



# City of Appleton

100 North Appleton Street  
Appleton, WI 54911-4799  
[www.appleton.org](http://www.appleton.org)

## Meeting Agenda - Final Municipal Services Committee

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Tuesday, September 27, 2016

6:30 PM

Council Chambers, 6th Floor

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1. Call meeting to order
2. Roll call of membership
3. Approval of minutes from previous meeting  
[16-1512](#) Minutes from September 13, 2016

**Attachments:** [Minutes from September 13, 2016.pdf](#)

### 4. Public Hearings/Apearances

### 5. Action Items

- [16-1513](#) Request from Valley New School to create a secured bike parking area for their students in the old smoking indented area of City Center Street.

**Attachments:** [Valley New School bike parking.pdf](#)

- [16-1418](#) Mary Street, from North Street to Pacific Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 26', which is 1' narrower than the existing street. The curb and gutter along the east side of Mary Street will be narrowed by 1', which will save 5 existing street trees along the east side of the street. Parking would be prohibited along the east side of Mary Street within the project limits.

**Attachments:** [Attachment regarding trees.pdf](#)

#### **Legislative History**

9/13/16	Municipal Services Committee	recommended for approval
9/21/16	Common Council	referred to the Municipal Services Committee
	<i>Aldersperson Konetzke referred this item back to the Municipal Services Committee.</i>	
9/21/16	Common Council	amended

- [16-1417](#) Catherine Street, from Washington Street to North Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 31' from back of curb to back of curb, which is 2' narrower than the existing street. New concrete sidewalk would be constructed along the east side of Catherine Street from Franklin Street to Eldorado Street. Existing parking provisions within the project limits will remain unchanged.

**Legislative History**

9/13/16	Municipal Services Committee	recommended for approval
9/21/16	Common Council	referred to the Municipal Services Committee

*This was referred back to Committee by Alderperson Meltzer.*

- [16-1514](#) Approve Amendment No. 3 to a R.A. Smith National, Inc. for additional services related to the S. Oneida Street Design in the amount of \$13,571.19 for a revised not to exceed contract amount of \$814,159.28.

**Attachments:** [Amendment #3-Oneida Street Design.pdf](#)

## 6. Information Items

- [16-1515](#) CTH OO/HWY 47 Project Update.

**Attachments:** [CTH OOHWY 47 Project Update.pdf](#)

- [16-1516](#) Outagamie County Landfill/Recycling projected rates for 2017.

**Attachments:** [Outagamie County Recycling & Solid Waste.pdf](#)

- [16-1517](#) Downtown Parking Study Implementation update.

- [16-1518](#) 2017 Sidewalk Poetry Selection Committee.

## 7. Adjournment

*Notice is hereby given that a quorum of the Common Council may be present during this meeting, although no Council action will be taken.*

*Reasonable Accommodations for Persons with Disabilities will be made upon Request and if Feasible. Please call Paula Vandehey at 920-832-6474 if you have any questions.*



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## Meeting Minutes - Final Municipal Services Committee

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Tuesday, September 13, 2016

6:30 PM

Council Chambers, 6th Floor

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1. Call meeting to order

**Present:** 3 - Coenen, Konetzke and Martin

**Excused:** 2 - Croatt and Mann

2. Roll call of membership

3. Approval of minutes from previous meeting

[16-1410](#)

Minutes from August 23, 2016.

**Attachments:** [Minutes from August 23, 2016.pdf](#)

Coenen moved, seconded by Martin, that the Minutes be approved. Roll Call.  
Motion carried by the following vote:

**Aye:** 2 - Coenen and Martin

**Excused:** 2 - Croatt and Mann

**Abstained:** 1 - Konetzke

4. Public Hearings/Appearances

5. Action Items

[16-1336](#)

Request from Brad Engel for a variance to extend the driveway at  
1813 N. Charlotte Street 10 feet into the front yard.

**Attachments:** [1813 N Charlotte Street-driveway.pdf](#)

Martin moved, seconded by Coenen, that the Report Action Item be  
recommended for approval. Roll Call. Motion carried by the following vote:

**Aye:** 3 - Coenen, Konetzke and Martin

**Excused:** 2 - Croatt and Mann

[16-1195](#)

Resolution #8-R-16  
Submitted by Alderperson Lobner

WHEREAS a well-maintained lawn is a high priority for many Appleton residents,

AND WHEREAS sumac plants growing near property lines may spread across boundaries and become difficult to remove in unwanted areas without damaging the affected lawns,

THEREFORE BE IT RESOLVED that the City of Appleton shall ban the planting of sumac plants near property boundaries.

*Referred to the Municipal Services Committee*

Coenen moved, seconded by Martin, that the Report Action Item be received and filed. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

16-1411

Approve City of Appleton Downtown Business Access Assistance Policy.

Attachments: [Appleton Downtown Business Access Assistance Policy.pdf](#)

Martin moved, seconded by Coenen, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

16-1413

Lynndale Drive, from Leonard Street to Everett Street, be reconstructed with concrete pavement to a width of 41' from back of curb to back of curb, which is 8' narrower than the existing street. New concrete sidewalk would be constructed along both sides of Lynndale Drive within the project limits at all locations where existing sidewalk does not exist. Existing parking provisions within the project limits will remain unchanged.

Coenen moved, seconded by Martin, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

16-1414

Lincoln Street, from Olde Oneida Street to approximately 230' east of Olde Oneida Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 37' from back of curb to back of

curb, which is 4' wider than the existing street. Lincoln Street, from approximately 230' east of Olde Oneida Street to Madison Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 31' from back of curb to back of curb, which is 2' narrower than the existing street. Existing parking provisions within the project limits will remain unchanged.

Coenen moved, seconded by Martin, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

16-1415

Marquette Street, from Division Street to Oneida Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 31' from back of curb to back of curb, which is 2' narrower than the existing street. Existing parking provisions within the project limits will remain unchanged.

Coenen moved, seconded by Martin, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

16-1416

Summer Street, from Morrison Street to Drew Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 35' from back of curb to back of curb, which is 2' narrower than the existing street. Summer Street, from Drew Street to Union Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 33' from back of curb to back of curb, which is 4' narrower than the existing street. Existing parking provisions within the project limits will remain unchanged.

Coenen moved, seconded by Martin, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

16-1417

Catherine Street, from Washington Street to North Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 31' from back of curb to back of curb, which is 2' narrower than the existing street. New concrete sidewalk would be constructed

along the east side of Catherine Street from Franklin Street to Eldorado Street. Existing parking provisions within the project limits will remain unchanged.

Coenen moved, seconded by Martin, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

[16-1418](#)

Mary Street, from North Street to Pacific Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 26', which is 1' narrower than the existing street. The curb and gutter along the east side of Mary Street will be narrowed by 1', which will save 5 existing street trees along the east side of the street. Parking would be prohibited along the east side of Mary Street within the project limits.

Attachments:     [Attachment regarding trees.pdf](#)

Martin moved, seconded by Coenen, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

[16-1419](#)

The alley west of Perkins Street, from Charles Street to Perkins Street, be reconstructed with concrete pavement to a width of 20' from edge of pavement to edge of pavement, which is the same width as the existing alley. Existing parking provisions within the project limits will remain unchanged.

Coenen moved, seconded by Martin, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

[16-1420](#)

Kamps Avenue, from Fire Station #5 to Douglas Street, be reconstructed with concrete pavement to a width of 29' from back of curb to back of curb, which is 4' wider than the existing street. New concrete sidewalk would be constructed along the south side of Kamps Avenue within the project limits. Parking would be prohibited along the south side of Kamps Avenue within the project limits.

Coenen moved, seconded by Martin, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

16-1421

Drew Street, from Glendale Avenue to Pershing Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 33' from back of curb to back of curb, which is the same width as the existing street. Curb bumpouts would be constructed at the intersections with Marquette Street, Byrd Street, and Lindbergh Street to improve the pedestrian safety along Drew Street adjacent to Franklin Elementary School. Existing parking provisions within the project limits will remain unchanged.

Coenen moved, seconded by Martin, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

16-1422

Sanders Street, from Seymour Street to Verbrick Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 31' from back of curb to back of curb, which is 2' narrower than the existing street. Existing parking provisions within the project limits will remain unchanged.

Coenen moved, seconded by Martin, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

16-1423

Reeve Street, from Linwood Street to Winnebago Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 27' from back of curb to back of curb, which is 1' narrower than the existing street. The curb and gutter along the north side of Reeve Street will be narrowed by 1', which will save 7 existing street trees along the north side of the street. Existing parking provisions within the project limits will remain unchanged.

Coenen moved, seconded by Martin, that the Report Action Item be

recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

[16-1424](#)

Winnebago Street, from Linwood Street to Badger Avenue, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 33' from back of curb to back of curb, which is 4' narrower than the existing street. Existing parking provisions within the project limits will remain unchanged.

Coenen moved, seconded by Martin, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

[16-1426](#)

Approve Amendment No. 1 to the Collins Engineers, Inc. Contract for the Movable Bridge Inspections to design repairs needed for the trunnion foundation and a girder drainage protection system for the Olde Oneida Street Bridge over the Navigational Canal in an amount not to exceed \$7,620 (revised contract amount of \$87,620).

Attachments: [Collins Engineers.pdf](#)

Coenen moved, seconded by Martin, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

[16-1427](#)

Approve No Parking Zone on Harrison Street, east of Oneida Street.

Attachments: [No Parking Zone Harrison Street.pdf](#)

Coenen moved, seconded by Martin, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

[16-1428](#)

Approve traffic related ordinance changes for the John Street Reconstruction Project from Banta Court to Matthias Street.

Attachments: [Traffic related ordinance change John Street.pdf](#)

Martin moved, seconded by Coenen, that the Report Action Item be

recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann

## 6. Information Items

[16-1429](#)

Inspection Division Permit Summary Comparison Report for August, 2016.

Attachments: [Inspection Division Permit Summary Comparison Report August 2016.pdf](#)

[16-1431](#)

Discuss clarification to Downtown Meter Bag Policy as it pertains to Uber Driver requests.

Attachments: [Memo-Robbie Johnson.pdf](#)

[16-1432](#)

Downtown Mobility Study Implementation Plan for 2016:

1. Walk Your Wheels
2. Crosswalk Pavement Marking
3. 90 Day Trial for flashing traffic signals at Franklin/Oneida Street and Franklin/Superior Street.

Attachments: [Walk your Wheels.pdf](#)

## 7. Adjournment

Coenen moved, seconded by Martin, that the meeting be adjourned. Roll Call. Motion carried by the following vote:

Aye: 3 - Coenen, Konetzke and Martin

Excused: 2 - Croatt and Mann



## MEMO

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**TO:** Municipal Services Committee

**FROM:** Paula Vandehey, Director of Public Works *PAV*

**DATE:** September 22, 2016

**SUBJECT:** Request from Valley New School to create a secured bike parking area for their students in the old smoking indented area off City Center Street.

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Valley New School recently received a grant for a set of 20 bikes. Now they are looking for a secured, out-of-the weather place to store the bikes. Director Gazza and I reviewed a few possibilities, but the best solution appears to be the indented area off of City Center Street. In meeting with Nicole Luedtke, Advisor for Valley New School, she agreed this solution would work for them until the Blue Ramp is demolished in 2019.

Attached is a picture of the proposed secured bike storage location. The set of emergency exit doors would need to remain clear of any security fencing.

C: Director Gazza

Attachment



In recognition of the health, social, environmental, aesthetic and monetary value of the urban forest, the State of Wisconsin is developing the Wisconsin Urban Forest Inventory and Analysis program. To learn more go to [dnr.wi.gov](http://dnr.wi.gov) and search "urban forest inventory."

# Taking good ideas from rural Wisconsin

A STATEWIDE URBAN FOREST INVENTORY IS UNDERWAY FOR COMMUNITIES BIG AND SMALL.

TRACY SALSBURY

*Katherine Esposito*

Back when northern Wisconsin was facing the forest cutover of the early 1900s, the U.S. Forest Service began measuring what was left.

Starting in the 1930s, field workers ventured into the woods to count trees, one by one, collecting data on everything from species to size to health. To select plots, a lattice-like framework was laid over the land, and small sections were purposefully identified and then sampled and re-sampled at regular intervals. Over decades, their work helped mill owners know what to expect, and also allowed forest researchers to determine whether the burgeoning forest was headed in a healthy direction.

Now, the Department of Natural Resources and the U.S. Forest Service are teaming up to give municipal lands in cities and villages across Wisconsin the same ground-level scrutiny that our rural forests have long received, beginning an ongoing process that will help answer these questions.

Called the Urban Forest Inventory and Analysis, it is being carried out using much the same protocol used for its rural counterpart. Last spring, crews began visiting selected areas in Milwaukee and Madison to collect data on tree cover, or, in many cases, lack of tree cover. For each of the next six years, they'll visit new areas, and then in the seventh year, they'll circle back to the first ones measured in

2015 to evaluate gains and losses.

In 2002, Wisconsin partnered with the U.S. Forest Service to initiate a pilot program to inventory urban trees, which the Department of Natural Resources repeated, with modifications, in 2012. The Forest Service then partnered with the cities of Baltimore in 2013 and Austin in 2014 to begin inventorying those cities. In 2015, the Forest Service partnered with six more metro areas, including Madison and Milwaukee to start a national urban forest inventory effort.

Soon, the Department of Natural Resources will extend the inventory to establish permanent sample plots all over Wisconsin, something no other state is doing.

Eventually, the inventory will cover about 1,250,000 acres of urban Wisconsin, with the Village of Oostburg being the smallest at 650 acres. The inventory will be conducted in urban areas from Superior to Beloit, and Green Bay to La Crosse, as well as other communities large and small throughout the state.

Later, the department will combine ground surveys with aerial imaging and street tree data to give the most complete picture possible of what is happening in our urban forests.

For 80 years, rural tree data has pow-

ered the state's timber economy, buoying large industries and small, providing thousands of paychecks. It still does.

In return, forest growth powered tourism, bringing millions of visitors to the Northwoods for scenic beauty, recreation and hunting. It provided serene cool nights, refuges from frantic day jobs, and shelter for birds and bears. More recently, scientists have appreciated that masses of trees also keep the air cleaner by absorbing pollution and trapping carbon.

It is a trove of data that Wisconsin resource managers now want to replicate for the urban forest, for similar reasons: attractive landscapes, improved public health, wildlife habitat, cooler temperatures, and, with the reality of trees dying from various causes, timber value as well. In a world where numbers count more than sentiment, the department hopes that quantifying the changes in the urban forest will help citizens, forest managers and elected officials to recognize patterns and what, if anything, they might want to do about them.

U.S. Forest Service scientist David Nowak has studied urban trees for two decades, developing ever-more sophisticated computer models to quantify how much they affect pollution levels, how much they trap carbon, and whether they are holding their own in the face of pressure from pests, diseases and development. The pool of information is growing rapidly. And now Wisconsin will add its rich new set to the mix.

"DNR is cutting-edge," Nowak says.

It's something State Forester Paul DeLong has heard before. When he attends national conferences, he hears compliments about the urban forestry program.

"Wisconsin is very highly regarded for its urban forestry program and management," he says.

## A focus on private trees, not just public

Wisconsin's population is slowly increasing, and with it, the amount of urban land is rising as well. In 1990, the percent of urban land in Wisconsin was estimated at 3 percent; by 2050, it's projected to grow to 8.3 percent.

That means pressure on city trees, whether owned publicly or privately.

Richard Rideout, DNR's Urban Forestry Partnership specialist, doesn't wring his hands over the loss of some city trees. The urban inventory data will afford a chance for citizens, municipal managers and even corporations to step

KATHERINE ESPOSITO

back and think deeply about the overall picture.

"The inventory will be the first step to help people to preserve and replant, to use better species, and make a more resilient forest," he says.

Canopy: a word that's been used to describe the Amazon rain forest, a place where mysteries abound, where millions of trees and other leafy plants shelter wildlife and trap carbon dioxide, one very helpful factor in the struggle against a changing climate.

From England to Baltimore to Australia, it's also a word being invoked by urban foresters, designers, planners and policy makers anxious to avoid, or to reverse, the scenario of hot cities jammed with ever more people, more buildings, more concrete, but with landscape trees only a casual afterthought.

In Wisconsin, urban foresters have

had their eyes on the canopy for some time, but much assistance has focused on helping municipalities start and improve their public tree programs. Many have done so, often aided by DNR grants of up to \$25,000. Many have gained "Tree City USA" status, given after certain conditions are met, ranking Wisconsin second in the nation with 196 Tree Cities.

But privately owned trees were always somebody else's responsibility.

The new inventory will envelop the entire forest, whether public or private. The community-by-community, plot-by-plot inventories will include commercial parking lots, subdivision backyards and university dormitory front yards. If there are no trees in those places, well, that's part of the research, too.

"We want to get data to answer some questions we have no answers for," says Andy Stoltman, DNR Rural and Urban

Forest Inventory analyst. "We all know that if you develop an area, you're probably losing canopy. But how much, and for how long?"

In Wisconsin, emerald ash borer is a recent culprit. Estimates are that the state is home to about 725 million ash trees, with five million in urban areas. Some communities could lose as much as one-half of their street trees to this pest.

Urban streets are particularly hard-hit because ash was deliberately — and somewhat misguidedly — planted in force after it was viewed as useful for difficult urban settings. But street trees comprise only a fraction of the whole canopy — averaging only 5 percent, overall. By far, most trees are found in backyards and near highways and byways. That's one reason why the recent emphasis on overall canopy — street trees plus all else — is so important.

What does canopy do for us? In the last two decades, research on the benefits of standing trees has exploded.

At the macro level, trees everywhere bind carbon as they grow, releasing it when they are turned into mulch or burned for fuel. City trees are no exception. Recent research using state-of-the-art satellite imagery shows that urban trees currently store 700 million tons of carbon, just over 3 percent of the total stored by all forestland. Meanwhile, these same trees absorb a range of pollutants: carbon monoxide, nitrogen dioxide, ozone, lead, sulfur dioxide and fine particles, which are culprits in common urban health problems such as bronchitis and asthma and can also result in death.

The urban forest contribution is significant, according to Nowak, because nowadays, most people live in cities, not in the country. Using sophisticated computer models, plus pollution and health cost data, scientists calculated that deaths and illnesses from respiratory diseases were avoided by the thousands because of the cleansing effect of the urban forest.

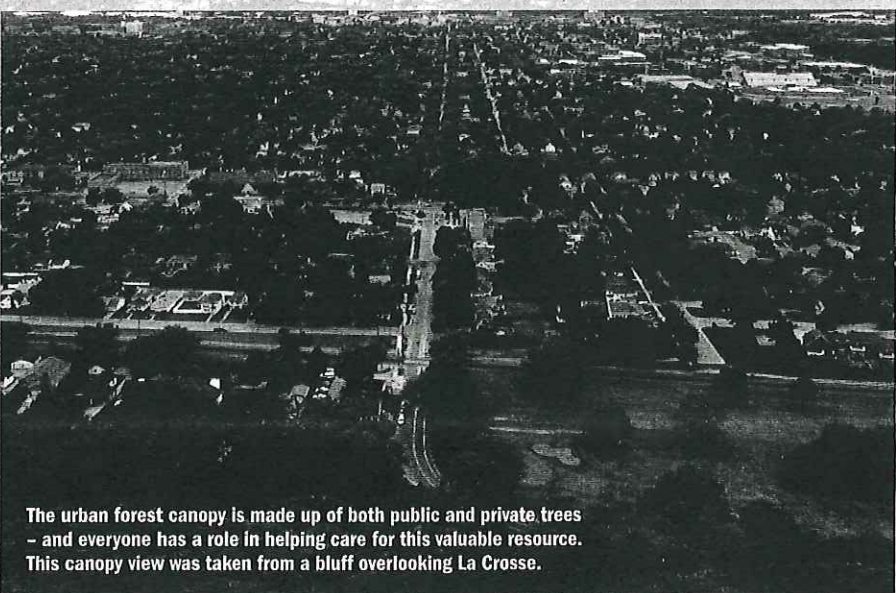
And there's so much more. Remember the last time you took shelter under a tree in a deluge? Trees cushion the impact of rainstorms, lessening stormwater runoff to streams and sanitary sewers. Trees provide critical shade, leading to cooler temperatures and reduced air conditioning needs.

"Urban trees are 3.6 percent of all trees, but in that 3.6 percent is over 80 percent of the population," says David Nowak.

On a more personal level, trees soften the landscape, perhaps even change human behavior. At the University of



Trees, such as these in downtown Neenah, have been shown to add economic value to a business district.



The urban forest canopy is made up of both public and private trees — and everyone has a role in helping care for this valuable resource. This canopy view was taken from a bluff overlooking La Crosse.

OLIVIA WITTHUN

OLIVIA WITTHUN

Washington's College of the Environment, social scientist Kathleen Wolf and staff from the U.S. Forest Service created a website, *Green Cities, Good Health*, summarizing two decades of national research on the effects of urban trees and green landscapes on human perception and behavior. Some studies have focused on shoppers' responses to trees in retail districts and on home values in neighborhoods with larger trees, finding that shoppers spend more time on streets with canopy and that homes are valued more highly.

"Savvy community planners realize that trees are part of the equation for community vibrancy," Wolf says.

In Baltimore, a recent study of crime patterns using advanced tree imaging techniques and geographic coordinates for crime data found that a 10 percent increase in larger canopy trees was associated with a 12 percent decrease in crime, mostly on public lands. The study was conducted by researchers from the University of Vermont and the U.S. Forest Service, who concluded that forestry programs should consider public safety when planting city trees and involve police departments, too.

#### Partners in tree care

The urban forest analysis will not only help nurseries learn what trees to grow, but will provide data on what's dead and dying. And, if a nonprofit group in Madison is any indication, it may also offer ideas as to how canopy data can be used to teach residents about trees.

The new information will guide professional landscape managers as well as decision makers in their long-term planning for tree replacement and maintenance, says John Gall, a certified arborist with Wachtel Tree Science in Merton.

"Statistics will filter down to the nursery industry as well," he says. "Right now, we're struggling to get enough trees to deal with emerald ash borer [removals]."

Meanwhile, there's a growing movement to make the best of a bad situation: the thousands of ash trees being removed due to emerald ash borer and other city trees being cut down for other reasons. In the past, these were often chipped for mulch, burned or sent to the landfill. A new nonprofit, Wisconsin Urban Wood, has created a network of businesses that find creative uses for these trees from furniture to flooring, lumber and more. WUW member Baraboo Woodworks in Madison now operates a lumber mill

and woodworking business on Madison's East Side.

"We come in if a tree has to be downed," says Josh Rice, a manager there. "But instead of having a walnut chipped or burned, we give it a second life."

#### The value of education

After receiving his master's degree in landscape architecture at the University of Wisconsin-Madison, Evan Slocum, who'd also worked as an arborist in New York City, decided he wanted to educate people about trees instead of simply planting, pruning and removing them. Assisted by a DNR Urban Forestry grant, in 2011 he founded the Urban Tree Alliance, which not only offers tree pruning and planting, but also pruning workshops, free tree plantings to underserved areas, and a new Citizen Forester program, to reach people who may never have considered the urban forest.

"Homeowners don't think that their trees contribute to the urban forest



Evan Slocum

KATHERINE ESPOSITO

canopy," Slocum says. "Even an arborist doesn't think about the canopy as an entity, which it is. It's a shared resource."


Last spring, the UTA debuted the Madison Tree Map, an "open-source" inventory of trees in Madison and the first of its kind in Wisconsin. It builds upon prior public and private inventories to create a single online map that can be easily accessed and is constantly updating as homeowners add their own trees. It also uses iTree, a U.S. Forest Service computer modeling program developed by David Nowak and others, to estimate the benefits of the urban forest.

"The goal is to have people engaged in urban forestry, to get people involved," Slocum says.

Getting people engaged statewide is exactly what Andy Stoltman would love to see.

"What are our values?" he asks.

"What is the price tag on a tree?"

Over the next 10 years, as plots are resurveyed and the data roll in, a picture will emerge: This is the urban forest we have. Is it what we want? 

Katherine Esposito is a freelance writer from Madison.

#### A DAY IN THE FIELD

The men and women counting trees for the urban forest inventory go wherever the research darts land, always getting permission from the owners before stepping foot on private property.

On June 16, one landed in a city park, in a manicured recreation field. In the randomly picked 48-foot circle, there was only one tree, a Norway maple.

Seen from a distance, it looked good. Fifty-three feet tall, about 50 years old, surrounded mostly by mown grass, a few neighbor birches and an ash just outside the study area, and a basketball court where a dozen young adults were energetically exercising.

It was a plain Jane, ordinary maple that likely never got a second look in its life until the morning the inventory crew, Terry Schreiber and his assistant, Erick Fruehling, showed up.

On closer examination, it didn't look so good. A root had emerged from the ground and was circling the base. A cavity had opened and the tree's inner core was exposed.

On a list of 20 variables, the rot was duly noted as tree damage. Others included ownership (the city); ground cover (grass); sidewalk-root conflict (none); improper planting (likely); and crown dieback (dead branches up high).

"That tree's got a big seam full of rot in it," Schreiber said. By the time the crews return in seven years, "it won't be here."

The next dart landed along a bicycle trail near a busy street, where Schreiber and Fruehling found four trees — three locusts and a Japanese tree lilac — within the circle. They then made their way to a campus, where the plot finally encountered a dense stand of trees, including locust and white oak, some quite large.

All told, the two men were given 35 plots in Dane County to survey that included typical urban land types, from mown grass (two schoolyards, three golf courses) to untended invasive weeds (drainage ditches along the state highway) to the middle of Lake Mendota (they got a pass).



Terry Schreiber

KATHERINE ESPOSITO

**Department of Public Works – Engineering Division**

**MEMO**

**TO:** Municipal Services Committee

**FROM:** Mark Lahay, Assistant City Engineer

**DATE:** September 22, 2016

**RE:** Amendment #3 – Oneida Street design contract with RA Smith

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Approve Amendment No. 3 to the R.A. Smith National, Inc. contract for additional coordination efforts and meetings with the real estate acquisition consultant, business/property owners, and changes to the final design that may result from these meetings as requested by the City in an amount not to exceed \$13,571.19 (revised contract amount of \$814,159.28).

**AMENDMENT NO. 3 TO THE CONTRACT**  
BETWEEN CITY OF APPLETON (MUNICIPALITY),  
THE WISCONSIN DEPARTMENT OF TRANSPORTATION (DEPARTMENT)  
AND R.A. SMITH NATIONAL, INC. (CONSULTANT) FOR

4984-01-73  
C Appleton, Oneida Street  
Valley Road to Skyline Bridge  
Local Street  
Outagamie County

The contract made and entered into by and between the MUNICIPALITY, DEPARTMENT and CONSULTANT, dated December 4, 2014 is hereby amended as set forth on the following pages.

The primary reason(s) for this amendment:

To summarize, this amendment is required for additional coordination efforts and meetings with the MUNICIPALITY's real estate acquisition consultant, business/property owners, and changes to the final design that may result from these meetings as requested by the DEPARTMENT and MUNICIPALITY.

The additional services requested by the DEPARTMENT and MUNICIPALITY are as follows:

- Additional project management for project administration required for quality assurance/quality control, scheduling, and coordination of the additional services.
- Coordination efforts with the MUNICIPALITY's real estate acquisition consultant to provide modified plan sheets, answer questions regarding the project plans, assemble and provide design and public involvement documentation, and to attend meetings with the MUNICIPALITY's real estate acquisition consultant. Attendance at up to five (5) meetings with the real estate acquisition consultant.
- Design modifications for the removal, addition, and modification of up to five (5) driveways based on the results of meetings with property owners and requests from the MUNICIPALITY.
- Attendance at up to three (3) additional business/property owner meetings.

The contract completion date remains May 1, 2018.

## BASIS OF PAYMENT

The CONSULTANT will be compensated by the DEPARTMENT for services provided under this CONTRACT on the following basis:

(1) For Authorized Services:

- (a) For roadway design services, actual costs to the CONSULTANT's up to \$677,864.57 (an increase of \$12,611.15) plus a fixed fee of \$51,053.69 (an increase of \$960.04), not to exceed \$728,918.26 (an increase of \$13,571.19).
- (b) For hazardous materials investigations subcontracted to Himalayan Consultants, LLC, the CONSULTANT'S actual cost to Himalayan Consultants, LLC, based on Himalayan Consultants, LLC's actual cost up to \$14,080.00, plus a fixed fee of \$917.40, not to exceed \$14,997.40. (no change)
- (c) For soils investigations and report subcontracted to Professional Service Industries, Inc., the CONSULTANT'S actual cost to Professional Service Industries, Inc., based on Professional Service Industries, Inc.'s actual cost up to \$8,232.30, plus a fixed fee of \$402.93, not to exceed \$8,635.23. (no change)
- (d) For lighting plans subcontracted to Powrtek Engineering, Inc., the CONSULTANT'S actual cost to Powrtek Engineering, Inc., as compensation for direct labor hours and non-labor direct costs not to exceed \$19,027.60 based on rates in the table below. (no change)

Specific hourly rates to be paid for hours in which Powrtek Engineering, Inc.'s employees are directly engaged in performing the services required by this CONTRACT:

Employee name	Employee Classification	Rate
Greg Sadowski	Engineer	\$124.84
Brian Fuller	Technician	\$67.22

Classifications or employees not listed above cannot be invoiced unless added to the contract through an amendment.

The following non-labor direct costs will be reimbursed based on Powrtek Engineering, Inc.'s actual cost:

Item Description	Unit Type	Rate	Unit Cost
Plotting – 50 sheets	Sheet	\$1.00/Sheet	\$50.00
Printing – 20 sheets	Sheet	\$0.10/Sheet	\$2.00

Non-labor direct costs not listed above cannot be invoiced unless added to the contract through an amendment.

- (e) For title searches and ownership reports subcontracted to First American Title Insurance Company, the CONSULTANT's actual cost to First American Title Insurance Company not to exceed \$26,975.00 for units delivered based on rates in the table below. (no change)

Item Description	Unit Type	Unit Cost Rate
Title Search	Each	\$225.00
Title Updates	Each	\$50.00

- (f) For historical surveys subcontracted to Heritage Research, Ltd., the CONSULTANT'S actual cost to Heritage Research, Ltd. based on a lump sum of \$12,021.45. (no change)
- (g) For archaeological surveys subcontracted to TRC Environmental Corporation, the CONSULTANT'S actual cost to TRC Environmental Corporation based on a lump sum \$3,584.34. (no change)

Compensation for authorized services for this contract shall not exceed \$814,159.28 (an increase of \$13,571.19)

"IF AUTHORIZED"

- (2) For the incorporation City-provided sanitary sewer, storm sewer trunk line and water main plans into the PROJECT, services to be Authorized by Notice to Proceed:
  - (a) For incorporation of City-provided utility plans, actual costs to the CONSULTANT's up to \$2,608.38 plus a fixed fee of \$197.37, not to exceed \$2,805.75. (no change)

Compensation for "if authorized by written notice to proceed" services for this contract shall not exceed \$2,805.75. (no change)

Total contract not to exceed \$816,965.03. (an increase of \$13,571.19)

The DEPARTMENT REPRESENTATIVE is: Rich Glen, P.E., whose work address, e-mail address and telephone number are 1077 Centennial Centre Blvd., Hobart , WI 54155, [richglen@jt-engineering.com](mailto:richglen@jt-engineering.com), (920) 468-4771.

The CONSULTANT REPRESENTATIVE is: Doug Senso, P.E., whose work address, e-mail address and telephone number are 100 West Lawrence Street, Suite 412, Appleton, WI 54911-5754, [doug.senso@rasmithnational.com](mailto:doug.senso@rasmithnational.com), (920) 843-5731.

The MUNICIPALITY REPRESENTATIVE is: Mark Lahay, P.E., whose work address, e-mail address and telephone number are 100 N. Appleton Street, Appleton, WI 54911-4799, [mark.lahay@appleton.org](mailto:mark.lahay@appleton.org), (920) 832-6474.

In witness whereof, the parties hereto have caused this amendment to be executed and approved on the date signed by their authorized officers or representatives.

For the CONSULTANT

For the DEPARTMENT

By: \_\_\_\_\_  
Stephan M. Hoffmann

By: \_\_\_\_\_

Title: \_\_\_\_\_  
Division Director

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

For the MUNICIPALITY

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

## VI. SPECIAL PROVISIONS

### SCOPE OF SERVICES

Under Section F. MEETINGS, remove Item (10) and replaced with the following:

- (10) The CONSULTANT shall attend eight (8) business/property owner meetings. The CONSULTANT shall document the meetings and provide exhibits, if needed. It is anticipated that up to two (2) CONSULTANT representatives shall attend.

Under Section F. MEETINGS, add Item (11) as following:

- (11) The CONSULTANT shall attend five (5) real estate acquisition meetings. It is anticipated that up to two (2) CONSULTANT representatives shall attend. The CONSULTANT shall also coordinate with the MUNICIPALITY's real estate acquisition consultant to provide modified plan sheets, answer questions regarding the project plans, assemble and provide design and public involvement documentation in preparation for these meetings.

Under Section I. ROAD PLANS, add Item (6) as following:

- (6) The CONSULTANT shall develop design modifications for the removal, addition, and modification of driveways for up to five (5) driveways based on the results of meetings with property owners and requests from the MUNICIPALITY.

**Richmond Street, City of Appleton  
County OO Intersection  
WIS 47, Outagamie County**

**Project ID 6240-26-00**



**Public Construction Update Meeting**

**Monday, September 12, 2016  
5 p.m. – 7 p.m.**

**Appleton West High School Auditorium  
610 North Badger Avenue  
Appleton, WI**

## Richmond Street, City of Appleton County OO Intersection WIS 47, Outagamie County

The Wisconsin Department of Transportation (WisDOT) welcomes you to this public construction update meeting for the proposed improvements of the intersection at WIS 47 (Richmond Street) and County OO (Northland Avenue) in the City of Appleton. WisDOT is planning this work for 2017.

### Purpose of meeting

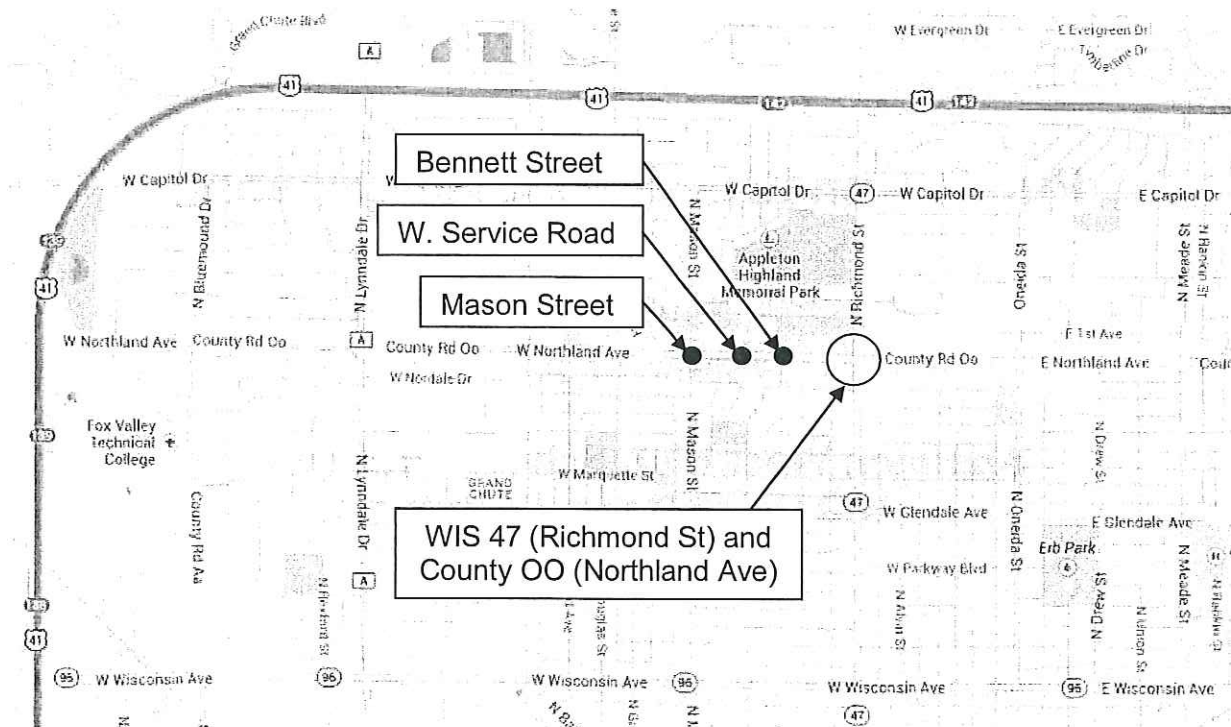
The purpose of today's meeting is to update you with the progress of the project and provide information on the ongoing and upcoming road work. The meeting will be conducted in an open house format. We encourage you to talk to our project staff, view the exhibits and discuss the proposed improvements.

### We want your comments

A comment sheet is attached to this handout for written comments. We appreciate your input and encourage you take a moment to complete the form and either drop it off before you leave or mail it to the address on the bottom of the form. Note that the comment form is also a pre-paid mailer. Please return any comments by September 23, 2016 so that we may consider them as we finalize our plans.

### Project location and limits

The project is located in the city of Appleton at the intersection of Richmond Street and Northland Avenue, and extends to the west along Northland Avenue to Mason Street.



### **Project need**

The intersection of Richmond Street and Northland Avenue is experiencing a high rate of crashes due to closely spaced signals and numerous access points associated with the Northland Mall and other businesses in the vicinity.

### **Proposed improvements**

A traffic study was performed by the City of Appleton, Outagamie County, and WisDOT's Northeast Region which compared traffic signal and roundabout alternatives at the Richmond Street and Northland Avenue intersection. Public involvement meetings were conducted in 2011 and 2014. As a result of a traffic study and public input, it was determined that a multi-lane roundabout was the preferred alternative for the intersection improvement.

The project will also upgrade traffic signals along Northland Avenue at the intersections with Mason Street, West Service Road and Bennett Street. Separate right turn lanes will also be added to Mason Street.

### **Traffic control during construction**

The project will take approximately three months to complete. Staged construction will be used to construct the project.

The Richmond Street/Northland Avenue intersection will be completely closed for up to 75 days to expedite construction. Local access to adjacent businesses and residences will be provided at all times. A signed detour route will be placed during this time to route through traffic around the project.

### **Right of way needs**

Necessary real estate acquisition has been completed.

### **Schedule**

Present – Spring 2017	Utility relocations
December 13, 2016	WisDOT Construction Contractor Bid Letting
June 1, 2017	Begin WisDOT Construction
September 1, 2017	WisDOT Construction Complete

## In This Together

WisDOT recognizes businesses located in work zones have special needs. It's critical that customers have access to businesses and that they continue to visit them, regardless of any road work inconvenience.

The In This Together program includes:

- Workbook
- Case studies that demonstrate techniques that have been successfully used in communities throughout Wisconsin.
- Promotional samples showing a variety of examples of how businesses have promoted their businesses during construction.

This program is offered to business and community leaders as an idea source as they plan for road construction in their area.

Find out more at: <http://wisconsindot.gov/Pages/projects/in-together/default.aspx>



### For more information, please contact:

Tim Rank, P.E.  
Project Manager  
WisDOT NE Region  
944 Vanderperren Way  
Green Bay, WI 54304  
Phone: (920) 360-2579  
Email: [Tim.Rank@dot.wi.gov](mailto:Tim.Rank@dot.wi.gov)

Mark Kantola  
Northeast Region Communications Manager  
WisDOT NE Region  
944 Vanderperren Way  
Green Bay, WI 54304  
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# Outagamie County

RECYCLING & SOLID WASTE

1419 Holland Road, Appleton, WI 54911  
PHONE: (920) 832-5277  
FAX: (920) 788-4130

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## Outagamie County Landfill/Recycling Operations 2017 Projected Rates

As the Outagamie County Recycling and Solid Waste Department finalizes work on the 2017 operations budget the following rates and adjustments are recommended.

1. The Non-Municipal Solid Waste tip fee for 2017 is anticipating an adjustment of \$2/ton from \$35/ton to \$37/ton.
2. All aggregate products which include concrete, brick, base, and asphalt delivered to the landfill is projecting an adjustment from \$15/ton to \$5/ton. The operation is considering crushing concrete products and should sufficient quantities arrive, the crushed recycled base material may be offered back out to the community at affordable rates in the future.
3. The Municipal Solid Waste fee of \$45/ton for all 32 municipalities in Outagamie County will not change for 2017. This rate includes the \$12 recycling collection fee that is applied towards the costs associated with the curbside single stream recycling collection program.

No other rates and/or adjustments are being considered at this time. To get the latest on all of our rates, recycling, disposal, and educational information please visit our website @ [recyclemoreoutagamie.org](http://recyclemoreoutagamie.org)

Sincerely,

*Brian Van Straten*

Brian Van Straten  
Director, Recycling & Solid Waste