

STREET COMMISSION

July 7, 2026 8:30 am

MEETING AGENDA

- 1) Call to Order and Roll Call:
- 2) Public Comments:
- 3) Changes or Additions to Agenda:
- 4) Approval of Minutes:
 - 1) 3-3-26 Street Commission Minutes
- 5) General Business:
 - 1) NEC/Lawrence Boulevard traffic flow and signage
 - 2) Parking on 2nd Street East, VFW
- 6) Old Business:
- 7) Other Business:
- 8) The next Street Commission meeting is August 4, 2026 at 8:30AM.
- 9) Adjourn:

Street Commission

4) 1)

Meeting Date: 07/07/2026

ITEM TITLE: 3-3-26 Street Commission Minutes

DEPARTMENT: Administration

REQUESTED BY:

PURPOSE:

ITEM SUMMARY:

Read and review the minutes from the 3-3-26 meeting and suggest any additions or corrections if felt necessary.

ACTION REQUIRED:

motion to approve the minutes as presented or with any corrections.

Attachments

3-3-26 Streets Minutes

DRAFT

**Street Commissioners:**

Doug Marcotte, Commissioner
Jay Jewson, Commissioner
Jim Mathias, Commissioner
Jeff Sulla, Commissioner & Council Representative

Staff:

Tony Johnson, Public Works Director
Riley Costello, Assistant Public Works Director
Lisa Springer, Office Manager

STREET COMMISSION MINUTES

Present: Jay Jewson, Commissioner; Jim Mathias, Commissioner; Jeff Sulla, Commissioner;
Doug Marcotte, Commissioner

Also Present: Jessica Bruce, Deputy Clerk
Riley Costello, Assistant Public Works Director
Tony Johnson, Public Works Director

1. Call to Order and Roll Call:

Meeting called to order at 8:30 by Marcotte.

2. Public Comments:

3. Changes or Additions to Agenda:

No changes or additions to the agenda.

4. Approval of Minutes:

a. Minutes from 2-3-2026

5. General Business:

a. Old Legion coffee company drive up window/one way alley request 155 Pembroke Avenue

The commission discussed the safety concerns with the traffic pulling out onto Pembroke, the location of the power poles, the number of people who park on private property, and how the traffic would affect other business and residents' accessibility.

Moved by Commissioner Doug Marcotte, seconded by Commissioner Jeff Sulla to deny the request

The commission then discussed other options for parking and accessibility, still coming up with no real solution to make this feasible for all involved.

Moved by Commissioner Doug Marcotte, seconded by Commissioner Jeff Sulla to approve the request by Old Legion Coffee.

NAY: Commissioner Doug Marcotte, Commissioner Jay Jewson, Commissioner Jeff Sulla,
Commissioner Jim Mathias

Failed

b. 2007 plow truck replacement

Johnson reviewed the current situation with the 2007 plow truck with the commission and past issues with not replacing equipment as scheduled. There was discussion of the repairs made to the truck in 2023, as well as the items that were put off from the last maintenance inspection. The truck they are looking at will be the same as the one purchased in 2022, with the dealer explaining that all the 2027 plow trucks will be manufactured with a different motor and design. There was more discussion on upcoming equipment and when they are scheduled to be replaced and the affects of delaying replacements.

Moved by Commissioner Jay Jewson, seconded by Commissioner Doug Marcotte to replace the truck and seek as much for the current 2007 as possible at auction to offset the cost of the new truck.

AYE: Commissioner Doug Marcotte, Commissioner Jay Jewson, Commissioner Jim Mathias

NAY: Commissioner Jeff Sulla

Adopted

6. Old Business:

Johnson stated that the streetlights were not on this agenda due to not receiving enough information back from Xcel and that it would be placed on the next agenda.

7. Other Business:

8. The next Street Commission meeting is April 7, 2026 at 8:30AM

9. Adjourn:

Moved by Commissioner Jay Jewson, seconded by Commissioner Doug Marcotte motion to adjourn at 8:50.

AYE: Commissioner Doug Marcotte, Commissioner Jay Jewson, Commissioner Jeff Sulla,
Commissioner Jim Mathias

Adopted - Unanimously

Street Commission

5) 1)

Meeting Date: 07/07/2026

ITEM TITLE: NEC/Lawrence Boulevard traffic flow and signage

DEPARTMENT: Public Works

REQUESTED BY:

PURPOSE:

Discuss concerns about the current traffic flow and signage between Bailey Avenue, Pembroke Avenue and Big Jo Alley.

ITEM SUMMARY:

FROM BRIAN MALM-CITY ENGINEER: *As requested, we prepared a cost estimate and traffic flow map to accommodate traffic flow modifications in the area of the Eagle Center. This is based on the discussion at the February Street Commission meeting.*

The estimated cost to remove the bumpout along Pembroke Avenue at the Eagle Center is approximately \$32,000. See attached for a detailed estimate.

The purpose of removing the bumpout would be to allow for revised traffic flow as shown on the attached map. This change would allow for two-way traffic along Pembroke Avenue between Main Street and Lawrence Boulevard and along Lawrence Boulevard between Pembroke Avenue and Bailey Avenue.

The change would allow traffic traveling along Pembroke Avenue towards the river to take a left turn onto Big Jo Alley or continue to Lawrence Boulevard and take a right turn to drive along the river. It would also allow Eagle Center bus traffic to travel down Bailey Avenue, take a left turn along Lawrence Boulevard, then another left turn on Pembroke to park along the former law office building. This allows the buses to let passengers unload directly onto the sidewalk instead of into the street and avoids the need for buses to travel down Big Jo Alley.

This change would require the block of Lawrence Boulevard between Pembroke Avenue and Bailey Avenue to be posted with no parking signs, as the street is not wide enough to accommodate two-way traffic and parking.

Staff was also asked about having buses unload in Big Jo alley. It could be done but again, it was not designed to unload on Big Joe Alley and was designed to deter traffic in the alley and to be a pedestrian plaza. It would require making the bump out on the alley a drive over alley which would be less expensive. Buses would have to park in another area.

FEBRUARY 4TH STREET COMMISSION MEETING AGENDA ITEM: We have changed the traffic flow/signage several times in this area, and the street commission decided to change back to the original flow after initially trying the upriver travel concept and signage changes. The reasons stated for the change was that the new flow (current day) was confusing for drivers, the DO NOT ENTER sign seems unwelcoming, and it directed bus traffic through residential neighborhoods. In an effort to help with construction in 2024, the traffic was reversed once again to accommodate buses for the NEC and due to safety concerns. The plan at the time was announced as temporary due to construction and would be put back to the other direction after construction. Since then, the National Eagle Center has presented information with why the current flow is safer for bus unload and the City's engineer citing information that the project was specifically designed for the one-way as it is presently. Commissioner Jewson has asked that the flow be changed back to its original direction downriver, correctly citing that it how it was approved at prior meetings by Street Commission, after extensive discussion. Meeting minutes included from approval to switch directions. Comments received included below and are attached as part of this agenda.

NEC: "We would like to continue to unload buses in the yellow unloading zone along Pembroke Ave. This allows room to have two buses shut down their engines and remain parked in this location for the duration of their visit rather than taking other parking spaces during their visit to Wabasha.

Unloading onto the curb/sidewalk is the preferred route rather than unloading onto the street. The current layout

works well for the flow and safety of the bus traffic. Having the buses travel east on Bailey Ave and turn left onto Lawrence Blvd to follow upriver to connect with Pembroke Ave allows the safety of the passengers to unload onto the curb. If the traffic flow changes, then the buses will unload onto the street after parking facing east on Pembroke Ave in this same unloading zone. We are requesting that the traffic flow stay as it is currently being used with the unloading zone along Pembroke Ave with the buses parked along the curb facing West." Annette

Brian - City Engineer: "I agree with Annette. This is how the intersection of Pembroke/Big Jo Alley was designed and intended to work."

Commissioner Jay Jewson reached out to Tony Johnson with a request to have the signs switched back to the original direction as approved by the Street Commission. When they were switched during construction, Tony did not seek approval from the Commission due to the change being temporary. No additional input from the Street Commission would be needed because that would be following the original direction provided by the Commission.

City Administrator: It is clear that there are differences of opinions and other recommendations, so I would ask that this go in front of the Street Commission for final clarification.

5-6-2025 City council minutes. 2. NEC / Lawrence Boulevard Traffic Flow and Signage City Engineer Brian Malm attended the meeting remotely. He reviewed traffic flow maps, discussed traffic patterns, and provided rationale for traffic flow design changes in the area of the National Eagle Center. He discussed bus traffic and reviewed the advantages and disadvantages of various design options. He summarized recent discussion by the Street Commission, during which three alternatives were presented. City Administrator Gregerson discussed safety and liability concerns. ADA considerations were also discussed. City Engineer Malm stated that staff recommends Alternative A, potentially with modifications, noting that Alternatives B and C do not meet engineering standards. Administrator Gregerson reported that the Street Commission voted to table providing a recommendation until the end of the year, with evaluation of bus traffic over the summer. The Mayor and Council Members further discussed traffic flow and bus traffic. Moved by Council Member Dean Meurer, seconded by Council Member John Friedmeyer to maintain the current traffic flow design. Vote: 7 - 0 Adopted - Unanimously

STAFF RECOMMENDATION:

Let's talk through this issue and see what works best for all involved and determine a final outcome. There are documents attached, and we will hopefully have our engineer on the phone or zoom call to provide his input and clarify any other questions. Any changes to the one way from how it was originally designed will need to be approved by Council. This process was not followed when the first one-way change was made but staff have been since advised, that it should go to Council.

ACTION REQUIRED:

Provide recommendation to Wabasha City Council

Attachments

Big Jo alley traffic map
Lawrence traffic flow map
Street Commission minutes
Public Comment Letter from Neighbor
Letter from Neighbor 210 Lawrence Blvd
Public Notification on Traffic Change 2022
Traffic Flow Map 2.26.2025
Preliminary Estimate for NEC-Pembroke Bumpout Removal
Letter 205 Main Street East

124 Lawrence Boulevard E

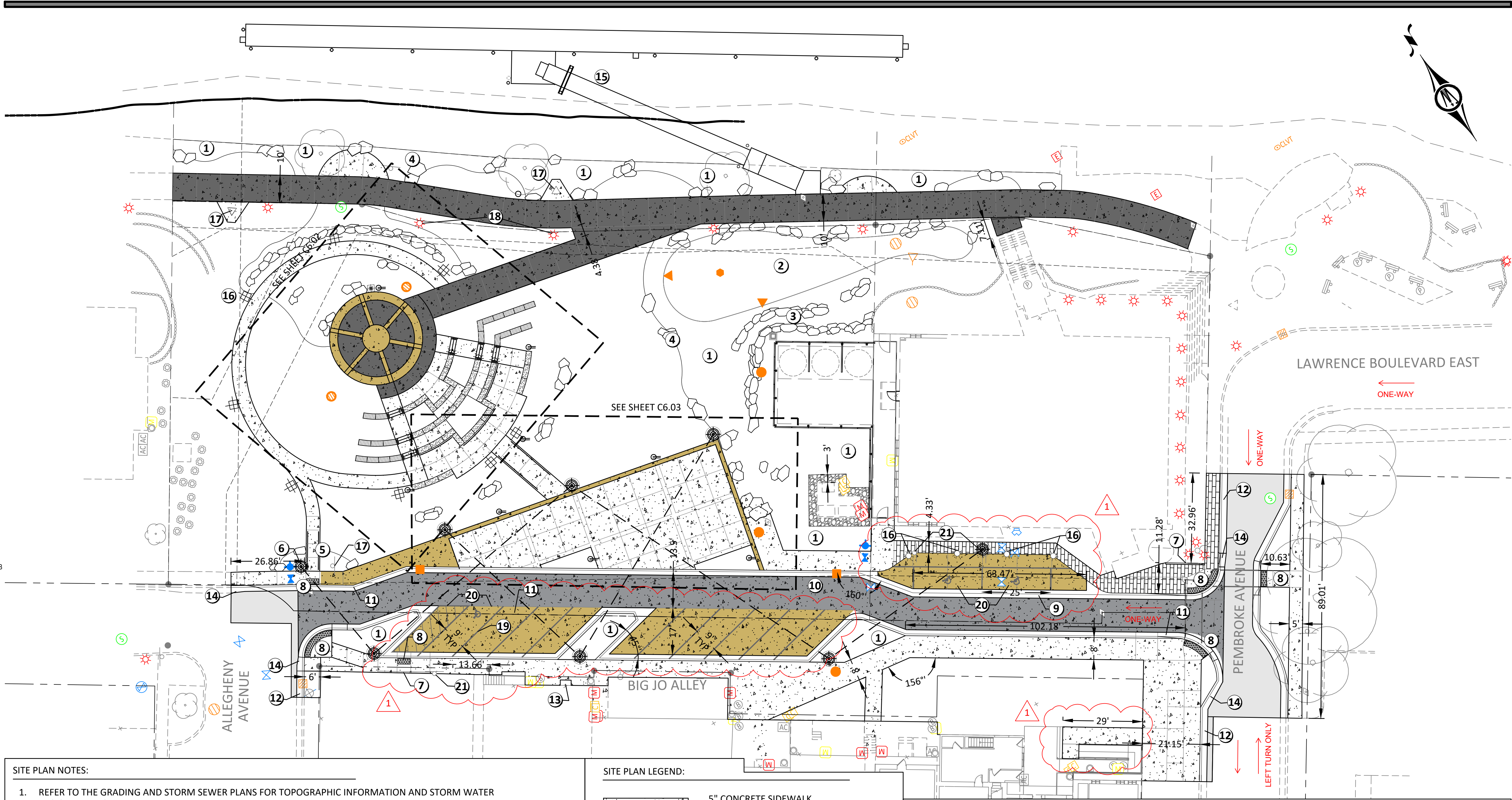
Judith Suzanne Peters

2025 bus traffic schedule

New traffic flow options

Big Jo Alley-Pembroke Turning Exhibit

7832_Downtown_Traffic_Flow_Proposal_-_Dean_Meurer



SITE PLAN NOTES:

- REFER TO THE GRADING AND STORM SEWER PLANS FOR TOPOGRAPHIC INFORMATION AND STORM WATER DESIGN DETAILS.
- SALVAGE AND REINSTALL ALL SIGNS NOT SLATED FOR REMOVAL.
- THE CONTRACTOR SHALL CONSTRUCT ALL PAVEMENTS TO CONFORM WITH THE CORRECT LINES AND FINISHED GRADES AS INDICATED ON THE PLANS AND TO MATCH EXISTING PAVEMENT GRADES AT TIE-IN POINTS. NO PONDING OF WATER WILL BE ALLOWED.
- REINFORCE ODD SHAPED PAVING PANELS WITH #3 BARS AT 24" EACH WAY. AN ODD SHAPED PANEL IS CONSIDERED TO BE ONE IN WHICH THE SLAB TAPERS TO A SHARP ANGLE WHEN THE LENGTH TO WIDTH RATIO EXCEEDS 3 TO 1 OR WHEN A SLAB IS NEITHER SQUARE NOR RECTANGULAR. (INCIDENTAL)
- ALL CURB WITH ADJACENT SIDEWALK SHOULD INCLUDE A CONCRETE SILL. (SEE DETAIL 3/C1.02)
- ALL SIDEWALK AND CURB & GUTTER JOINTS FROM NEW TO EXISTING SHOULD BE TIED JOINTS. (SEE DETAIL 2/L3.02) (INCIDENTAL)
- CONTRACTOR SHALL TIE ALL JOINTS BETWEEN SEPERATE POURS. (SEE DETAIL 2/L3.02)(INCIDENTAL)
- DRILL AND GROUT DOWELS FOR ADA LANDING WHEN SEPERATE POURS ARE REQUIRED.

SITE PLAN LEGEND:

- 5" CONCRETE SIDEWALK
(6" CONCRETE SIDEWALK AT ALL PEDESTRIAN RAMP AND LANDINGS)
- 6" CONCRETE TRAIL
- 7" CONCRETE PAVEMENT
- 7" COLOR CONCRETE PAVEMENT (ALTERNATE 3)
- INSTALL SALVAGE PAVERS
- BITUMINOUS PATCH SPECIAL
- 1 1/2" WASHED LIMESTONE ROCK MULCH
REFER TO L3.04

SITE KEYNOTES:

- LANDSCAPE BED, REFER TO L1.00 SHEET SERIES
- RAIN GARDEN. REFER TO L1.00 SHEET SERIES FOR LANDSCAPE PLANTINGS AND SOIL PREPARATION.
- STACKED STONE RETAINING WALL PER L3.04
- BOULDERS, PER L3.04
- ADA ACCESSIBLE RAMP W/ HANDRAIL, SEE SHEET L3.02. REFER TO GRADING SHEET FOR RAMP ELEVATIONS.
- LIGHTING UNIT TYPE 1, POST TOP PEDESTRIAN LIGHT, PER ELECTRICAL PLANS
SEE ADD ALT. NOTE 1 FOR LIGHT UNIT TYPE 1 AND NOTE 2 FOR CABLE STRING LIGHTS
- 6" V CURB
- PEDISTRIAN CURB RAMP
- 3' CONCRETE DRAINAGE PAN
- 18" RIBBON CURB
- B618 CURB & GUTTER
- B624 CURB & GUTTER
- CONCRETE STEP
- CURB TRANSITION
- BOAT DOCK AND RAMP, DESIGN BY OTHERS
- INSTALL SALVAGED LIGHT BOLLARD
- INSTALL SALVAGED SIGN
- INSTALL SALVAGE LIGHT POLE
- 4" WIDE PAINTING STRIPE, WHITE LATEX
- HANDICAP STALLS (DETAIL 3/C1.06)
- INSTALL SIGN AND POST (DETAIL 2/C1.06)



PERFORMANCE
DRIVEN DESIGN.
LHBcorp.com

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CLIENT:



50 PEMBROKE AVENUE SOUTH
WABASHA, MN 55981



Consulting Engineers P.A.

THIS SQUARE APPEARS 1/2"x1/2"
ON FULL SIZE SHEETS

09/02/2021 CONSTRUCTION DOCUMENTS
NO DATE ISSUED FOR

1 09/16/2021 ADDENDUM #01
NO DATE REVISION

I HEREBY CERTIFY that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Signature:

Typed or Printed Name: **Brian P. Malm, PE**

Date: 09/02/21 Reg. No.: **40457**

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PROJECT NAME:

**WABASHA RIVERFRONT
REVITALIZATION -
PHASE 1**

DRAWING TITLE:

SITE PLAN

DRAWN BY: ARK/JDN
CHECKED BY: BPM/SJK
PROJ. NO.: 190151.02
DRAWING NO:

C6.01



- Legend**
- City Limits
 - Parcels (02/26/24)

Map Name



Disclaimer:

This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information, and data located in various city, county, and state offices, and other sources affecting the area shown, and is to be used for reference purposes only. The City of Wabasha is not responsible for any inaccuracies herein contained.



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0 66 Feet

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DRAFT

**Street Commissioners:**

Jay Jewson, Commissioner
Jim Mathias, Commissioner
Jeff Sulla, Commissioner & Council Representative
Norm Tentis, Commissioner
Brad Thimmesch, Commissioner

Staff:

Tony Johnson, Public Works Director
Riley Costello, Assistant Public Works Director
Lisa Springer, Office Manager

STREET COMMISSION MINUTES

Present: Norm Tentis, Commissioner; Jay Jewson, Commissioner; Jim Mathias, Commissioner

Absent: Brad Thimmesch, Commissioner; Jeff Sulla, Commissioner

Also Present: Tony Johnson, Public Works Director
Lisa Springer, Office Manager
Emily Durand, Mayor

1. Call to Order and Roll Call:

Meeting was called to order by Tony Johnson, Public Works Director at 8:33am

2. Public Comments:

There were no public comments

3. Changes or Additions to Agenda:

Moved by Commissioner Jim Mathias, seconded by Commissioner Norm Tentis to approve the addition of two items to the agenda: 5c.) McDougal Ave ditching and culvert and 6a.) Lawrence Blvd signage change request

AYE: Commissioner Jay Jewson, Commissioner Jim Mathias, Commissioner Norm Tentis

Other: Commissioner Brad Thimmesch (ABSENT), Commissioner Jeff Sulla (ABSENT)

Adopted - Unanimously

4. Approval:

- a. Minutes from 3-7-2023 Meeting

Moved by Commissioner Jay Jewson, seconded by Commissioner Jim Mathias to approve the minutes as drafted.

AYE: Commissioner Jay Jewson, Commissioner Jim Mathias, Commissioner Norm Tentis

Other: Commissioner Brad Thimmesch (ABSENT), Commissioner Jeff Sulla (ABSENT)

Adopted - Unanimously

b. Minutes from 4-4-2023 Meeting

Moved by Commissioner Jay Jewson, seconded by Commissioner Jim Mathias to approve the minutes as drafted.

AYE: Commissioner Jay Jewson, Commissioner Jim Mathias, Commissioner Norm Tentis

Other: Commissioner Brad Thimmesch (ABSENT), Commissioner Jeff Sulla (ABSENT)

Adopted - Unanimously

5. General Business:

a. Lawrence Boulevard residential parking only signs

Mayor Emily Durand gave context of the recent requests of "Residential Parking Only" signs on Lawrence Blvd to the alley and the block of Bailey Ave to Lawrence Blvd. With the narrow street, no curb, it being a bike trail, as well as one way traffic. The request for these signs has been recommended by City Planner Kristi Trisko and is just a temporary solution for a need to look at the broader parking demands in the downtown area. It is recognized that it can't be enforced, but hopefully it can deter the overflow of commercial parking in this residential area.

Moved by Commissioner Jim Mathias, seconded by Commissioner Norm Tentis

AYE: Commissioner Jim Mathias, Commissioner Norm Tentis

Other: Commissioner Brad Thimmesch (ABSENT), Commissioner Jay Jewson (ABSTAIN), Commissioner Jeff Sulla (ABSENT)

Adopted

b. Eagle Basin subdivision curb mud-jacking quote

Discussion on the Eagles Basin Subdivision curb has portions that are sunk and holding/puddling water and causing deterioration of the pavement where it puddles. Quote for repairs is \$7,500 and will come out of street maintenance budget. There is \$25,000 budgeted and this will leave \$17,500 remaining for the bike path & parking lot crack-sealing/seal coating/stripping this summer. Motion to approve the expenditures in the problem areas as identified.

Moved by Commissioner Jay Jewson, seconded by Commissioner Jim Mathias

AYE: Commissioner Jay Jewson, Commissioner Jim Mathias, Commissioner Norm Tentis

Other: Commissioner Brad Thimmesch (ABSENT), Commissioner Jeff Sulla (ABSENT)

Adopted - Unanimously

c. McDougal Ave ditching and culverts

There have been some ongoing issues with run off on McDougal Ave and staff has been re-grading the road frequently. One culvert is already there, but it is buried and needs to be cleaned out. There is another area on that road that would benefit from having a second culvert installed to help with the ongoing issues. There were no quotes for a culvert costs at this meeting, but estimated to cost between \$2,000 and \$3,000. The property owner agreed to assist with the repairs. The ditching is needed to be done before the property owner plants for the season. Motion to spend up to \$3,000 at Public Works Director's discretion to repair the culvert and install a new culvert on McDougal Ave.

Moved by Commissioner Jay Jewson, seconded by Commissioner Norm Tentis

AYE: Commissioner Jay Jewson, Commissioner Jim Mathias, Commissioner Norm Tentis

Other: Commissioner Brad Thimmesch (ABSENT), Commissioner Jeff Sulla (ABSENT)

Adopted - Unanimously

6. Old Business:

a. Lawrence Blvd Signage

Mayor Durand discussed the current traffic signs on Lawrence E preventing traffic from entering.

Motion to revert back to the original signage. Tony will discuss with the engineers, so they know of this change.

7. Other Business:

There was no other business to discuss.

8. Adjourn:

There was no further business to discuss and meeting was adjourned at 9:08am.

Moved by Commissioner Jay Jewson, seconded by Commissioner Jim Mathias

AYE: Commissioner Jay Jewson, Commissioner Jim Mathias, Commissioner Norm Tentis

Other: Commissioner Brad Thimmesch (ABSENT), Commissioner Jeff Sulla (ABSENT)

Adopted - Unanimously

From: JOHN CIERZAN <johncierzan@comcast.net>

Sent: Monday, February 3, 2025 11:41 AM

To: Caroline Gregerson <cityadmin@wabasha.org>

Subject: Proposed Bus Routing

Greetings,

I am the property owner at 24 Bailey Avenue. It is my understanding that this week the city will be discussing traffic flow in my neighborhood. It was also my understanding that the current arrangement where buses headed to the Eagle Center are routed over to and down Bailey Avenue was a temporary arrangement and that once the construction project was complete, buses would again follow their historical path straight down Pembroke.

I want to go on record requesting that indeed the buses return to their original route. I have a special needs daughter who thoroughly enjoys riding her adaptive bike up and down the flat street in front of our house and routing buses through Bailey is a safety concern for my family. Also, the amount of foot traffic that passes along that route from dog walkers, joggers, bikers, etc are all negatively impacted by the current flow.

If you would like to discuss this further, I can be reached at 952 334-9149. Thank you for your consideration.

From: Bree Jewson <Bree@jewsonrealestate.com>
Sent: Monday, February 3, 2025 11:05 AM
To: Caroline Gregerson <cityadmin@wabasha.org>
Subject: Pembroke/Lawrence Road Direction - comments for public meeting

Dear Caroline,

I was recently made aware that the city is considering making the temporary traffic direction change on Lawrence Blvd permanent at the request of the Eagle Center. I have significant concerns about the impact of this change, particularly regarding the safety of this residential area. I'd like to add some comments to be shared at the public meeting.

I live at 210 Lawrence Blvd E and observe daily traffic patterns from my home. With one block being directed backward, I have frequently witnessed traffic jams caused by vehicles misunderstanding the signage and attempting to travel in both directions. The sign at the end of Bailey, intended to direct traffic left or right, is being misinterpreted, leading drivers to believe the entire length of the street allows two-way traffic. As a result, confusion occurs not only at the block near the Eagle Center but along the entire road, creating frequent head-on traffic conflicts.

Additionally, when traveling down Bailey and the reversed section of Lawrence, buses have been accelerating at alarming speeds, sometimes failing to stop at the Bailey stop sign. These are short, one-block sections, yet the buses are reaching dangerous speeds. This change has also significantly increased road noise as commercial traffic moves through the residential area. Adding significant commercial traffic to the already narrow and subpar roads contradicts zoning guidance and should not be considered.

I have witnessed pedestrians and pets forced into yards to avoid oncoming buses or to allow large buses to navigate the tight turn from Bailey to Lawrence when bike and foot traffic is present. The street is not wide enough to safely accommodate large buses, cyclists, and pedestrians.

The most concerning issue I'd like to raise is regarding emergency services. Just a few days ago, my children encountered an emergency vehicle driving in the reversed section of Pembroke while responding to the Wabasha Dentistry fire. Due to confusion about the road's direction, the emergency vehicle hesitated, honking and attempting to wave them in what would currently be considered the wrong direction instead of proceeding directly to the fire. This was a situation where seconds mattered, yet valuable time was lost due to confusion over the one-block reversal. No matter how much signage is place, it IS confusing for a one-way street to have traffic flowing backward for just one block. If even our local first responders are disoriented, this

presents a serious issue—not only for homes affected by the reversed block but for the entire neighborhood.

While I understand the Eagle Center's concerns about bus unloading safety, I have not observed any issues when traffic flows in the same direction. Since buses already block the one-way street while unloading, there is no risk of head-on traffic conflicts. However, directing commercial traffic through a residential street creates confusion and significantly increases the danger for pedestrians and residents. When the entire road flows in the same direction, vehicles are not confused, and Eagle Center patrons—including those walking along the river after their visit—enjoy a quiet and safe stroll.

I urge the city to prioritize safety for all above one entity's convenience and enforce the change to correct this situation that was already voted on and approved prior to the road construction.

Thank you for your time and consideration.

Sincerely,
Bree Jewson



Legend

City Limits

NEW TRAFFIC DIRECTION

EXISTING TRAFFIC DIRECTION (NO CHANGE)



TRAFFIC DIRECTION CHANGES



Disclaimer:

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0 263 Feet

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Legend

- City Limits
- Parcels (02/26/24)



0 132 Feet

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Traffic Flow Map



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PRELIMINARY ENGINEER'S ESTIMATE

EAGLE CENTER-PEMBROKE BUMPOUT REMOVAL
CITY OF WANASHA, MN
BMI PROJECT NO.: 24X137305000

Updated: 2-27-25

ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
1	MOBILIZATION	1	LS	\$5,000.00	\$5,000.00
2	REMOVE BITUMINOUS PAVEMENT	51	SY	\$8.25	\$420.75
3	REMOVE CURB & GUTTER	95	LF	\$8.00	\$760.00
4	RELOCATE STREET LIGHT	1	EACH	\$2,500.00	\$2,500.00
5	EXCAVATION - COMMON	26	CY	\$22.00	\$572.00
6	AGGREGATE BASE (CV) CLASS 5	17.5	CY	\$40.00	\$700.00
7	2" BITUMINOUS WEAR COURSE (SPWEB240B)	52	SY	\$16.50	\$858.00
8	2" BITUMINOUS WEAR COURSE (SPWEB240B)	52	SY	\$16.50	\$858.00
9	CONCRETE CURB & GUTTER DESIGN B624	90	LF	\$43.25	\$3,892.50
10	4" CONCRETE SIDEWALK	301	SF	\$9.25	\$2,784.25
11	6" CONCRETE SIDEWALK	125	SF	\$16.50	\$2,062.50
12	TRUNCATED DOMES	10	SF	\$66.00	\$660.00
13	SODDING TYPE LAWN	30	SY	\$13.00	\$390.00
14	TRAFFIC CONTROL	1	LS	\$1,000.00	\$1,000.00
15	INLET PROTECTION	1	EACH	\$175.00	\$175.00
				SUBTOTAL:	\$22,633.00
				CONSTRUCTION CONTINGENCIES (15%):	\$3,400.00
				TOTAL ESTIMATED CONSTRUCTION COST:	\$26,033.00
				ENGINEERING, ADMIN, LEGAL:	\$6,600.00
				TOTAL ESTIMATED PROJECT COST:	\$32,633.00

-----Original Message-----

From: Ann Chilson <annlchilson@gmail.com>

Sent: Friday, February 14, 2025 11:40 AM

To: Caroline Gregerson <cityadmin@wabasha.org>

Subject: Traffic flow change from National Eagle Center

Hello!

I am purchasing the home at 205 Main Street East, Wabasha, MN 55981. My name is Ann Chilson. My realtor shared that there is consideration for changing the traffic pattern exiting the National Eagle center. While having the center so close is what I saw a nice benefit to the town and neighborhood, I'm hesitant to endorse your new traffic plan so wanted to formally place a negative opinion on the record. The changed plan would have all traffic coming right past my patio on Bailey. Part of reason for purchase was the view and quiet of the river from the patio. The new plan would make this change much less attractive. Thank you for your consideration. Ann Chilson, 651-214-2070.

Sent from my iPhone

Hello, my name is Jonathan Ort and my family and I have the house at 124 Lawrence Blvd E.

I know things have been pretty crazy with all the construction. Now that it is winding down I understand there is some discussion about how to best configure the traffic on Lawrence Blvd E. After experiencing all the different ways traffic has been flowing (or not flowing) it is quite clear to me that the only way it works safely, and trust me there have been more than a few near misses in front of my house that could have ended very badly, is for the entire street to be one-way traveling down-river. I understand the Eagle Center would prefer to offload busses on the building side, but that slight convenience really endangers all the pedestrians, bicyclists, and residents that use Lawrence Blvd. We get so many out of town people visiting that the signs and directions need to be clear and simple. People use GPS to navigate to the Eagle Center and one there need to have clear instructions on where to go. The street is absolutely not wide enough for two way traffic with all the bikes and pedestrians. Eliminating parking would not improve safety and would make my home far less enjoyable for my family, friends, and guests. I love Wabasha and living on the riverfront. We are looking forward to seeing the city grow and become more vibrant. These things make it even more important to manage traffic wisely and safely so that everyone, residents and visitors can enjoy all that the city has to offer, including the beautiful riverfront road.

Thank you

The Ort family

JonOrt@TheOrts.com

From: Suzanne Peters <suzieville@gmail.com>
Sent: Monday, February 3, 2025 4:40 PM
To: Caroline Gregerson <cityadmin@wabasha.org>
Subject: Lawrence Blvd. traffic direction

Caroline,

We are disappointed to hear the direction of Lawrence Blvd. is under review again. We were happy when the road had changed back to one direction on the entirety of Lawrence in 2023. We were told it would be changed back now as soon as the road construction was completed. It should be changed back now.

Issues we see, people are very confused and there is now traffic heading both directions on Lawrence. Buses have a hard time making the corner on Bailey and frequently come close to parked cars and pedestrians. This had never been a problem in the 40+ years we have owned this property. It is unsafe and inconvenient for everyone.

We would like to road changed back to the traditional way with the entire street flowing down river.

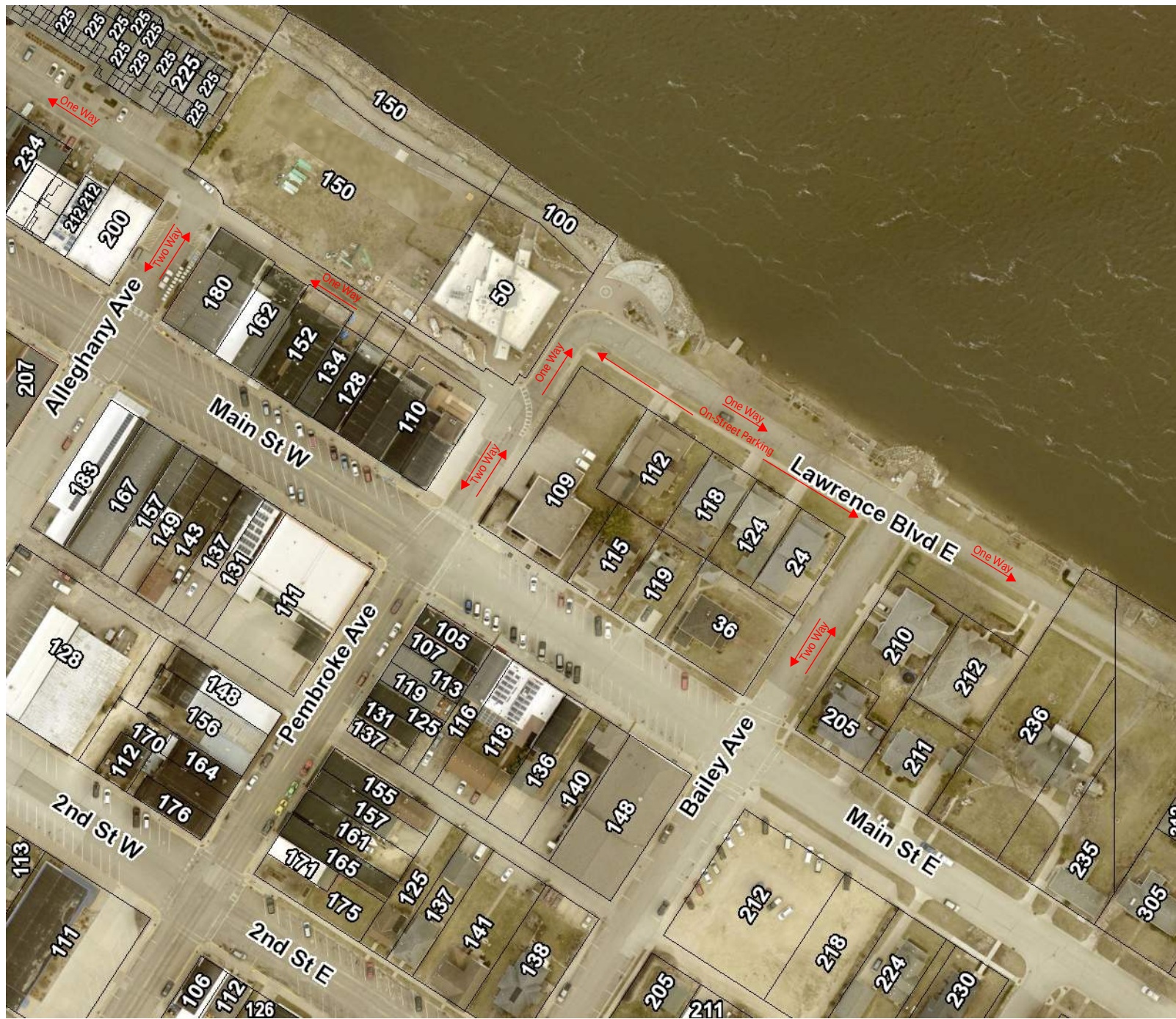
Thank you,

Judith and Suzanne Peters

2025 Season Bus Visitors to Wabasha: 125 buses - YTD			
2025 Date	Group	Arrival	# of Buses
Wednesday, April 2,	Delano Senior Center	11:00 AM	1
Saturday, April 5,	Winona Co Historical Society	3:45 PM	1
Thursday, April 17,	Eleva Strum Elem School	10:00 AM	1
Friday, April 18,	PIIC	11:00 AM	1
Saturday, April 26,	Donna Hoehne Travel Agency	11:00 AM	1
Saturday, April 26,	Master Naturalists	3:00 PM	1
			April - 6 buses on 6 days
Tuesday, May 6,	Mondovi School	10:00 AM	2
Wednesday, May 7	Hayfield School	10:00 AM	1
Thursday, May 8	West Salem School	10:00 AM	3
Saturday, May 10,	Rotary - possible vans / bus	1:00 PM	1
Tuesday, May 13,	Travel By Bridget	3:00 PM	1
Wednesday, May 14,	Ridgedale Elem	10:00 AM	1
Sunday, May 18,	Thunderbird Midwest	1:00 PM	Car club
Wednesday, May 21,	St John's Elem	11:00 AM	1
Wednesday, May 21,	Central Lutheran	12:00 PM	1
Wednesday, May 28,	Rushford Peterson Elem	10:00 AM	1
Thursday, May 29,	RidgePointe Senior Living	11:30 AM	1
			May - 13 buses on 10 days
Thur, June 5	Bank Group	10:00 AM	1
Friday, June 6,	Church Group	10:00 AM	1
Friday, June 13,	American Cruise Lines	2:00 PM	1
Thursday, June 19,	Aptiv Group	10:00 PM	1
Monday, June 23,	Heart Cycle	12:00 PM	Bicycles
Tuesday, June 24,	Edina Senior Center	10:00 AM	1
Wednesday, June 25,	Discovery Tours	2:00 PM	1
			June - 6 buses on 6 days
Friday, July 4,	Viking Cruise	9:00 AM	2
		9:30 AM	2
		1:15 PM	2
		1:45 PM	2
		2:00 PM	1
Friday, July 4,	American Cruise Lines	2:00 PM	1
Sunday, July 6,	Viking Cruise	11:00 AM	2
		11:30 AM	2
		3:15 PM	2
		3:45 PM	2

Friday, July 11,	Zachary Travel Center	11:00 AM	1
Saturday, July 12,	Wedding in Amphitheater		no buses
Wednesday, July 16,	Red Wing Community Education	11:00 AM	1
Friday, July 18,	American Cruise Lines	2:00 PM	1
Sunday, July 20,	St Mary's University	1:00 PM	1
Wednesday, July 23,	Unique Travel NW	10:00 AM	1
			July - 22 buses on 9 days
Friday, August 1,	American Cruise Lines	2:00 PM	1
Friday, August 8,	Viking Cruise	9:00 AM	2
		9:30 AM	2
		1:15 PM	2
		1:45 PM	2
Sunday, August 10,	Viking Cruise	11:00 AM	2
		11:30 AM	2
		3:15 PM	2
		3:45 PM	2
Monday, August 11,	Medicine Lake Tours	1:15 PM	1
Tuesday, August 12,	Rustad Tours	11:45 AM	1
Wednesday, August 13,	Rustad Tours	11:45 AM	1
Friday, August 15,	American Cruise Lines	2:00 PM	1
Friday, August 22,	Viking Cruise	9:00 AM	2
		9:30 AM	2
		1:15 PM	2
		1:45 PM	2
Saturday, August 23,	Southwest Tour & Travel	10:00 AM	1
Sunday, August 24,	Viking Cruise	11:00 AM	2
		11:30 AM	2
		3:15 PM	2
		3:45 PM	2
Wednesday, August 27,	Travel Chicks	11:30 AM	1
Friday, August 29,	American Cruise Lines	2:00 PM	1
			Aug - 40 buses on 12 days
Friday, September 5,	Fantasy RV Tours	11:00 AM	RV's
Friday, September 5,	Viking Cruise	9:00 AM	2
		9:30 AM	2
		1:15 PM	2
		1:45 PM	2
Friday, September 5,	American Cruise Lines	2:00 PM	1
		11:00 AM	2
		11:30 AM	2
		3:15 PM	2

Sunday, September 7,	Viking Cruise	3:45 PM	2
Tuesday, September 9,	Horseless Carriage Club of America	11:00 AM	car club
Friday, September 12,	Fantasy RV Tours	11:00 AM	RV's
Friday, September 12,	American Cruise Lines	2:00 PM	2
Tuesday, September 16,	Southwest Tour & Travel	3:00 PM	1
Friday, September 19,	Fantasy RV Tours	11:00 AM	RV's
Friday, September 19,	American Cruise Lines	2:00 PM	1
Thursday, September 25,	Riley Tours	10:00 AM	1
Friday, September 26,	American Cruise Lines	2:00 PM	1
			Sept - 23 buses on 8 days
Wednesday, October 1,	Fantasy RV Tours	11:00 AM	RV's
Friday, October 3,	American Cruise Line	2:00 PM	1
Wednesday, October 8,	Global Travel Design	1:45 PM	1
Thursday, October 9,	KBC Tour Company	2:00 PM	1
Friday, October 10,	StateLine Courvette Club	10:30 AM	Car Club
Friday, October 10,	Viking Cruise	9:00 AM	2
		9:30 AM	2
		1:15 PM	2
		1:45 PM	2
Sunday, October 12,	Viking Cruise	11:00 AM	2
		11:30 AM	2
		3:15 PM	2
		3:45 PM	2
Friday, October 17,	Land Cruise Inc.	1:45 PM	1
Friday, October 17,	American Cruise Lines	2:00 PM	1
			Oct - 21 buses on 7 days



City Limits
Parcels (02/26/24)

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0 132 Feet

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Real People. Real Solutions.



As Designed

- One way traffic on Lawrence Blvd split at Bailey Avenue
- Buses to park drop off passengers along Pembroke Ave adjacent to the old law office building.
- Curb bumpout installed at the Pembroke Ave/Big Jo Alley intersection to direct traffic on Pembroke Ave to Big Jo Alley.

Advantages

- Allows buses to drop off passengers at curb line on Pembroke Ave.
- Infrastructure already in place to accommodate traffic pattern.

Disadvantages

- Modifies historic, long term traffic pattern from Pembroke to Lawrence Blvd.
- Property owner concerns about bus traffic on Lawrence Blvd.



Legend

- City Limits
- Parcels (02/26/24)

Traffic Flow Map As Designed for Project



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Alternative A

- Bumpout removed at \$32,600 cost.
- Two way traffic on Lawrence Blvd from Bailey Ave to Pembroke
- Two way traffic on Pembroke from Lawrence Blvd to Main St
- No parking on Lawrence Blvd between Bailey Ave and Pembroke Ave
- Buses park along Pembroke next to old law office building

Advantages

- Allows buses to drop off passengers at curb line on Pembroke Ave.
- Restores long term traffic pattern from Pembroke to Lawrence Blvd.

Disadvantages

- On street parking lost along Lawrence Blvd
- High cost of bumpout removal.
- Property owner concerns about bus traffic on Lawrence Blvd.



Legend

- City Limits
- Parcels (02/26/24)

Traffic Flow Map Alternative A

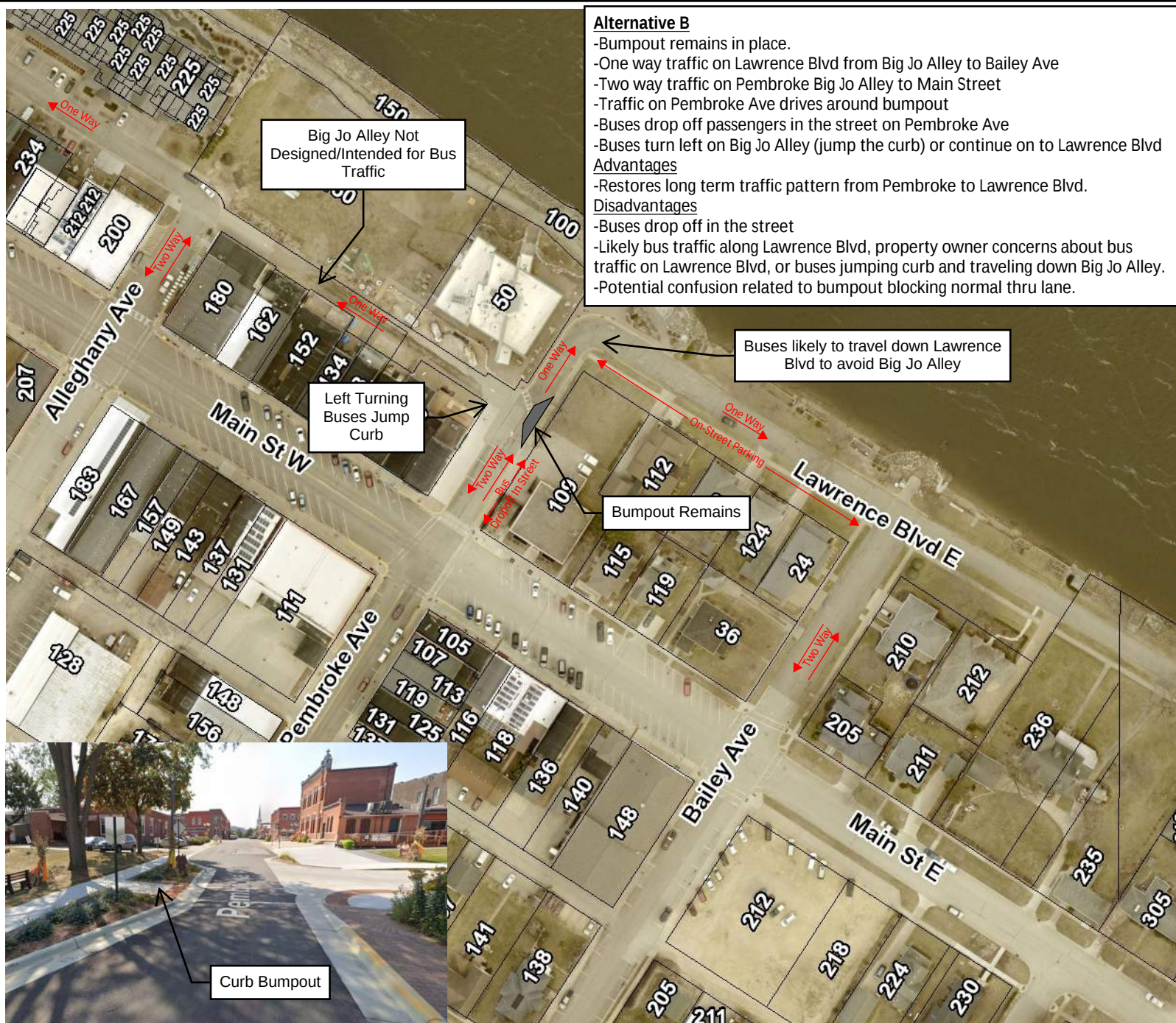


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0 132 Feet





Alternative B

- Bumpout remains in place.
- One way traffic on Lawrence Blvd from Big Jo Alley to Bailey Ave
- Two way traffic on Pembroke Big Jo Alley to Main Street
- Traffic on Pembroke Ave drives around bumpout
- Buses drop off passengers in the street on Pembroke Ave
- Buses turn left on Big Jo Alley (jump the curb) or continue on to Lawrence Blvd

Advantages

- Restores long term traffic pattern from Pembroke to Lawrence Blvd.

Disadvantages

- Buses drop off in the street
- Likely bus traffic along Lawrence Blvd, property owner concerns about bus traffic on Lawrence Blvd, or buses jumping curb and traveling down Big Jo Alley.
- Potential confusion related to bumpout blocking normal thru lane.



- Legend**
- City Limits
 - Parcels (02/26/24)

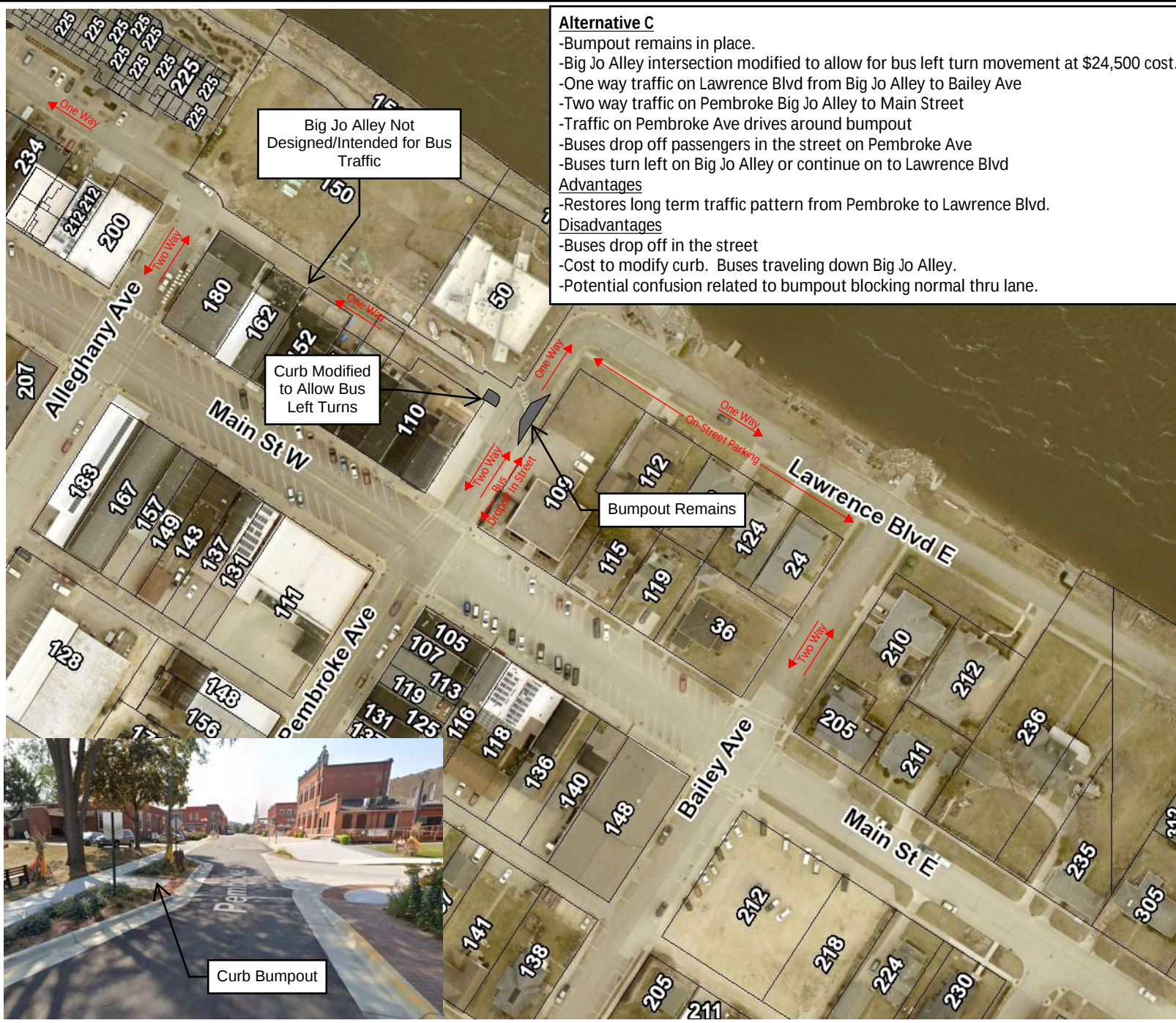
**Traffic Flow Map
Alternative B**



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Alternative C

- Bumpout remains in place.
- Big Jo Alley intersection modified to allow for bus left turn movement at \$24,500 cost.
- One way traffic on Lawrence Blvd from Big Jo Alley to Bailey Ave
- Two way traffic on Pembroke Big Jo Alley to Main Street
- Traffic on Pembroke Ave drives around bumpout
- Buses drop off passengers in the street on Pembroke Ave
- Buses turn left on Big Jo Alley or continue on to Lawrence Blvd

Advantages

- Restores long term traffic pattern from Pembroke to Lawrence Blvd.

Disadvantages

- Buses drop off in the street
- Cost to modify curb. Buses traveling down Big Jo Alley.
- Potential confusion related to bumpout blocking normal thru lane.



Legend

- City Limits
- Parcels (02/26/24)

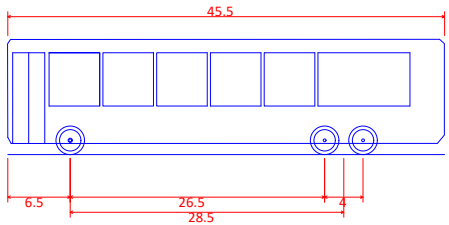
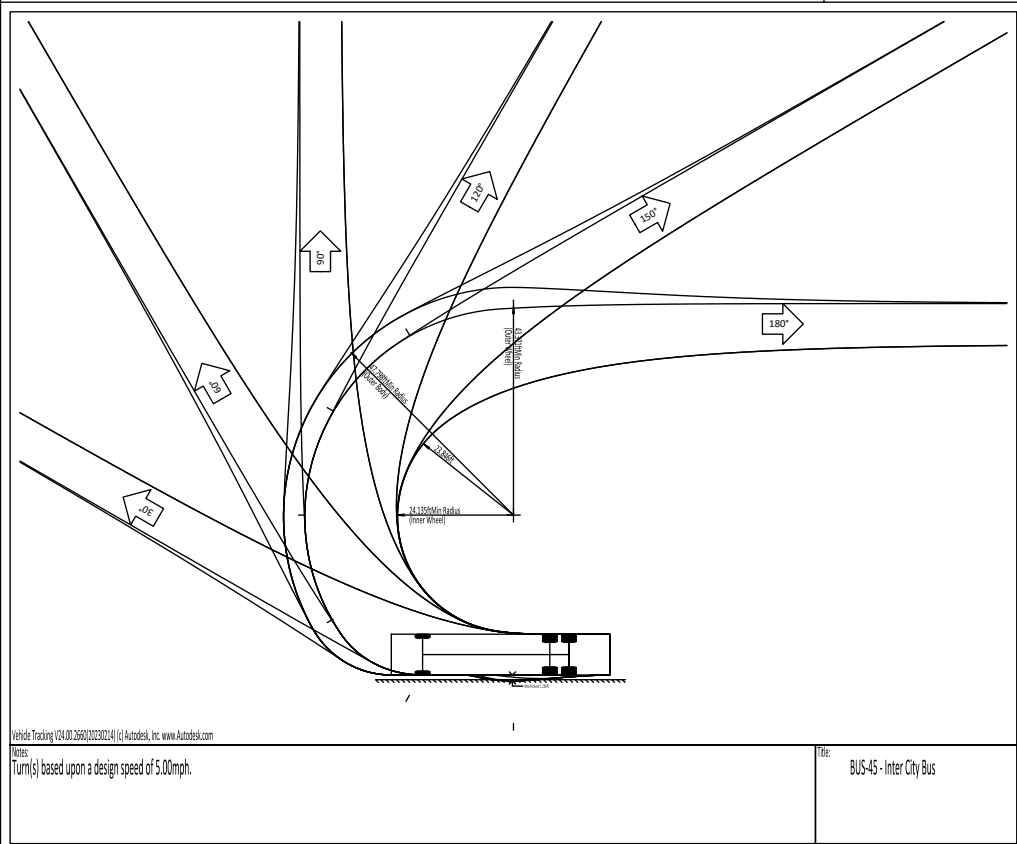
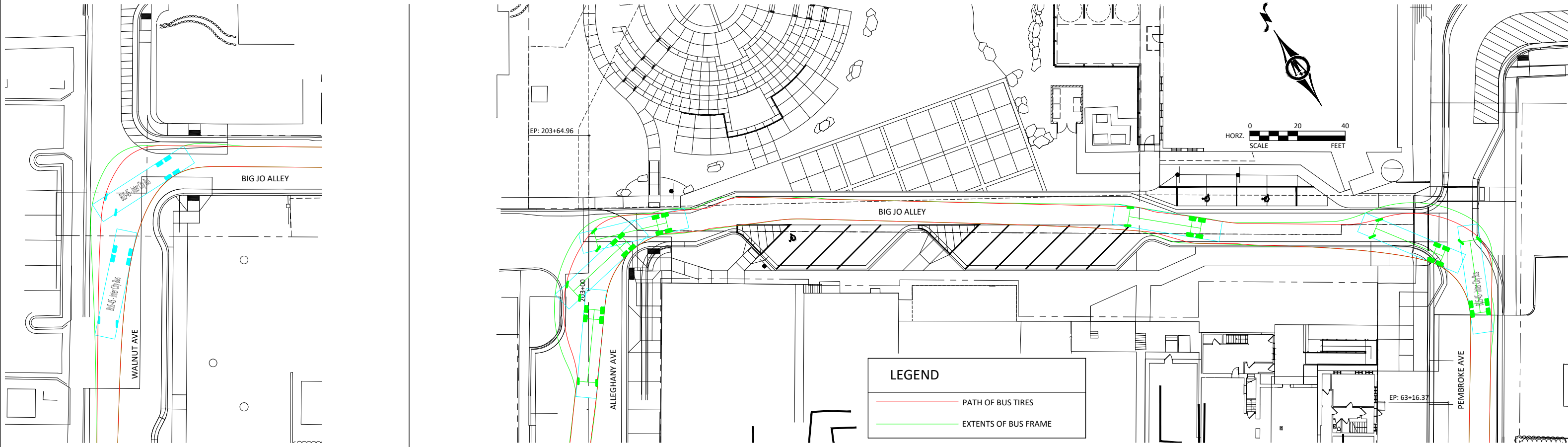
**Traffic Flow Map
Alternative C**



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BUS-45 - Inter City Bus
Overall Length 45.500ft
Overall Width 8.500ft
Overall Body Height 12.008ft
Min Body Ground Clearance 1.158ft
Track Width 8.500ft
Lock-to-lock time 5.00s
Max Steering Angle (Virtual) 45.20°

Downtown Wabasha Traffic Flow Proposal

Balancing Resident Access and National Eagle Center Bus Operations

In **May 2025**, the City Council approved a change to the downtown traffic pattern based on a motion I introduced. The purpose of that change was to allow buses serving the National Eagle Center to park along Pembroke Avenue so passengers could safely board and exit onto the sidewalk.

The goal of this proposal is not to eliminate the current bus route, but to restore the preferred traffic pattern for everyday use while maintaining a safe and effective system for accommodating tour buses whenever they are present.

Over the past year, I have observed that while tour buses generally follow the current traffic pattern, many residents and visitors continue to use the previous traffic pattern instead. Through conversations with numerous Wabasha residents, I have consistently heard a preference for the long-established traffic pattern shown in **Exhibit 1**. Residents have expressed that they prefer traveling north on Pembroke Avenue and then east on Lawrence Boulevard. This route provides a more natural traffic flow and offers visitors an improved first impression of the National Eagle Center campus, including views of the fountains, waterfall, and surrounding landscaping as they turn onto Lawrence Boulevard.

For these reasons, I recommend restoring the long-established traffic pattern shown in **Exhibit 1** for normal daily traffic.

When tour buses are scheduled to arrive or depart, the National Eagle Center could temporarily redirect traffic by placing portable barricades or orange traffic cones at the north entrance to Pembroke Avenue, near the Post Office and the Eagle Center Administration Building (formerly the Ekstrand Law Office building). During those periods, buses would follow the traffic pattern shown in **Exhibit 2**—north on Bailey Avenue, west on Lawrence Boulevard, and south on Pembroke Avenue—where passengers could safely board and exit onto the sidewalk.

Once passengers have boarded or exited and the buses have departed, the barricades or cones could be removed, allowing normal traffic to resume using the traffic pattern shown in **Exhibit 1**.

Because tour buses arrive only during scheduled visits and occupy Pembroke Avenue for relatively short periods, temporary traffic control would have minimal impact on residents while continuing to provide a safe environment for bus passengers.

Based on numerous observations over the past year, including occasions when two tour buses were unloading simultaneously, there remained adequate room for vehicles to pass safely, access Big Joe Alley, or continue north on Pembroke Avenue to Lawrence Boulevard.

Benefits of the Proposal

- Restores the long-established traffic pattern preferred by many residents.
- Provides visitors with a more welcoming approach to the National Eagle Center campus.
- Maintains a safe boarding and unloading location for tour bus passengers.
- Uses temporary traffic control only when buses are present, minimizing disruption to normal traffic.
- Requires no permanent infrastructure changes and can be implemented using portable barricades or traffic cones.

This proposal restores the long-established traffic pattern preferred by many residents while preserving a safe and effective unloading process for National Eagle Center tour buses. It balances the needs of residents, visitors, and bus operations without requiring permanent changes to the street layout.

Recommendation

I respectfully request that the City Council restore the long-established traffic pattern shown in Exhibit 1 for normal daily traffic and direct staff to implement the temporary traffic pattern shown in Exhibit 2 during scheduled National Eagle Center tour bus arrivals and departures.

Dean A. Meurer

Wabasha City Council Member

Exhibit 1 – Historic Downtown Traffic Flow

The arrows shown on this exhibit illustrate the long-established traffic flow pattern that existed for many years. Traffic traveled north on Pembroke Avenue from Main Street to Lawrence Boulevard, then turned east on Lawrence Boulevard.

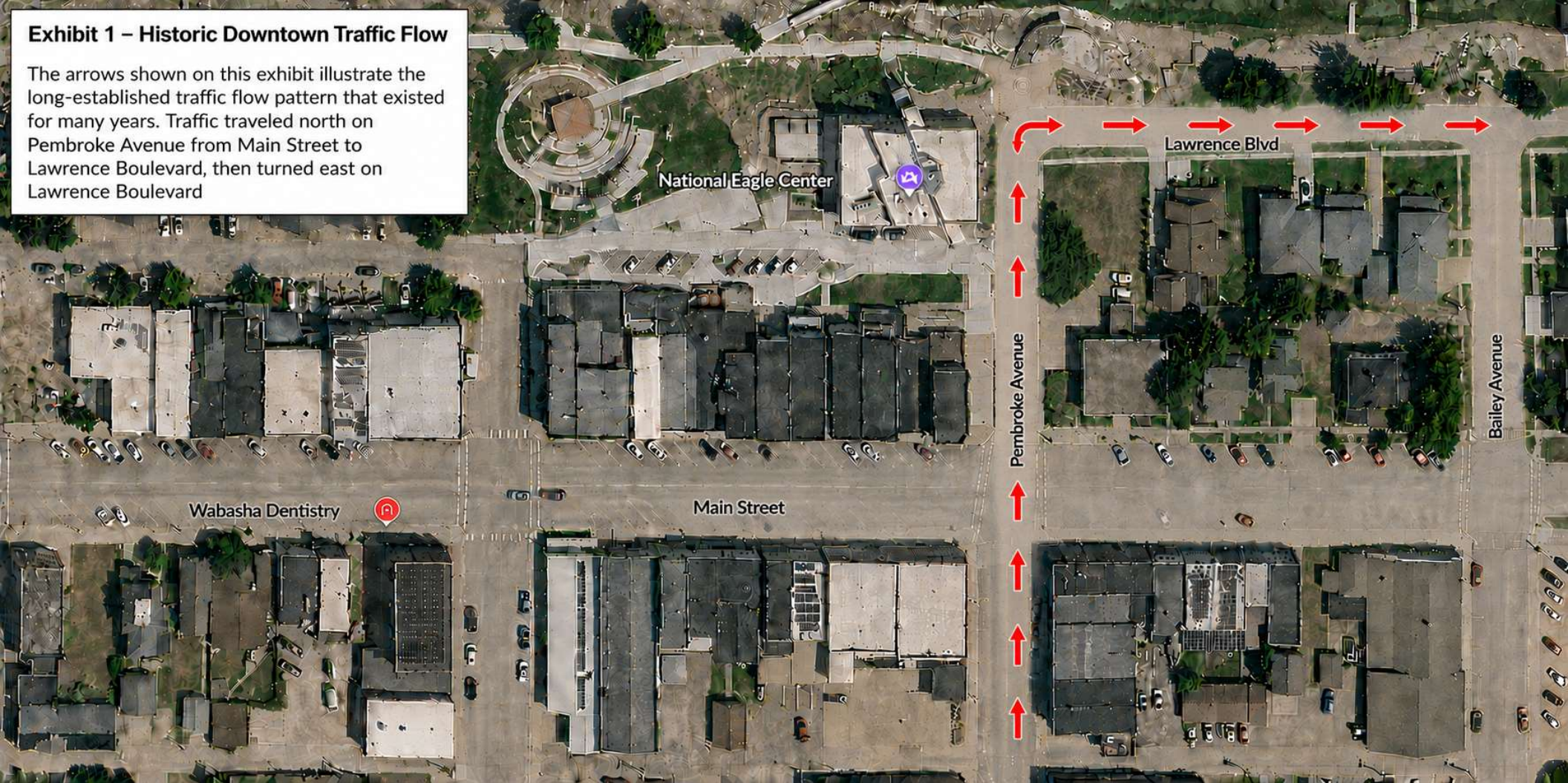
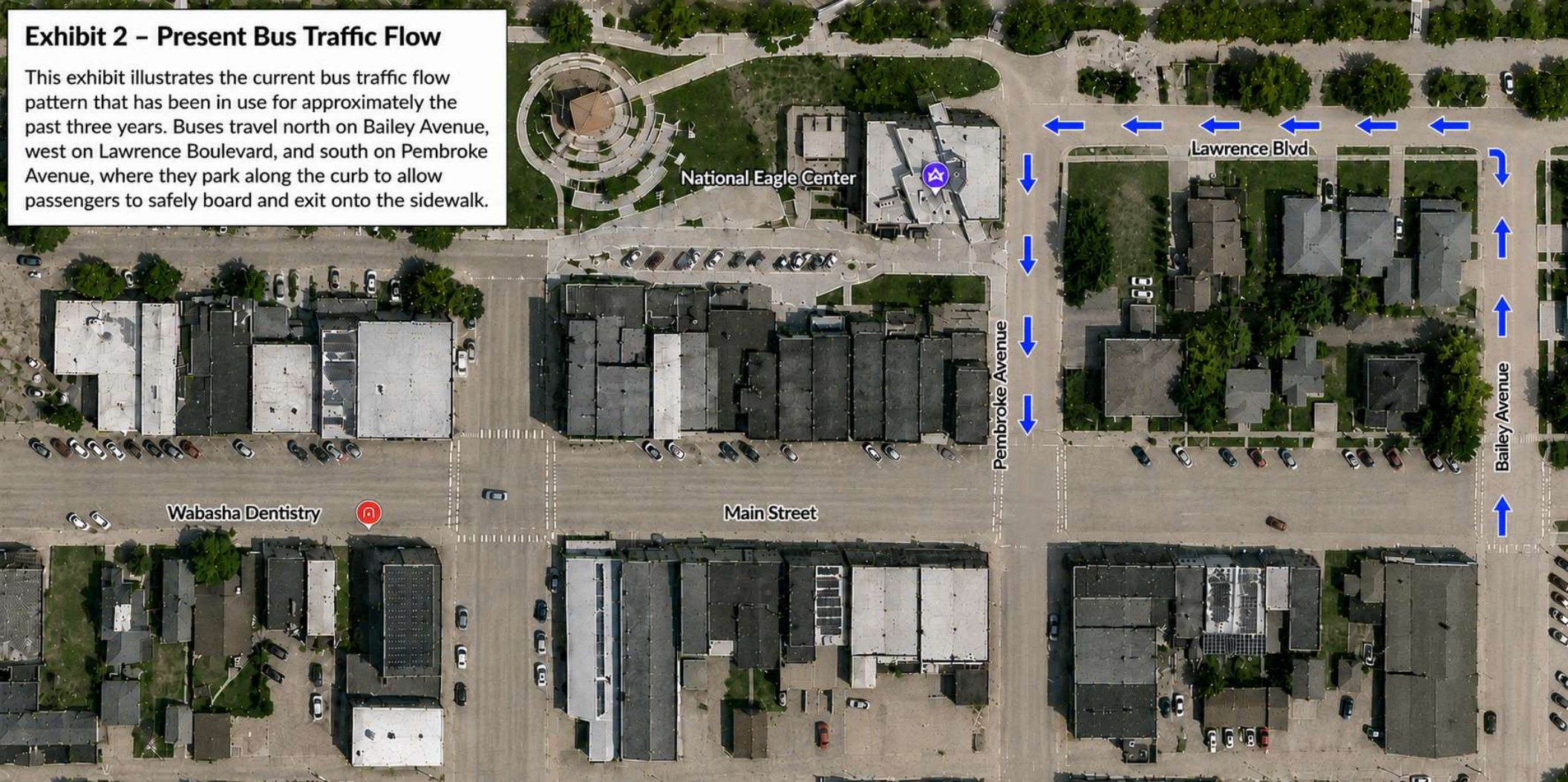


Exhibit 2 - Present Bus Traffic Flow

This exhibit illustrates the current bus traffic flow pattern that has been in use for approximately the past three years. Buses travel north on Bailey Avenue, west on Lawrence Boulevard, and south on Pembroke Avenue, where they park along the curb to allow passengers to safely board and exit onto the sidewalk.



Street Commission

5) 2)

Meeting Date: 07/07/2026

ITEM TITLE: Parking on 2nd Street East, VFW

DEPARTMENT: Public Works

REQUESTED BY: Jim Mathias

PURPOSE:

Discuss parking on 2nd Street East by VFW block.

ITEM SUMMARY:
