



**OFFICIAL MINUTES**  
REGULAR MEETING

**MEETING:** Infrastructure & Facilities Committee  
**DATE/TIME:** Thursday, April 9, 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.

Felix Gallo — 1206 Highland Park Blvd. He is here with a constructive and positive win-win solution that makes everyone happy. Two problems he is speaking about today. First, the plowing practices on the hill changed last year. For 50 years prior, the snow was plowed into the median, then this changed. For the neighborhood, that is bad and illogical. The medians were designed to be open areas for excess snow; the boulevards they abut are wider than normal land and often only have one or two driveways on them spaced far apart. During the recent blizzard, the wall at the end of his 20ft wide driveway was 8ft tall and packed 3ft thick. Most folks on the hill are older, with mobility issues and heart conditions or are care takers. Beyond just the unnecessary pain of dealing with all this extra snow, this is an urgent matter of safety. Second, the municipal code is very clear: 12.28.050 Cleaning of sidewalks, states: "The owner of any property abutting any sidewalk shall, without notice, at all times, keep such abutting sidewalk clean and free of debris, dirt, sweepings, obstructions, and clear of snow and ice." The city is the owner of the medians where these sidewalks are located. There are 10 city blocks worth of sidewalks, and the city is obligated to keep these clear at all times. The neighborhood has not demanded this since it has been very convenient and customary for the snow to be deposited on these medians and sidewalks. His proposal is that the neighborhood will not demand the sidewalks be cleared, which will save public works money (in time, expenses, and materials), and in return they ask that the public works department return to the prior practice of plowing only to the median and saving the neighborhood the heartache and pain of dealing with the snow.

Carrie Marohl — 1025 Everest Blvd, I concur

Mary Brodhead — 1101 Highland Park Blvd. She and her husband are 77yrs old. In 2019, the boulevard was plowed with snow. That was the way it was always done until just the past couple of years. It seemed to work for everybody. The snow plow rounds 10th St and all the snow falls out into their driveway. The snow is knee, hip, or chest high. You can't run a snowblower through it. It is a real hardship for all who live on the street. There are a lot of retired individuals who live in the area. She knows in the past it worked for the snow to go onto the boulevard. She is not sure when or why it changed, but she would like to see it changed back.

Courtney Olson — 1206 Highland Park Blvd. In the past, the snow was plowed into the median, and the sidewalks were not shoveled. Now the snow is pushed into our driveways, but the sidewalks are still not shoveled. It needs to be one way or the other, it can't just be the easiest way forward for everyone at the city, it needs to help those that live in the neighborhood. With the elderly in the neighborhood, and the snow going along the driveways, it is a heart attack snowfall. We really don't benefit from it and no one benefits from it being plowed into the driveways with the sidewalks not being cleared either, so we ask kindly that you resolve it in a way that benefits the

community.

Alice Kueher — 1106 Highland Park Blvd, she has lived in her home since 2012. With the recent change of the snow being pushed into the driveways, she now feels like they may have been a bit spoiled for a while. She realizes that most in town have snow pushed into their driveway.

However, with the houses being more spaced out, it may push more snow that way. Wondering about the equipment and the ability to push to the center median and not the driveways.

Danielle Fischer — 1212 Highland Park Blvd. She is one of the many houses in the Highland Park neighborhood that has a very slanted driveway because of the hill. When the plows plow toward the driveways, it is extremely hard for elderly and smaller individuals like herself to safely clear snow when it is plowed up so high. If the snow is not going toward the median it is dangerous and hard to see for those that are out walking. When the excess snow is going toward the driveways it creates a lot of dangerous situations. If we could revert back to plowing the way it had been previously done, she feels it would be safer for everyone in the neighborhood.

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

### **March 12, 2026 Regular Infrastructure and Facilities Minutes**

Motion by Alderperson Neal, seconded by Alderperson Watson, to approve **March 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.

Lieutenant Kurtzhals reported that since the last time we met, they missed one weekend due to the blizzard, but otherwise, since last month's meeting there were 15 tickets issued for various parking issues. The first month, there were 17 citations issued; the second month there were 15 citations, with one weekend missed. Larson asked if the citations were for driveway violations, or corner/crosswalk violations? Kurtzhals stated it was a mix of driveways and crosswalks. Larson is in favor of what Neal suggested at the last meeting, with No Parking here to corner signage. He feels it's more of a policing and enforcement issue. Policing it not just one week, but to become adamant about it, so the issue doesn't come back to the committee again in the future. He is in favor of no parking here to corner signs, but thinks the parking restrictions are not necessary as it seems to be more of a policing issue, and an educational item for the church. Neal approves parking restrictions on the church side of the street, Second from Watson. Neal relates to the situation. A small church in his neighborhood has recently changed hands and is now very well attended, to put it mildly. Good Friday was crazy with parking close to driveways and intersections. This seems to be a clear problem. He suggests, for safety reasons, No Parking here to corner and additional signage on a request basis. Watson has had the same issue in her neighborhood with church parking. They asked for no parking on one side during snow season, and at the time the committee passed it. Maybe it just needs to be more patrolled, and education from the church. Watson questioned if she votes no, can we look back in 3 months and see if continued enforcement helps or if the issues in Neal's neighborhood get better/worse? With the numbers from last month staying pretty steady with the prior month, it would be nice to see some continued data on this. Neal said it is weird because there is really nothing to vote yes or no on. It's just a suggestion. He thinks we just need to continue on with the sign suggestion and another enforcement report. Can a motion be made for no parking on the church side of the street year round?

Motion by Alderperson Neal, seconded by Alderperson Watson, to approve 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. Motion Failed 1-4, with Alderperson Neal in support.

- b.** Increased parking restriction signs on S 9th Ave and/or S 10th Ave

Larson asked what corners were areas that were problematic. Kurtzwell stated they are patrolling 9th, 10th and Bopf. She could come back with the problematic locations in the future.

Larson said if signage were to be put up at all corners mentioned, it would help with the patrolling efforts. Watson would move to put no parking signs on Bopf and 10th, Bopf and 9th, Thomas and 10th, and Thomas and 9th, totaling 8 signs. Discussion was had that there would be 16 signs, 8 per intersection, 2 per corner. 2 on the north side of Bopf, 2 on the south side of Bopf at 9th and at 10th. With an additional 4 on the south side of Thomas St, 2 on 10th, 2 on 9th. Neal has seen city signs by driveways for No parking here to driveway in some neighborhoods. He does not know how those happen. Those with mobility issues and residents with repeated problems could seek driveway signs, maybe in collaboration with the church? Watson is not sure that we need 8 signs per intersection, if one is not a problematic corner. She feels a few would be good reminders to drivers on parking distance to corners. Larson asked if since we have already voted down the parking restrictions, could we let this go for a month so we can get more data back from the Police Department? Watson asked if, when issuing citations, locations could be noted to watch for problems and area patterns. Motion by Alderperson Larson, seconded by Alderperson Neal, to postpone for one month to gather more data. Motion Passed 5-0.

### c. Snow plowing policy

Kraege stated Public Works was asked to look at changing some of the plowing procedures for some streets due to recent plowing policy changes. The changes came about and were instituted citywide on streets with boulevards. Changes have been made to make plowing more efficient, looking at ways we can use our funds better. The department is always looking for what is the safest, fastest, and most efficient way to plow. That is what led to the changes. The Public Works Department recommends continuing plowing the way we are. It is the safest and the most efficient. We can go in whatever direction the committee wants, but it is hard because the department gets calls from residents all over town that want their driveway plowed out, or snow plowed into a vacant lot next door or across the street. Can you switch your plow and put it over there? If we start making exceptions on one street or in one neighborhood, what is the cutoff going to be? How are we going to justify our decisions? In the past, his justification has been that we are doing what is best for the department as a whole; financially, efficiently, and safely. But the department can do anything we are directed to do. As far as the question of the plows switching directions. Yes, some of our equipment can switch and push one way or the other with smaller amounts of snow. With trucks, you will end up with spillage between the blades that is left in the street, causing plows to have to make another pass to clean up that snow. Loaders can in small amounts of snow as well, but anything over 6" will leave a row of snow down the center of the road, requiring another pass to come through and clean it up. The plow and wing are designed to work together. While we can change the direction of the plow, the wing is fixed. With the sidewalk up there, it has not been done in the past. Currently, our sidewalk routes are growing. We have 2 sidewalk machines. Most plow routes are 8 hours, some are 10 hours. Our sidewalk routes are currently pushing 12 hours. With this sidewalk being closed in the past, we left it, but can take direction and add it to the sidewalk routes if that is the way this committee wants to go. Martens asked when plowing to boulevards were plows going against traffic? Kraege: Yes, it actually came up with a state patrol visit for safety briefs. One time, an operator asked about plowing against traffic. The state patrol said we are not to be violating traffic laws. We are putting the city at risk, and we will be held liable if something happens with a truck going the wrong way, because we are violating a traffic law. Martens noted that the roads on the hill are so narrow that any type of conflict would be unavoidable. Kraege said they did have trouble with that down by the airport with some of the narrow roads. The plows would meet a car mid-block and then either the car or the plow would need to back up half the block to clear the road. Martens questioned if you wanted to do it right, you would have to bring additional equipment up onto the hill to make the passes to the boulevard. Kraege said that the front plow could be moved to push the snow to the median, but then there would be more trips back through to clean up the snow left in the road from the turned front blade not working properly with the fixed wing during snow removal. Neal reminded that there is history here where accommodation was made, and it was successfully done that way for a long time, and it came to be what was expected, and then it was changed. He doesn't feel that the neighborhood really wants to see the sidewalks cleared, but they have a valid argument because it's on the books. It's part of a service we are supposed to be providing, but we decided not to there. Since reasonable accommodation has been made in the past and residents there have grown to expect it, for it to suddenly stop is a little harsh. He knows efficiency and costs are a concern for the department, but we also need

to think about efficiency for people too. Neal motioned to revert to past policies to provide accommodations to plow into the median for the 7 blocks in the Highland Park Neighborhood. Larson seconds the motion, and agrees that we need to listen to and accommodate citizens, they pay the taxes. This was on the books for years and, with the change, has created a hardship for the neighborhood. Neal lives just below the hill and has lots of snow plowed into his driveway. He has no jealousy about his neighbors having that accommodation. We should do what we have done in the past and be good neighbors. Residents need their voice and concerns heard. Watson stated that paying property taxes for services provided includes clearing of the streets. We are cleaning the streets. She would be more in favor of cleaning the sidewalk since that is our responsibility. If it's making it more efficient, we need to look at that too. There are other neighborhoods where the policy was changed and then do we look at going back and changing them all too? There are things that we have to change within the city budget that help to lower costs yet still provide the services that we guaranteed our taxpayers. She has always hated cleaning out her driveway. It's never the best thing in the world, but she also knows the street gets cleaned. She would prefer that the sidewalk be added to the route. Lindman questioned if the motion was just for that neighborhood. He would absolutely be against that. If you are going to do it for one area, he would recommend that it be done city wide, anywhere that has a city boulevard, to be consistent. Neal suggested looking at the holding capacity of the boulevard citywide. Lindman strongly recommends against making special accommodations for one area in the city. Are we going to change how the policy is written and specifically state these streets, and exclude other center boulevards? If there is a motion, Lindman would suggest there be a citywide policy on how the routes are managed. Neal is looking at it as practice, not policy. He doesn't think there was a change in policy when the plowing changed. Lindman noted that this is the snow policy that went to council as a resolution, so there would need to be a change in that policy, and it would need to go back to council. Neal questioned when the policy change happened. Kraege believes the policy was brought forward in 2022 or 2023. Henke suggested that we bring forward both policies, the old and a proposed one with new wording at a later date. A policy with something written specific to that one neighborhood, what that would look like, how long of a policy that would be. Maybe another policy about citywide reverting to plowing to the boulevard. Also, having the current policy present with the date of when the change went into effect. The policy would have to consider adequate holding capacity for boulevards, what that would look like, and what would be a large enough boulevard to hold the snow. Watson asked Kraege if that would be possible to complete in a month, noting median streets in the city and the ones that have capacity for snow. She is asking so that if we were to consider this next month, we would know how many people it would affect. Kraege could do the research. In the past, the department ran into issues down by the airport where they ran out of room. He would have to check how wide those are. However, it also depends on the snowfall. A mild winter would be fine for most boulevards. However, in a heavy winter, a lot less would be able to maintain the load. Lindman noted we are typically talking about grass-centered boulevards, which are typically 9–12 feet. Not referring to small medians like on Stewart Ave. Lindman is confident those numbers could be pulled together in a month. He understands what the residents want, he also understands past practice with something's that were done in the past are no longer done as well. If approving a change passed citywide, we are practical enough to implement that into a written policy. Neal withdrew the prior motion, motions to bring it back later and have a citywide policy drafted to look at and when the past policy was changed. Have the current policy in the packet as well, so it's available to look at for reference. Martens agrees that if we are going to draft a snow plowing policy about pushing the snow toward the boulevard, it has to be equal and consistent for all neighborhoods. Snow affects all neighborhoods. Bringing it back to the drawing table and working out an equitable policy for the medians/boulevards is what needs to be done. Table to get a policy to look at moving snow plowing back to boulevards.

Motion by Alderperson Neal, seconded by Alderperson Martens, to table and bring back a policy revision. Motion 5-0.

**d. Final Resolution to levy special assessments for the 2025 Street Construction Projects**

Weslowski stated this is a housekeeping issue so that we can get the payments out. A motion was approved last year to levy special assessments. This is the final resolution to send them out.

Motion by Alderperson Watson, seconded by Alderperson Martens, to approve Final Resolution to levy special assessments for the 2025 Street Construction Projects. Motion 5-0.

**e. Discussion and possible action approving City bike rack request form.**

Carrie informed the committee that the item before them was approved by the bicycle and pedestrian advisory committee last month. This is just to formalize a process so that businesses know where they can make a request through the city of Wausau if they want to have a bike rack at their property. In the packet is a form that will be on the website and shared widely. Veronica Hope is a great partner in this. She is a member of the bicycle and pedestrian committee, and the professor that teaches the welding class at NTC. They have made bike racks in the past. She did include a rendering in the packet. They are open to different styles, if a business were to request it. The public works department has offered to do the installations and will integrate them into their workflow. There is a proposed \$100 fee, which is basically just the cost of the bike rack & installation. They would need a concrete pad in the right of way, not on private property for liability reasons. There are bicycling parking standards in our zoning code that would be referenced as needed. Martens noted this is a good deal for businesses wanting a bike rack. He is hoping businesses will take advantage of it. He would also like to see more bike racks like this at our city buildings.

Motion by Alderperson Neal, seconded by Alderperson Watson, to approve Discussion and possible action approving City bike rack request form. Motion 5-0.

**f. Parking Restrictions on N 2nd St: the 400, 500, and 600 blocks.**

Weslowski stated that the municipal code does not match what is signed on the street. Repeal the No Parking restrictions on the west side of the 500 and 600 blocks of N 2nd St as written in the municipal code. Create an ordinance for No Parking on the East side of 400 and 600 blocks of N 2nd St to match what is signed on the street. Create an ordinance and install signs on the No Parking on the west side of the 400 block of N 2nd St.

Motion by Alderperson Watson, seconded by Alderperson Larson, to approve Parking Restrictions on N 2nd St: the 400, 500, and 600 blocks. Motion Passed 5-0.

#### **4 Discussion.**

**a. Sherman Street Overlay from 3rd Ave to 8th Ave**

Wesolowski stated that with the bids for the 2026 asphalt overlay project, we had a total budget of \$775,000. The bid came in at \$717,192. Which gives us a little money left over after doing all the scheduled work. The Sherman St overlay from 3rd Ave to 8th Ave was not done last year due to lead services. Since then, the water department has replaced the majority of those lead services. It now makes more sense to do the overlay. We are proposing that, with the funds left over in the contract, we do that this year. The contractor is willing to have this added to the mill project. DPW would pave with their funds. We would be able to do it this year with our current budget. Larson asked if there was a time frame on when it would be completed. Wesolowski suspects by mid-July it will be done. Lindman noted there is a decent-sized storm sewer under the road that has some joint issues, and we will be looking at doing some chemical grouting as well. It is about 20ft deep and that may create a little delay as well.

#### **5 Adjournment.**

Motion by Alderperson Watson, seconded by Alderperson Neal, to approve Adjournment. Motion carried. Meeting adjourned at 06:16 PM.

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



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

