



City of Appleton

100 North Appleton Street
Appleton, WI 54911-4799
www.appleton.org

Meeting Agenda - Final Municipal Services Committee

Monday, November 20, 2017

4:30 PM

Council Chambers, 6th Floor

1. Call meeting to order
2. Roll call of membership
3. Approval of minutes from previous meeting
[17-1841](#) Minutes from November 6, 2017

Attachments: [Minutes from November 6, 2017.pdf](#)

4. Public Hearings/Apearances

5. Action Items

[17-1842](#) Alvin Street, from Evergreen Drive to cul-de-sac, be reconstructed with concrete pavement and curb and gutter to a width of 33' from back of curb to back of curb. New 5' sidewalk to be constructed along entire length of project.

[17-1843](#) Evergreen Drive, from Alvin Street to Haymeadow Avenue, be reconstructed with concrete pavement and curb and gutter to a width of 38' from back of curb to back of curb. In addition:

- a. Bike lanes to be incorporated as part of the project.
- b. New 5' wide concrete sidewalk to be constructed 3' north of the south right-of-way of Evergreen Drive.
- c. New 10' wide concrete sidewalk/trail to be constructed 4' south of the north right-of-way of Evergreen Drive.

Attachments: [Evergreen Drive Questions and Responses.pdf](#)

[17-1856](#) Approve permanent street occupancy permit for Blue Sky Contractors to place a dumpster in the alley south of 423 W. College Avenue for the period beginning November 27, 2017 through February 23, 2018 for interior remodeling.

Attachments: [423 W College Avenue-Street Occupany.pdf](#)

[17-1754](#)

R/B- Approve Article V of Chapter 7 of the Municipal Code relating to Health in All Policies.

Attachments: [Article V of Chapter 7.pdf](#)

Legislative History

11/6/17	Municipal Services Committee	recommended for approval
11/15/17	Common Council	referred to the Municipal Services Committee

[17-1860](#)

Approve Amendment No. 2 to Patrick Engineering for additional services related to the Oneida Street Bridge over Jones Park for lighting design and additional sewer design.

Attachments: [Amendment No. 2 Patrick Engineering.pdf](#)

6. Information Items

[17-1845](#)

Parking Utility Condensed Income Statement for October, 2017.

Attachments: [Parking Utility Condensed Income Statement for October, 2017.pdf](#)

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 contact Paula Vandehey at 832-6474 if you have any questions.



City of Appleton

100 North Appleton Street
Appleton, WI 54911-4799
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Meeting Minutes - Final Municipal Services Committee

Monday, November 6, 2017

4:30 PM

Council Chambers, 6th Floor

1. Call meeting to order

2. Roll call of membership

Present: 4 - Coenen, Konetzke, Martin and Dannecker

Excused: 1 - Croatt

3. Approval of minutes from previous meeting

[17-1752](#)

Minutes from October 23, 2017

Attachments: [Minutes from October 23, 2017.pdf](#)

Coenen moved, seconded by Dannecker, that the Report Action Item be approved. Roll Call. Motion carried by the following vote:

Aye: 4 - Coenen, Konetzke, Martin and Dannecker

Excused: 1 - Croatt

4. Public Hearings/Appearances

5. Action Items

[17-1754](#)

Approve Article V of Chapter 7 of the Municipal Code relating to Health in All Policies.

Attachments: [Article V of Chapter 7 of the Municipal Code.pdf](#)

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

Aye: 4 - Coenen, Konetzke, Martin and Dannecker

Excused: 1 - Croatt

[17-1755](#)

Request from Appleton Downtown Inc. to purchase one day hang tags at a rate of \$3 plus tax per day for 31 Saturdays of indoor Farmers Market valid until 2:00 p.m. Council approved rate is \$5 plus tax per day.

Attachments: [ADI reduce price of hang tags.pdf](#)

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

Aye: 4 - Coenen, Konetzke, Martin and Dannecker

Excused: 1 - Croatt

[17-589](#)

Approve Intergovernmental Agreement with the Town of Grand Chute for Lanser Lane and the Green Grove Plat contingent upon Council approved budget adjustment.

Attachments: [Lanser Lane-Green Grove Plat.pdf](#)

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

Aye: 4 - Coenen, Konetzke, Martin and Dannecker

Excused: 1 - Croatt

[17-1756](#)

Request to not plant a replacement tree at 1424 N. Racine Street as part of the 2017 Fall Tree Planting Program.

Attachments: [Photo-1424 N Racine St.pdf](#)

Dannecker moved, seconded by Konetzke, that the Report Action Item be recommended for denial. Roll Call. Motion carried by the following vote:

Aye: 4 - Coenen, Konetzke, Martin and Dannecker

Excused: 1 - Croatt

[17-1759](#)

Approval to delay RFP process for one year and negotiate the 2018 Materials Testing Contract (M-18) with the OMNNI Associates, Inc. without an RFP process.

Attachments: [2018 Materials Testing Contract M-18.pdf](#)

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

Aye: 4 - Coenen, Konetzke, Martin and Dannecker

Excused: 1 - Croatt

6. Information Items

[17-1760](#)

2017 Snow Plow Painting Program

Attachments: [2017 Snow Plow Painting Program.pdf](#)

[17-1761](#)

Inspection Division Permit Summary Comparison Report for October, 2017.

Attachments: [Inspection Summary Permit Report October 2017.pdf](#)

7. Adjournment

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

Aye: 4 - Coenen, Konetzke, Martin and Dannecker

Excused: 1 - Croatt

Evergreen Drive Questions and Responses

11/17 19 Appleton DPW

Wouldn't this be a trail to nowhere? Simply put, no. The proposed trail would serve as an important connection between the existing trail network to the east (Apple Creek Trail, Meade Street trail, Ballard Road trail, etc.), and the existing/proposed trails located to the west, in Grand Chute. It would also serve as an important multi-modal transportation link allowing the neighborhoods to the east of Richmond Street to safely and conveniently access the existing/proposed commercial areas located west of Richmond Street.

How does the width of the proposed road compare to our older "standard" collector streets? Until recently, when collector roadways like Evergreen Drive were urbanized in Appleton, they were built at a width of 37 feet, which is fairly standard from community to community. This design standard was intended to allow for safe passage of two-way traffic, while also allowing additional space for delivery vehicles, refuse trucks, etc. The proposed design for this section of Evergreen Drive would be built to a nearly identical width of 38 feet, but the space would be used much differently, and it would provide much safer and more comfortable bicycle and pedestrian accommodations.

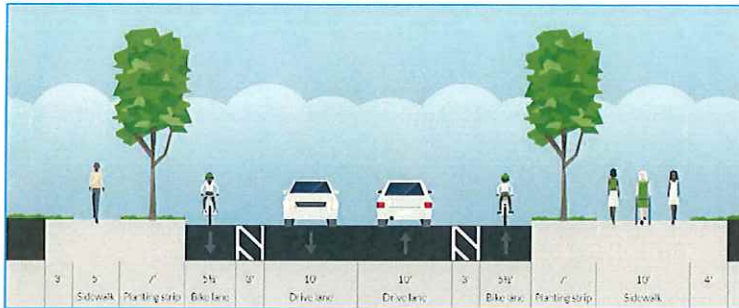


Figure 1 Proposed Typical Cross Section for Evergreen Dr

Would widening the roadway increase speeds? While it is true that wider lanes tend to result in increased traffic speeds, the proposed design will actually *narrow* the marked automobile lanes from the existing 12 feet to the proposed 10 feet. This type of best practice has consistently been shown to reduce speeds and increase safety throughout the country.

How will property owners access their properties during construction? While providing access during construction often presents challenges, we have a long history of successfully working closely with property owners to minimize the impact. This project would be no different.

Why is a 10-foot trail better than a 5-foot sidewalk? Due to their relatively narrow width, "standard" 5-foot sidewalks are not conducive to higher volumes of pedestrian traffic. In fact, pedestrians walking in pairs are not able to pass oncoming pedestrians without forming a single-file line or leaving the sidewalk altogether, resulting in a much less desirable experience. This is further complicated when pedestrians are mixed with strollers, wheelchairs, small children on bicycles, roller bladers, skateboarders, etc.

Would a 5-foot sidewalk on the north side of Evergreen Drive be constructed further from the north property line than a 10-foot trail? No. Throughout the city, sidewalks and trails are constructed at the property line, except in very rare cases. In this case, our proposed design shows us taking the unusual step of constructing the trail at a 4-foot offset from the property line in an effort to minimize its impact on adjacent properties. If a 5-foot sidewalk were constructed instead of a 10-foot trail, it would also be located at a 4-foot offset from the property line.

What about the proposed sidewalk on the south side of Evergreen Drive? Again, our proposal includes taking the unusual step of constructing the sidewalk three feet from the property line in order to minimize impact to landscaping in that area.

What is the plan for the section of Evergreen Drive that falls between Haymeadow Avenue and Meade Street? The City of Appleton's *Trail Master Plan* and *5-Year Bike Lane and Trail Plan* clearly identify this portion of Evergreen Drive as a critical link in the overall trail network. As such, our *preferred* solution would involve:

- widening the existing north sidewalk to 10 feet
- designating bike lanes on the roadway
- installation of an improved pedestrian crossing across Meade Street

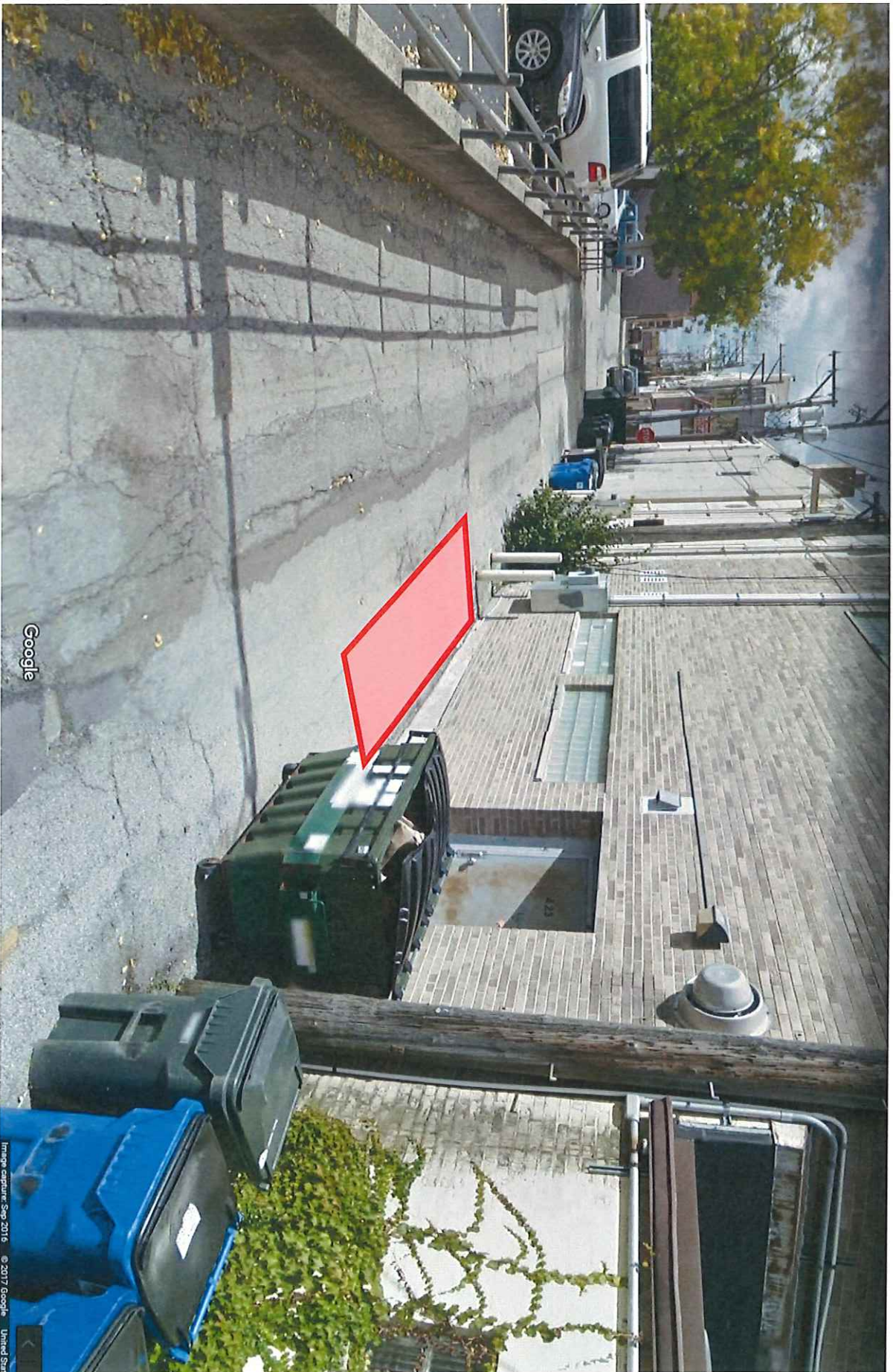
Unfortunately, however, the existing sidewalk has substantial remaining useful life, and it is cost prohibitive to widen the sidewalk at this time due to utility conflicts. As such, we anticipate our proposed design will include:

- designation of bike lanes on the roadway (which would eliminate parking)
- installation of an improved pedestrian crossing across Meade Street (leaving the existing sidewalks as-is for the time being). The sidewalk would be widened at some future date when the roadway is reconstructed (>15 years)

Any proposed changes on this portion of Evergreen Drive would be presented to the affected property owners and considered by the City Council in mid-2018. If approved, implementation would occur concurrent with the urbanization project (west of Haymeadow Avenue) in 2019.

Why have bike lanes in addition to a trail? While trails provide a comfortable and safe facility for pedestrians and other low-speed users, the addition of higher-speed adult bikers on trails is often problematic due to the large difference in speed between users, as well as the unpredictable movements of younger users. For this reason, moving the higher-speed bicyclists to the roadway provides a safer, more comfortable environment for *all* users. While this type of configuration is often not possible due to space constraints, it is relatively easily achievable on this portion of Evergreen Drive as a part of the proposed urbanization project.

Could a trail be constructed on Apple Creek Road instead of Evergreen Drive? It is critically important that bicycle and pedestrian facilities serve both recreational users *and* commuter users. As such, our planning process recognized the need to provide *direct* connections between destinations whenever possible. Evergreen Drive is clearly the most direct connection between the Apple Creek Trail and the existing/proposed trail system and commercial areas to the west.



Google



November 14, 2017

Common Council
City of Appleton
100 N. Appleton Street
Appleton, WI 54911

Dear Council Members,

On behalf of ThedaCare health system, I am writing to express our support for the Health in All Policies approach under consideration by the Common Council.

We look to the City of Appleton as a partner in improving health in the community. We do so because more than 80% of what creates health has little to do with what happens inside our hospital and clinic walls. Health is created in our homes, workplaces, schools, places of worship, recreational spaces, city streets, and more. It happens every day in places that you help create. Having access to well-lit streets encourages walking. Having streets marked for biking increases biking to work. Community policing reduces violence in communities. Proper sanitation prevents disease outbreaks. Transportation keeps the elderly from isolation and depression. The list goes on and this ordinance will further engage key stakeholders and those within our community that don't have voice to work together.

As partners in community health, we encourage you to go the next step in your already strong progression of health improvement efforts. We encourage you to adopt a Health in All Policies Ordinance. Doing so will break down more barriers and identify opportunities to help stem the tide of chronic disease, lessen health inequality and inequity, impact environmental conditions and encourage optimal health for Appleton citizens. The potential benefits are innumerable! This vote will help solidify Appleton's reputation as a forward-thinking, responsible, collaborative community with the health and well-being of its citizens the primary goal.

Appleton is an amazing place to call home because our community leaders do "the right thing" for their citizens. A Health in All Policy approach is one of those "right things."

Thank you for your leadership.



Paula Morgen
Director of Community Health



United Way Fox Cities

15 November 2017

City of Appleton
Common Council
c/o Kami L. Lynch, City Clerk

Dear Common Council Members,

I'm sorry I'm unable to be at your council meeting this evening, therefore, I am writing in support of the effort to create the Health in All Policies ordinance in the City of Appleton.

The proposed ordinance would be a huge step forward in creating a culture of health in Appleton. It provides an important framework in the City, and more importantly in the community, for how we view our responsibility in building a better Appleton for everyone.

Research clearly shows that the social determinant of health, the physical environment and neighborhoods, economic stability, community support, and other factors together improve the population health of a community. (See attached.) The health in all policies approach considers the importance of addressing multiple factors when setting policy. Implementing health in all policies will require input from a variety of stakeholders and great collaboration; two things that we should want when trying to set policies that impact the entire community.

This ordinance will help create a mechanism to address health disparities at the systems, policy and structural levels leading to better health outcomes. United Way Fox Cities has and will continue to work to improve the lives of all residents. We would welcome the opportunity to work with the City of Appleton to implement health in all policies.

Thank you for your leadership and commitment to the City of Appleton.

Sincerely yours,

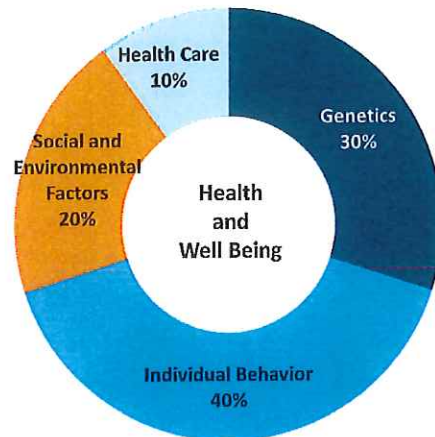
A handwritten signature in blue ink, appearing to read "Peter C. Kelly".

Peter C. Kelly
President & C.E.O.

Attachments

Figure 1

Impact of Different Factors on Risk of Premature Death



SOURCE: Schroeder, SA. (2007). We Can Do Better — Improving the Health of the American People. *NEJM*. 357:1221-8.



Figure 2

Social Determinants of Health

Economic Stability	Neighborhood and Physical Environment	Education	Food	Community and Social Context	Health Care System
Employment	Housing	Literacy	Hunger	Social integration	Health coverage
Income	Transportation	Language	Access to healthy options	Support systems	Provider availability
Expenses	Safety	Early childhood education		Community engagement	Provider linguistic and cultural competency
Debt	Parks	Vocational training		Discrimination	
Medical bills	Playgrounds	Higher education			
Support	Walkability				Quality of care
Health Outcomes Mortality, Morbidity, Life Expectancy, Health Care Expenditures, Health Status, Functional Limitations					



Source: Heiman and Artiga, *Beyond Health Care: The Role of the Social Determinants in Promoting Health and Health Equity*, 4 November, 2015, The Henry J. Kaiser Family Foundation

November 14, 2017

RE: Resolution 17-1716, Health in All Policies Ordinance

Dear City of Appleton Common Council,

East Central WI Regional Planning Commission (ECWRPC) expresses our support for the City of Appleton's Health in All Policies Ordinance. With the rise of chronic disease and health disparities, ECWRPC recognizes the importance of including health considerations into the decision-making process to ensure all policies improve the health outcomes for every community member. As the Metropolitan Planning Organization for Appleton (Fox Cities) and Oshkosh, the Commission continues to incorporate health and equity into transportation and land use planning.

The City of Appleton has taken various steps to incorporate health into its comprehensive plan, adopted a Trails Master Plan, created a large multi-modal network, and has a wonderful parks system to enhance the overall health and quality of life for the community. One recent example is with the College Avenue Corridor; ECWRPC worked with the City of Appleton, Outagamie County, the towns of Grand Chute and Greenville, and other related partners on the Federal Highway Administration's Health in Transportation Corridor Planning Framework (the Framework). The College Avenue corridor was one of five case studies to participate in a case study related to the Framework. This tool provides a scaleable framework for incorporating health considerations into corridor planning activities. The City of Appleton had been working with various internal departments to ensure that the development along this corridor would have a positive impact for community health.

In addition to this Corridor Study, the City of Appleton also worked with Edison Elementary School to adopt a sidewalk painting policy. This policy encourages and allows more students at Edison Elementary School to walk and bike to school and be more physically active.

We would like to applaud the City of Appleton for taking the next step in ensuring positive health outcomes for its community members and for its inclusive and comprehensive vision for policy making at the local level.

Sincerely,



Melissa A. Kraemer Badtke, Principal Transportation Planner

cc: Eric Fowle, Executive Director
Kim Biedermann, Regional Bicycle and Pedestrian Coordinator



HEALTH IN ALL POLICIES

Creating a healthier, more vibrant and equitable Appleton

What is Health in All Policies?

Health in All Policies is a collaborative approach to improving the health of all people by incorporating health considerations into decision-making across sectors and policy areas.

Why we need Health in All Policies:

Health in All Policies is a response to a variety of complex and often inextricably linked problems such as chronic illness epidemics, growing inequality and health inequities, rising healthcare costs, an aging population, climate change and related threats to our natural resources, and lack of efficient strategies for achieving governmental goals with shrinking resources. Addressing these complex problems requires innovative solutions, a new policy paradigm, and structures that break down siloed nature of government to advance trans-disciplinary and intersectional thinking.

How do we know that Health in All Policies works?

Public health professionals have known for a long time that we need to consider the environment and circumstances in which we live to help ensure optimal health. Appleton and other local, state and national governments worldwide have been using a Health in All Policies approach (even before it had a name) in order to devise creative solutions to seemingly intractable health problems. Public health worked with public works agencies to build sewage and sanitation systems that reduced infectious disease and simultaneously reduced rodent populations and prevented flooding. Public health also worked with transportation agencies to introduce seat belts, safer road designs, and other innovations that together have led to major declines in rates of automobile crash deaths. Health in All Policies applies the lessons learned from those experiences to today's key health challenges.

We're all so stressed out and busy already—why should other city departments and agencies get involved in health when that's the job of the Appleton Health Department?

Of course, the Health Department has a big role to play. But we've known for a long time that community environments have a huge impact on health—even more than the effect of medical care. In the Health Department, we don't have the expertise or authority to change those environments. We can only do this with all departments working together. We all have a role to play in creating healthy environments to solve some of our most pressing health problems. If we work together, we can find solutions that will be win-wins and move us all toward shared goals. For example, we know that building bike and pedestrian infrastructure creates more jobs, decreases air pollution and greenhouse gas emissions, and increases physical activity which improves both health and academic performance for students. And we know that "farm-to-fork" activities help to protect agricultural lands, support local economies, and increase healthy eating. Leadership and innovation aren't always easy, but we owe it to the people we serve to work together to find the best ways to solve complex problems, and Health in All Policies is one strategy that will help us do this.

Won't Health in All Policies be expensive? Why should other city departments and agencies spend their precious resources on issues outside their purview?

We can't afford *not* to use a Health in All Policies approach. These days, social and environmental problems are so complex that lasting solutions require everyone in government to work together. The consequences of city planning, sanitation, transportation, or food systems policies can include lifelong effects on the health of the whole communities. In part, siloed approaches got us into this problem in the first place, and the poorest communities have borne the brunt of this inefficient approach. We can do better. By investing the time and creativity now to consider how health will be impacted, we can prevent expensive problems from happening in the first place. It is not only in our best interest to consider how all policies affect health, but it is our job.

Aren't these health problems really just the result of people making bad decisions?

People in the United States have always believed in the idea of opportunity, but some people don't have many opportunities for health. It makes sense that it's easier to exercise if you have a safe park or playground nearby, or nice, well-lit sidewalks to walk on. Government does have a role in protecting and serving its people, especially when it's hard for people to do something by themselves. One way Appleton is already affording all people opportunities for health is by building safe places to play, like Erb Pool, inviting in new food sources, like Downtown Appleton farmers' markets and creating safer routes to work and school. Using a Health in All Policies approach gives all government agencies the opportunity to think big-picture about how their work will have lasting impacts, and to find the best possible solutions that serve everyone.



SOCIAL DETERMINANTS OF HEALTH AND EQUITY

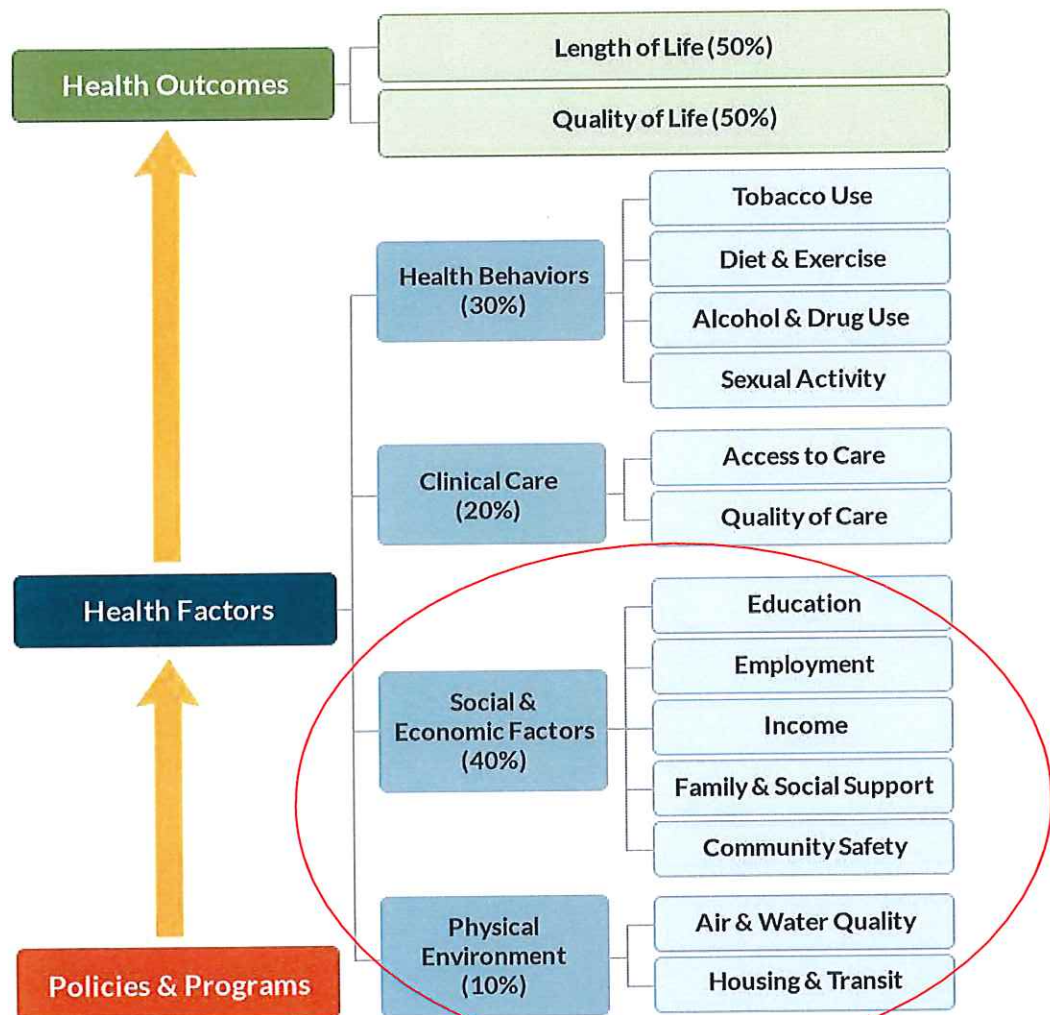
At its core, Health in All Policies represents an approach to addressing the social determinants of health, which are the key drivers of health outcomes and health inequities. It is founded in the recognition that public health practitioners must work with partners in the many realms that influence the social determinants of health, which are largely outside the purview of public health agencies.

Health is influenced by the interaction of many factors including:

- Genetics, biology, individual behavior;
- Access and barriers to health care; and
- Social, economic, service, and physical (natural and built) environments.

While clinical care is vitally important, only a small portion (20%) of overall health and longevity can be attributed to clinical care. Social, physical, and economic environments and conditions, collectively referred to as the “social determinants of health”, have a far greater impact on how long and how well people live than medical care. The interaction between health, social factors, and environmental factors is complex.

What Shapes Health?



AN ORDINANCE CREATING ARTICLE V OF CHAPTER 7 OF THE MUNICIPAL CODE OF THE CITY OF APPLETON, RELATING TO HEALTH IN ALL POLICIES.

(Name of Committee Generated From – XX-XX-XX (Date))

The Common Council of the City of Appleton does ordain as follows:

Section 1: That Article V of Chapter 7 of the Municipal Code of the City of Appleton, relating to health in all policies, is hereby created to read as follows:

Art. V. HEALTH IN ALL POLICIES

Sec. 7-200. Findings.

(a) Health starts where we live, learn, work and play, and everyday decisions within the City of Appleton can promote greater health and equity.

(b) All Appleton residents should have the opportunity to make the choices that allow them to live a long, healthy life, regardless of their job, neighborhood of residence, level of education, immigration status, sexual orientation, ethnic background or religion.

(c) Good health enhances quality of life, improves workforce productivity, increases the capacity for learning, strengthens families and communities, supports environmental sustainability and helps reduce overall economic and social insecurity.

(d) In the city of Appleton, those at greatest risk for poor health outcomes are low-income residents, who have a shorter life expectancy than other city residents.

(e) Appleton residents are primarily affected by heart disease, cancer and stroke.

(f) Recognizing the presence of critical health disparities in the community and the opportunity to intervene on health outcomes, the City has developed and defined public health broadly in the City Comprehensive Plan.

(g) Health in All Policies is fundamentally about creating systems-level change both within City departments and in the community.

(h) In developing strategies to address health disparities, it is important to recognize that at its heart, promoting equity is not just about providing more services.

(i) It is also about how services are developed, prioritized and delivered.

(j) The Health in All Policies strategy guides the City of Appleton on how to address the social determinants of health, or the root causes of current health disparities in the development, prioritization and delivery of these services and policies.

Sec. 7-201. Definitions.

The definitions in this section apply throughout this ordinance unless the context

clearly requires otherwise:

(a) ***Health in All Policies (HiAP)*** is both a process and a goal.

- (1) The goal of HiAP is to address inequities at the systems, policy and structural levels to eliminate the resulting health disparities.
- (2) At the root of HiAP is an approach to improving health of all people by incorporating health considerations into collaborative decision-making across sectors, agencies, and departments. HiAP brings city departments and community groups together to identify ways in which all policies can take health outcomes into consideration. The HiAP process places health at the center of all work, and through discussion and compromise, gains stakeholder buy-in from all agencies, groups, and departments.
- (3) Health in All Policies works to create a new policy and organizing framework within city government and beyond in the community. It emphasizes the consequences of public policies, plans, and programs on health determinants, and aims to improve health outcomes at all levels of government within the city and those agencies responsible for serving Appleton residents.
- (4) Stakeholder engagement is essential for ensuring that Health in All Policies is responsive to community needs. Community-based knowledge provides important information about opportunities and barriers for health and insight into the ways in which policies may impede or promote health.

(b) ***Health*** is not simply the absence of disease, but the state of complete physical, mental, cultural and social well-being. HiAP is based on the premise that good health is fundamental for a strong economy and vibrant society, and that health outcomes are largely dependent on the social determinants of health, which in turn are shaped by decisions made within the health sector and internally and externally outside of the health sector.

(c) ***Health equity*** refers to efforts to ensure that all people have full and equal access to opportunities that enable them to lead healthy lives, while respecting differences that include but are not limited to culture, language, race, gender, sexuality, economic status, citizenship, ability, age and religion.

- (1) Health equity entails focused societal efforts to address avoidable inequalities by equalizing the conditions for health for all groups, especially for those who have experienced socioeconomic disadvantage or historical injustices.
- (2) These communities include, but are not limited to women, people of color, low-income individuals and families, individuals who have been incarcerated, individuals with disabilities, individuals with mental health conditions, youth and young adults, seniors, immigrants and refugees, individuals who are limited-English proficient (LEP), and lesbian, gay, bisexual, transgender, questioning, intersex and asexual (LGBTQIA)

communities, or combinations of these populations.

(d) ***Health disparities*** are differences of presence of disease, health outcomes, or access to care among distinct segments of the populations, including differences that occur by race or ethnicity, gender identity, sexual orientation, education or income, immigration status, age, disability or functional impairment, or geographic location, or the combination of any of these factors.

(e) ***Health inequities*** are health disparities resulting from factors that are systemic and avoidable and, therefore, considered unjust or unfair.

(f) ***Determinants of health equity include*** the social, economic, geographic, political, institutional and physical environmental conditions that lead to the creation of a fair and just society.

(g) ***Social determinants of health*** refer to everything outside of direct health care services, such as the condition in the environment in which people are born, live, learn, work, play, worship, and age that affect a wide range of health, functioning, and quality of life outcomes and risks. The social determinants of health include, but are not limited to:

- (1) The availability of resources to meet our daily needs (e.g., safe housing, access to healthy and affordable food).
- (2) Access to educational, economic, and job opportunities that lead to sustainable employment.
- (3) Neighborhood safety and communities free of crime, violence, and social disorder (e.g., presence of trash and other forms of blight); and
- (4) Accessible built environments that promote health and safety, including improved pedestrian, bicycle, and automobile safety, parks and green space, and healthy school siting.
- (5) Social norms and attitudes (e.g., discrimination and racism), socioeconomic conditions (e.g., concentrated poverty and the chronically stressful conditions that accompany it).

(h) ***Toxic stress*** refers to prolonged and repeated exposure to multiple negative factors, especially in early childhood. Contributing factors include, but are not limited to, racial profiling, poor air quality, residential segregation and economic insecurity. Toxic stress has known physical and mental health impacts and contributes to a host of chronic conditions such as heart disease and diabetes. Toxic stress has also been shown to have negative intergenerational health effects. Toxic stress does not refer to individual stressful events, but rather the unrelieved accumulation of these events over one's life.

Sec. 7-203. Health in All Policies implementation.

To effectively implement and maintain Health in All Policies, the City shall:

(a) Utilize health equity practices to City actions and endeavor to integrate these practices into the city's strategic, operational and business plans; management and reporting systems for accountability and performance; and budgets in order to eliminate inequities and create opportunities for all people and neighborhoods;

(b) Use the Health in All Policies Strategy Document as a guide for implementing Health in All Policies in the City. The strategy document will outline the vision, mission and goals, and identify a timeline as well as process to reach these goals. The strategy document will be a living plan that is designed to grow over time as progress is made and the needs of the community and city change;

(c) Establish the Interdepartmental Health in All Policies Team. The Interdepartmental Team will be comprised of representatives from departments within the City and are responsible for:

- (1) Selecting health and health equity indicators for each department to track as a way of prioritizing goals and measuring progress aligned with existing City guiding documents including, but not limited to the Comprehensive Plan and Green Tier Charter;
- (2) Attending regularly scheduled Interdepartmental Team meetings led by the Mayor's Office;
- (3) Reporting to the Interdepartmental Team on progress and challenges from his or her respective department;
- (4) Working with his or her respective department to integrate and track health equity indicators for his or her department;
- (5) Committing to attending ongoing health equity training, such as health equity impact assessments; and
- (6) Assisting with the writing of the Tri-Annual HiAP Report and provide a report to committees.

(d) Design and publish a tri-annual report on the status of health and health equity in the city of Appleton and progress of HiAP implementation for the Common Council, City staff, community organizations, residents, businesses, and other governmental agencies within the city.

- (1) Implementation will be measured based on health and health equity indicators selected by the Interdepartmental HiAP Team.
- (2) In addition to reporting on indicators, the Tri-Annual Report will include any updates to the HiAP strategy document.

(e) Develop and implement an ongoing community engagement plan to work directly with stakeholders throughout the process of the HiAP strategy development and implementation to ensure that perspectives are consistently understood, considered, and reflected in decisions.

The goal is to partner with stakeholders in each aspect of decision making in order to develop and implement collaborative solutions.

Section 2: Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional or invalid, such a decision shall not affect the validity of the remaining portions of this ordinance. The Common Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase of this ordinance irrespective of the unconstitutionality or invalidity of any section, subsection, subdivision, paragraph, sentence, clause or phrase.

Section 3: This ordinance becomes effective 30 days after its final passage and publication.

Dated: _____

Timothy M. Hanna, Mayor
City Law: A17-0793

Kami Lynch, City Clerk



November 16, 2017

Mr. Chad Weyenberg, P.E.
Project Manager
City of Appleton DPW
100 North Appleton Street
Appleton, WI 54911-4799

Subject: Amendment No. 2 to Oneida Street Bridge Over Jones Park Agreement
Proposal for Lighting Design and Additional Sewer Design

Dear Mr. Weyenberg:

Patrick Engineering Inc. (Patrick) is pleased to submit this proposal to the City of Appleton (City) for the design, plan preparation, estimating, and bid document preparation services for the additional work included in the Oneida Street Bridge over Jones Park project. This proposal is submitted in accordance with the City's request, and is based on meetings and conversations held between the City and Patrick.

PROJECT UNDERSTANDING

As part of the Oneida Street Bridge over Jones Park project and the Jones Park Redevelopment project, the City of Appleton proposes to: (1) provide lighting for the ramping structure and adjacent staircases from the parking lot landing to the Oneida Street landing on the north side of the northbound Oneida Street bridge and (2) provide new sanitary and storm sewer connections to the private lines located within the Church parking lot.

PROPOSED SCOPE OF SERVICES

Patrick proposes the following Scope of Services for the Amendment to this Project.

Lighting Design

Patrick will provide lighting photometrics, wire sizing, electrical design, conduit layout, pole base structural attachment design and detailing, and all items necessary to complete the lighting design for the ramping structure and adjacent staircases. All lights will be included with the roadway plans and bid documents, and installed by the contractor. The lighting shall be a combination of poles and recessed wall lighting. The pole manufacturer and style will be selected by the City and provided to Patrick. No more than three recessed light options will be provided by Patrick for selection by the City. Recessed lighting shall shine down on the path and not outward.

The poles and light fixtures shall be:

- (1) Taller Trail pole/Fixture: Candela Series
Pole: SPR4N-16-LBC4C-BK/TX (16 foot pole)
Fixture: CAND1-CN1-40W42LED4K-R-PC-C-RLE3-240-BK/TX (Type 3 Distribution)
- (2) Shorter Trail Pole/Fixture: Candela Series
Pole: SPR4N-10-LBC4C-BK/TX (10 foot pole – preferred, 8 foot if clearance issues)
Fixture: CAND2-40W42LED4K-R-PC-C-RR5-240-BK/TX (Distribution optional)



(3) Recessed Wall Light

Patrick to provide up to three options. LED rated for exterior is required.

The City shall be responsible for light layout and design of lighting units along the Rocky Bleier Run, parking lot, and trail system throughout the plan limits, "excluding" the ramping structure and staircases. This includes the plan layout (bases and conduits), wire sizing, details and specifications to be provided to Patrick to be incorporated in the bid documents.

Patrick shall be responsible for light layout and design of lighting units along the ramping structure and staircases. This includes the plan layout (recessed boxes, anchor bolt locations, and conduits), wire sizing, details and specifications to be incorporated in the bid documents. Patrick will design all connections back to the City of Appleton cabinet to be placed at a location to be determined near the parking lot entrance.

Patrick will provide up to two preliminary lighting layout alternatives including renderings/modeling to assist in layout selection by the City.

Sanitary Sewer Lateral and Private Storm Lateral Relay Design

An existing 10-inch sanitary sewer that originates in the Church parking lot located east of Oneida Street and north of Rocky Bleier Run will be in conflict with a proposed retaining wall and will require a relay. Patrick will provide design to relocate/relay the existing 10-inch sanitary sewer lateral. The sanitary sewer relocation/relay will include approximately 125 feet of new 10-inch sanitary sewer, one sanitary manhole, and construction details for connection to an existing sanitary manhole. The sanitary sewer and manhole specifications will be in accordance with City standards.

An existing private storm sewer that originates in the Church parking lot located east of Oneida Street and north of Rocky Bleier Run will be in conflict with a proposed retaining wall and will require a relay. Patrick will provide design for a temporary connection of the storm sewer. The private storm sewer relocation/relay will include approximately 100 feet of temporary storm sewer, no more than three pipe elbows, and construction details for a connection to a new storm sewer manhole.

B-44-082 Structural Repair Design

The most recent inspection report for the southbound Oneida Street Bridge over Jones Park identified areas of spalling and cracking that require repair. Patrick will visit the site, verify the location of the spalled and cracked areas, and take measurements for repair. Patrick will prepare construction details, include miscellaneous quantities, and prepare special provisions (if required) for the repairs to be included in the final plans and bid documents.

ASSUMPTIONS AND EXCLUSIONS

The following assumptions and/or exclusions were made by Patrick during the preparation of this proposal:

1. Design and coordination for security lighting, cameras, and appurtenances is not included in this Scope of Services.



SCHEDULE

All services included in this amendment will begin immediately. There shall be no change to the project schedule as a result of this amendment.

PROPOSED FEE

We propose to perform the engineering services detailed above for Actual Cost Not To Exceed \$14,360.

Thank you for this opportunity to provide additional engineering services to the City. If you would like to discuss this proposal in further detail, please feel free to contact me at (920) 321-2350.

Sincerely,

PATRICK ENGINEERING INC.

A handwritten signature in black ink, appearing to read "Rowland Hoslet".

Rowland Hoslet, PE
Director of Engineering Services

**Proposal To Provide Professional Engineering Services
Oneida Street Bridge Over Jones Park Improvements
Amendment No. 2**

Project Budget

Classification	Project Manager		Project Engineer		Electrical Engineer		Staff Structure Engineer		Surveyor / CAD Tech			
Avg. Hourly Wage	\$170.00		\$105.00		\$145.00		\$105.00		\$95.00		Total Direct Labor	
Task	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars
Design Services												
Ramp/Stair Lighting Design					46	\$6,670.00	8	\$840.00	30	\$2,850.00	84	\$10,360.00
Sanitary / Storm Sewer Lateral Relay Design			8	\$840.00					6	\$570.00	14	\$1,410.00
Structural Repair Design							8	\$840.00	6	\$570.00	14	\$1,410.00
Plans, Special Provisions, and Estimate Preparation	4	\$680.00	2	\$210.00	2	\$290.00					8	\$1,180.00
DESIGN SERVICES COST ESTIMATE TOTAL:	4	\$680.00	10	\$1,050.00	48	\$6,960.00	16	\$1,680.00	42	\$3,990.00	120	\$14,360.00
AMENDMENT NO. 2 TOTAL:											120	\$14,360.00

City of Appleton
Parking Utility
Condensed Income Statement
For the Ten Months Ending October 31, 20171
11/07/17
09:35:06

October Current Year	October Prior Year	Change From Prior Year	Description	Prior Year YTD Actual	Current Year YTD Actual	Full Year Amended Budget	(Over) Under Budget
38,029	28,712	9,317	Revenues				
19,033	36,684	17,651-	Fines & Forfeitures	348,143	337,094	505,500	168,406
33,421	77,394	43,973-	Street Meters	415,508	382,171	509,000	126,829
42,273	41,890	383	Short-Term Parking	452,223	617,286	684,000	66,714
2,790	1,589	1,201	Permit Parking	848,095	963,569	870,000	93,569-
0	0	0	Meter Hoods	13,585	17,988	14,000	3,988-
171	54	117	Other Charges for Service	0	0	0	0
			Other Revenues	2,872	1,258	601	657-
135,717	186,323	50,606-	Total Revenues	2,080,426	2,319,366	2,583,101	263,735
88,572	53,385	35,187	Expenditures				
8,050	4,370	3,680	Labor & Benefits	543,347	582,078	755,755	173,677
41,909	43,230	1,321-	Supplies & Expenses	36,919	60,422	84,150	23,728
5,791	5,099	692	Purchased Services	334,666	325,566	601,375	275,809
45,020	40,465	4,555	Fixed Charges	54,085	61,304	75,490	14,186
			Miscellaneous Expense	404,650	450,200	562,890	112,690
189,342	146,549	42,793	Total Operating Expense	1,373,667	1,479,570	2,079,660	600,090
53,625-	39,774	93,399-	Operating Income(Loss)	706,759	839,796	503,441	336,355-
0	560-	560	Other Revenues				
			Interest Income	13,943	14,248	25,000	10,752
0	560-	560	Total Other Revenues	13,943	14,248	25,000	10,752
0	9,193	9,193-	Other Expenses				
775	775	0	Capital Expenditures	346,824	46,975	182,153	135,178
			Other Financing Uses	1,407,750	1,207,750	1,209,300	1,550
775	9,968	9,193-	Total Other Expense	1,754,574	1,254,725	1,391,453	136,728
54,400-	29,246	83,646-	Change in Fund Equity	1,033,872-	400,681-	863,012-	462,331-