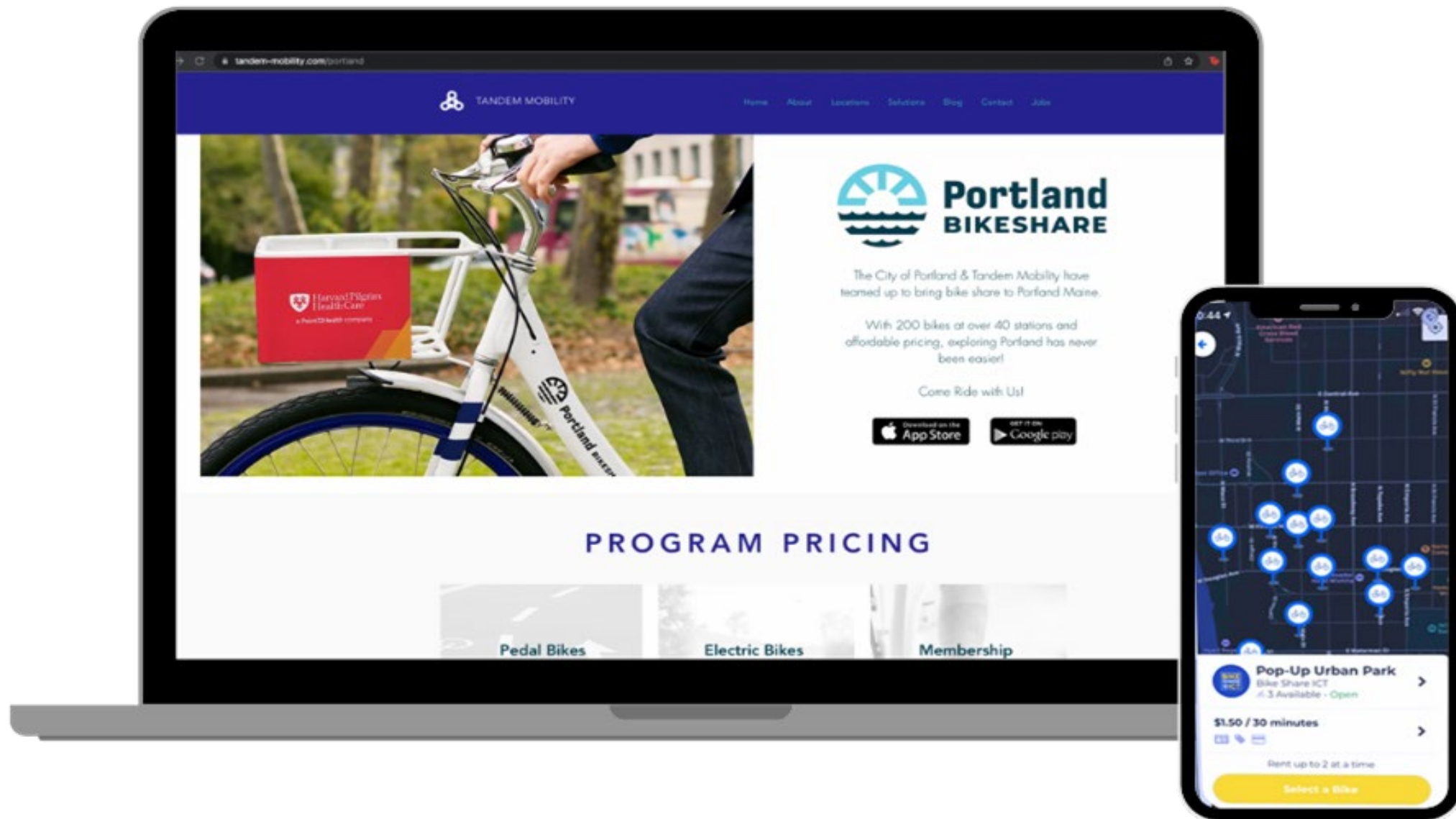


Per 100 **\$5,000**

# Classic Bike



# Print & Digital



# ON MOVATIC GO MEMBERSHIP

Movatic, through its  membership, is creating a nationwide *endless garage* for your residents. Members have access to the equipment they would typically store in their garage, anywhere and anytime.

Rent.Fun & Tandem are joining networks, forming the largest recreational and mobility network in the nation.

 **NEW USERS**

Go advertisements attract new users

 **INCREASED RENTER RETENTION**

Supports day & week rentals

 **INCREASED RENTER VALUE**

Rent vs. Buy

## Your **Endless Garage**

For only \$120/year

Access more with 

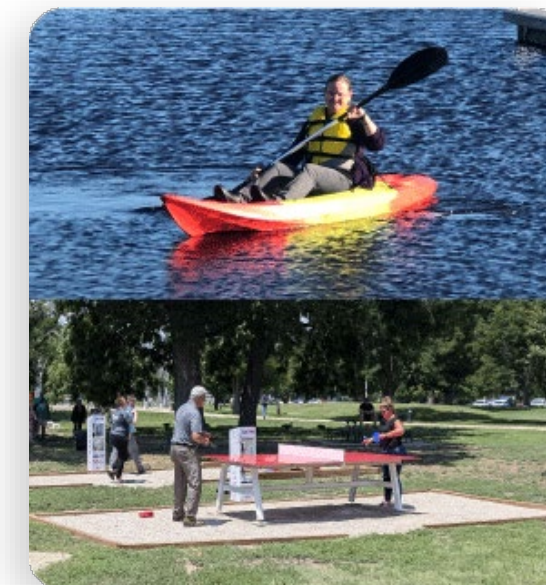
**\$99**/year

Every rental includes a guest pass



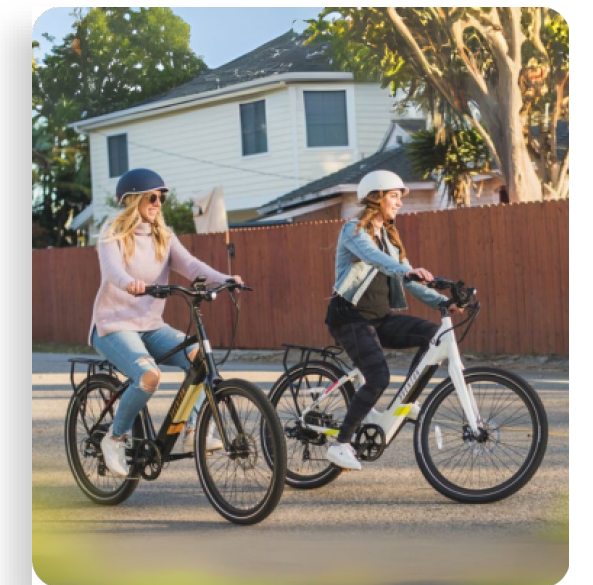
**FREE 12 HOURS BIKE RENTAL**

Enjoy free 12-hour bike rentals daily to explore.




**FREE 2 HOURS KAYAK & LAWN GAMES RENTAL**

Enjoy 2 hours of free kayak and lawn game rentals daily.



**30% OFF E-BIKE RENTALS**

Get 30% off E-bike rentals for longe.



**Activate the kayak locker at DC Everest County Park, or bring lawn games to your property.**

Ask about bundling with **RENT!FUN** sponsorship.

# FAQS

## THE RENTAL PROCESS

### How do people pay for the rentals?

All users must create an account in the Movatic mobile app and add their credit or debit card information prior to starting a rental.

### Are there any age restrictions?

Yes, users must be 18 and up to rent our equipment.

### Do you have to make a reservation in advance?

No. All rentals are on demand and no reservations are required. Users can look in the app to see how many kayaks and bikes are available in real time.

### How do you know if equipment is returned?

Users must use the mobile app to take a photo of the secured equipment prior to ending their rental.

### Movatic Go Rental Revenue Rebate

Movatic Go memberships provide rental discounts to members. At month's end, Movatic issues an \$8 credit to rental operators as reimbursement for discounts provided. This credit is distributed proportionally across all rentals made under the membership that month but will not exceed the original discount given per rental.

## LOCATION REQUIREMENTS

### Is a concrete pad required?

Concrete or gravel pad is required. If you are unable to provide one ask us for a quote.

### Are utilities are required?

No. Our racks and lockers do not require access to water or electricity. Solar power is used as needed.

### Is wi-fi required?

No. Rent.Fun rental stations operate on cellular technology, and bikes operate on either cellular or bluetooth. You need to have at least one bar of cell service at the location.

### Who performs the installation?

Our technicians install all equipment, with no support from your staff. Once you are site ready we will bundle your launch with other installs in the area, helping us keep our prices low. Installation occurs within 3 month of being site ready.

### What happens in the event of a flood?

Our kayak cage can take on up to 3 feet of water. If we expect higher water levels, we move the cage off site and put it back after the flood.

## EQUIPMENT MANAGEMENT

### Does the city have any maintenance obligations?

No.

### Who maintains the equipment?

For every community we serve, we recruit, hire, and train a full or part-time Field Service Technician local to your community (within 30 minutes drive of the install).

### How often is the equipment inspected?

Preventative maintenance schedule: Kayaks & lawn games- monthly; Classic bikes - every 2 weeks; EBikes: every 1-3 days. Inspection frequency increases with usage as needed.

### If something is damaged or goes missing, what is the turnaround time to replace?

We keep a supply of frequently needed items in storage locally, for quick deployment. If an obscure or larger part is needed, expect 2-4 weeks for replacement.

### Can the city access the equipment or the locker in the case of an emergency?

Yes, we provide admin access to unlock units remotely.

## LIABILITY & RISK MANAGEMENT

### Do users sign waivers?

Yes, all users must sign a waiver in the rent.fun or Movatic mobile app prior to taking a rental. The waiver expressly releases the city / land owner from liability. Waivers may be customized to further meet the needs for our city / land owner partners.

### What happens if we get sued?

Our standard agreement includes indemnification provisions, which state that we will cover your legal expense in the event of claim.

### Do we need to have insurance to cover this?

No. We own and manage all equipment. We have a \$5m general liability insurance policy. We add all our government agency partners & sponsors as an additionally insured on this policy.

# Questions?

Contact:

Carrie Edmondson, AICP

Assistant City Planner

City of Wausau

[carrie.edmondson@wausauwi.gov](mailto:carrie.edmondson@wausauwi.gov)

715-261-6009

MINUTES

January 26, 2026

Members Present: Jonathan Smith (Chair), Alder Tom Neal, Alder Terry Kilian, Chris Filtz, and Veronica Hope

Others Present: Makayla Galecki (Wausau MPO), Lt. Jillian Kurtzhals and Carrie Edmondson

Location: Wausau City Hall, 407 Grant Street, Maple Room

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

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**1. Call to Order**

Chair Smith called the meeting to order at 5:01 p.m.

**2. Public Comment**

No public comment was received.

**3. Consideration of the December 22, 2025, meeting minutes.**

*Motion/second by Neal/Filtz to approve. Passed unanimously. 5-0*

**4. Discussion and possible action**

- a. Review 2026 pavement marking list.

Chair Smith noted that he was glad to see that Thomas Street markings were included as he considers this a priority. The group also discussed Stewart Avenue and the condition of those markings. Sharrows and placement were discussed. TJ stated that MUTCD standards are followed for all markings. Future priority marking should be forwarded to Engineering staff.

- b. Review bikeshare expansion plan.

Carrie presented on the current City of Wausau bikeshare program including the number of stations, bicycles, and locations. She stated that the two stations are located on the east side of the River Edge Parkway near each other. An expansion plan could include relocating one of the stations and adding three additional stations. A last mile solution is also being explored to connect to the Wausau Business Campus. Alder Neal asked about ridership data and suggested including this in the sponsorship slide deck. Chris noted that another opportunity for relocation would be farther south on the east side of the River Edge Parkway. Carrie stated the next step would be moving forward to the Infrastructure and Facilities Committee.

*Motion/second Neal/Smith to approve. Passed unanimously. 5-0*

- c. Spring Newsletter submittal – due 3/6/26

Suggestions included bikeshare expansion or Mellow Streets map, to be finalized at the February meeting.

**5. Discussion**

*a.* Mellow Streets discussion

Chair Smith reviewed a Mellow Streets map that he has completed. The map includes routes that are less intensive, often directly parallel to mapped bike routes. Additionally, information is included about bicycle amenities. Next steps and opportunities were discussed.

*b.* Wisconsin Bike Fed educational opportunity.

Marathon County has received a bicycle education grant, and the Wisconsin Bike Fed will be providing educational opportunities to residents of the county. Carrie referenced an email she had forwarded which included a survey where committee members could specify which classes were most desirable. Makayla elaborated on the classes and stated that the Wisconsin Health Communities Summit will be held in Wausau April 23-24.

**6. Update on City projects.**

*a.* RRFB installation 6<sup>th</sup> Avenue/Bridge Street and 1<sup>st</sup> Avenue/Callon Street  
Materials have been ordered.

*b.* River Edge Parkway – Winton Street to Gilbert Park extension

The OCR petition has been filed. Signs for the on-street route have been ordered. The S. Third Avenue and Imm Street intersection will be evaluated by the Engineering Department.

**7. Items for future agendas.**

- RRFB update
- Bike flags
- River Edge Parkway

**8. Next meeting date.**

The next regular meeting is scheduled for February 23, 2026.

**9. Adjournment**

*Motion/second by Filtz/Neal to approve. Passed unanimously. 5-0*



## Engineering

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**DATE:** February 12, 2026

**TO:**

**SUBJECT:** Update on the railroad crossing gates on 17th Ave

### **PURPOSE**

Provide an update to the Rail Road crossing at 17th Avenue south of Pardee Street.

### **BACKGROUND**

City requested and upgrade to the signal crossing.

### **RECOMMENDATION**

None



## Engineering

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**DATE:** February 12, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** Discussion on snow plowing policy

### **PURPOSE**

### **BACKGROUND**

### **RECOMMENDATION**



CITY OF WAUSAU

WINTER STREET MAINTENANCE

POLICY

Revised November 2023

Adopted January 23, 2024

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## PART I

### PURPOSE AND OVERVIEW

#### **A. PURPOSE OF WINTER MAINTENANCE POLICY**

The City of Wausau Department of Public Works (DPW) is the governmental agency responsible for winter snow and ice mitigation. The Department's goal is to provide a timely and efficient response to winter storm conditions.

The Department of Public Works is guided by the directives of the Common Council through this Winter Maintenance Policy designed to establish the priorities and level of service the department will provide.

The intent of this policy is not to provide inflexible mandates, but rather to provide general policy statements intended to guide operational decisions.

The Common Council, through the Capital Improvements and Street Maintenance Committee, may review and/or make changes to the Winter Maintenance Policy at any time.

#### **B. SNOW AND ICE STORMS**

Wausau, Wisconsin is located at the 45<sup>th</sup> parallel, halfway between the Equator and the North Pole. Three of the four seasons, fall, winter, and spring can produce snow and ice storms resulting in slippery streets and hazardous driving conditions.

Ice storms are often fast developing, resulting from a combination of rain, and falling temperatures. Once temperatures drop below 32°F, precipitation can glaze streets in minutes. The response will be to apply sand or salt on curves, hills, and intersections.

Snowstorms are much more common than ice storms. According to the National Weather Service, Wausau's 30-year average for annual snow fall is 59.6".

Each snowstorm has its own characteristics, which may include:

1. The intensity of the storm, ranging from heavy snow to light flurries.
2. The type of snow, whether wet or dry.
3. The amount of wind, which can produce drifting snow and clogged streets long after the snow has stopped falling.
4. The temperature, which influences the effectiveness of sand and salt.
5. The timing of the snowstorm, which may determine how traffic is affected and dictate the type of snowplowing activity.

**C. DPW ALERTING PROCEDURES**

The Department of Public Works recognizes its responsibility to assist the public by either anticipating or reacting to changing weather conditions as quickly and efficiently as possible. For that reason, there is a supervisor or lead person on call 24 hours a day, seven days a week.

In addition to local weather broadcasts and alerts, staff monitors vendor supplied specialized weather forecasting information, and receives updates from the National Weather Service Forecast Office.

During normal off-duty hours at DPW, the Wausau Police Department will contact the on-call person at DPW whenever street conditions become hazardous. DPW will then investigate whether the hazardous conditions exist in isolated areas or city wide and determine the appropriate response.

**D. PERSONNEL RESPONSIBILITY**

Snow and ice storms present a threat to public health, safety, and welfare. To reduce these threats, DPW staff are expected to respond for duty when called. This includes nights, weekends, and holidays. Normal work schedules may be adjusted to respond to changing weather conditions including but not limited to:

1. Starting Early
2. Staying Late
3. Changing or Staggering Shifts

Federal Motor Carrier regulations recommend that staff is limited by hours of service except during snow emergencies. For the safety of our drivers and other motorists, plow drivers will be limited to no more than 12 hours on duty and 10 hours driving, after which time they should be given 8 hours off to get proper rest before returning to work during normal winter operations.

During long duration storms, priority streets will be maintained by night shift staff or by staggering the plowing crews.

**E. EMERGENCIES**

Public Works responds to many types of emergencies. In the interest of public safety there are times when operations will need to operate outside of established levels of service or priorities.

Emergencies are defined as follows, but not limited to:

1. Immediate need for Police, Fire, or Emergency Medical Assistance. If crews must leave the public right of way to respond to an emergency, public works may provide necessary assistance such as opening a driveway or parking area to provide access.
2. Isolated problem areas where access is urgently needed before other areas are handled.
3. Icy conditions due to a water main break, accidents, or vegetation and other types of debris blocking streets or access.

Any time there are emergencies, Public Works will adjust our operations to assist.

#### **F. SNOW EMERGENCY**

The Director of Public Works is authorized to declare a “Snow Emergency” when winter weather conditions require it. Typical reasons would be large snow accumulations or ice storms. Declarations can occur any time severe weather has happened or is highly likely to happen.

During snow emergencies, parking is restricted on all city streets. While a snow emergency declaration may be inconvenient and frustrating to residents, it affords Public Works the opportunity to plow the streets curb to curb in a timely manner, thus reducing the amount of snow and ice buildup on streets. During snow emergencies DPW drivers are authorized to be on duty for 16 hours and 14 hours driving, before being sent home for 8 hours to rest.

## **PART II**

### **PRIORITIES AND LEVEL OF SERVICE**

To promote operational awareness, priority and level of service, goals have been established for the various street classifications within the City. The purpose of these goals is to guide winter maintenance operations.

Factors such as service level expectations, responsible use of deicer chemicals, road safety, traffic levels, and industry “best practices” are just some of the criteria considered in the development of these goals. The City will strive to meet these goals. It is important to understand that the time it may take to achieve them will be dependent upon weather

conditions, accidents, equipment down time, and other factors such as vacancies, staff sick or medical leave, vacations, emergency needs of Police and Fire or other departments.

All streets fall into one of the following classifications: arterial, collector, local, and residential only. The priority plowing map is posted on the City's website. The accumulation expectations and timing of the winter storm will normally dictate when plowing operations will begin.

To make the most efficient use of available resources, the City has established priorities to determine the type of ice control that is going to be used as well as the order of snow control operations if resources need to be limited.

**A. ARTERIAL STREETS**

Arterial streets have the highest levels of traffic. Connecting highways, and the main streets in the city make up these streets. The City's priority plowing map includes these streets.

The goal for winter maintenance of arterial streets is to plow through storms maintaining 24-hour coverage. Apply salt to maintain minimal snow or ice buildup after the storm.

**B. COLLECTOR STREETS**

Collector streets are highly traveled streets and those designated to aid in moving traffic out of local and residential areas during storms. The City's priority plowing map includes these streets as well.

The goal for winter maintenance of collector streets is to plow during storms when possible and clear as quickly as possible after the storm ends. Maintain a significant portion of bare pavement, especially in the wheel tracks. Apply salt or sand depending on route to achieve pavement or traction goals.

**C. LOCAL STREETS AND PARKING LOTS**

Local streets tend to only have traffic from within the neighborhood. These streets are not on the City's priority plowing map. Parking lots include only lots owned by the City.

The goal for winter maintenance of local streets and parking lots is to plow within 24 hours of the end of the storm. Snow and ice buildup are expected and will be sanded at intersections, curves, and hills.

**D. RESIDENTIAL ONLY STREETS**

Residential only streets typically only have traffic from the residents who live on that street. Dead ends and cull de sac's fall into this category.

The goal for winter maintenance of residential only streets is to plow them within 24 hours of the end of the storm. Snow and ice buildup is expected, and will be sanded at intersections, curves, and hills.

**E. SIDEWALKS**

The City maintains roughly 19 miles of sidewalk that falls on City owned property, or the City has agreed to maintain.

The goal for winter maintenance of sidewalks is to plow them within 72 hours of the end of the storm. This matches what is expected of property owners. Normally salt is not used on sidewalks because of damage to concrete and vegetation. Some snow and ice buildup are expected and will be addressed as needed. Extra effort is placed on mechanical removal and in most situations, will be done before the 72 hours. Heavily used sidewalks such as along Grand Avenue are prioritized over less used sidewalks.

## PART III

### SNOW AND ICE CONTROL OPERATIONS

**A. PLOWING**

Plowing or mechanical snow removal can involve plowing, sweeping, and blowing snow from streets, lots, and sidewalks. Plowing is labor and equipment intensive. Mechanical removal is a preferred method for clearing snow because it reduces the amount of chemicals required to meet our pavement goals.

Plowing or other methods of removal may commence any time snow has accumulated or is starting to accumulate. Early removal reduces the amount of snow that can build up, further reducing the amount of chemicals needed.

**B. SALTING**

Salting is the application of solid or liquid chemical products to aid in maintaining bare pavement by preventing or removing snow and ice buildup. The City uses modern equipment and techniques designed to reduce the amount of chemicals required.

Salting operations may commence prior to or during storms to meet pavement goals.

\*\*Salt is not applied to all streets because it is harmful to waterways.

**C. SANDING**

Sanding is the application of an abrasive substance for the purpose of increasing traction. Sand does contain a small amount of salt to keep it from freezing into solid chunks. Sand is applied to areas requiring more traction such as intersections, curves, and hills.

Sanding operations may commence during or after storms to increase traction.

\*\*Sand is not applied to all areas with snow or ice buildup because it contains salt that can be harmful to waterways.

**PART IV**

**SNOW REMOVAL OPERATIONS**

**A. OVERVIEW**

After “significant accumulation” of snow has developed, either through a large snowfall event or successive snow falls, snow removal operations are initiated in accordance with established practice, safety considerations, or anticipation of weather conditions such as additional snow or spring thaw.

Snow removal operations consist of loading snow into trucks and hauling it to a site where it is pushed into piles and left to thaw in the spring.

The purpose of snow removal is to reduce the issues associated with large snowbanks.

**B. GOALS**

The goal of snow removal is to maintain proper visibility and parking space in designated areas of the City. To make room for future snow accumulation and reduce the flood risks associated with spring thaw.



## Engineering

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**DATE:** February 12, 2026  
**TO:** Infrastructure & Facilities Committee  
**SUBJECT:** Parking restrictions on S 9th Ave by Holy Name church

### **PURPOSE**

Discuss parking on 9th Ave near Holy Name church.

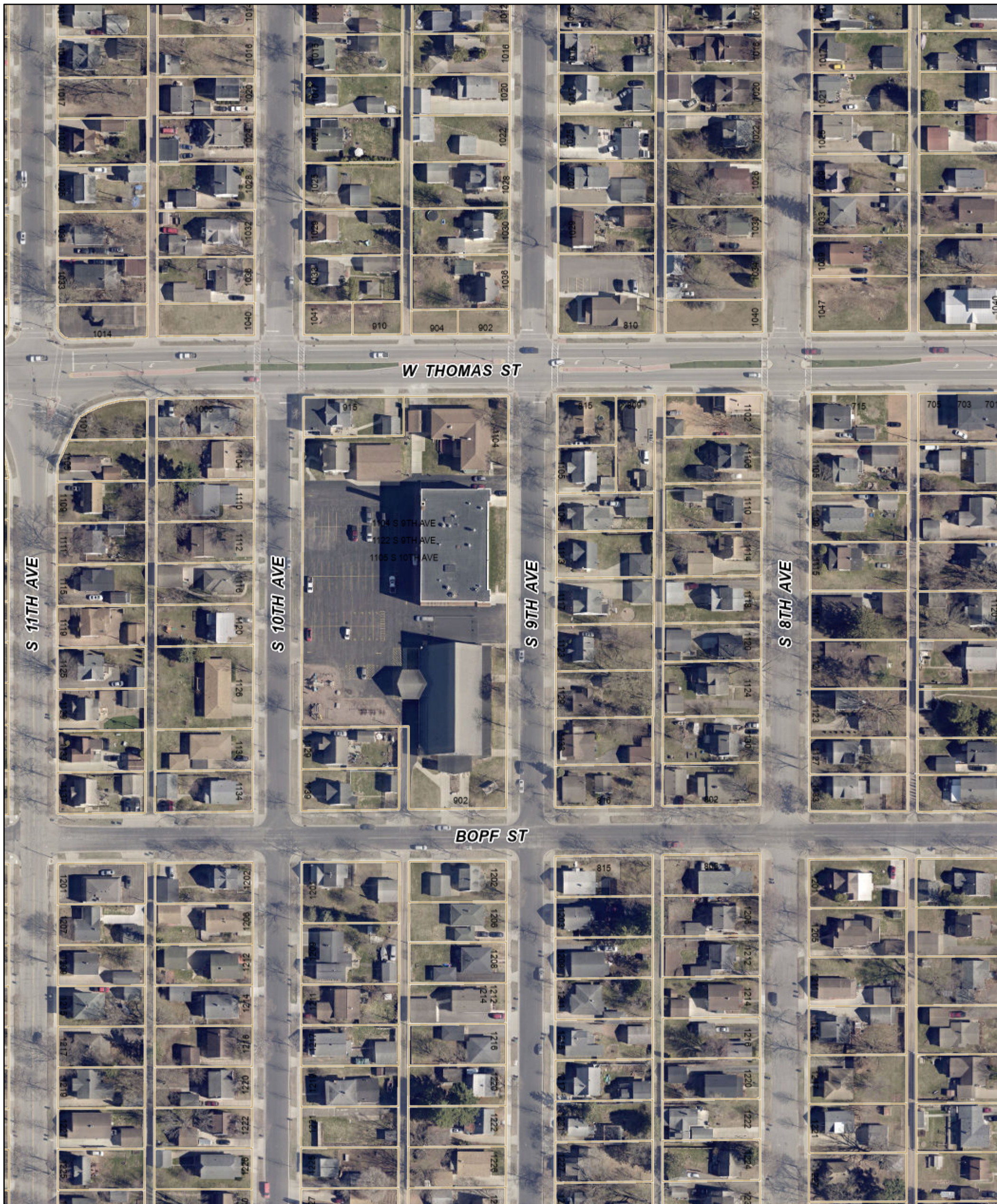
### **BACKGROUND**

Alder Larson received a complaint from a resident about parking in the area. Alder Larson would like to discuss the issue.

### **RECOMMENDATION**

None, discussion item only

# ArcGIS Web Map



2/5/2026, 10:14:12 AM

-  Parcel
-  Right Of Way

