



CITY OF MARSHFIELD
MEETING NOTICE

**AGENDA
BOARD OF PUBLIC WORKS
CITY OF MARSHFIELD, WISCONSIN
MONDAY, May 18, 2015 at 5:30 PM
COUNCIL CHAMBERS, CITY HALL PLAZA**

1. Call meeting to order – Chairman Buttke
2. Approval of minutes of May 4, 2015 & May 12, 2015 Board of Public Works meetings
3. Citizen Comments
4. Construction Update – Presented by Mike Winch, Street Superintendent & Tom Turchi, City Engineer
5. Award bid for 2015 Sanitary Sewer Projects – Presented by Tom Turchi, City Engineer
6. Review of the Public Comments on the 2nd Street Corridor Project and provide direction on Final Design – Presented by Josh Miller, City Planner
7. Update on the Healthy Lifestyle Apple Walking Path and request to add path numbers on the sidewalk – Presented by Josh Miller, City Planner
8. Approval of quotation for Walk-Behind Paint Machine for the Street Department – Presented by Mike Winch, Street Superintendent
9. Approval of donation of picnic tables and benches near Veterans Parkway Military Memorial – Presented by Dan Knoeck, Director of Public Works
10. Closed Session: Pursuant to Wisconsin Statute Chapter 19.85(1)(e) Deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session.
 - Purchase of property at 306 South Maple Avenue
11. Reconvene in Open Session
12. Action on matter discussed in closed session, if appropriate
13. Recommended items for future agendas
14. Adjournment

Posted this 15th day of May, 2015 at 4:00 PM by Daniel G. Knoeck, Director of Public Works

NOTE

It is possible that members of and possibly a quorum of other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information; no action will be taken by any governmental body at the above-stated meeting other than the governmental body specifically referred to above in this notice.

Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service, contact Mary Anderson, Public Works Department at 630 South Central Avenue or by calling (715) 387-8424

BOARD OF PUBLIC WORKS BACKGROUND
05/18/15

1. Call meeting to order – Chairman Buttke
2. Approval of minutes of May 4, 2015 & May 12, 2015 Board of Public Works meetings
3. Citizen Comments
4. Construction Update – Presented by Mike Winch, Street Superintendent & Tom Turchi, City Engineer
5. Award bid for 2015 Sanitary Sewer Projects – Presented by Tom Turchi, City Engineer
See attached bid summary. **Recommend approval of the low bid submitted by Earth, Inc. of Arpin, WI in the amount of \$254,970.50 for Contract 2015-03 – Proposals A & B, hold Proposal C for further review and authorize execution of a contract.**
6. Review of the Public Comments on the 2nd Street Corridor Project and provide direction on Final Design – Presented by Josh Miller, City Planner
See attached information. This is a discussion item only.
7. Update on the Healthy Lifestyle Apple Walking Path and request to add path numbers on the sidewalk – Presented by Josh Miller, City Planner
See attached memo. **Recommend approval.**
8. Approval of quotation for Walk-Behind Paint Machine for the Street Department – Presented by Mike Winch, Street Superintendent
See attached memo. **Recommend approval of the low quotation submitted by Sherwin Williams for a Line Lazer IV 3900 paint machine with bead dispenser at a total cost of \$5,990 and authorize execution of a purchase agreement.**
9. Approval of donation of picnic tables and benches near Veterans Parkway Military Memorial – Presented by Dan Knoeck, Director of Public Works
See attached memo. **Recommend approval.**
10. Closed Session: Pursuant to Wisconsin Statute Chapter 19.85(1)(e) Deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session.
 - Purchase of property at 306 South Maple Avenue
11. Reconvene in Open Session
12. Action on matter discussed in closed session, if appropriate
13. Recommended items for future agendas
14. Adjournment

BOARD OF PUBLIC WORKS MINUTES
OF MAY 4, 2015

Meeting called to order by Secretary Knoeck at 5:30 PM in the Council Chambers of City Hall Plaza.

PRESENT: Tom Buttke, Ed Wagner, Mike Feirer, Gary Cummings and Chris Jockheck

EXCUSED: None

ALSO PRESENT: Alderman Earl; City Administrator Barg; Director of Public Works Knoeck; City Engineer Turchi; Assistant City Engineer Cassidy; City Planner Miller; Street Superintendent Winch; Assistant Street Superintendent Hawley; Angie Eloranta – Main Street Marshfield; Paul & Rita Meier; the media; and others.

Nominations were held for Board of Public Works Chairman.

Alderman Wagner nominated Alderman Buttke for Chairman of the Board of Public Works.

PW15-54 Motion by Jockheck, second by Wagner to close nominations for Chairman of the Board of Public Works and to elect Alderman Buttke.

Motion Carried

Alderman Buttke took the chair.

Nominations were held for Board of Public Works Vice-Chairman.

Alderman Feirer nominated Alderman Cummings for Vice-Chairman of the Board of Public Works.

PW15-55 Motion by Wagner, second by Jockheck to close nominations for Vice-Chairman of the Board of Public Works and to elect Alderman Cummings.

Motion Carried

PW15-56 Motion by Cummings, second by Feirer to recommend approval of the minutes of the April 20, 2015 Board of Public Works meeting.

Motion Carried

Citizen Comments

- Alderman Jockheck noticed gardeners working in the median on Veterans Parkway and wanted to thank them publically for their efforts.

City Engineer Turchi presented an Engineering Division construction update. Street Superintendent Winch presented a Street Division construction update.

PW15-57 Motion by Feirer, second by Wagner to recommend approval of the following variance to the PROW Policy, to allow an outdoor dining area, based on the applicant's request as presented, located at 108 West 9th Street:

- An outdoor dining area is permitted at 108 West 9th Street until October 1, 2015.
- Allow service of alcoholic beverages while food is served within the outdoor dining area provided the liquor license is properly amended.
- Allow enhancements to remain in the outdoor dining area through the duration of the outdoor dining area use this year provided the applicant is able to anchor or lock the furniture.

With the following conditions/provisions:

- A 5-foot wide path on the sidewalk must remain clear outside of the outdoor dining area.
- The café area is designated a “No Smoking” area.
- Alcohol can only be consumed within the café area and only when food is served concurrently.
- Alcohol will be served in non-breakable containers such as cans or plastic glasses.
- No music or entertainment will be allowed except as specifically approved by special City permit.
- Patron seating and service will be limited to area defined by specified boundaries.
- The Applicant is able to clearly define the outdoor dining area with an appropriate barrier.
- The outdoor dining area shall be closed by __:__ PM daily.
- The outdoor dining area shall be properly lit when in use.
- A certificate of liability is required with the liquor license amendment in the amount of \$_____.

PW15-58 Motion by Wagner, second by Jockheck to amend Motion PW15-57 to recommend establishing 10:00 PM as closing time and set liability insurance at \$100,000.

Motion Carried

Vote on Motion PW15-57 as amended.

Motion Carried

PW15-59 Motion by Jockheck, second by Cummings to recommend approval of the low quotation submitted by Wheeler’s of Marshfield, WI for a 2015 GMC Sierra 2500HD pickup truck with the Monroe package at a cost of \$34,945 and authorize execution of a purchase agreement.

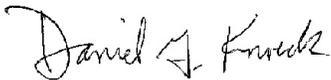
Motion Carried

Recommended items for future agenda:

- There will be a special Board of Public Works meeting on Tuesday, May 12, 2015 to award the bid for the Bear Exhibit.

Motion by Feirer, second by Jockheck that the meeting be adjourned at 5:53 PM.

Motion Carried



Daniel G. Knoeck, Secretary
BOARD OF PUBLIC WORKS

BOARD OF PUBLIC WORKS MINUTES
OF MAY 12, 2015

Meeting called to order by Chairman Buttke at 6:32 PM in the Council Chambers of City Hall Plaza.

PRESENT: Tom Buttke, Ed Wagner, Mike Feirer, Gary Cummings and Chris Jockheck

EXCUSED: None

ALSO PRESENT: Mayor Meyer; Alderpersons Earll, Reinart, and Spiros; City Administrator Barg; Director of Public Works Knoeck; City Engineer Turchi; Acting Parks & Recreation Director Steinbach; Zoo Keeper Burns; Recreation Supervisor Cassidy; City Planner Miller; the media; and others.

PW15-60 Motion by Feirer, second by Cummings to recommend approval of bid submitted by Altmann Construction Company, Inc. for construction of the Grizzly Bear Expansion Project at Wildwood Zoo in the amount of \$1,117,726, authorize execution of a contract and request a budget resolution be prepared for review and consideration at the May 19, 2015 Finance, Budget & Personnel meeting.

Motion Carried

Motion by Jockheck, second by Wagner that the meeting be adjourned at 6:37 PM.

Motion Carried



Daniel G. Knoeck, Secretary
BOARD OF PUBLIC WORKS

City of Marshfield
Department of Public Works
Street Division
407 West 2nd Street
Marshfield, Wisconsin 54449



Mike Winch
Street Superintendent
(715) 486-2081
FAX: (715) 387-8669
ike@ci.marshfield.wi.us

To: Tom Buttke, Chairman, Board of Public Works
Members, Board of Public Works
From: Mike Winch, Street Superintendent
R.E.: B.O.P.W.'s Street Division Construction Update for May 18, 2015
Date: May 14th, 2015

Asphalt Mill-In-Place

12th St – Maple to Cedar
28th St – Felker to Washington
Felker Ave – 29th – 27th – projected start date is the week of May 18th, 2015
Apple Ave – 9th – 17th – sanitary repairs complete
Ash Ave – Arnold to Doege
Cedar Ave – Arnold to Blodgett
Cherry Ave – Arnold to Edison
Maple Ave – 9th – 14th
Wildwood Ct. – Locust to Locust

Asphalt Overlays

Cedar Ave – Ives to Grant
29th St – Central to Peach
Blodgett St – Central to Maple
Blodgett St – Maple to Peach
Vine Ave – Arnold to Doege-start date May 14, 2015
Cleveland – Central to Maple- start date is the week of May 4th, 2015

Street Reconstructions

East 4th- 4th/8th to Willow, complete

Storm Sewer Maintenance/Construction

Storm water inlet, M.H. and main repairs/replacements with associated street restoration throughout the city: ongoing
General storm water ditching with drain tile installation as required throughout the city: ongoing
Ditching, drain tiling and culvert resets on Vilas street are done, top soiling needs to be done
Catch basin replacement – Cedar Avenue and Grant Street, southwest corner
Catch basin replacement – Downwind Drive cul-de-sac
Catch basin repairs- Doege/Maple, South Central (by Wheeler's), 913 w. 4th, South Maple Avenue

Sanitary Sewer Maintenance/Reconstruction

-M.H. replacements/Mono-forming and main repairs on all asphalt mill-in-place and overlay streets as required: ongoing
-Sanitary repairs- Apple Avenue from Depot Street to Arnold Street

Street Maintenance

-Crack sealing of concrete streets: complete
-Crack sealing of asphalt streets: started, will be back to complete
-Slag sealing of asphalt streets: going out for quotes
-Specialized joint sealing on concrete streets: to be scheduled
-General asphalt patching, city wide as required: to be scheduled
- touch-up on last year's Mill-in-place projects
-concrete repairs- Veterans' Parkway, north of St. Joseph"; south Central Avenue Wheeler's

- pothole patching- on going
- street sweeping (two shifts) on going



City of
Marshfield

Memorandum

TO: Board of Public Works
FROM: Tom Turchi, City Engineer
DATE: May 14, 2015
RE: Bid Summary and Award for Contract 2015-03

- North Ash Avenue, Arnold Street to Cleveland Street – Proj. No. 352078 – Plan No. 3579
- North Cedar Avenue, Arnold Street to Blodgett Street – Proj. No. 352202 – Plan No. 3579
- North Cherry Avenue, Cleveland Street to Edison Street – Proj. No. 352079 – Plan No. 3579
- Sanitary Sewer Lateral/Grinder Pump Station, South Popple Avenue – Proj. No. 352079 – Plan No. 3579
- Sanitary Sewer Lift Station – 8th Street Lift Station Replacement – Proj. No. 357402 – Plan No. 4129

BACKGROUND

Bids were opened for the above project on Wednesday, May 13th, 2015. The only bid we received was submitted by **Earth, Inc. of Arpin, Wisconsin** in the amount of **\$ 848,047.50**.

Earth Inc. 4362 Dairy Road Arpin, WI 54410	\$ 848,047.50	Bid Bond Yes
---	----------------------	---------------------

ANALYSIS

The following is a breakdown of the various project budgets versus the as bid costs.

	Project Number	Budget	Estimate	As-Bid	Additional Work	Total	Difference
Ash / Cedar / Cherry	352078, 352202, 352079	\$ 436,826	\$ 196,169	\$ 193,528.50 <i>Water Items \$ 40,302.00</i>	\$ 38,000	\$ 191,226.50	\$ 245,601.50
Grinder Pump Popple	352079	\$ 0	\$ 41,979	\$ 61,422.00	\$ 0	\$ 61,422.00	-(\$ 61,422.00)
Lift Station - 8 th Street	317402	\$ 341,000	\$ 221,304	\$ 593,097.00	\$ 4,656.50	\$ 597,742.50	-(\$ 256,742.50)

RECOMMENDATION:

I recommend that Contract 2015-03 be awarded to the low bidder of Earth, Inc. of Arpin, WI in the amount of \$ 254,970.50 for proposal A & B projects:

- **Ash Avenue, Arnold Street to Cleveland Street,**
- **Cedar Avenue, Arnold Street to Blodgett Street,**
- **Cherry Avenue, Cleveland Street to Edison Street,**
- **Sanitary Sewer Lateral/Grinder Pump Station, South Popple Avenue**

and authorize execution of a contract. I further recommend that the 8th Street Lift Station Replacement bid be held for further review.

Respectfully submitted,

Thomas R. Turchi

Thomas Turchi

Concurrence:

Steve Barg

Steve Barg, City Administrator

Daniel G. Knoeck

Daniel G. Knoeck, P.E. Director of Public Works



City of Marshfield Memorandum

TO: Board of Public Works
FROM: Josh Miller, City Planner
DATE: May 18, 2015

RE: 2nd Street Green Street Corridor Design.

Background

Since early April, staff has been working with Angie Eloranta from Main Street Marshfield to gather public comments on the proposed concepts for the 2nd Street Corridor. We have met one on one with business and property owners along 2nd Street, posted an online survey of the concepts, posted notices on the City's website and Facebook page, held open houses, presented the concepts to MACCI, Main Street Marshfield, Board of Public Works, Plan Commission, Marshfield Business Roundtable, and Economic Development Board. The concepts and survey were sent out in a press release, and email blasts by MACCI and Main Street. Overall, we've received a lot of feedback on the developed concepts and green street corridor idea in general. Nearly 200 people responded to the survey.

Analysis

According to the Downtown Master Plan, the recommendation was to redevelop 2nd Street as a green street corridor. Below are the details from the Plan:

Redevelop 2nd Street as a green street corridor.

2nd Street connects the expanded library, core downtown, proposed park, and Steve J. Miller Park. This street can be redeveloped with significant landscaping, art installations, traffic calming, and other bicycle and pedestrian improvements to tie these resources together. The green corridor can be an incentive to promote eventual redevelopment of public and private properties along West 2nd Street.

- a) Develop a design for the corridor, incorporating street calming measures, bicycle and pedestrian accommodations, significant vegetative landscaping, street amenities, and art installations.
- b) Based on the adopted design, identify a timeline for improvements. Many features can be added incrementally as nearby development occurs. Features such as sculpture, murals, or other art installations can be added annually to create a continually evolving street scene.

Even with all the feedback we've collected, there is still little consensus on what to do with the 2nd Street Corridor. There has been a broad range of answers from

“do nothing” to “make it a pedestrian corridor and close it to vehicle traffic”. The purpose of this discussion is to share the public feedback that has been submitted and ask that the Board of Public Works provide direction in the final design.

Online Survey Results

One of the questions on the survey asked the respondents to rank the concepts. There were 154 responses to this question out of 197 respondents that took the survey.

Please rank the following concepts in order of favorite (1) to least favorite (3).			
Answer Options	1	2	3
Concept A - Maximize parking with one way street.	54	13	84
Concept B - Parking one side with 4' bike lane.	44	89	9
Concept C - Parking one side for 1/2 block with 4 foot bike lane.	49	41	55

The concept that had the most 1st place votes was Concept A. However, it also had the most 3rd place votes as well. Concept A maximized parking, had the one-way streets and the angled parking. Overall, it didn't really fit the green street corridor concept.

The concept that had the most 1st and 2nd place votes was Concept B. This concept included bike lanes and parallel parking on the south side with landscape features to the north. This plan seemed more closely resembled the green street corridor concept.

Concept C had a pretty even split among 1st, 2nd and 3rd place votes. Although this adds even more green to 2nd Street, the biggest concern with this concept, was the lack of parking. Even those that voted this as the preferred concept often noted a concern about the lack of parking.

Based on the rating average from SurveyMonkey, Concept B had the best rating average with 1.75. Concept C had the second best with an average of 2.04. and Concept A had the worst with an average of 2.20.

Aside from rating the concepts, staff poured through the individual comments to determine what components of the designs were liked and disliked. Below is a breakdown of those comments (the percentages below are based on the number of responses for each topic and not based on the total number of those taking the survey):

- Like one-way traffic?
 - 17 (27%) said yes
 - 46 (73%) said no
- Like angled parking?

- 11 (58%) said yes
- 8 (42%) said no
- Like bike lanes?
 - 40 (67%) said yes
 - 20 (33%) said no
- Like an increase in landscape?
 - 46 (87%) said yes
 - 7 (13%) said no
- Like to maximize parking?
 - 24 (50%) said yes
 - 24 (50%) said no
- Okay with reducing parking?
 - 12 (24%) said yes
 - 38 (76%) said no
- Like outdoor dining?
 - 29 (74%) said yes
 - 10 (26%) said no
- Like public art?
 - 17 (94%) said yes
 - 1 (6%) said no
- Colored pavement?
 - 3 (60%) said yes
 - 2 (50%) said no
- Midblock crossing?
 - 6 (86%) said yes
 - 1 (14%) said no
- Like wider sidewalks?
 - 8 (100%) said yes

Other comments included removing stoplight on 2nd (4 mentions), prohibiting vehicles and making it a true pedestrian corridor (5 mentions), and do nothing (9 mentions).

Staff has also included the general comments (last questions) from the survey in the packet.

Business and Property Owner Meetings

Staff tried to meet with all the property and business owners along this corridor. We were able to meet with most businesses and property owners, however, some did not respond or didn't feel it was necessary to meet with us.

The concept that received the most favorable responses was Concept B, although some were concerned about the lack of parking shown on the north side of the street. Most were opposed to creating a one-way street. The two businesses with on street loading zones want to keep them (Custom Aerial Photography and Charles Apartments). Both businesses that rely on their dock off the alley require access to those docks (Custom Aerial Photography and Mittens). Some really like the idea of greenspace and public art, but only two were okay with losing a parking stall or two. The three biggest concerns that were brought up were the potential loss of parking, traffic circulation, and safety. Many stated that they rely on the side street parking because people don't want to park on Central. They said loss of parking on the side streets would hurt their business.

Comments from the business owners are included in the packet.

Open House Meetings

We held two open house meetings and had 4 people show up for each meeting. There were no written comments submitted at the meetings and attendees mainly had questions about the project.

Parking Survey

Going into this project, staff was aware that parking would be a major factor when deciding the final design. To get a better handle on the parking situation, staff conducted a survey on the usage of on-street and municipal parking spaces in the Downtown in early April. We counted parked cars three times a day, Monday through Friday, at 9:00 am, 12:00 pm, and 3:00 pm. A survey such as this certainly has its limitations as it only gives a snapshot of the parking situation and should not be the only factor considered in determining parking needs. Below is a table that shows the average and the peak number of stalls from the survey on each side of the street per block along 2nd Street.

Block-Street-Side	Available Spaces	Average	Percent	Peak	Percent
100 Block	35	10.5	30%	20	57%
E 2nd St	17	3.9	23%	9	53%
(north)	9	2.3	26%	6	67%
(south)	8	1.5	19%	3	38%
W 2nd St	18	6.7	37%	11	61%
(north)	9	4.6	51%	6	67%
(south)	9	2.1	23%	5	56%
200 Block	29	10.8	37%	16	55%
W 2nd St	20	9.9	49%	13	65%
(north)	8	6.4	80%	8	100%
(south)	12	3.5	29%	5	42%
Grand Total	64	21.3	33%	36	56%

On average, the 100 block of East 2nd Street the available parking stalls were occupied 30% of the time. The 100 block of West 2nd Street had a 33% occupancy rate. The peak rate numbers show a number of blocks having approximately 2/3 of the parking spaces being used. During the interviews with business and property owners, we discovered that a number of business owners and employees are parking on the street, taking up valuable parking spaces. If that habit could change and they would park in the municipal lots, that would likely free up some additional parking spaces and bring down the parking occupancy levels. Main Street has noted this and will look and sending out information on the parking situation downtown (utilizing the municipal lots, time limits on parking, parking permits, etc.).

The 200 block of East 2nd Street isn't part of redesign area, so it is not included in the table above. We also did not include the 300 block of west 2nd Street in the table, but we did observe the parking situation for that block. Essentially, the south side of the street was full (Weinbrenner) and the north side of the street was mostly vacant (Drivers Academy) as there is an unused loading zone that prohibits parking on most of that block.

Board Recommendations

The Economic Development Board reviewed the concepts at their May meeting and although they liked Concept C, they felt that proposal may be reducing parking too significantly for the downtown businesses. Overall, they recommended that the final plan provide additional greenspace and pedestrian accommodations.

The Main Street Marshfield Board also reviewed the concepts. The Main Street Marshfield Board recommended that 2nd Street retain the existing traffic flow in both directions and the amount of parking spots in order to provide to the current business needs on that street. The Board also recommended that safety and traffic flow remain a top priority with this project. Vegetation where appropriate is appealing and welcome. Since increased pedestrian crossing at Central Avenue could be a possible result of these improvements, additional effort needs to be done to remove non- local heavy truck traffic from Central Avenue and reduce the speed of the through traffic. Additional enforcement or signage may assist in these efforts.

We also presented the concepts to other groups, such as the MACCI Board and the Marshfield Business Roundtable. No formal action was taken by either group, but overall we received positive feedback on the effort.

Staff will be presenting this item at the Plan Commission meeting on Tuesday, May 19th. At that time we will be updating them regarding the direction from the Board of Public Works.

Summary

Overall, there is not a clear consensus for how to redesign the 2nd Street corridor. Based on all of the public comment the following design concepts have the most support:

- Two-way traffic
- More greenspace
- No significant reduction in parking
- Bike lanes
- Outdoor dining options
- Public art
- Safety

The other two components that seem to be critical to some of the businesses is to maintain existing on-street loading zones and make sure the loading docks are accessible for semis with 53' trailers.

Staff also sent out a link to a concept from another community last week. If there are any design elements from that concept that the Board would like to consider in the final design for 2nd Street, please let staff know.

Recommendation

Provide a direction on the design for the 2nd Street Green Street Corridor.

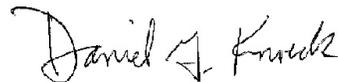
Attachments

1. Concepts
2. Survey and Property/Business Owner Comments

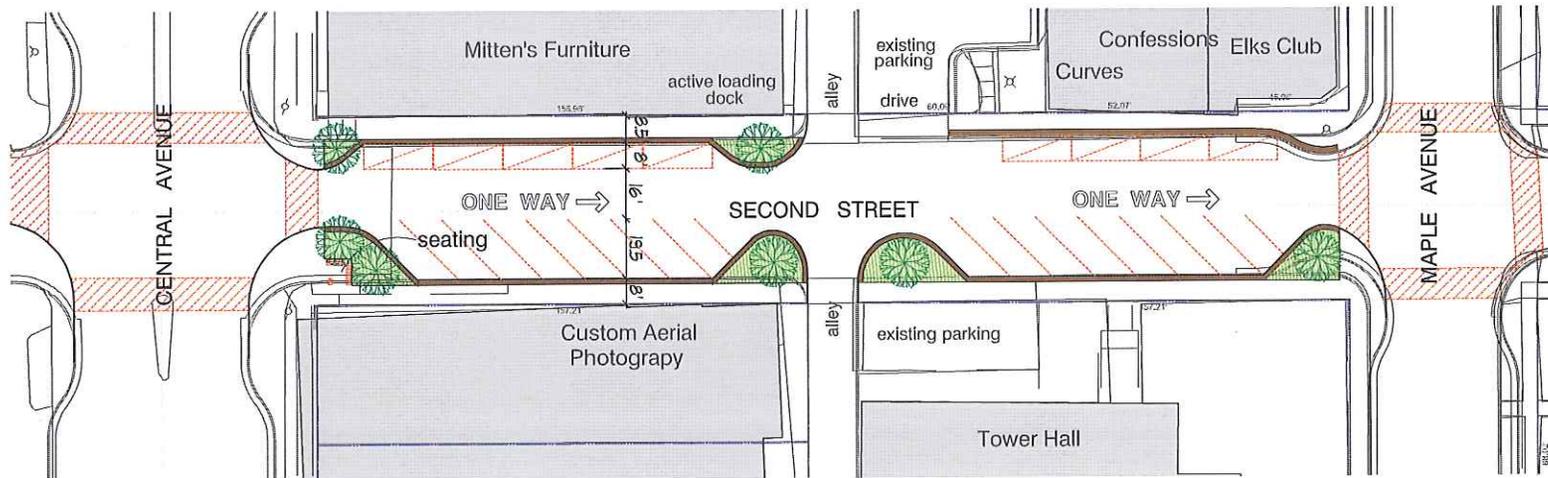
Concurrence:



Jason Angell
Planning and Economic Development Director

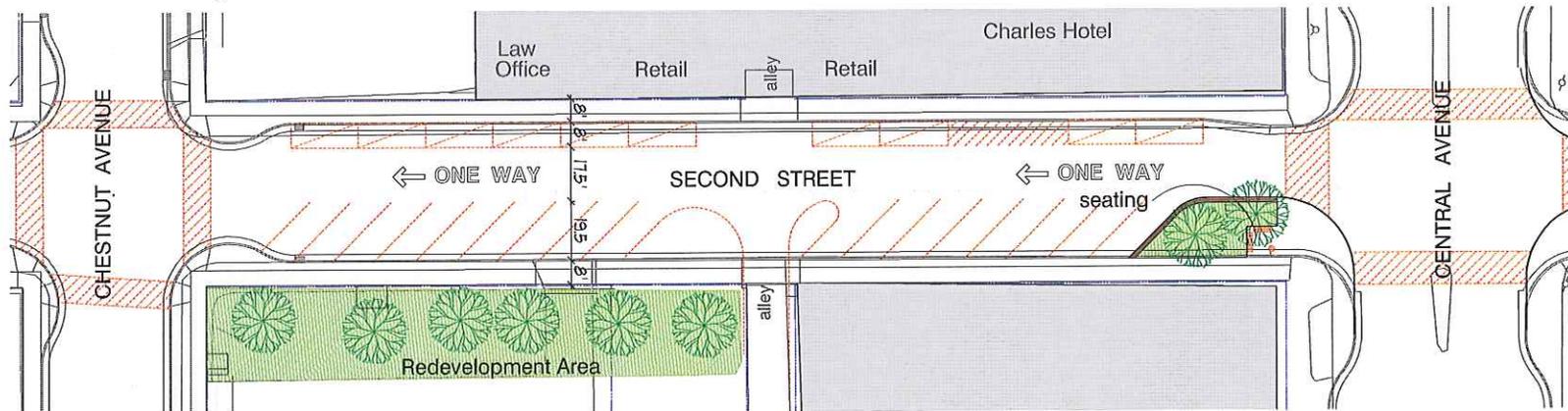


Daniel G. Knoeck
Public Works Director



Maple to Central existing spaces = 17 proposed spaces = 25

- one way traffic east bound
- maintain access to existing loading dock
- relocate Tower Hall parking to street
- colored paving band for design continuity
- corner seating areas



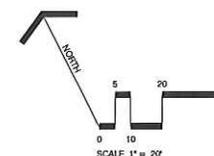
Central to Chestnut existing spaces = 18 proposed spaces = 27

- one way traffic west bound
- minimize impact on new existing paving
- borrow greenplace enhancement from redevelopment area
- corner seating areas



Concept A - maximize parking

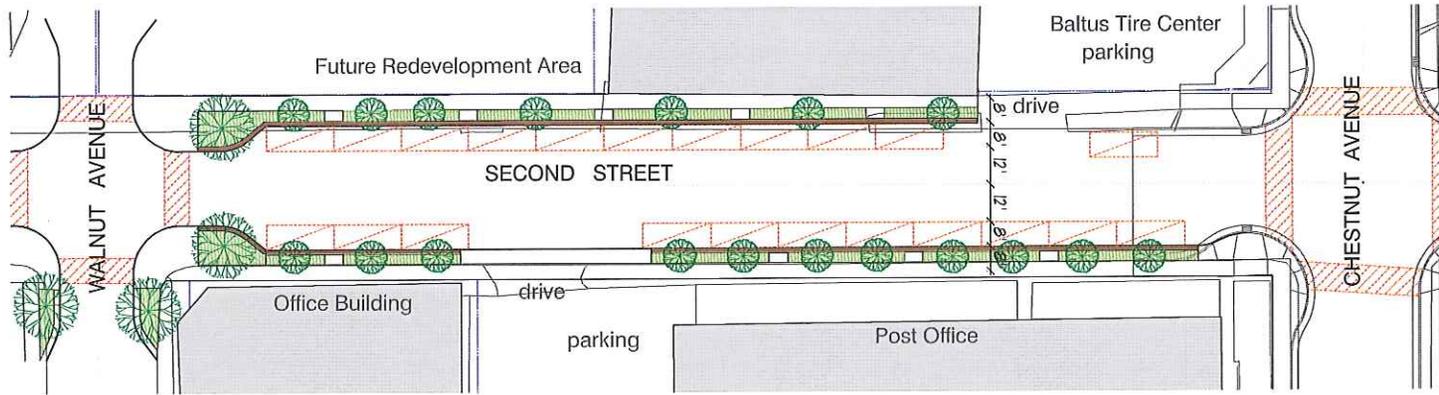
Second Street Design Study, Marshfield, WI



Public Art
Site Design
Master Planning
Recreation Design

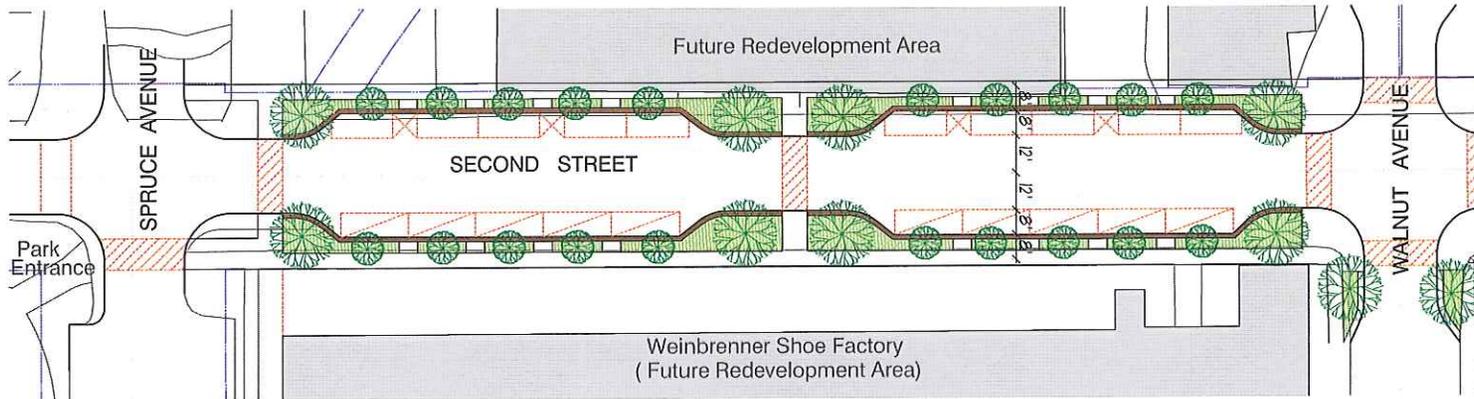
RANDY LUETH - LANDSCAPE ARCHITECT, L.L.C.
Marshfield, WI 54449 P: 715-207-0601 C: 715-207-2601 E: RLueth@RL-LA.com

Project: #21550.00
April 8, 2015



Chestnut to Walnut existing spaces = 17 proposed spaces = 22

- shade trees at intersections
- ornamental trees, turf & shrubs mid-block
- colored paving band for design continuity

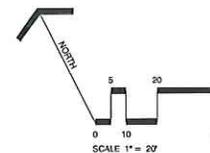


Walnut to Spruce existing spaces = 17 proposed spaces = 20

- mid-block crossing for park access
- shade trees mid-block and at intersections
- ornamental trees, turf & shrubs mid-block
- colored paving band for design continuity



typical color band





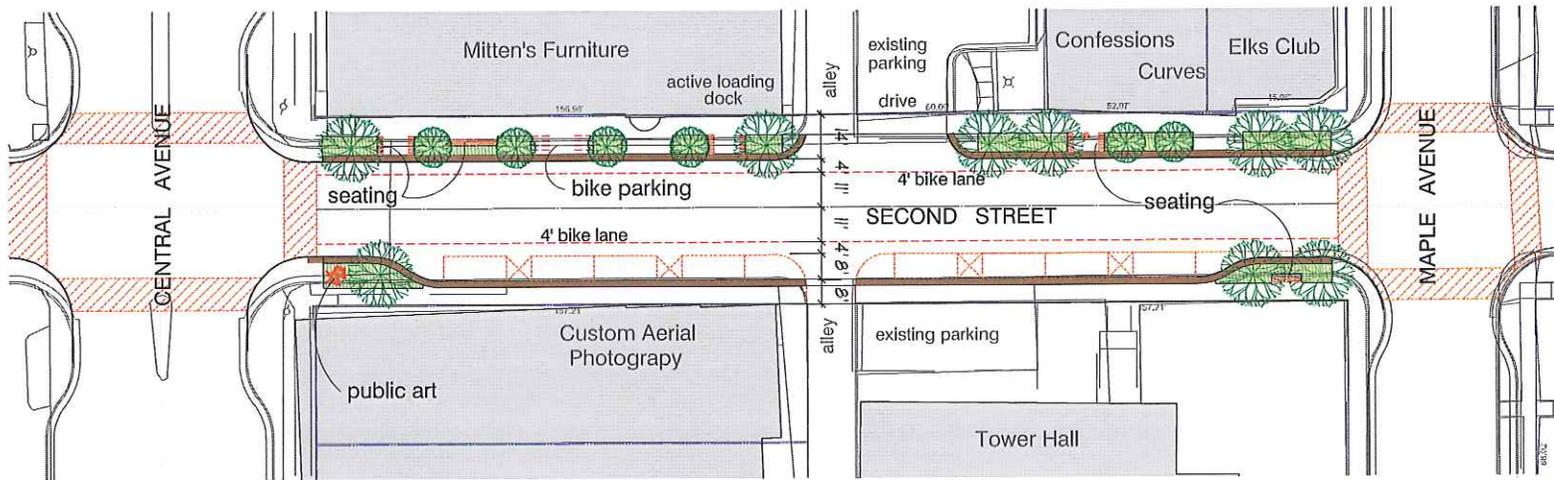
Public Art
Site Design
Master Planning
Recreation Design

RANDY LUETH - LANDSCAPE ARCHITECT, L.L.C.
Marshfield, WI 54449 P: 715-237-0601 C: 715-237-2601 E: RLUP@RL-LA.com

Project: #21559.00 April 8, 2015

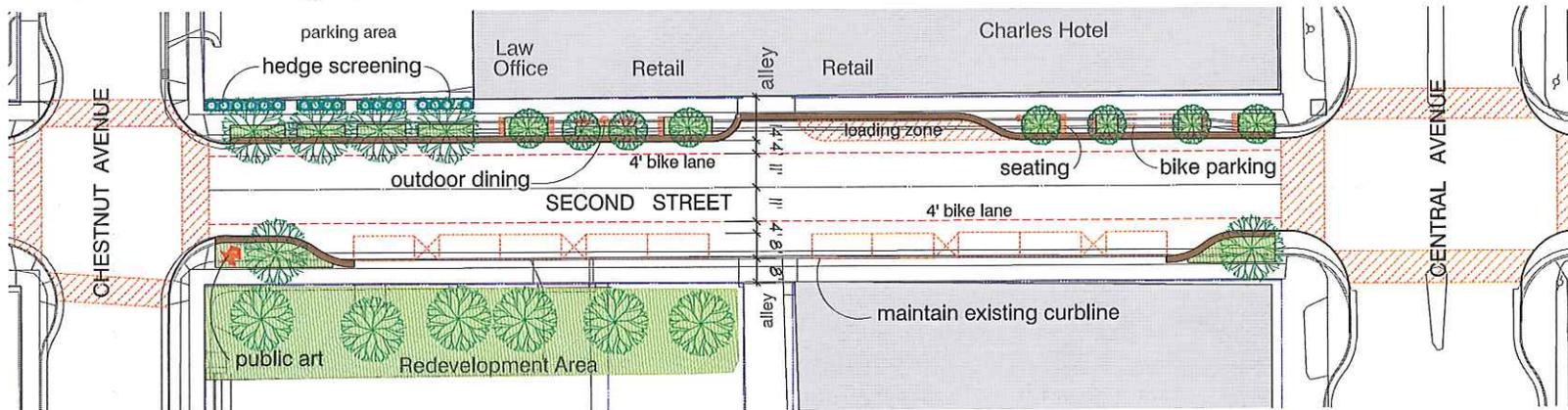


Concept A - maximize parking
Second Street Design Study, Marshfield, WI



Maple to Central existing spaces = 17 proposed spaces = 8

- 4' bike lanes, bike parking area
- maintain access to existing loading dock
- relocate Tower Hall parking to street
- colored paving band for design continuity
- opportunities for seating & public art

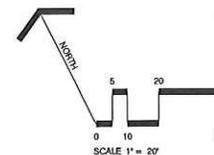


Central to Chestnut existing spaces = 18 proposed spaces = 10

- 4' bike lanes, bike parking area
- minimal impact on new existing paving on south side
- borrow greenplace enhancement from redevelopment area
- corner planting area
- opportunities for outdoor dining
- opportunities for seating & public art
- colored paving band for design continuity
- screen parking area from streetscape



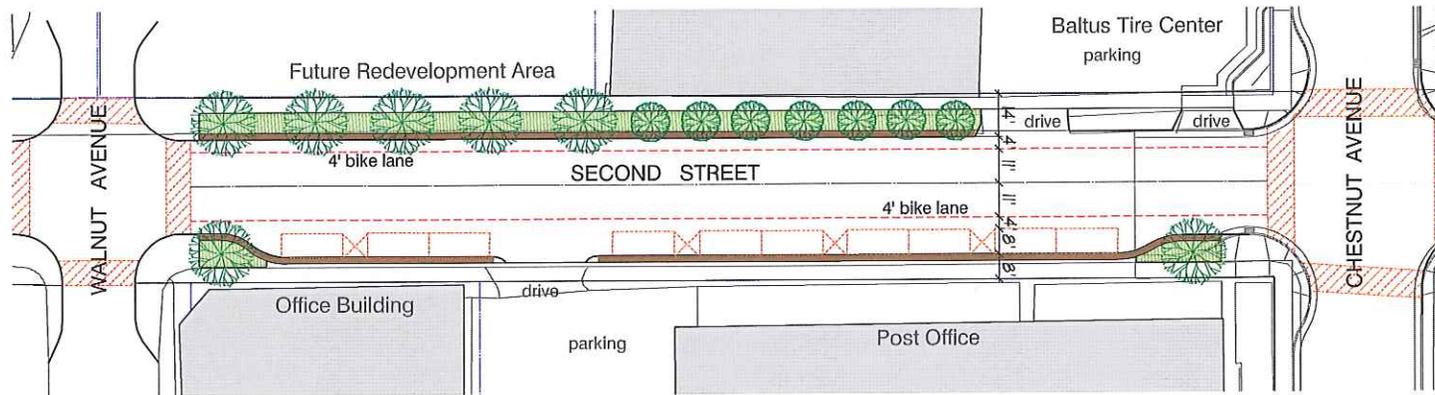
Concept B - parking one side with 4' bike lanes
Second Street Design Study, Marshfield, WI



Public Art
 Site Design
 Master Planning
 Recreation Design

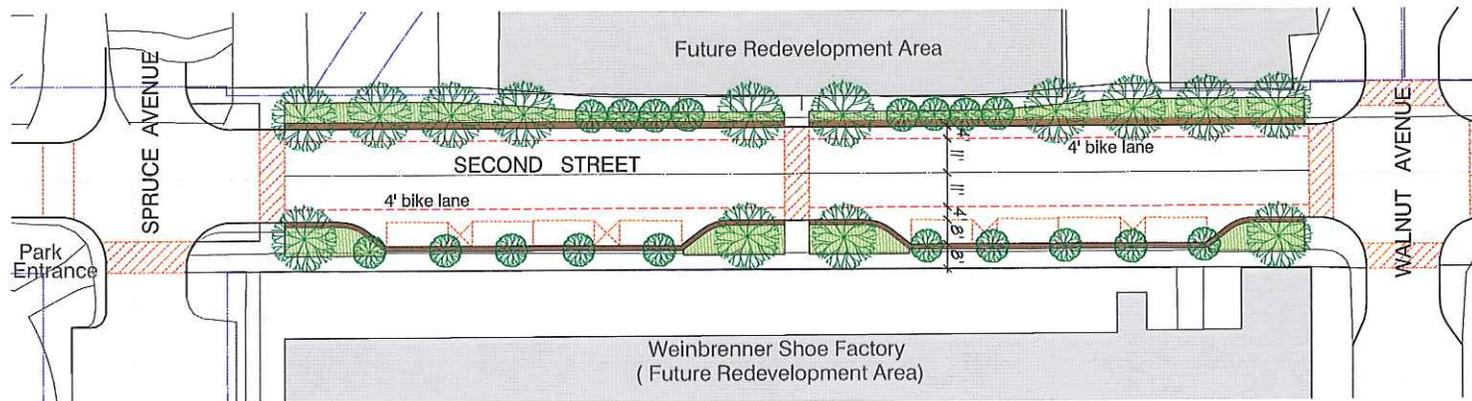
RANDY LUETH - LANDSCAPE ARCHITECT, L.L.C.
 Marshfield, WI 54449 P: 715-207-0601 C: 715-207-2801 E: RLlueth@RL-LA.com

Project: #21550.00 April 8, 2015



Chestnut to Walnut existing spaces = 17 proposed spaces = 10

- shade trees at intersections
- ornamental trees, turf & shrubs northside
- colored paving band for design continuity



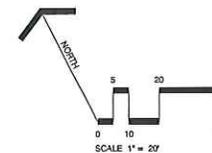
Walnut to Spruce existing spaces = 17 proposed spaces = 8

- mid-block crossing for park access
- shade trees mid-block and at intersections
- ornamental trees, turf & shrubs mid-block
- colored paving band for design continuity



Concept B - parking one side with 4' bike lanes

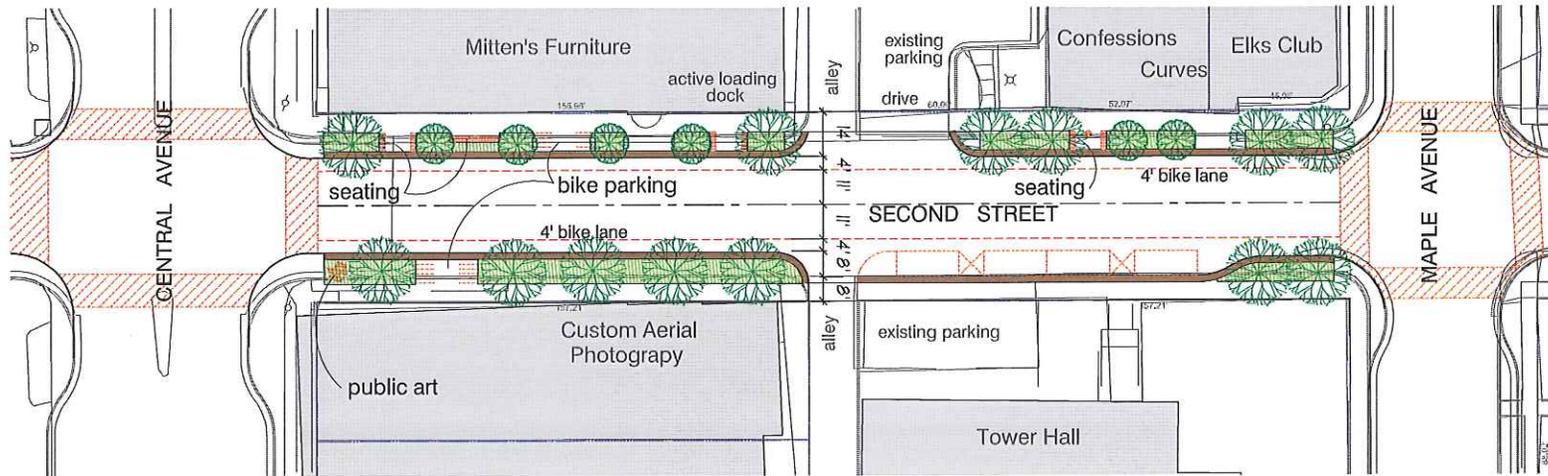
Second Street Design Study, Marshfield, WI



Public Art
Site Design
Master Planning
Recreation Design

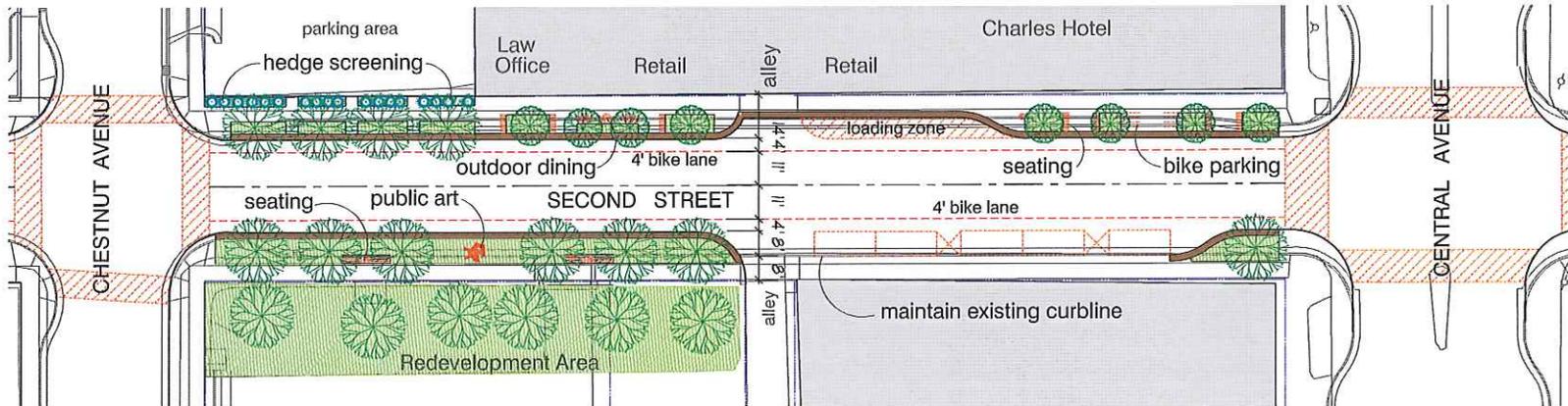
RANDY LUETH - LANDSCAPE ARCHITECT, L.L.C.
Marshfield, WI 54449 P: 715-237-0621 C: 715-237-2901 E: RLuth@RL-LA.com

Project: #21550.00 April 8, 2015



Maple to Central existing spaces = 17 proposed spaces = 4

- 4' bike lanes, bike parking area
- maintain access to existing loading dock
- relocate Tower Hall parking to street
- colored paving band for design continuity
- opportunities for seating & public art



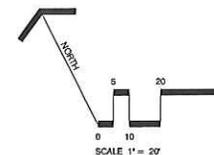
Central to Chestnut existing spaces = 18 proposed spaces = 5

- 4' bike lanes, bike parking area
- expand greenspace of redevelopment area into streetscape
- corner planting area
- opportunities for outdoor dining
- opportunities for seating & public art
- colored paving band for design continuity
- screen parking area from streetscape



Concept C - parking one side for 1/2 block with 4' bike lanes

Second Street Design Study, Marshfield, WI

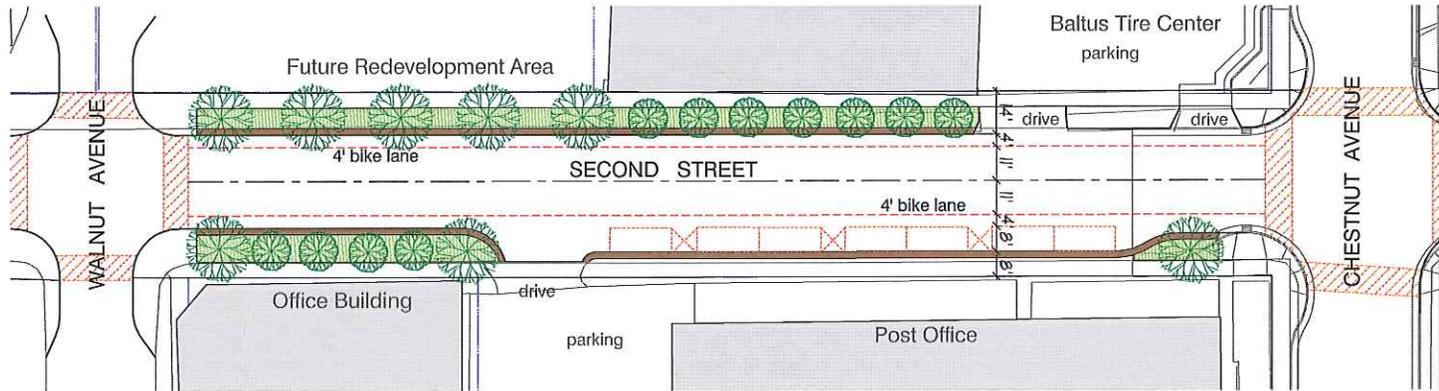




Public Art
Site Design
Master Planning
Recreation Design

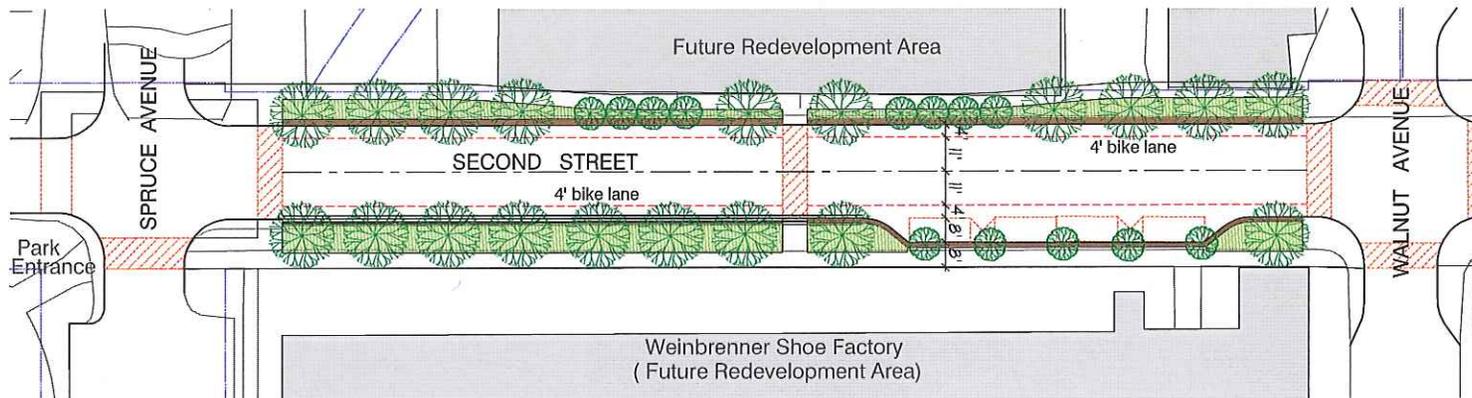
RANDY LUETH - LANDSCAPE ARCHITECT, L.L.C.
Marshfield, WI 54449 P: 715-207-0601 C: 715-207-2601 E: RLueth@RL-LA.com

Project: #21550.00 April 8, 2015



Chestnut to Walnut existing spaces = 17 proposed spaces = 7

- shade trees at intersections
- ornamental trees, turf & shrubs northside
- colored paving band for design continuity

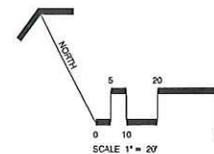


Walnut to Spruce existing spaces = 17 proposed spaces = 4

- mid-block crossing for park access
- shade trees mid-block and at intersections
- ornamental trees, turf & shrubs mid-block
- colored paving band for design continuity



Concept C - parking one side per 1/2 block with 4' bike lanes
Second Street Design Study, Marshfield, WI



Public Art
 Site Design
 Master Planning
 Recreation Design

RANDY LUETH - LANDSCAPE ARCHITECT, L.L.C.
 Marshfield, WI 54449 P: 715-237-0901 C: 715-237-2601 E: RLueth@RLA.com

Project: #21550.00
 April 8, 2015

	Comments
1	<p>New idea.....In 100 block of West 3rd street completely close off street just west of alley to intersection with Chestnut which is left open. No traffic at all on 100 block of W. 3rd from Alley to Chestnut. Use this as an enhance area park attached to the new parking lot area north of 3rd St. Could be used by tenants of Aster Units and also the Arts Center just Northwest of Chestnut and 3rd street.</p> <p>From 3rd and Chestnut to Jack Hackman Field West have one way traffic for cars and two way traffic for bicycles with walking paths on both sides. This is an ideal area for such a subdued tree lined area. One it is already a Historically listed area with Gov. Upham Mansion and the Arts Building along the street. Very little commerce would be disrupted if any. The arts Center and Upham Mansion could hold events along this street. New idea so have at it.</p>
2	Please consider including bike lanes, if you want the down town area to be more pedestrian friendly, this is a must.
3	The city seems to be pretty free with taxpayer money especially when it comes to tearing up and reconfiguring a street that is only two years old. Why would you want seating for outdoor dining a long stretch of road where there are absolutely no restaurants? Generally speaking these is all seem like poor choices.
4	I think you are imagining this will bring people downtown. It won't for me.
5	Of the three options, I believe Concept B is a nice mix of plantings and pedestrian amenities, while trying to maintain sufficient parking.
6	<p>I wouldn't rank any of the above as number 1 or 2...I want to rank all of them a 3 but it won't allow it.</p> <p>The city needs to maximize parking and still maintain traffic flow (two way traffic). 4' bike lane isn't necessary Parking on one side is not beneficial</p> <p>I don't know why 2nd stree can't be left alone the way it is currently. Things have been good for the businesses on this street for the last 100 years. You start changing stuff and the downtown will change as well and not for the good of the city!!</p>
7	Close 2nd Street, make it a total park/green space, much more is needed in Marshfield
8	Close the street to cars
9	Is there any plan to build a second pedestrian bridge closer to the library. Its a nice concept to connect the oak street park to the new library area, but we already have the bike trail that does that. Most people, whether walking or riding a bike, are going to want to cross Veterans Parkway closer to the library and not have to go all the way down to the Oak Street bridge. We need a second bridge between Maple and Vine. I am a pedestrian (I do not drive) and i have a hard time crossing Veteran's Parkway even when passing the crosswalk button. it always starts flashing "Do Not Walk" when I get to the middle. There will be more walkers and bikers on Central, Maple and Vine coming to the library, and I know for me it seems a bit far to go all the way down to the current pedestrian bridge. Please consider putting another bridge closer to the library. Thanks.
10	I would like to see something more. For example more art like the existing turtles and cat tails we have in the city to be incorporated into some of the designs. I do like the additional trees and outdoor seating.
11	As an owner of a business in the downtown, I feel you should leave the parking the way it is. Nobody will visit downtown if they can't find a spot to park. Ppl do not drive downtown to sit on a bench, they come downtown to get their hair done, shop or eat. Sure you can make it prettier but without parking nobody will come... Even if you are trying to attract more pedestrians they still need somewhere to park their car before they can walk around. We are already having many complaints about the parking issues.
12	I think you could get the bike path in the first design as well. Need to draw food places down town so a person could enjoy a drink a summer day.
13	I'm always disappointed in the actual street we get with these plans. We always end up with less visual change, and more regulation on usage. Trees and landscaping are the first to be cut. Parking is made more difficult and sidewalks can't be used for anything regarding business comfortably.
14	Concept C is great!
15	<p>We love Concept C!</p> <p>I honestly cannot remember the last time I walked down 2nd street.</p> <p>Concept C would be so fun and it would definitely bring us into that area more often!</p>
16	You do not go far enough, 2nd street should be closed entirely from Maple to Walnut to all motor vehicle traffic! Great Job
17	<p>The city continues to do things to the revitalize the downtown and then assessing the churches and businesses along these routes. I know one business for sure that will more than likely have to close the doors due to these "assessments" .</p> <p>What good is revitalizing the down town if you won't have any businesses left in them and they sit vacant with no occupants to pay your assessments.</p>
18	Is it possible to leave it in the current layout? 2 Lanes of traffic w/parking on both sides. It seems to work fine the way it is. Why change it?
19	I think the A concept is nice but don't like how the streets for two different "one" ways.

20	<p>The one-way street design is by far my favorite, although, why not continue the one-way design all the way to the park? I believe this would allow for more of a green corridor from downtown to the park, which I believe is one of the main goals of this project. Also, a bike path could be set on the opposite side from the parked cars.</p> <p>One of the main reasons I did not like Plan B or Plan C was because of the bike lane. Bike lanes located next to parked cars seems like a bad idea. If a bike lane were to be installed, it should be separate from the road and parked cars. Also, these plans seem crowded. I don't think trying to fit two-way traffic, parking, and a bike lane is going to work effectively in the amount of space provided.</p> <p>Another suggestion is to convert the corridor into a pedestrian/bike only corridor from Central Ave. to the park. This street only has a handful of businesses that would need parking close by and two major city parking lots could provide for that need. A pedestrian corridor would also be a great place to hold the handful of events that take place over the summer. Pedestrian only corridors make a downtown extremely inviting in my opinion.</p>
21	<p>Waste of \$6,600 to design a pipe dream. What the downtown needs is parking for future office occupancies. Retail will never return to downtown because of the lack of good paying jobs in Marshfield. The locals who have disposable income go to Eau Claire, Plover, Wausau & Rib Mountain or even Appleton. There is more choice at these locations with competitive pricing.</p> <p>None of the concepts meet the real needs of the downtown. I refuse to rank any of the concepts.</p>
22	<p>There are many "rental" apartments in the downtown area. Could you designate (1) parking lot for only tenant parking in the downtown area without the tenants having to purchase parking permits. Parking permits are costly on top of rent paid.</p> <p>There is not enough bicycle traffic in the downtown area to give up vehicle parking spaces for bike parking. Wasted space.</p> <p>If Central to 2nd is only one-way for the one block to Maple that would be fine. There are many trains coming through the city at all times of day and night and 2nd Street is a main thoroughfare used to get to Peach Avenue to travel under the underpass to bypass trains.</p>
23	I don't like the idea of having one way streets in Marshfield - they are too confusing and think it would be a disaster!
24	I like the aesthetic looks of angle parking and how it maximizes parking opportunity. However, to encourage healthy and safe bicycle traffic, I would like to see the angle parking incorporated with dedicated bike lanes. How about angle parking on the south as shown, with bike paths on the north?
25	We don't like any of these options.
26	I love the idea of sprucing up the street with trees and shrubs. The bike lane is a great way to link many wonderful assets of our community together.
27	I believe that 4th St. would be a much better St. for the corridor. It is a true corridor not a St. that is just a couple of blocks long and it would provide better access to the ball diamond.
28	2nd St, Central to Maple definitely needs to maximize parking.
29	totally unnecessary, why don't you work on cleaning up the slum rental houses on W. Arnold St and 4th St and So. Peach? Arnold St used to be a very nice family street and the city has allowed to become a rent-a-dump slum area. those streets need much more work than 2nd St. Sections of 4th street have been allowed to deteriorate along with parts of So. Peach St.
30	No one has complained how the traffic moves with the current design. The only complaint is the way the traffic signals operate.
31	Get real. Why discriminate against our aging population? Why waste precious tax dollars? We have a beautiful downtown compared to most cities.
32	Parking is going to be a major concern for this area.
33	In my opinion, no revisions needed from chestnut to spruce.
34	I think money would be better spent bringing in more restaurants, shopping, etc.
35	I would like a combination of 1 and 2...diagonal parking, with a bike lane instead of parallel parking on the opposite side.
36	Two words - 'road diet'. There are plenty of parking spaces available already, there aren't any shops
37	We don't need a green space in this area. We have parks for that, this is downtown and we need parking available.
38	<p>Parking is an issue downtown, but there must be other opportunities to increase parking spaces. Seeing more green space, trees, public art, seating, etc. on this corridor makes the most sense to me to truly differentiate downtown Marshfield. Even closing the street to vehicle traffic, or only having one way, one lane traffic with green space, fountains, sculptures, etc. occupying the remainder of what was pavement would be nice. I'm thinking more along the lines of downtown Denver. I don't live in the Marshfield area, so take my comments in that regard, but as a regular visitor and commuter to the sitting, more opportunities to relax downtown are needed.</p>
39	None of these redevelopment concepts make any sense. The number one issue I hear all the time is the lack of parking in the downtown area and you are looking to take away parking spots on a street that is normally parked full of vehicles. The city just spent a ton of money redoing 2nd street to the way it is now, and now you are looking to redo it again. It just seems like a blatant waste of money.
40	I really think the City needs to look at better options. This section of road is one that runs from basically Peach (East) to the Street Department (West). It is a dead end road on both ends. Why would people want to pay for something that leads nowhere? If there were access (including parking) to the ball fields I would be in favor of it but to spend this much \$\$ on a road that goes nowhere is ridiculous to me.
41	are there better pictures of the different designs? i am not good at seeing floorplans.
42	<p>The entire concept is flawed for 2nd Street. It is a major access from Peach Street to the Post Office.</p> <p>I have heard no favorable comments on any of the designs. Leave it alone!! There are other locations for green spaces. We have winter from November to April. What customer is going to stroll 2nd St. to shop during these months. Let's be realistic and not carried away by some designer from out of town. I saw Marshfield back in the '80's. We do not want another "ghost town."</p>
43	I think we need the most green space and the opportunity for a very pedestrian friendly environment to encourage people to go to downtown, eat outside, ride bikes, and spend money at Main Street businesses to keep them viable and attract other businesses. I think this will help downtown thrive and be a place people want to go to.
44	don't remove so much parking, but the added trees are definitely a plus

45	<p>Do away with the bike lane. Shifting parking to one side will cause extra crossing of the street, and more pedestrian activity on the roadway mingled with bikers seems like an added risk for the drivers.</p> <p>A city would be wise in planting fruit bearing trees, or community vegetable gardens along those spaces. The people will have a purpose, and care for these sections of the community.</p> <p>*Concept A is my final choice.</p>
46	<p>I like the idea of making that street more lively with living things and plants. It's wonderful. At Christmas I expect all the trees lit with lights!</p>
47	<p>it's a nice idea, but would slapping some large potted trees on the sidewalks be cheaper?</p>
48	<p>the trees are nice. too much parking in downtown anyway and nobody really uses it. a couple take away too many spaces though. watch out for that.</p>
49	<p>While I understand the concept of wanting to tie the new library and community center to the west side parks the physical geography and space available makes me wonder if the effort is worth it or practical. None of the concepts strike me as being enough of a "tie" between the two spaces to really make them feel connected. I think regardless of the amenities, trees or other additions it is and will remain a downtown, commercial and industrial strip. My thought would be to make the Maple to Chestnut strip consistent with the Central Avenue look and feel and, if anything, work on extending that look and "feel" west along second. That alone would make Second Street a better corridor going to the west.</p> <p>I rated concept A the lowest as I do not like the idea of one way streets in that area.</p>
50	<p>It will look great, but who really uses 2nd Street that much?</p>
51	<p>My concern is what is the cost to build each concept?</p>
52	<p>I think it is important to promote walking and bicycling in the downtown area. I prefer the designs with bike lanes over the design that provides additional parking.</p>
53	<p>very interesting designs!</p>
54	<p>not sure how having just one oneway street would work, and it goes in weird directions? what's that about?</p>
55	<p>it's a lot of trouble for not much improvement. do the park first.</p>
56	<p>more shade, more seating and dining, bike friendly, lots of parking. that would be great.</p>
57	<p>Please make this make .i believe it will make a wonderful addition to our great town.</p>
58	<p>Concept b and c take away way to much parking. Businesses can't afford to lose that much parking.</p>
59	<p>In brief, I prefer two-way streets and lots of trees & shrubbery if this is to be a green corridor.</p>
60	<p>From my perspective, I feel that downtown does not have enough parking and often find myself parking on side streets when visiting businesses in this area. Concept A seems to expand parking while the other options seem eliminate more of it in favor of bike lanes. I consider myself a fairly avid biker and have not once considered using downtown as an option for my route nor do I recall many other bikers being downtown. I feel that most bikers try to avoid areas similar to downtown to avoid the traffic, the lights, and congestion as these are the areas where accidents are most likely to occur. We already have the walking/biking path that connects to oak and is on 13, I feel most bikers would use this even if there was a designated bike lane as it is still the safer option so I think to eliminate parking for bike lane would be a poor choice.</p>
61	<p>Trees=Good, quit cutting 'em down in the first place. Fix high traffic roads, would like to keep the suspension in the car a while longer. Also, quit making half attempts at fixing potholes and rough patches, ie; have the workers pack the blacktop down, instead of just piling it on there and waiting for people to drive over it, it makes a mess.</p>
62	<p>I like the added landscaping, and I do think that a one way street is a good idea, but I just don't think that Marshfield drivers are capable enough to handle them. I also think that a bike lane is not a good idea for these side streets. The only roads where a bike lane would make sense to me in Marshfield would be Central and Veterans.</p>
63	<p>I like the compromise with parking, bike paths and green/art features between B and C. I think we need to address the lack of parking now that the News Herald and Postal parking lot according to the long term plan will become a park area.</p> <p>I don't like Concept A because backing out of angled parking is very difficult. Basically you have to back into traffic and hope no one hits you until you have a clear view.</p>
64	<p>These are wonderful plans!</p>
65	<p>Concept A will really confuse people. A one-way street that goes both directions is a recipe for disaster. Concept B is the least intrusive, but I'd lose the bike lanes. Who's biking through that section of town, and what for? Where are they going? There's no destinations. If you had little restaurants or fun shops or something, you might get some bike traffic. You could say the ball park is a destination, but nobody rides their bikes there. They drive or are dropped off. 2nd street traffic is going to the post office. Since the ballpark ended convenient access to downtown from the west end, 2nd street has become overflow parking for main street. No need to try to make it into a destination.</p> <p>This whole idea looks like an investment with no payback. If you want to spruce up the town, spend money making the bypass look nicer. Anyone entering Marshfield through that corridor is looking at the back of 100 year old industrial complexes. It looks awful. First impressions matter.</p>
66	<p>I would like to see 2nd street become a more drivable area. With the alleyway in the north east side so hard to see oncoming traffic, both pedestrian and motorized, is there a way to increase the visibility of the exit? If there is going to be a one-way street implemented continue it on both sides of Central.</p>
67	<p>Increasing pedestrian and bicycle access throughout Marshfield will have numerous benefits to our community members.</p>
68	<p>I really think you need to consider businesses in this redesign. Think about scenarios that would increase foot traffic in these businesses and not hurt the parking much. I mean, if we have a bunch of trees, but nowhere to sit, then it's not going to benefit anyone beyond aesthetically. Whereas, if we have seating, and some trees, and some parking, and some bike racks, it's really the best of all worlds & we're catering to most of the citizens, while also giving people reason to head up that way.</p>

69	I do not feel that our weather accomodates enough bike lane time. Adding any bike lane is a poor use of space and resources. We need to ensure that the downtown businesses are supported by customers who are intentionally DRIVING downtown to shop/eat, etc. Bikers are usually students and / or those biking for leisure or health reasons. They would not usually be intentionally shopping downtown. They will not be prepared to purchased a package and bring it home on their bikes. Again, lack of parking is a constant deterrent to shopping downtown.
70	These concepts are all about parking, not about the "green corridor" as was described in the "master plan" running (roughly) between the library and the old herald building space/Chestnut Arts Center. Forget about parking (for a moment) There's plenty of "derelict" spaces that can be converted to extra downtown parking if we are that desperat - Founders Square/Hudsons, the old Walgreens, etc. etc. What are the creative possibilities of a green space linking the new library/community center and Chestnut Arts Center? Sculpture gardens? Memorial walks? Scented gardens? Something human-scale linking community center, coffee shops, city services. post office, Not just cars!
71	I think anything that can encourage walking and biking is going to be a great addition to Marshfield. Parking is already plentiful, and removing one street's worth of parking will not have a large impact on the parking situation as a whole. If possible, I think it would be great to make 2nd Street completely off limits to cars.
72	I like the idea of bike lanes and outdoor dining. What about a one way with a bike lane? One ways with parallel parking, a bike lane and wide sidewalks for outdoor dining, and/or an outdoor farmers market on the sidewalk? I think a couple blocks that foot traffic is put before car traffic would be nice.
73	Marshfield is a great area to bike but there is always room to make the area more bike friendly. I would feel much safer having a street that was primarily designed with bikers in mind.
74	Not a fan of the one way street concept especially since they run in opposite directions on either side of Central. The Bike lanes would be a nice addition allowing for safer movement from the park to the library. Taking away the parking in option 3 might be a bit much for some businesses.
75	I think it would be a huge waste of taxpayers money to change 2nd street. There are so many other road areas in this town that need repairs for a better day to day driving experience, not only for our residents, but for everyone passing through our town. I have heard many comments from people that say we have some of the worst roads for a city our size.
76	I think the one way streets are going to confuse people and it's always annoying to deal with them.
77	I really appreciate the idea of more bike parking. We bike downtown quite frequently in the summer, and we have trouble sometimes finding spots. We would also appreciate taller bike racks- the current ones downtown aren't friendly with U-locks.
78	Questions to ponder: The the cost justify the usage? Will those downtown businesses really benefit from this?
79	One way traffic is a great idea. Should eliminate the stoplight at intersection and free up traffic flow.
80	I think concept B is a nice combination of the three plans to allow for bike lanes and adequate parking.
81	What is safety of parallel vs. diagonal parking? Consider drivers, pedestrians and bikers. If we want downtown to be more pedestrian and biker friendly that needs to be considered. Definitely more trees and public art! Especially after the ugly, unused buildings are removed. Can the public works/ city trucks, etc. be moved somewhere to the outskirts of town?
82	I love the idea of incorporating bicycle lanes/parking
83	I really think the bike lanes are important. Some parking is good, but the focus should be pedestrian friendly.
84	Concept A, I think would work if you would just leave the current parking by Tower hall. It is the best option to keep parking spots for our customers. Keep in mind the room that we need for the semi trucks to back up to our loading dock from the alley. American Images Custom Aerial Photography 104 E 2nd Street
85	This will only work for us if you leave the existing parking spots behind Tower Hall.
86	My comments are included here--- given the issue with reduced parking at the Library/Community Center, I see the main issue with B and C being even more reduced parking. My choice of A is strictly because it offers additional parking. My concern with A is the one way traffic flowing in opposite directions off of Central. I think this will be very confusing to drivers, especially those from out of town.
87	Fix the potholes in the main ones first
88	Don't do one way! Will cause confusion and accidents. Drivers are so used to two ways if change they will forget or not see signs and hit someone! Thing I hate most of driving in Wausau is the one way don't bring it to Marshfield! Worst idea ever!
89	Looks to me like the city just wants to waste more money where its not needed. What they should be concerned with is getting better stores in the down town area.
90	Would like to see something similar to the 400 block in Wausau.
91	Anything to get rid of the stoplights at 2nd & Central would be appreciated. One-way street would make more sense as one direction throughout the street.
92	I like the trees. We need more trees. But not those nasty little scraggly ones that get planted along highways. Big elegant shady trees. We need those.
93	I do not like the one way streets off of Central Avenue. I feel the designs are more for walkers and bikers and not car/driver friendly or handicapped friendly. If people have to park several blocks away from the businesses, they will not shop there.
94	Three words: MORE STREET ART!!! Everything else seems like a great idea. We need to liven up this town a lot. I think once people see the plans there will be a lot less people huffing and puffing over the idea. I used to live in Wausau and when they re-vamped the downtown 400 block - man did surrounding business boom and the community loved it. I'm all for the change to that area!

95	Having lived in cities with horrible parking situations I don't feel like Marshfield is in need of more or better parking. There are plenty of lots and they usually aren't full. I would like to see more pedestrian/bicycle friendly areas though!
96	I think it is ridiculous to spend money on adding parking in these areas when additional parking is not needed now or anytime in the future. By the time this parking would be utilized the street will need to be rebuilt again and parking can be added at that time. Limiting peoples access to areas by making one way streets is frustrating to drivers - like driving in Wausau is frustrating - you cannot get where you need to go without extra driving, extra gas spent, extra time spent. It will make you not want to go to those places any longer. There is no traffic issue in these areas. Leave it alone.
97	I like this one the best as this does not give the option on one way. We have one way alleys forever and there are still so many people confused.
98	<p>Successful downtowns across America are built upon pedestrian foot traffic, and I believe this is the one area that Downtown Marshfield is really lacking. All 3 of the designs presented are a step in the right direction to making our downtown more pedestrian friendly.</p> <p>I really hope the City makes the right choice in a design that encourages people to get out and walk the downtown. Our business owners are always asking for more foot traffic, but then they turn around and expect parking to be right at their front door. They can't have it both ways.</p> <p>The City has done a great job investing in our downtown for the past 5 years, and has made some great improvements to the streets and buildings. It would be a shame to see the momentum come to a halt because a few business owners don't want to see change.</p>
99	The blighted area between Chestnut and spruce must be addressed. Without any work in the this area the visual will be destructive to the rest of the project.
100	How are people going to go there to enjoy the street and the possible green space, when you are removing most of the parking? Why are you trying to make it harder to access the post office (PO)? This is a very busy place, and business people don't want to spend a lot of time getting in and out of the PO, because time is money. Also, losing parking in the immediate area of the PO causing hardships on those of use who are not technically handicap, but use walkers or canes. The big selling point of the city getting the Professional Building was to increase the available parking - not relocate it farther away from the businesses that most need it where it is.
101	How is all this getting pay? I would comment I think there are better updates that need to be done in the City of Marshfield. The biggest is the streets in the City of Marshfield. The streets are in horrible shape. What happen to our street crew? Do we have a street Crew.
102	<p>I don't think creating one way streets is an effective tool for communities. It tends to make me avoid the area so I don't have to deal with the inconvenience.</p> <p>Concept C is really pretty, but it really inhibits the function of a street. If you go with Concept C it would be better to make the whole thing pedestrian/bike only.</p> <p>Is there really enough traffic from Chestnut to Miller Park to warrant this? I have lived in town over 20 years and I think I have been back that direction 4 or 5 times.</p>
103	<p>Remember the goal is PLACE MAKING....that is, creating a "place" where people can and will gather...the string consequence of this is...more people downtown = more opportunity for businesses to take advantage of the traffic = more desirable the spaces downtown = more businesses = more tax base = more growth...</p> <p>The design concept C does all of this.</p>
104	It is exciting that the City is looking at ways to revitalize an area of the downtown. I hope that we don't loose sight of the priority (what problem are we trying to solve). Is there a parking space shortage in the area? I don't think so. Could the City benefit from providing it's citizens more public outdoor shopping/gathering spaces. I certainly think so. Please try to create a pedestrian friendly downtown area! This town needs it!
105	I would like to see a combination of A and C. But I don't like the idea of a one-way street. It reduces my ability to get around downtown. Maybe keep the street 2-way, angled parking on one side all the way down, then a bike lane and trees/wide sidewalks on the opposite side all the way down. And whatever happened to that park idea? We can get rid of that lot in front of the USPS anytime if there's enough street parking. It makes sense.
106	bikes are overrunning this town
107	build a city-like urban park in front of the post office if you're going to maximize the parking. That would be the nicest compromise to me.
108	Parking is important. So are bike lanes and trees. Can bike lanes be incorporated into Concept A?
109	I like the idea of combining some of these ideas. Really appreciate the bike lanes, greenspace, and outdoor seating.

Business	Likes	Dislikes	Comments
Street Department	The general idea.	Midblock could be problem for plowing.	Prefers this idea on 3rd Street.
			With bump outs snow is stored in parking lane.
	1 Would like 4 parking stalls out front.	Don't want outdoor dining directly outside - noise.	Would like 1 handicapped stall on street.
	Likes sculptures and public art.		
	Prefers Concept C.		
Fire Department		Doesn't like angled parking.	Need minimum of 24 feet wide for ladder truck.
Police Department	Not concerned about one-way.	Divergent one-ways don't make sense.	Should be one-way all the way to Peach.
	2 One-ways would be fine if deliveries work out.	Don't like bike lanes.	Narrow sidewalk on south side of street would be fine.
		Still need loading zone on south side of the street.	Don't want seating on south side of street.
		Concept C isn't an option.	No customer access in back.
		Bump out on alleys won't work.	Need to get a 53' trailer in for deliveries.
		Need the parking area at Tower Hall to remain.	Elks Club events take up a lot of parking.
			Customers need close parking for hair doesn't get messed up.
			4-6 spaces are needed.

Business	Likes	Dislikes	Comments
3	Need access to the loading dock.	Don't like one-way.	70% of business comes from side door.
	Colored concrete.	Traffic speed is bad.	There have been bad accidents on 2nd & Central.
		Safety of angled parking is a big concern.	Semis will block one-way when loading.
		Snow removal would be difficult with landscaping.	Currently have 6 stalls on their side - would like to keep.
		One-ways confuse people.	There is plenty of foot traffic already.
		One-way traffic hurts businesses on Dairyfest and Hub City Days .	50% of elderly come through front door.
			Should have included an existing conditions design on survey.
			Wausau businesses have gone out of business with changes.
4	Loading zone must be 36 feet.	Doesn't like one-way.	The Central Lot is more full now than it has been. Not sure what changed.
	Maximize parking.	Doesn't like green space.	Charles Apt. has 11 reserved spots; 36 apartments.
		Doesn't like the bike lanes.	He buys \$1800 in parking permits every year.
		Central Lot is too full.	
5	Likes the greenery.		Need parking next to building.
			Prefer maximizing parking.
			Post Office and Weinbrenner take up much of the on street parking.
			Because of operations, need parking on 2nd St.

Business	Likes	Dislikes	Comments
6	Wouldn't be opposed to one-way.		Clients come 50/50 from front and side.
	Prefers Concept B.		Students park on street and in back parking lot.
	Likes the additional green space.		Been there 15 years.
	Bench is used out front.		
7	Likes Concept A	Against Concepts B and C.	Don't want to lose any parking.
	Fine with one-way.		No access to back parking lot.
			Greenspace further down towards Chestnut.
			Can have up to 5 customers at a time.
8	Likes the greenspace in Concept B and C.	Don't like one-way.	Would like to see a downtown park.
	Likes outdoor seating and walkability.	Don't see the signs on the stores with one-way.	
	Need some parking downtown.	Parking spots next to parking lot.	
9	Likes Concept B.	Not sure about one-way street.	Not worried about parking.
	Likes the trees.		Would like to see a downtown park.
10	Like one-way street.	Don't like Concept C.	Would like two additional parking spots for customers.
	Take up three parking spots for staff.		
11	Prefers Concept B.	Doesn't like one-way.	
	Needs 3-4 parking stalls.		
	Parking is a priority.		



City of Marshfield Memorandum

TO: Board of Public Works
FROM: Josh Miller, City Planner
DATE: May 18, 2015

RE: Healthy Lifestyles Apple Paths.

Background

The Healthy Lifestyles Marshfield Area Coalition is requesting to repaint the apple paths and add numbers to the painted apples on the sidewalk to coincide with the path number in their brochure. The walking routes encourage residents and employees within the City to become more active by walking. Overall, the Coalition has received positive feedback on the routes and want they want to continue to maintain and improve them. The Coalition received approval from the Board of Public Works in 2003 and 2005 for a total of 11 walking routes in the City. In 2012 they received approval for an additional route in the East Industrial Park.

Analysis

Some of the paths do cross routes and it can be confusing if you are on one route and start following the apples intended for a different route. Adding the path numbers will assist walkers in staying on the intended route. The Coalition intends to repaint the routes this summer and add the path number on the apple symbol.

Recommendation

Approval of Healthy Lifestyles' request to add the path numbers to the apple symbols on the sidewalk.

Attachments

1. Apple Path Brochure

Concurrence:

Jason Angell
Planning and Economic Development Director

Daniel G. Knoeck
Public Works Director

Grant School Path

(1.6 miles)

The Brucher family originally painted this path, which has been adopted by the Marshfield Area YMCA. The path travels in a rectangle around Grant Elementary School.

Adopted by Marshfield Area YMCA

L&J Path

(3.5 miles)

Youth Net summer school students painted this path.

Adopted by the Scheppa Family

OLP Path

(1.8 miles)

Painted by Youth Net summer school teens, this path goes past UW-Marshfield Wood County and Mid-State Technical College.

Adopted by Youth Net summer school program

Leadership Marshfield Path

(1.3 miles)

The 2008 Leadership Marshfield Class painted this path which begins in front of the MACCI building.

Adopted by Leadership Marshfield Alumni organization

Wood County Unified Service Path

(0.9 miles)

Youth Net summer school students painted this path.

Adopted by Youth Net

HEALTHY Lifestyles

Marshfield Area Coalition

In cooperation with Marshfield Clinic

Walking Paths Map

Middle School Path

(1.7 miles)

Marshfield Alternative School students painted this path. Shaped like the Little Dipper, it winds around the Marshfield Middle School.

Adopted by Marshfield Alternative School

Mill Creek Path

(0.8 miles)

Painted by employees of Dental Crafters, this path is perfect for employees in the Mill Creek Industrial Park for walks during breaks.

Adopted by Dental Crafters

Madison School Path

(2.2 miles)

The Healthy People Wood County obesity team painted this path. The path makes a loop around Madison School and goes near Marshfield High School.

Adopted by Healthy People Wood County

East Industrial Park Path

(1.8 miles)

This path passes by distribution and manufacturing firms.

Adopted by the Opportunity Development Center, Inc. (ODC)

Lincoln School Path

(1.3 miles)

Painted by the Opportunity Development Center, Inc. This path makes a loop around Lincoln School.

Adopted by the ODC, Inc.

Griese Park Path

(2.5 miles)

Painted by the Guenther family, this path passes by Griese Park and goes near the fairgrounds.

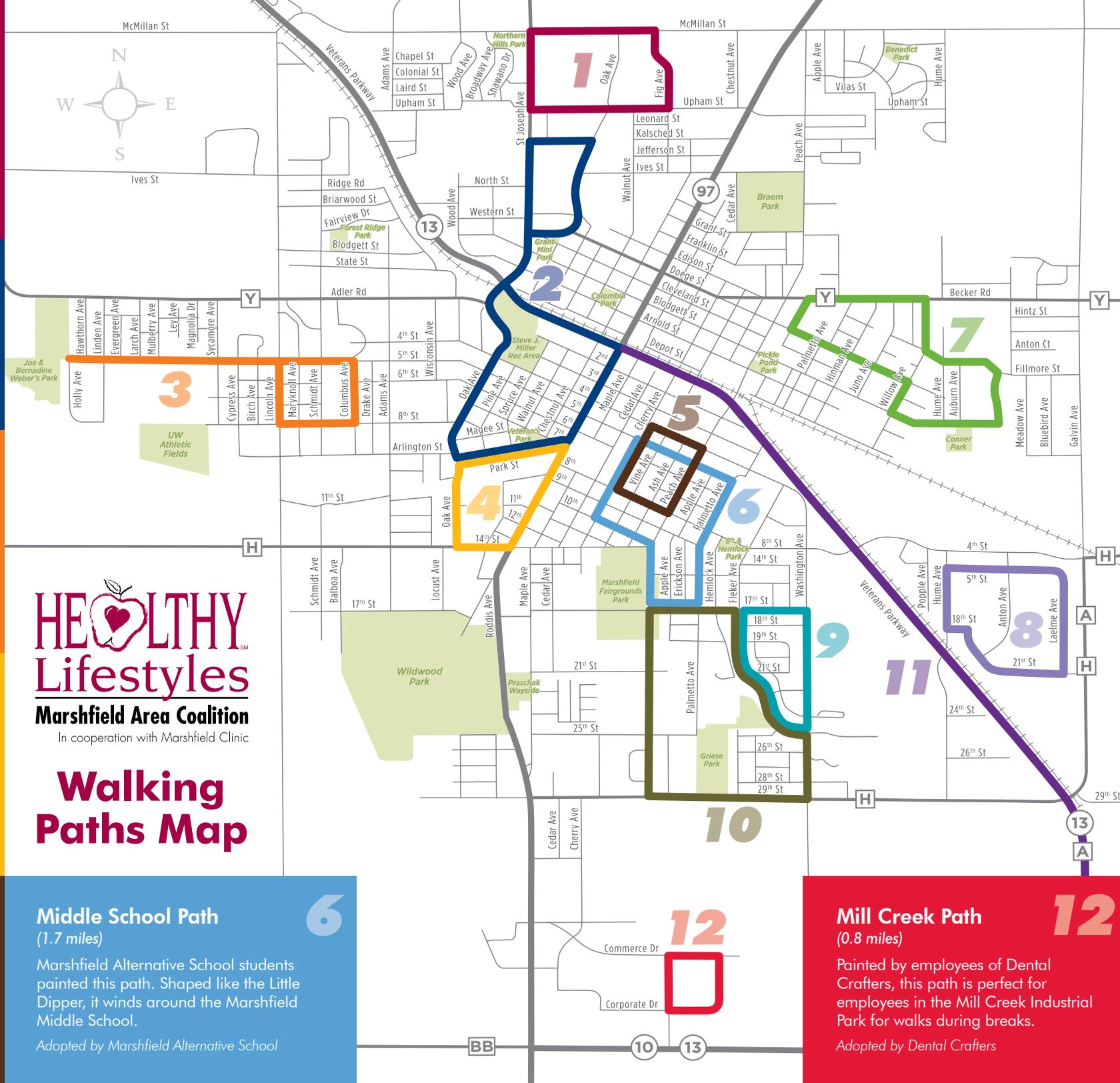
Adopted by the Guenther Family

Veterans Parkway Path

(3.5 miles)

This path travels along Veterans Parkway from Central Avenue to Heritage Drive (Old Hwy 10).

Adopted by employees of Staab Construction





Healthy Lifestyles–Marshfield Area Coalition Walking Paths History

Healthy Lifestyles–Marshfield Area Coalition began in 2001, to address healthy eating and active living in and around Marshfield. Increasing physical activity is a coalition priority and essential to a healthy lifestyle. Walking is fun and easy to do for the whole family. Twelve walking paths have been measured and mapped throughout the city. The distance for each path ranges from less than one mile to 3.5 miles. Paths have been marked with the Healthy Lifestyles Coalition’s red apple icon on the sidewalks.

This pocket-sized brochure contains a citywide map showing the route and distance of each walking path in Marshfield.



Thank you sponsors for generously volunteering your time to keep the apple paths painted for the community to enjoy:

- Dental Crafters
- Guenther Family
- Healthy People Wood County
- Leadership Marshfield Alumni
- Marshfield Alternative School
- Marshfield Area YMCA
- Opportunity Development Center, Inc.
- Scheppa Family
- Staab Construction
- Youth Net
- Youth Net Summer School Program



For more information contact:

Marshfield Clinic
Center for Community Outreach
1000 North Oak Avenue
Marshfield, WI 54449
715-221-8400

www.marshfieldhealthylifestyles.org

3634-000



Marshfield Area Walking Paths



Tips on how to fit walking into your life:

- Create a schedule. Add some time in your schedule that is devoted to walking.
- Go for a walk during your lunch break.
- Walk up the stairs instead of taking the elevator.
- Park further away in the parking lot. Any small changes will help.
- Pack your walking shoes the night before so you can take a walk on your break or lunch.
- Set your alarm for 30 minutes earlier so you can fit in a brisk walk before you start your busy day. You will in turn have more energy and feel more awake all day.
- Walk in place during your favorite show’s commercials.

Tips on how to avoid injury when walking:

- Choose the right shoes. Make sure your shoes have proper arch support, flexible soles and a firm heel.
- Choose comfortable clothes that are loose fitting and easily layered so you can adjust to changing temperatures. Wear bright colors if walking at night.
- Warm up. Walk slowly for 5 minutes to warm up your muscles.
- Stretch. After warming up, stretch your quadriceps, hamstrings and calves before walking briskly.





To: Tom Buttke, Chairman, Board of Public Works
Members, Board of Public Works
From: Mike Winch, Street Superintendent
R.E.: Budget Resolution 10-2015 to purchase Paint Machine
Date: May 7, 2015

Background:

With the machinery operations budget for 2015 the requested amount approved was \$501,025. We still have 3 items to purchase this year, but everything we've purchased so far has come in lower than the amount requested. I would like to add a new paint machine to our list of equipment for 2015. The paint machine we currently use is old and although we have a great mechanical staff, the down time when the machine is being repaired is time lost in doing the painting of the city's traffic control. Timing is crucial to get all the cross walks and traffic control painted after school is out in the spring and before school starts in the fall.

Analysis:

Paint Machine quotes:

2015 Equipment (see page 2)

	TAPCO Brown Deer WI	Sherwin Williams Marshfield WI
Line Lazer IV 3900	\$6,025	\$4,995
Bead dispenser	\$ 679	\$ 995
Total	\$6,704	\$5,990

Recommendation:

Recommend approval of Budget Resolution 10-2015, authorizing transfer unused 2015 capital purchase funds within the Machinery & Equipment Internal Service fund to purchase the requested Line Lazer IV 3900 with bead dispenser paint machine from Sherwin Williams for the total cost of \$5,990.

If you have any questions in advance before the meeting, please feel free to contact me.

Concurrences

cc: 
Dan Knoeck, Director of Public Works


Steve Barg, City Administrator


Keith Strey, Finance Director

DESCRIPTION	AMOUNT REQUESTED	Amount Paid	Amount Saved	
Loader Mounted Snow Blower	\$145,450	\$129,309	\$16,141	
Single Axle Dump Truck with Snow Plow, Snow Wing and Spreader	\$171,600	\$162,255	\$9,345	
Vibratory Compacting Roller	\$93,570	\$78,500	\$15,070	
Grade Laser	\$6,680	\$4,270	\$2,410	
One Ton Pickup Truck	\$51,450	\$35,945	\$15,505	
Two Ton Vibratory Plate Compactor	\$6,875	\$6,875		Not purchased at this time
Tig Welder	\$5,250	\$5,250		Not purchased at this time
Metal Cutting Band Saw	\$6,125	\$5,595	\$530	
Skid Steer Box Plow	\$5,675	\$3,530	\$2,145	
Security Camera for Fueling Depot	\$3,100.00	\$3,100		Not purchased at this time
Skid Steer V-Plow	\$5,250	\$4,100	\$1,150	
2015 Total	\$501,025	\$438,729	\$62,296	

DETAIL OF BUDGET RESOLUTION NO. 10-2015 BY OBJECT NUMBER

TRANSFERRED FROM:

- 1. Machinery & Equipment Internal Service Fund, a/c #701.18500
(MEMO ONLY):
 - a. 18500 – Machinery & Equipment \$ 5,990

TRANSFERRED TO:

- 1. Machinery & Equipment Internal Service Fund, a/c #701.18500
(MEMO ONLY):
 - a. 18500 – Machinery & Equipment \$ 5,990

NOTE:

This budget resolution is Memo Only as a fixed asset equipment purchase within this fund. **No additional funding is being requested**, just the purchase of an additional item with remaining funds within the total amount approved for specific equipment in the 2015 budget.

* * * *



City of
Marshfield
Memorandum

May 12, 2015

TO: Board of Public Works

FROM: Dan Knoeck, Director of Public Works

SUBJECT: Donation of Picnic Tables and Benches near Veterans Memorial Platform

BACKGROUND

Over the last 3 years, the Veterans Parkway Military Platform has been developed with displays and memorials. The most recent improvement has been the placement of brick pavers in front of the platform, which will be completed this year. A donor has come forward that would like to provide a picnic table and a bench on concrete pads in the area around the platform.

ANALYSIS

This same donor has provided similar tables in Veterans Park near City Hall. Sample photos are attached. In that case, the donor paid for the tables and concrete materials and the Parks Department provided the labor for installation. I believe a similar arrangement is being proposed for the tables around the military platform.

Once installed, maintenance responsibility would fall to the City. Initially there would be very little maintenance required, however over time there may be a need for improvements. The only question might be whether these items should be maintained by the Parks Department or the Street Division. Since the Parks Department already maintains similar items, I would recommend that these also be maintained by the parks Department.

RECOMMENDATION

I recommend that the donation of a picnic tables and a bench and related materials around the military platform be accepted and that the parks Department provide the labor for installation and take on responsibility for future maintenance.

Concurrence: 
Steve Barg, City Administrator

