



OFFICIAL MINUTES REGULAR MEETING

MEETING: Infrastructure & Facilities Committee
DATE/TIME: Thursday, March 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.

Chad Henke read the public comment statement.

Jess Kufahl, 5411 Naugart Dr, Merrill, WI, owner of 915 Thomas St. at the corner of 10th & Thomas, which is a small beauty salon. He is not sure if he is for or against, but does believe parking is a problem. His tenant has clients that park a block away from the business for their appointments. He does not want to completely eliminate parking. However, immediately in front of the building, if signage could be changed to customer parking only during daytime hours. Since the widening of Thomas St, if parking is eliminated on 10th Ave, his tenants could be out of business. He made a substantial investment in renovating that building over the past years. This could potentially cause him a lot of harm. He would like to see something done but in a positive way with respect to the homeowners. Currently, there is not enough parking for his tenants, and he can't lose anymore. On an average day there are 2 beauticians working. Worst case scenario, there would be 4 cars there for 2 hours at any given time during the day.

Father Woody Pace, pastor at Holy Name Parish, on Thomas, 9th Ave, and 10th Ave. The church has been working with the City, the police, and the residents in the area. He has been at the parish since July 2025. Parking was an issue before he arrived. Some of the parking issues have to deal with attendance for weekend masses or parish events that are well attended. Very often their parking lot is not adequate, then parking overflows into the city streets is the only option. They are not looking for any changes to the parking restrictions but will continue to work with their parishioners to make sure they park appropriately. Police have been patrolling the area to make sure driveways are accessible. He will continue to make announcements during masses, or print information that he will continue to repeat periodically throughout the year. He appreciates the cooperation of the neighbors and using public access to the roads and wants to make sure that it is done in the safest way possible and moves forward that way.

Ark Rhomine, 1211 S 10th Ave, 1/2 a block south of Holy Name. He has 2 different viewpoints. One as a resident of 10th Ave, and one as a Holy Name Church member. He sits on numerous committees, including the board of ushers. On Saturdays, Holy Mass takes place at 4pm with typically about 200 in attendance. On Sundays, Holy Mass is at 8am with approximately 200–220 in attendance, and 10:30am with 200–250 in attendance typically. If ushers see a car that is potentially illegally parked out front (he is not sure what the exact legislation is on how far from a curb or a driveway), they try to encourage those parishioners to please move their car in politeness to our neighboring residents. About 2–2.5 years ago, when parking became a concern, Father Martins mentioned to the parish to please respect the neighbors that are around

the Church. That worked for a bit, then it started to go back in the opposite direction. The parish had engineering drawings performed to realign the parking lot to maybe gain more spots. Very few were gained. Those engineers also looked at diagonal parking on 9th Ave on the church side. His concern is if we change the parking we will still have the same numbers of people trying to park. That will just spread the parking problem further. On 10th Ave, residents park on both sides of the street. It's not just from the Church. He doesn't feel there is a need to eliminate parking on one side of the street. He feels if officers are vigilant in patrolling during services that we can train our humans to please respect those around us.

Austyn Stoerzer, 1203 S 9th Ave, The reason his wife started this petition and brought it to attention is because of the parking situation. It may not necessarily be illegal as it stands, but it's causing an unsafe environment when people are parking too far from the curbs, and it causes others to hug parked cars when they are passing down the street. Effectively making it a one-way. Before completing a turn on a corner, you have to make sure no one is coming down the road in your lane so that you can safely complete your turn. It is an unsafe accident waiting to happen. Parking too close to intersections is also a problem and visibility could be increased by opening up one side of the street. In order to minimally impact residents, his recommendation would be to have no parking during the daytime on weekends on one side of the street. That would hopefully open up visibility and make it safer. He wants to try to prevent an accident before it happens, because it's only a matter of time.

Kat Savyannah, 133 S 9th Ave, She doesn't have a problem with parking, she knows when they are going to park there and for how long. Her concern is with parking on both sides. She understands that legally there is enough room. However, we live in a community where we are not used to driving that closely to another car. Cars always stop and pull over where they can when another car is coming toward them. You may have to wait back half a block to let traffic safely clear.

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

February 12, 2026 Regular Infrastructure and Facilities Minutes

Motion by Alderperson Neal, seconded by Alderperson Watson, to approve **February 12, 2026 Regular Infrastructure and Facilities Minutes**. Motion Passed 5-0.

3 Discussion and possible action.

- a.** Parking restrictions on S. 9th Ave between Thomas Street and Chellis Street, S. 10th Ave between Thomas Street and Chellis Street, and Bopf Street between S. 9th Ave and S. 10th Ave.

Wesolowski stated the wording on the petition was very vague, and the letters did go out to residents on 9th Ave and 10th Ave and Bopf. He did receive one call from Jane Erdman, 815 Bopf St. She has lived there for 22yrs. She doesn't support parking restrictions. Her suggestion was to maybe mark some stalls, to help the parking situation. With the petition being vague, he's not sure where the committee wants to go with it. Neal, as we mentioned at the last meeting, maybe stronger signage in the area like other areas throughout the city. Last month we discussed a mobility disability individual not able to use the egress due to parking. Have we looked into using further signage to enhance parking areas, so it is very clear about where you can or can't park? Wesolowski stated that typically, with no parking here to corner it is established further back, that would come from this committee as an ordinance. No parking here to corner signs are something that could be looked at for the intersections of Bopf and 9th, and Bopf and 10th. Neal questioned what the minimum distance was for parking near a corner. Kurtzhals stated it is 15' from a crosswalk. Neal suggested we get more aggressive with signage in this situation. When others come to us with similar issues, we can do the same type of analysis and possibly the same action without putting people out, but making it clearer where parking is allowed. For the individual with a mobility disability, maybe signage near their driveway. There are areas around town where residents must have asked for signage for driveways, and they got them. There is definitely a precedence for it. Larson is concerned because this is in his district, and he wants to try to do what's right. No parking on one side. Where will that push the traffic? He doesn't feel that will solve the problem. He agrees with Neal about having more signage about no parking to corner. Another issue was the parking

within 4 feet of a driveway. There needs to be more consistent patrol in the area during the times of service. Larson thinks if we could do something for the beauty salon for parking that would be nice as well. Watson asked Kurtzhals what the results were from extra patrolling the past few weekends. Kurtzhals stated they were able to provide extra patrol the last four weeks and issued 9 citations for parking less than 4 feet from a driveway, and 8 citations for parking less than 15 feet from a crosswalk. Watson said the signage about the crosswalk might be a good idea. Also, she is wondering if there is a possibility for curbs to be painted yellow 4 feet from driveways, so people know as a guide. In researching, our cars are getting bigger. 33 feet for the width of a street may have been great when cars were smaller. Maybe that is something to look at in the future. Not that widening streets is simple, but with our modern day cars, we might want to think of that in the future. Another suggestion from Watson was a drop-off/pick-up area with no parking, which would allow for unloading and then parking farther away, and not having to fight for the corner spots. Watson said she understands the cars parked on both sides essential makes it a one-way road and you have to wait. Wesolowski stated the typical parking stall when they are marked is 20–22 feet. Smaller cars have plenty of room in those stalls whereas larger trucks are a pretty tight fit. Lindman reminded us that we don't paint curbs by residents' driveways, it's too much work to maintain. Specific signage for a business in a public right away is also something that we don't do. It is a public right of way and is for the general public, not specific individuals. It would be a private business responsibility to do that. Watson asked if a drop-off area near the church was something that would work. Father Pace said they do have an area that is utilized as a drop-off area currently. Neal referred to the curb painting idea. On Hamilton St, curbs were painted some years ago, due to the abuse of parking at corners, but it is not very practical. You can't see in the winter, paint fades, degrades and chips off. However, signs that stick up in the air, and you can see them year round. Neal also suggested maybe, for events at the church, they could do a little capital campaign to get some signs that they could place out about parking here or no parking. Maybe 1–2 dozen double-sided that could just be placed out when needed during events near driveways, intersections, or areas of concern. Martens asked if with the 17 citations that were issued, have you seen the issue taper off as the enforcement continued? It did drop off one weekend, but the past Saturday (week 4) was when the most tickets were issued, and Sunday there were no tickets issued. With current religious holidays, it will be hard to gauge with attendance fluctuations, and education is going to take longer to sink in. Martens is not sure about restricting parking to one side, although the width of 33 feet does get pretty narrow with the size of vehicles now. It makes it pretty narrow for 2 cars to get through if cars are parked on both sides. He thinks no parking here to corner is a good idea to clear up visibility at intersections, Henke questioned if the committee is OK with postponing it for a month and seeing what continued enforcement does. Can we check the costs of getting signage, and bring the numbers for that back next month? Driveways and corners on 9th and 10th. Wesolowski hesitates on signage at all the driveways, because it would be intrusive on the neighborhood. Watson suggested that maybe it's not about signage at every driveway, but occasional signage to remind drivers about the law of no parking within 4 feet of driveways, maybe 1–2 signs on each block. Neal mentioned maybe there would be specific driveways that could have signage, like individuals with mobility disabilities and those that seem to be more problematic. We may find out that there are only a few driveways that would need signage. He agrees that a line of signs down the street is not the answer. Neal said he supports bringing it back in a month with more documentation. This item will be placed on the April Agenda.

b. Proposed 2027 Street Construction Projects and 5 Year Plan

Wesolowski noted the staff report was included and went over some of the highlights. In 2027, 11th Ave and Ethel were in the five-year plan. Additions were Emerson, Mount View, and Pied Piper between Ethel and Eau Claire Blvd. Those 3 blocks were done when Kent was replaced from Kent to Eau Claire Blvd. The plan is just to continue bringing them down one block, and rebuild them as we move south. In 2028 and 2029 no streets were added. However, Brown St and N 9th Ave (Elm to Bridge) were switched, to ease congestion and not have Brown Street and the 2029 scheduled E Wausau Ave reconstruction by the DOT take place at the same time. Since Brown St runs parallel to E Wausau Ave just 2 blocks to the north, Wesolowski wanted to avoid any chaos that could cause. So Brown St was moved to 2028, and N 9th Ave was moved to 2029. 2028, 17th Ave was added (Sherman St to the Railroad tracks). It will depend on approval for funding from LRIP (local road improvement). Wesolowski submitted it to

the state, and he should find out in the next couple of months if we will receive those funds. Since it has been submitted for LRIP funding, it has to stay on the five-year plan. 2030, 17th Ave (Pardee St to Stewart Ave) is on the list. We were selected by the MPO for that funding, but we are waiting for the STP Urban agreement from the state. The DOT and the Federal Government would be paying for 70% of the project. For 2031, the streets listed are new with the reconstruction of the five-year plan this year. Proposed streets for 2031 are S 4th St (River Dr to Forest St), Pine Ridge Blvd (Weshill Dr to Plaza Dr), and N 9th Ave (Bridge St to W Strowbridge St). All the streets listed for 2031 are rated 2,3,4, and were selected based on their condition. N 9th Ave was also selected based off the condition of the underground utilities. There have been over 22 water main breaks in that area.

Motion by Alderperson Neal, seconded by Alderperson Larson, to approve Proposed 2027 Street Construction Projects and 5 Year Plan.

Yes 5, No 0, Abstained 0

MOTION PASSED.

c. Amended and Restated Parking Agreement with 11 Scott Street, LLC for 11 Scott Street (aka Riverside Place)

Fifrick, on 10/28/25, council approved a term sheet for the redevelopment of Riverside Place (also known as Waterside Place), as they have rebranded now as 11 Scott St LLC. The development agreement was approved by the Economic Development committee in January.

Part of the proposal with the term sheet is the long-standing parking agreement tied to the property. Within that property, we are currently obligated to provide 480 parking stalls for the property, which runs through 2062. The agreement being brought forward would reduce reserved stalls to 150, and initiate lease payments. Currently, there are 480 that we have to provide them if they want to take out permits. They are not required to pay for any of them unless they are actually using them. So right now, there are zero being paid for. This would require that, over a 2-year period, we would phase in reserved permit parking stalls, 50 starting on 5/1/2026, and an additional 50 on 6/1/2027, and the final 50 on 8/1/2028. Very similar to what was done for parking at the Foundry on 3rd facility. Larson questioned what kind of discount we are giving off the normal parking fees. Fifrick stated that, similar to the Foundry, there is a 20% discount on the long-term agreement. Once the 150 stalls are all implemented, we will be generating \$54,720 annually, if rates don't change. Which would go toward maintaining the ramp which is needed. Currently, with annual maintenance costs, we are losing money. We will still be losing money, but it is a move in the right direction. Larson is all for renting out the stalls, but he is tired of seeing the city giving away assets. Martens questioned parking indicated for monthly permits on level zero, by the entrance and exit on 1st St. Have those stalls always been monthly reserve stalls? He suggested keeping the lower level open because it could hinder library patrons when the library lot is full. Fifrick mentioned that part of the reason for wanting a lower level is that they will be bringing commercial development into the building as part of the redevelopment and want to have spaces for people that are easily accessible to the building to avoid using library parking. Martens asked if the 1st row south side permit spaces could be moved to the north. He thinks the impact would be slight for tenants on the waterside, but opening the south side, closest to the library, for patrons would be most advantageous. Fifrick verified that Martens was looking for the 12 or so permit stalls on the south side of level zero to be moved to the north side. Martens confirmed. Fifrick will take that back to 11 Scott Street LLC and talk with them about those changes. Without objection, Henke noted that it was amended to Martens' suggested change to the location of the 12 permit parking stalls.

Motion by Alderperson Neal, seconded by Alderperson Watson, to approve Amended and Restated Parking Agreement with 11 Scott Street, LLC for 11 Scott Street (aka Riverside Place). Motion Passed 4-1, with Alderperson Larson opposed.

d. Transportation Project Plat for Project 370-40-40, Grand Avenue Signal Replacements, Sturgeon Eddy Road and Townline Rd

Wesolowski stated that we got SISP (safety improvement funding) for this with 90% being paid by DOT and Federal funding, making it a 90/10 split. Reviewing with a consultant when designed, one of the safety impacts is that currently some of the traffic signals sit in the median, and some are on the sidewalk. With the redesign, the signal bases would be moved

behind the sidewalk, not on the sidewalk. We do not have any right-a-way behind the sidewalk. So this plat would provide some small square areas to place the bases and signal poles in. This plat establishes areas where we will have a real estate negotiator go out to landowners and negotiate purchasing those permanent easements and some temporary easements for some grading. Martens asked if the upgraded signals would offer a pedestrian crosswalk on Towline Rd. Wesolowski confirmed that the upgraded sidewalks would include pedestrian crossings brought up to the latest ADA standards at Grand Ave and Townline Rd.

Motion by Alderperson Larson, seconded by Alderperson Watson, to approve Transportation Project Plat for Project 370-40-40, Grand Avenue Signal Replacements, Sturgeon Eddy Road and Townline Rd. Motion Passed 5-0.

4 Discussion.

Henke's term goes to April 21st. Our next meeting is scheduled for April 10th, which is after the election. Per standard practice, we will keep that April 10th meeting scheduled.

Larson has received complaints from constituents about Sherman St from 3rd to 8th. Can that overlay be finished? Can the funding be found to do that possibly this year? Sherman from 17th to 8th was overlaid 2–3 years ago, but it is really getting bad from 3rd to 8th. It is heavily traveled, so can we bring it forward for the next? Wesolowski took a note for that to be on the April Agenda.

5 Adjournment.

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

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



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

