

CITY OF STEVENS POINT

BOARD OF PUBLIC WORKS MEETING February 9, 2026 - 6:44 PM Community Room 933 Michigan Avenue, Stevens Point, WI

MINUTES

Roll Call

PRESENT: Chairperson Mayor Wiza, Vice-Chairperson Ald. Keymer, Ald. Kneebone, Ald. Shuda, Ald. Buse, and Ald. Morrow.

EXCUSED: Chris Tiffany

OTHERS PRESENT: **Directors:** Scott Beduhn - Public Works, Joel Lemke - Public Utilities and Transportation, Jarod Kivela - Inspection and Development, and Dan Kremer - Parks and Recreation.

City Staff: City Clerk Susan Pagel, Comptroller/Treasurer Corey Ladick, City Attorney Andrew Beveridge, Stevens Point Police Department Dana Williams, Dennis Zvara, and Justin Klein.

City Alderpersons: Ald. Christianson - District 1, Ald. Guthrie - District 2, Ald. Broderick - District 4, and Ald. Birr - District 5.

Others Present: Jan Nelson and Jennifer Barden in support of ATV/UTV Trails, Tarion and Sam O'Carroll - 1909 Prairie Street, Trevor Plaski - 825 Park Street (Dave's Body Shop), Jeff Weisman - 2240 Wood Street (Wood Street Rentals), Felix Grutzik - 1861 Ridge Road, Junction City, Nicholas Proulx - 3101 Martha's Lane (Ahlstrom deliveries to Stevens Point Mill).

Informational

1. **Director's Report**
 - a. **Patch Street Railroad Crossing Alteration.**

Director Beduhn gave a brief update on his Director's Report.

2. **Presentation - Update on the Business 51 Projects.**

Director Beduhn gave a brief PowerPoint Presentation and update on both the North and South Segments of the Business 51 Project.

Please watch the video on the City's website to follow along with the PowerPoint Presentation and get an overview of the upcoming projects.

Discussion and Possible Action

3. Ordinance Amendment - Chapter 9, Section 9.19 to create ATV/UTV Routes.

Mayor Wiza stated that we do have other ATV/UTV routes within the city that have been in place for a couple of years now without any incidents. The routes that have been approved are routes for people from outside the community to get inside our community to get to gas stations and convenience stores. He added that almost every surrounding municipality has expanded its ATV/UTV routes.

Ald. Shuda **moved**; Ald. Keymer **seconded** to approve the ordinance amendment in Chapter 9, Section 9.19 to create an additional ATV/UTV Route on Carrie Frost Drive and Vetter Drive.

Ald. Kneebone argued that there was no reason to approve Vetter Drive, only the one section of Carrie Frost Drive to get to the gas station and convenience store there, to which Mayor Wiza stated that we could do that if that's what you want to approve. He was unsure of how to convey that to users coming from outside the community or from another area, that you can come into the gas station from one way but not the other.

Ald. Shuda feels this is a good way to expand what we have now by a very small portion, as we have had no issues with what we have over the last couple of years. Also, given that surrounding communities have already expanded their routes, this is a very small portion.

Call for the Vote: Ayes: **Majority**
 Nays: **Ald. Kneebone**; Motion **Carried**

4. Consideration for the closure of the Park Street Railroad Crossing.

Director Beduhn gave a brief update and said that in negotiations with CN's incentive program, they are currently offering us \$10,000 to close the Park Street crossing. WisDOT's railroad crossing closure incentive will match that amount, bringing the total incentive to \$20,000. Director Beduhn feels that their offer is relatively low.

Mayor Wiza asked if we looked into suggesting closing the Wood Street crossing instead, to which Director Beduhn stated that the Wood Street crossing doesn't have the safety issues that the Park Street crossing otherwise has, as well as the geometry in which all three crossings are set up. He added his concern about them forcing us to close both intersections.

Mayor Wiza also asked if we ever got an actual incident report from them regarding Wood Street closure vs. Park Street closure, other than the one train-truck incident, and their statement of "many incidents go unreported," to which Director Beduhn stated that there has only been the one significant incident that he knows of with the truck vs. train in 2017. He said OCR probably doesn't have that information and figures; he would probably have to go directly to CN for that answer, and, to his understanding, they have to keep track of near misses as standard protocol.

Mayor Wiza would also like a ballpark estimate of what this will cost the taxpayers of Stevens Point to close this crossing, to which Director Beduhn estimates roughly \$60,000 to do the bare minimum, which would be making that crossing a cul-de-sac. However, we would need to make alterations to other areas to reroute truck traffic, and that estimated amount is an additional \$95,000 if we went with alternative 1 on the included map.

Ald. Guthrie asked the reason for the incentive, to which Director Beduhn stated safety and the geometry in the proximity to the Wood Street and Water Street Crossing and the underpass.

Taron O'Carroll, 1909 Prairie Street, is concerned about where the 50 trucks a day are going to go. He feels the City needs to stand up and fight against the Railroad for our citizens and risk the offered incentives.

Nicholas Proulx for Ahlstrom Trucking agreed with Taron and their concern about the safety of the community by moving their trucks to a different route. He stated that it's roughly 50 trucks a day now, and that number could very well increase.

Mayor Wiza pointed out that we moved the truck traffic off Water Street because a young girl was killed. Now we're being forced to move it back to more residential areas where they're not used to it and do not have the proper safety measures in place, which is significant. The railroad wants to close this crossing because they say it's an unsafe crossing, and he does not see any evidence of that. He asked that Police Chief Williams run a report to see the number of incidents at that crossing and the Wood Street crossing and bring it to the Council.

Mayor Wiza expressed his disappointment with the railroad, saying that if they want to close a crossing, then close it, but they should have a moral and financial obligation to pay for it and not put the burden on taxpayers to make it happen for them. Ald. Morrow agreed with Mayor Wiza on that.

Ald. Keymer requested to continue with negotiations with the railroad; Mayor Wiza agreed with Ald. Keymer, but added that in his opinion, we could also object to it with our legitimate objections and let them spend the time and energy going through the process of requiring us to do it. Granted, we won't get the \$10,000 incentive, but he feels that they would spend at least that or more on internal things, and maybe that could be used as a negotiating tool. He stated we should let them know \$10,000

wouldn't cut it on a \$60,000 project, especially at their request. He reported that it is only his opinion and doesn't represent the commission, but that Director Beduhn could convey it to them on his behalf, and they could give him a call.

Trevor Plaski, owner of Dave's Body Shop, asked if we knew what truck route we would go with if we were forced to close it, to which Mayor Wiza stated we have not chosen a specific route at this time; however, Director Beduhn stated that truck Route 1 was the preferred alternative (Prairie Street to Shaurette Street). Trevor stated that, in his opinion, he would like to see trucks use Wisconsin Street or Route 2, as it is a wider road for trucks to travel on. He also pointed out that this closure would mean the closure of the main artery to his business.

Adjourn

Adjourned at **7:35 p.m.**