

BOARD OF PUBLIC WORKS MEETING
Monday, January 14, 2013
Lincoln Center – 1519 Water Street, Stevens Point, WI 54481

MINUTES

PRESENT: Mayor Andrew Halverson, Comptroller/Treasurer (C/T) John Schlice, Director of Public Works Scott Schatschneider and Administrative Assistant Tricia Church; **Alderspersons:** A. Logan Beveridge(1st), JoAnne Suomi(2nd), Tony Patton(8th) and Randal Stroik(9th).

EXCUSED: Michael O'Meara(3rd) and Roger Trzebiatowski(7th).

ALSO

PRESENT: **DIRECTORS:** Joel Lemke, Michael Ostrowski, Tom Shrader and Sally McGinty.
ALDERPERSONS: Jeremy Slowinski(6th), Mike Phillips(10th), and Jerry Moore(11th).
CITY STAFF MEMBERS: City Attorney Louie Molepske, City Clerk John Moe, Deputy C/T Carrie Freeberg, Mayoral Assistant Kelley Pazdernik, PD Asst. Chief Martin Skibba, Fire Chief Tracey Kujawa, and Assessor's Office Sharon Patoka.
OTHERS PRESENT: Steve Lindsley – WPCN/Muzzy Broadcasting, Brandi Makuski – Stevens Point City Times, Matthew Brown – PC Gazette, Kevin Lu – Stevens Point Journal, Daniel Mielke – Farmer's Market Association, Bruce Gerland and Jeff Sandberg – AECOM Technical Services, MaryAnn Laszewski – 9th District, Barb Jacob – 1616 Depot Street and Corey Ladick – 6th District.

Mayor Andrew Halverson called the Board of Public Works meeting to order on January 14, 2013 at 6:14 P.M. The meeting was held at The Lincoln Center at 1519 Water Street in Stevens Point, WI 54481.

1. Consideration and possible action to approve Affordable Tree Service Contract in the amount of \$20,252.00 for the 2013 Tree Care Operations.

There were no questions or discussion regarding the Tree Care Operations.

Alderson Stroik moved; seconded by Alderperson Beveridge to approve the contract for Affordable Tree Service for the 2013 Tree Care Operations.

Ayes all; nays none; motion carried

2. Consideration and possible action to accept the Ordinance changes to Chapter 12 Section 02 for Licenses and Permits for the Public Square – Farmer's Market and Vending Area.

Director Schatschneider explained that Dan Mielke approached us asking if we could do some changes to the City Ordinance to change the radius from 60 miles to 30 miles. He said that the number of people wanting to get into the Farmer's Market is overwhelming and in order for them to keep up and check on some of the growers, the large radius area becomes tough to track people down.

Alderperson Beveridge asked if it is going to become too restrictive reducing it that much. Dan Mielke said we have a farmshed which is an economic base for the community. The 30 mile radius still would take us to Wausau, Marshfield and past Waupaca. We are a "grow your own market" where the farmers have to grow their own produce. We have a large problem with people wanting to buy produce wholesale and sell retail. In order to maintain that integrity, we

need to visit the farms to make sure they are growing the stuff they are selling at the market. There is no monetary value to those checking the farms because it is a voluntary effort. For the association to be able monitor and maintain the farmer's market, we need to get the radius down to a more manageable size. Anyone that might be outside that area will not be excluded because they would be grandfathered in. We want to protect ourselves and keep it a local market.

Aldersperson Suomi asked how many are predicted to be grandfathered in and how restricted it will be. Mr. Mielke said there would only be two Amish families that he could think of at this time. The others he is aware of are the non-farm or commercial vendors that are not controlled by the Association. There will still be the clause in the ordinance to allow vendors wanting to sell items we don't have within the farmshed such as Door County Cherry's. It's just to protect ourselves from being flooded with importers and exporters of farm goods.

Aldersperson Beveridge feels that the wording "unless grandfathered in" may be too vague. Mr. Mielke clarified that the way the association is run is you need a permit to sell. If you have not sold the previous year and already have a permit; you would not be grandfathered in.

Mayor Halverson moved approval of the Ordinance changes as written; seconded by Aldersperson Patton.

Ayes all; nays none; motion carried

3. Business 51 Project: Purpose and Need Presentation – Burce Gerland of AECOM Technical Services.

Burce Gerland along with Jeff Sandberg with AECOM Technical Services gave a PowerPoint Presentation on the purpose and the need for the proposed Business 51 Improvement Study from the South City Limits to I-39. The overview of the study is 1. History, 2. Safety, 3. Pavement/Utilities, 4. Lane Width and 5. The consequences of doing nothing.

1. HISTORY – Burce Gerland started Business 51 is the longest continuous north/south corridor through Stevens Point, Whiting and Plover and is about 9 miles long from I-39 to the north to I-39 to the south. The original pavement was placed in the 1960's and the Utilities under the road have also aged and are in need of replacement. He discussed the things that have changed since the 60's and the new requirement that need to be looked at.

2. SAFETY – Jeff Sandberg said they looked at all the crash data/reports from 2006 to 2010 and discussed what the major issues are in the City along the Business 51 corridor. There were a total of 565 total crashes that occurred within the project limits. There were many contributing factors but the major factor was due to lack of left turn lane movements.

3. PAVEMENT/UTILITIES – Burce Gerland said that the pavement is over 50 years old with 9 inches of reinforced concrete over a 3 inch base. The infrastructure underneath is just as old if not older and at some point is likely to fail or cause problems if not replaced at the same time.

4. LANE WIDTH – Burce Gerland said the current standard for lane width is minimum 11 feet with at least one 12 foot lane when the roadway is a designated truck route, which Business 51 is. What we have right now are lane widths that vary between 9 to 12 feet. The worst segment being between Patch Street and Monroe Street where there is 9 feet inside and out, but there are a lot of other areas that are 10 feet or less. Also with any project that involves state or federal funding,

Trans 75 kicks in, which is known as complete streets in that we need to provide on street bicycle accommodations and pedestrian accommodations as well.

5. CONSEQUENCES OF DOING NOTHING – Bruce Gerland said that at an average of 113 crashes per year, the yearly estimated cost to society is \$3.6 million. If no improvements are made, the cost and number of crashes are expected to increase to have an estimated cost of \$4.2 million per year or \$57 million over the 20 year lifespan of the road.

Aldersperson Suomi asked what it would cost to immediately put in left turn signals. Jeff Sandberg said that the crashes are occurring on both signalized as well as un-signalized intersections. Aldersperson Suomi asked what it would cost the city right now to specifically put left hand turn signals at Fourth Avenue and Marie Drive for a couple immediate solutions. Jeff Sandberg said it would be inexpensive or less than \$10,000.00. Aldersperson Suomi added that when this study was done in 2010 the new Kwik Trip at the corner of Marie Avenue was not there so the crash rate at that intersection has probably gone up since.

Aldersperson Suomi said that we know we have a problem with the corridor and asked if we are looking at state and federal money to assist us to make improvements. Mayor Halverson said we already have state and federal money secured for the project and also STP Urban Funds which are specifically allocated for Phase 1 of the project. We have \$6 million we received from the state for the jurisdictional transfer of that road. Those will be the first moneys that we use but as we use those dollars it increases the requirements that it places on the city which will present extreme challenges in certain areas of the corridor, specifically the area between Plover Street and Fourth Avenue with very little right-of-way to work with. At the earliest we would be starting construction until 2016.

Aldersperson Beveridge stated that we have a lot of hard decisions to make with many issues and problems that need to be addressed and we need to be prepared in the next couple years. If we don't end up fixing these problems, we will end up measuring the cost in lives.

4. Consideration and possible action to approve the Director's Report and place it on file.

Director Schatschneider added that the Ellis Street Public Information Meeting has been changed to Wednesday, February 6th at Jefferson Elementary School starting at 5:30 p.m.

C/T Schlice moved approval of the Director's Report; seconded by Aldersperson Patton.

Ayes all; nays none; motion carried

5. ADJOURNMENT: Mayor Andrew Halverson adjourned the January 14, 2013 Board of Public Works Meeting at 6:47 P.M.

A video of this meeting along with the presentation can be viewed at stevenspoint.com/videos.