



OFFICIAL MINUTES
REGULAR MEETING

MEETING: Infrastructure & Facilities Committee
DATE/TIME: Thursday, February 12, 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 05:15 PM.

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

Chair Henke read the public comment statement.

Nicole Radtke, 1203 S 9th Ave, appeared due to parking issues by Holy Name Church. They have been parking illegally for years, blocking driveways, parking close to stop signs, among other issues. She has talked with the cops about this issue. They only issued tickets once. The Pastor agrees it is a problem and more things need to happen. She has even gone to the news. Her ultimate goal is to have no parking on one side of the street, so drivers can enter the intersection without worries of being T-boned or in an accident in general.

Michael Haroldson, 1812 Merrill Ave, appeared on behalf of 223 Myron Street, to let the committee know they are willing to sell.

2 Consideration of the minutes of the preceding meeting(s).

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

3 Discussion and possible action.

a. State/Municipal Financial Agreement for Business 51 Stewart Ave to County Highway U

Wesolowski was contacted by the DOT. They have been given a rather generous budget for connecting highways. They are looking at doing a mill and overlay on Business 51, which would start north of Stewart Ave, take 1st Ave up past Bridge St and up to Merrill Ave. A good portion of that is concrete. They would do a diamond grind and then an overlay. 3rd Ave up to Merrill Ave, is asphalt, and would be milled and overlaid. The DOT is 100% responsible for the construction costs, the city is responsible for 25% of the engineering costs, which is estimated to be \$47,360. The time frame for the project is 2029-2031. Staff is looking for the committee to approve the DOT to do the work, and for the city to commit the money for the design.

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

b. Parking restrictions on the south side of Jackson St, west of 5th St and east of the overhead walkway

Wesolowski stated this is a housekeeping item. On the north side of the ramp there is no parking posted, but it is not in ordinance. Staff would like to put it into ordinance so there is no parking on the south side of Jackson.

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

c. 15-minute loading zone on the north side of Jackson St, west of the overhead walkway

Wesolowski stated this is similar to the previous item. It was approved in the plan as requested by the developer to have those spots as 15 minute loading zones. The picture in the packet shows that is the way it is currently marked. Staff would like it put into ordinance so that the police can enforce it.

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

d. 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.

Larson will not support this at this time due to a lack of permanent direction with the fleet facility right now. We are not going to buy up the neighborhood, or buy houses there, until we get a clear pathway of what to do with our fleet facility. Larson will not vote for spending any unnecessary taxpayer's money.

Neal asked if the properties were currently on the market. Lindman doesn't believe they are formally on the market, the property owners have approached us because they would like to sell. Neal asked if there were any issues with it being an arms-length sale not being offered to the public before we considered it. Lindman stated that there would be a conversation with the attorney's office. If this committee feels there is an advantage for public use, then the property owners would provide formal offers through the attorney's office. They would then go through the process of making sure everything is done in accordance with the rules, and the process would be just like any purchase of property. It would go to the finance committee for consideration of offers and negotiations, and ultimately, if the city wanted to accept the offers, it would go to the city council for final approval. In the past, with properties for sale around this area, the property owners would come to the city, the city would consider a purchase for the expansion of the facility and use by the Department of Public Works. Obviously, there are advantages for the city in the long term to having additional property there. This doesn't commit the city to anything, just says we are interested and would start the process for consideration. Neal asked if that process would include the city assessor giving values to the properties before they are on the market. Lindman stated that before anything went to the finance committee, all of that would be vetted through the attorney's and assessors' offices.

Henke said when he was approached with this before starting any of it, he thought it would be a good discussion. However, if the committee is not interested, then why even start that process? He thought we should at least discuss it and then take it from there.

Martens asked what the property on Myron is currently used for. Is it a commercial property?

Lindman confirmed it is a commercial property whose current owners, Wausau Engine, approached the city stating they are willing sellers, and also spoke during open comment.

Martens asked how many more properties we would need to acquire for the fleet facility on DPW property to happen. Lindman stated roughly 9-10, but this isn't really for that at this point, it's really for consideration to purchase more space to make improvements to the DPW area.

Neal, regarding the commercial use property that was just mentioned, asked if there are any concerns about environmental issues. In past history, it has been a machine shop, there is always a potential there. The properties in consideration are in the flood plain, redevelopment isn't an easy process. They would have to be brought out of the flood plain. Soil investigations would need to be done, to see if there are any other liabilities and that would be part of the process. We would probably start with an updated phase one, then revisit that to see if we should be doing any soil tests before it comes forward. Neal asked if this could be a

dealbreaker if the property needed remediation. Lindman said no, but if it does, he doesn't think it would be expensive if we repurpose for facility use. You never know what we are going to find, but he doesn't feel that way.

Motion by Alderperson Neal, seconded by Alderperson Watson, to Approve. Motion Passed 4-1, with Alderperson Larson opposed.

e. Utility easement with Beacon Resources LLC at 731 N 1st St

Wesolowski said this easement is to reroute the storm and sanitary sewer utilities on the south side of McIndoe St, east of First St. This would allow for those utilities to be placed in that corridor without having to dig up McIndoe Street. The developer agreed to give us this easement to provide for those utilities. Wesolowski recommends approval.

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

f. City of Wausau Bikeshare Expansion

Edmondson spoke regarding the City of Wausau bikeshare program which has been in existence since 2019. We do have 2 bikeshare stations and 9 bikes that we own. They are both located along the east side of the river edge parkway (one near WOW and one under the Bridge St Bridge). Location choices were to pilot the program and see if there was interest in using it. There has been interest since 2019, it has stagnated somewhat, possibly because the novelty of the couple of stations on the river edge parkway has worn off. As staff, one of the things we are looking at is, is there potential or opportunity to grow that program? We think there is. We brought it to the bicycle and pedestrian advisory committee, showing them some options that Tandem Mobility had given us for converting to a sponsorship model. This is a model used by a lot of other bikeshare programs in other cities. Sponsors get the opportunity to put their branding on the bikes or on the stations. The sponsors get marketing and advertising and the program gets funding from the sponsors, which provides a way to operate the program. Tandem Mobility put together a sponsorship slide deck that we customized to make it more city of Wausau specific. What we have been looking at on the staff level is how we would want to do the relocations. There is a map in the packet that shows the location of the two existing locations in blue and then some potential opportunities in yellow. We have looked at possibly near some of the newer developments downtown. A lot of the time, apartments like to provide other amenities for their residence. Another option may be to relocate one of the stations. They are a little redundant being located so close together, so maybe relocating one on the west side of the river edge parkway. One of the bike pedestrian committee members brought up Marathon Park as maybe a potentially good option. Finally, the stations on the river edge parkway are mainly used recreationally, but another way bikeshare can be relevant is as a transportation option for people that are dependent on transit, or are just looking for a more economical means of transportation. In talking with Ron at Metro Transit, the furthest west the bus currently goes is in front of Family Treasures (2720 Stewart Ave). Theoretically, if there was a sponsor in the business park, there could be an additional station in the business park to connect if someone is relying on bus transit, and see if there is a need. Basically, there is not a lot of risk to us. Tandem Mobility would be willing to shift things, so if we don't see good usership, we have the ability to have them shift things pretty readily. The bicycle and pedestrian advisory committee asked us to bring this request here to basically ask to be able to convert to that sponsorship model. We would be reaching out to sponsors asking if they would sponsor a station or maybe the whole program. If we got a huge sponsor, they would get their branding on the bikes. We are looking to upgrade to the sponsorship model.

Martens asked if expanding the bikeshare program would be dependent on a sponsorship. Edmondson: Yes. Initially, when the program began, it got some funding from the Community Foundation, which has since gone away. It was mostly to start up the program. The city has been paying. She believes the invoice was \$11,250 last year, with a little bit of offset from rentals. They do anticipate that cost going up. There might be a little bit of cost share by the city initially, but the goal would be to shift to a complete sponsorship model. Either way, Edmondson thinks relocating one of the stations would be a good idea just to create some

ability to use them in different spots instead of basically one spot. The scaling would be dependent on the number of sponsors we get. Martens agreed that moving one of the bikeshare locations downtown, either by the Foundry building or the transit hub would definitely improve the utilization. Martens is not totally sold on expanding out to the west side with it. He would need to see something really compelling from other communities with bikeshare as a mode of essential transportation, and not recreationally transportation. Otherwise, Martens thinks the sponsorship model would be a good way to expand the program. Edmondson agrees with the non-recreational transport point. It's a long distance between the west metro stop and the business campus, and we don't have really robust infrastructure the whole way. There is good infrastructure when you get out there, but there are some gaps between the transit options. When we had the ribbon cutting for the 72nd Ave multi-use path there was an employer from Wausau Window and Wall who spoke saying they do have some employees that bike. Staff could possibly discuss it with potential sponsors out in the business park and see if they think there is a need, and if they are willing to sponsor to try it for a season.

Martens asked if the bike racks are used on the buses that go out towards 28th Ave? Edmondson didn't know, but works with Ron at Metro and if we did something like this, she would work with Ron to look at how much it is being utilized and if they are seeing a benefit. Martens mentioned If people are using their bikes for the last mile on the transit buses, then maybe there would be an opportunity there to provide bikes for people who may not have bikes or want the hassle of loading and unloading the bike off the bus.

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

4 Discussion.

a. Parking restrictions on S 9th Ave by Holy Name church

Without objection, this item was taken up at this time out of order of the agenda.

Henke had a discussion with Radtke beforehand to let her know that the next steps would be to submit a petition with signatures and photographs. This is in Larson's district. He would be interested in whether Engineering would need to do any studies on safety. Is there a lack of enforcement, or do we need to put parking on one side of the street? He wants to be safe, but not discourage churchgoers.

Wesolowski said engineering would do a staff report on the width of the street and look at what travel width remains with 2 vehicles parked on the street. We will talk with the church as well and notify them if something comes forward so they have a chance to speak about it also. This is why Henke brought up the Petition. All the signatures will get notice, but then we will also do the mailing, so that everyone can have their say on it. Cars parked too close to driveways or intersections are an enforcement issue. If increased enforcement is needed, PD could add it to their list of priorities. Neal asked if we were potentially looking at just relocating the problem to other neighbors. He is not familiar with the lay of the land there, but thinks we need to look at it clearly enough to not just move the problem. Radtke stated she is open to options. People park illegally and don't obey the current signs, so she is not sure if they would obey the no parking signs. Officers have only issued tickets once. Enforcement needs to happen more because it's a problem when she can't utilize her driveway. Other neighbors have had emergencies and were unable to leave their driveways as well. It's a big problem. Larson mentioned that Radtke also shared with him the lack of parking patrol on the weekends, when it is needed most, during services. No parking patrol on the weekend needs to be addressed and looked at as well as we go forward. Radtke confirmed she was told parking patrol does not operate on Saturdays and Sundays, so officers need to come instead. In the past, when she had called, the officers arrived too late, because the service was over. Or they don't have their ticket books on them and must go back to the station and get the books, then return to issue the tickets, if cars are still there. She has talked with the PD and was told they acknowledge it is a problem, but that is as far as it has gone. The news station spoke with the pastor as well. He agrees it is a problem and that the congregation is not listening to him. Radtke feels that if parking was enforced in the area for a year, people would learn that they would be ticketed. She is also very concerned about safety and doesn't want someone to get injured. She has witnessed one T-Bone accident already. She doesn't want anyone to get seriously injured before something is done. Neal mentioned there is signage around town in neighborhoods: no parking here to corner, no parking here to driveway, very clearly delineated. He believes in

those neighborhoods it's because somebody came and said, Hey, we have a problem, and the city responded. What would the process be to add signs? If Radtke is not opposed to having a sign on her boulevard. Radtke stated she is fine with that, she would just like to be able to enter and exit her driveway. Blocked crosswalks are also a problem. There is a gentleman that uses a motorized wheelchair and can not even use the crosswalks because they are blocked. That's a safety concern, when residents can't use crosswalks to walk with pets or small children. Larson asked if a motion was OK. Henke reminded us that this is just under discussion right now. If we get a petition in, we can add it to the March Agenda. In the meantime, Larson suggests we look at how that might look. Martens asked if there are any parking restrictions on 9th Ave right now. Radtke noted that on the north side of Bopf, right in front of the church, there is a no parking here to corner sign, but that's it. Martens knows there is more expense involved with striping, but could that be an option, so people would know where they can or can't park. Lindman would like to try to resolve it without doing striping. Staff will look at the area and bring back recommendations. Henke noted that if a petition is submitted by the end of the month, this item would be considered at the March meeting.

b. Update on the railroad crossing gates on 17th Ave

Wesolowski, we petitioned to have the gates looked at on 17th Ave between Sherman and Stewart. According to Heather Graves, at the Office of the Commissioner of the Railroad (OCR), at this time, their investigation yielded no upgrades were warranted. That is due to the low speed of the trains, the low speed of the traffic and the fact that there have not been accidents there. They are going to keep it open for a while, but they don't anticipate anything changing. What would change would be a major accident, but we hope that doesn't happen. There are a lot more high-speed crossings that have concerns or accidents at them. The OCR is not closing the book on it, but they are not going to do anything at this time. Larson remembered the main reason we brought this up was the noise pollution, because they blow their horns at all hours of the day and night and don't respect the 7pm-7am quiet zone. Maybe it needs to be brought up to the train officials again that we have a noise ordinance that needs to be followed. Henke also recalled that the quiet zone times discussion was the original conversation intent. He has gotten fewer phone calls, but he still does hear a horn every once in a while right around 7am (recently around 6:30/6:45) Wesolowski has an upcoming meeting with the railroad about some other items, and will talk to the local roadmaster asking about their policy for horn usage. He acknowledges we do have a quiet zone, and the railroad may be required in certain instances to blow the horn, so he will have that discussion. Henke thinks it's a good continuing discussion to have with them just to stay on top of it.

c. Discussion on snow plowing policy

Lindman, Over the last couple of years we have had some alders with questions about areas with center boulevards. In particular, why we plow to the outside of the road versus the center? Residents have complained. In the past, the city did plow some areas to the center of boulevards versus the driveways, sidewalks and city corners. The updated policy came into place a few years ago. We plow to the outside because it is the most efficient way for us to wrap corners. Dustin Kreage, DPW Superintendent, spoke about various reasons we stopped plowing snow to the center. Most boulevards do not have storm drains in the center, so when the snow piles on center boulevards, all the run-off in the spring comes across the road and freezes/thaws and continues to create maintenance issues. We may have to bring graders out to pull up the ice, and use additional materials on the ice. Plowing to the center also takes more time due to having to go back and clean up the edges, corners, and wrap in the intersections. From an efficiency standpoint, that is really why we plow to the outside. We brought it forward for discussion and feedback because of those complaints to the committee. Neal is working on behalf of a couple of constituents living up on east hill. He was contacted a week ago about a plow depositing snow on the center median. They are concerned because, years ago, it used to be put on the median, but the policy was changed. One of the constituents was really perturbed by this because this center median has a sidewalk down the middle. The city's responsibility with regard to public sidewalks that are not in front of a residence, which this area would fall under, is for the city to keep the sidewalk clear. So he asked why they don't go ahead and clear the sidewalks all winter because it hasn't been done, they are covered in snow and they remain that way. There is some history in the fact that we

have used the median in this case. There is also potential for more push back from constituents about the sidewalk issue. This might be a special case. Neal doesn't know if this is replicated elsewhere in the city with the sidewalk issue. So he would be looking to potentially altering our policy and practice up on the hill. Lindman noted it's challenging and Neal is not the only alder that has brought this forward. His recommendation to the committee is that if the policy is going to change, it will stay consistent across the city. Understanding that if it's one block or two blocks, it's not a big deal, but there are lots of areas with center boulevards. Neal agrees it's not feasible on Thomas St with the center median being narrow. It would have to be in places in the city with enough width in the median. Maybe we should look at the city street map and redline where this could be a consistent practice. The sidewalk issue on East Hill is a unique situation, which is an inconsistency that may be a special thing. Neal noted that our policy says clean sidewalks. So are we going to do that instead? Lindman couldn't remember when cleaning the sidewalk up there stopped, possibly even before he started. If this committee wants to change how we do the plow to the center plus keep the sidewalk clear, we'll take that direction and implement it. Neal noted that the sidewalk is quite steep in the east hill area, and he felt maybe let's keep the sidewalk covered, but let's look at the potential for depositing the street snow there. If the snow is deposited into the center, in heavy snow years, that snow will obviously push onto that sidewalk, which it had in the past. Maybe to alleviate the melting issues, this could be one of our snow collection areas that gets taken down to the River Drive snow area. That area might actually have a storm sewer in the center of the street with the steepness. Kraege mentioned one of the major concerns with plowing toward the center median was that the plows were going against traffic, which adds a risk of accidents when you meet a car and the plow is going the wrong way. Plow operators are technically not authorized to break traffic laws, even in snow emergencies. Neal questioned if our equipment has blades that can be shifted to the opposite angle. Kraege noted that with the loaders, you can pivot the blades, you may create spill off, and it will take more passes in the street to get everything cleared. Neal wants to get back to the constituents at some point with something definitive because this will keep coming up. Lindman asked if this is the direction that the committee wants to go as a whole. We can definitely edit the policy and bring it back for a final decision. Henke thinks we can draft something in the policy and bring it forward and have a vote on it at the next meeting. Specifically in that area. Neal feels this is like the previous item where complaints from a neighborhood have led to addressing the issue. This is a case where the people who live there constitute a starting point, and it gets addressed. Henke suggested maybe even the option of shoveling that sidewalk, as an option. Kraege stated he can see the complaint and can look for options. He will come back with some ideas about what we could do there. Henke suggested possibly one agenda item with 2-3 options. Neal thought some might look at it as special treatment. There isn't another option, so with a citizen's complaint, let's look at it.

5 Adjournment.

Motion by Alderperson Watson, seconded by Alderperson Larson, to Adjourn. Motion carried. Meeting adjourned at 06:03 PM.

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



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

