

# CITY OF STEVENS POINT

## BOARD OF PUBLIC WORKS MEETING

Monday, May 12, 2014

Lincoln Center – 1519 Water Street

Stevens Point, WI 54481

## MINUTES

### PRESENT:

Mayor Andrew Halverson, Comptroller/Treasurer (C/T) Corey Ladick, Director of Public Works Scott Schatschneider and Tricia Church; **Alderspersons:** George Doxtator(1<sup>st</sup>), JoAnne Suomi(2<sup>nd</sup>), Michael O'Meara(3<sup>rd</sup>), Jeremy Slowinski(6<sup>th</sup>) and Randal Stroik(9<sup>th</sup>).

### ALSO PRESENT:

**DIRECTORS:** Michael Ostrowski – Community Development, Joel Lemke – Public Utilities & Transportation, and Tom Schrader – Parks and Recreation.

**ALDERPERSONS:** Mary Stroik(5<sup>th</sup>), Roger Trzebiatowski(7<sup>th</sup>), and Michael Phillips(10<sup>th</sup>).

**CITY STAFF MEMBERS:** City Attorney A. Logan Beverage, City Clerk John Moe, Fire Department Bob Finn, Assistant Police Chief Marin Skibba, Administrative Assistant to the Mayor Kelley Pazdernik, Streets Department Superintendent Dennis Laidlaw.

**OTHERS PRESENT:** Brandi Makuski – Stevens Point City Times, Nate Enwald – Portage County Gazette, Brian Kowalski – Stevens Point Journal, Barb Jacob – 1616 Depot Street, MaryAnn Laszewski – 9<sup>th</sup> District, Sarah Wallace – Portage County Planning & Zoning, Lynn Saeger – WisDOT, Bruce Gerland and Kevin Hagen – AECOM Technical Services.

**Mayor Andrew Halverson called the Board of Public Works meeting to order on May 12, 2014 at 8:47 P.M. The meeting was held at The Lincoln Center at 1519 Water Street in Stevens Point, WI 54481.**

### 1. Update/Discussion regarding the Business 51 Project.

**Please visit our website to view the details of the PowerPoint Presentation that was given from Bruce Gerland of AECOM and Lynn Saeger with WisDOT to the Board of Public Works.**

Bruce Gerland with AECOM took the podium to explain process of determining complete streets through a PowerPoint Presentation and where we sit with the Business 51 Project.

Lynn Saeger with WisDOT also took the podium to explain the exceptions process and the things they have reviewed in regards to the Business 51 Project.

Mayor Halverson added that the bottom line is the assumption from AECOM and WisDOT's perspective that the likelihood of an exception of any kind is highly unlikely if not impossible for this project and what we are dealing with.

Aldersperson Doxtator asked if there were any exceptions for the Church Street CN Underpass. Mayor Halverson said no because the traffic flow as well as the bike and pedestrian can be accommodated if we go with the 2-lane option.

Alderson Stroik stressed his disappointment if we were to go with a 2-lane. He along with every constituent he has discussed this project with feels it will not work to go down to a 2-lane road.

Alderson Suomi does not feel the safety issues will be resolved by going to a 2-lane road.

Alderson O'Meara stressed the importance of getting an accepted environmental document so the people that live along the roadway can decide what they are going to do with their investments. He feels the fear of the unknown is worse than knowing what it is going to be.

## **2. Consideration and possible action to approve the City's change in transportation infrastructure focus from the Business 51 Project to the Hoover Road/Country Club Grade Separation Project and selection of preferred design alternative.**

Mayor Halverson explained that this is going to be the decision for us to shift from the Business 51 short term construction focus to the Grade Separation Project as well as the preferred design alternative. Mayor Halverson is suggesting that we move forward in this direction and suggest the road over option with slopes for a total project cost at \$12.3 million.

*Mayor Halverson then moved approval; seconded by Alderson Slowinski.*

Alderson Suomi asked what would happen to the Business 51 Project then. Mayor Halverson said this would shift our large infrastructure priority from Business 51 to the Grade Separation.

Mayor Halverson affirmed that the Business 51 Project will not be ignored or abandoned. We know from a driving surface and pavement point of view, it needs attention in the short term. We will be looking at solutions and estimates and provide them to you. We may be looking at a mill and overlay with reinforcement to the existing road to get us approximately another 7 to 10 years. The Business 51 Project total reconstruct will only be delayed. He explained that there will be a lot more discussion regarding this in June.

Alderson Stroik feels we should be dealing with the Business 51 due to the failing infrastructure. Mayor Halverson said the pavement is failing not the infrastructure. The utilities have at least another 20 to 25 years left on them.

Alderson Stroik feels that we would be throwing money away by putting it off.

Alderson Stroik asked why we would put an environmental study on record when the dynamics of the city could change in the next 10 years. Mayor Halverson said we would be saving hundreds of thousands of dollars by finishing the environmental documents now versus restarting the entire process over at a higher cost.

Alderson Stroik feels we are setting the downtown area up to be a ghost town because he feels you will be able to drive nicely through Plover until you get to the city limits and nobody will want to drive through town to get there.

Mayor Halverson explained the decisions in June that will have to be made are: Option 1, finish the environmental documents with the most efficient design and dollar perspectives. Option 2, stop on the Business 51 Project and transfer the \$300 thousand plus to design for AECOM to proceed on the Grade Separation Project.

Alderson Stroik said his choice right now would be to transfer all the money to the Grade Separation because he doesn't feel we have a good enough plan.

*Ayes majority; nays minority; motion carried*

- 3. Consideration and possible action to authorize the Mayor, Director of Public Works, and AECOM to prepare and present "next Step" options for the Business 51 Project:**
  - OPTION 1: Select a preferred alternative, completion of existing design contract.**
  - OPTION 2: Stop work on Business 51 and transfer of existing design monies to the Grade Separation Project.**

*Aldersperson Slowinski motioned to authorize the Mayor, Director of Public Works and AECOM to move forward with both options; seconded by Aldersperson O'Meara.*

Mayor Halverson added that these options will be before you in June.

*Ayes all; nays none; motion carried*

- 4. Consideration and possible action to approve the development of an RFP outlining the goals and objectives pertaining to multi-space parking analysis and procurement.**

Mayor Halverson explained that we have been discussing this for some time now and the releasing of RFP's will get us to a point where we can select a proposal and hopefully implement a plan for Spring of 2015.

*Aldersperson O'Meara moved approval of the development of an RFP relating to the goals and objectives of multi-space parking analysis and procurement; seconded by Aldersperson Suomi.*

*Ayes all; nays none; motion carried*

- 5. Discussion relating to sidewalk with future development.**

Mayor Halverson explained that this is before the board to have a formal conversation to get the Board of Public Works opinions and prospective on this subject.

Aldersperson Suomi feels that having sidewalks is part of having a good quality of life but what keeps on hindering it is cost. She wishes there were a way to balance both.

Aldersperson O'Meara feels we need to have sidewalks with new development but developers don't like them because of cost. It puts us in competition with the Town of Hull and area villages that do not provide sidewalks but feels the quality of life they add is worth that gamble.

Mayor Halverson feels that sidewalks need to be a requirement in all future subdivisions but he does not feel we need to look at curb and gutter. He feels the distance in the sloping of swales with sidewalk would be attainable. He does not feel however that we should require sidewalks without providing financial assistance for them. He feels the city should be paying for the installation and then the maintenance should be upheld by the property owner.

Aldersperson O'Meara feels we are an attractive enough place for people to live where people would be willing to pay more for a lot with sidewalk for the better quality of life. He would like to see what is going on in the market first before committing to paying for sidewalk for all new development.

C/T Ladick explained that before 2011, our levy limits could go up by 3% or greater or our amount of net new construction. Now our property tax levy limit for operations can only go up by the amount of new construction. He feels we will be running into problems with being able to operate the city and provide the services that people want for their quality of life if we don't have new construction without any increases in our property taxes.

Aldersperson O'Meara still feels we would not be driving developers away by having a sidewalk requirement. People also like to live near their place of employment.

C/T Ladick stated that he feels we should prioritize our dollars and look at sidewalks on a case by case basis. He feels some places have a need for sidewalks and others do not.

Aldersperson O'Meara agreed with the idea of a case by case basis. He feels not all subdivisions are created equal.

Aldersperson Slowinski also agreed with the idea of looking at sidewalks on a case by case basis.

Aldersperson Stroik voiced his concerns of only having it on a case by case basis. He mentioned all the places in the city now where you can walk on a sidewalk that just ends and then picks up a couple blocks down the road. To him that sounds like they were case by case situations.

Aldersperson O'Meara clarified that his conception of case by case in this conversation is whether the city is going to contribute money to sidewalks in all new development.

Mayor Halverson would like to see sidewalks separate us immediately from competition and turn new development in our favor if we have that incentive.

**6. Consideration and possible action to approve purchasing a Ford F150 and a Ford Explorer from EWALD Automotive Group in the amount of \$70,570.48.**

There were no questions or comments regarding this purchase.

*Aldersperson Stroik moved approval; seconded by Aldersperson O'Meara.*

*Ayes all; nays none; motion carried*

**7. Consideration and possible action to accept the Director's Report and place it on file.**

There were no questions or comments regarding the Director's Report.

*Aldersperson O'Meara moved approval; seconded by Aldersperson Doxtator.*

*Ayes all; nays none; motion carried*

**8. ADJOURNMENT: Mayor Andrew Halverson adjourned the May 12, 2014 Board of Public Works Meeting at 9:48 P.M.**

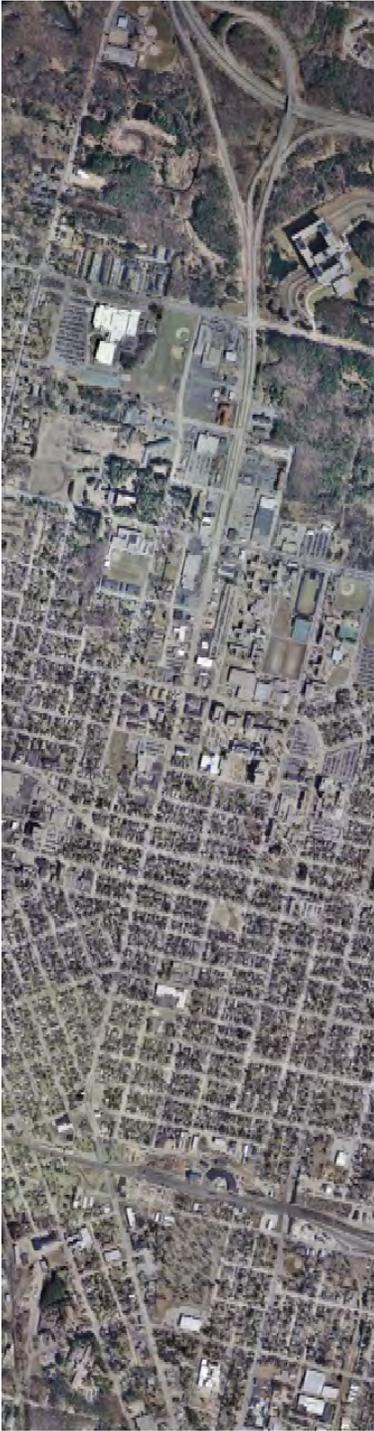


# Business 51 Improvements

## From South City Limits to I-39

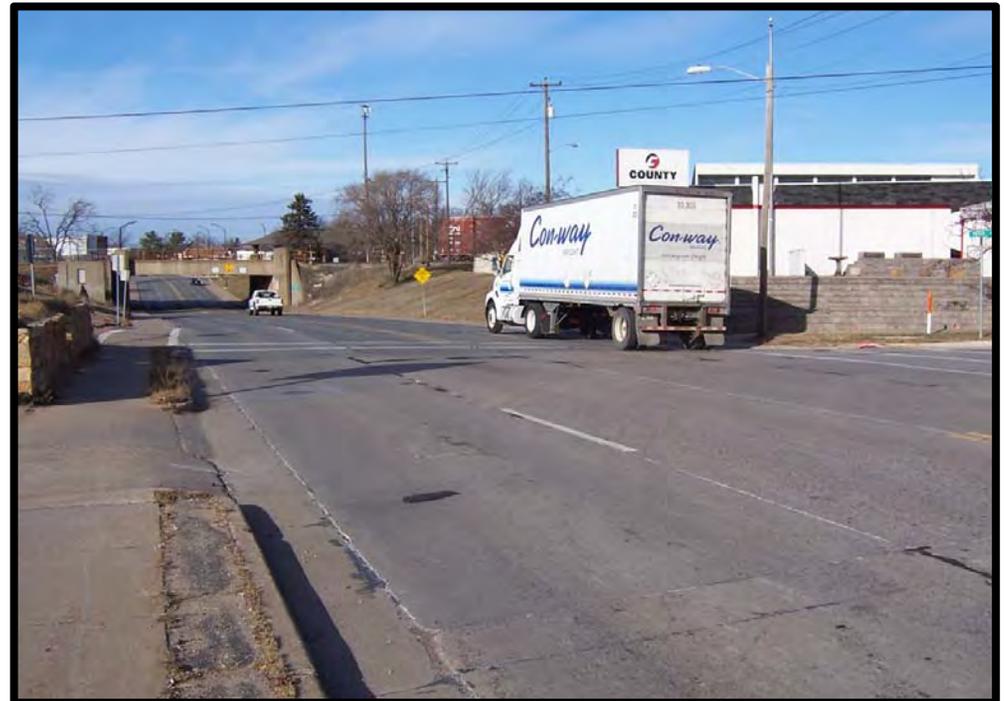


May 12, 2014 – City of Stevens Point Board of Public Works Meeting



# Agenda

- Complete streets
  - Exceptions process
- WisDOT involvement
- Moving forward



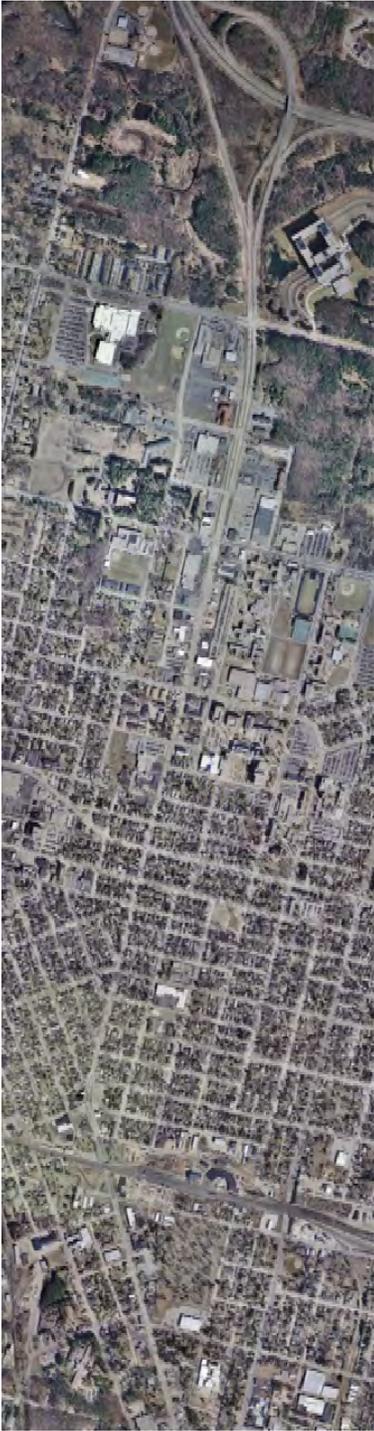


# Complete Streets

What is a complete street?

- ✓ Safe, comfortable and convenient for all users
- ✓ Bicycle and pedestrian accommodations
- ✓ Sensitive to context
- ✓ Compatible with adjacent land uses
- ✓ Serve all who will use the street





# Why are bike lanes needed?

- 31 bike crashes in a 5 year period
- 75 to 94 bikers counted during peak hours
- Urban environment and need for facilities
- Bicycle friendly destinations near corridor
  - UW-Stevens Point
  - YMCA
  - Public/private schools
  - Green Circle Trail
  - Restaurants, shopping



# Why are bike lanes needed?

Federal policy for complete streets:

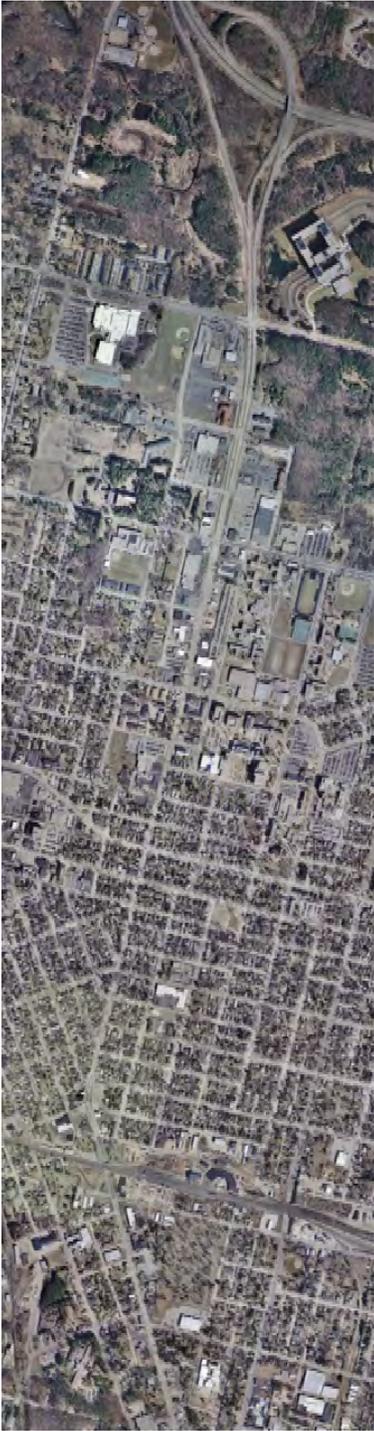
- *Incorporate safe and convenient walking and bicycling facilities into transportation projects. **Every transportation agency**, including DOT, **has the responsibility** to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide including health, safety, environmental, transportation, and quality of life. Transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.”*



# Are there exceptions?

## 1. Bicycles or Pedestrians Prohibited





# Are there exceptions?

- ~~1. Bicycles or Pedestrians Prohibited~~
2. Absence of Need

Sometimes applicable in low density areas outside urban boundaries





# Are there exceptions?

- ~~1. Bicycles or Pedestrians Prohibited~~
- ~~2. Absence of Need~~
3. Refusal to maintain

Not applicable – City has an ordinance to maintain sidewalks





# Are there exceptions?

- ~~1. Bicycles or Pedestrians Prohibited~~
- ~~2. Absence of Need~~
- ~~3. Refusal to maintain~~
4. Constrained environment





# Are there exceptions?

- ~~1. Bicycles or Pedestrians Prohibited~~
- ~~2. Absence of Need~~
- ~~3. Refusal to maintain~~
4. Constrained environment

Consider alternatives to avoid constraint before using exception:

- ✓ Reduce number of lanes
- ✓ Eliminate terrace
- ✓ Reduce lane width
- ✓ Reduce terrace width
- ✓ Use a road diet
- ✓ User narrower bikeway



# Are there exceptions?

- ~~1. Bicycles or Pedestrians Prohibited~~
- ~~2. Absence of Need~~
- ~~3. Refusal to maintain~~
4. Constrained environment (in historic district only)
5. Excessively disproportionate costs

**\$ > 20%**

of project cost



# Are there exceptions?

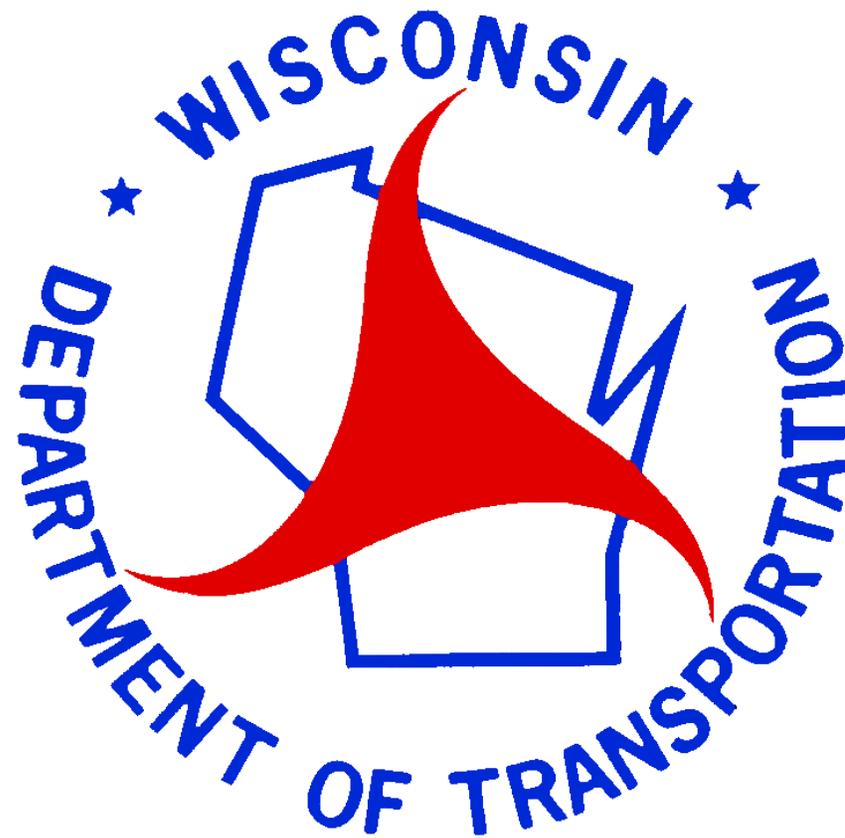
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4. Constrained environment (in historic district only)
- ~~5. Excessively disproportionate costs~~

## Summary

We may only qualify for an exception in the historic district, dependent on SHPO input. However, it is highly unlikely based on the detailed alternative that we would qualify for a full exception – some form of accommodations will be provided.



# How is WisDOT involved?



# WisDOT reviews:

## Purpose & Need



**Safety**



**Pavement**



**Geometrics**



**Aesthetics**



**Bicycle & Pedestrian Accommodations**



# WisDOT reviews:

## Alternative Summary Report



All alternatives provide bike and pedestrian accommodations and the **only exception allowed may be constrained environment** to address SHPO comments in the historic district.



# Moving forward

1. It's time to move forward
2. Safety need will not go away
3. Pavement and utilities will continue to deteriorate
4. Planning process is lengthy – must continue
  - Keep momentum
  - Avoid wasting money
  - Gain ability to acquire right of way



# RE -ESTABLISHING EXISTING SIDEWALKS AND ESTABLISHING NEW BIKEWAYS

NONE OF THE SIDEWALK CONSTRUCTION COST OR THE COST OF THE R/W NEEDED FOR THE SIDEWALK COUNTS TOWARD THE 20 PERCENT DISPROPORTIONATE COST CALCULATION BECAUSE THE PROJECT IS REESTABLISHING EXISTING SIDEWALKS.

3-FEET (PER SIDE) OF PAVEMENT CONSTRUCTION COUNTS TOWARD THE 20 PERCENT DISPROPORTIONATE COST CALCULATION BECAUSE THE PROJECT IS ESTABLISHING NEW BIKEWAYS (THIS 5' DIMENSION INCLUDES THE CURB PAN, WHICH IS ALSO PRESENT IN THE EXISTING CONDITION).

ONLY 20 PERCENT OF THE COST OF THE ADDITIONAL 3-FEET (PER SIDE) OF NEW R/W NEEDED FOR THE NEW BIKEWAYS COUNTS TOWARD THE 20 PERCENT DISPROPORTIONATE COST CALCULATION BECAUSE:

1. THERE WAS SUFFICIENT ROOM WITHIN THE EXISTING R/W TO ESTABLISH THE NEW BIKEWAYS, AND
2. ADDITIONAL R/W IS NEEDED TO REESTABLISH THE SIDEWALK AND PROVIDE A TERRACE.

 COST FOR CURB & GUTTER AND INLET REPLACEMENT ALL INCLUDED IN 20 PERCENT CALCULATION BECAUSE BOTH WOULD HAVE BEEN INCLUDED REGARDLESS OF BIKE ACCOMMODATION.

 COST FOR 3' OF PAVEMENT AND STORM SEWER LATERAL EXTENSION INCORPORATED IN 20 PERCENT CALCULATION.

