City of Appleton

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

Meeting Agenda - Final

Municipal Services Committee

Monday, February 26, 2018 | **4:30 PM** | **Council Chambers, 6th Floor**

1. Call meeting to order

2. Roll call of membership

3. Approval of minutes from previous meeting

18-0261 Minutes from February 12, 2018

Attachments: Minutes from February 12, 2018.pdf

4. Public Hearings/Appearances

5. Action Items

18-0262 Recommendation to accept the Downtown Appleton Parking Study Update.

Attachments: Recommendation to accept the Downtown Appleton Parking Study Update.pdf

18-0263 Approve Intergovernmental Agreement with the Town of Grand Chute for the Evergreen Drive and Alvin Street Reconstruction Project.

Attachments: City of Appleton-Town of Grand Chute-Evergreen Dr and Alvin St Agreement.pc

18-0264 Award 2018 Bridge Inspections Services Contract to Collins Engineers, Inc. in an amount not to exceed $30,000.

Attachments: Notification of Award of Contract for 2018 Bridge Insps to Collins Engineers.pdf

18-0265 Approve sole source purchase request for Railroad Quiet Zone Equipment.

Attachments: Sole Source Purchase Request-Railroad Quiet Zone Channelized Delineators.p

18-0266 Approve recommended change to intersection control at Charles Street/Driscoll Street intersection.

Attachments: Intersection Traffic Control at the Driscoll Street-Chales Street Intersection.pdf

18-0267 Approve recommended parking changes on Capitol Drive, east of Durkee Street near Classical Charter School.

Attachments: Parking Ordinance Changes-Capitol Dr., east of Durkee St.pdf

18-0268 Approve artwork for decorative "Marigold Mile" street name signs on S. Oneida Street.

Attachments: Oneida Street-Marigold Mile-Artwork for Street Name Signs.pdf

6. Information Items

18-0269 Letter from Richard Abb regarding the proposal for Bluff Site.

Attachments: Proposal for Bluff Site.pdf

18-0270 Update on Northland/Richmond Roundabout.

18-0271 Discussion of idea to have reduced parking permits for hybrid/low emissions vehicles.

Attachments: Discussion of idea to have reduced parking permits for hybrid low emission vehi

18-0272 Update on seasonal employees for summer 2018.

18-0273 Annual updates to 5-year Bike Lane and Trail Plan.

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.

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Meeting Minutes - Final
Municipal Services Committee

Monday, February 12, 2018 | **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

18-0189 Minutes from January 22, 2018

Attachments: Minutes from January 22, 2018.pdf

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

Aye: 4 - Coenen, Konetzke, Martin and Dannecker

Excused: 1 - Croatt

4. Public Hearings/Appearances

18-0190 Presentation by Walker Consultants on the Downtown Appleton Parking Study Update for the area north of College Avenue.

Attachments: Walker Consultants Parking Study.pdf

5. Action Items

18-0191 Install All-Way Stop Control at the Carpenter Street/Roeland Avenue Intersection.

Attachments: Carpenter Street-Roeland Avenue intersection.pdf

Dannecker moved, seconded by Martin, 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

18-0192 Update on FHWA's recent rescission of the Interim Approval of Rectangular Rapid Flash Beacons. (RRFBs)

18-0193 Wisconsin Active Together Application.

Attachments: Wisconsin Active Together Application.pdf

18-0194 Inspection Division Permit Summary Comparison Report for January, 2018.

Attachments: Inspection Div. Permit Summary Comparison Report January 2018.pdf

18-0197 Parking Utility Condensed Income Statement for December, 2017.

Attachments: Parking Utility Income Statement December, 2017.pdf

18-0206 Discussion of idea to have reduced parking permits for hybrid/low emissions vehicles.

Attachments: Reduced parking permits for hybridlow emissions vehicles..pdf

18-0207 Update on Railroad Quiet Zone Implementation.

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

MEMO

"...meeting community needs...enhancing quality of life."

TO: Municipal Services Committee

FROM: Paula Vandehey, Director of Public Works PAV

DATE: February 22, 2018

SUBJECT: **Recommendation to accept the Downtown Appleton Parking Study Update.**

The City of Appleton hired Walker Consultants to update the northern section of the 2015 Downtown Appleton Parking Study. The study updated the current and future conditions of the reduced study area surrounding the Blue Ramp with the most recent development projections. Using updated supply and demand counts, the latest development projection information, and the understanding that the Blue Ramp is scheduled for demolition in 2019, the consultant identified possible sites for a future parking ramp. All of this information is very valuable as we move forward with development in this area.

One way which I look at the data provided in the report is as follows:

Yellow Ramp 1180 stalls, 784 occupied = 66% = 396 available
Green Ramp 771 stalls, 383 occupied = 50% = 388 available
Blue Ramp 401 stalls, 282 occupied = 70%

784 total available
-282 from Blue Ramp
502 still available after Blue Ramp demo

However, some customers perceive a ramp to be "full" at 85% occupied.

So, Yellow Ramp 1180 x 85% = 1,003 – 784 occupied = 219 available
Green Ramp 771 x 85% = 655 – 383 occupied = 272 available

491 total available
-282 from Blue Ramp
209 still available after Blue Ramp demo

Attached is a memo from Walker Parking Consultants that they developed to help guide decision making on when the appropriate time is to build a new parking structure. On page 3 it states:

> *"Based on the quantitative analysis performed by Walker, we do not believe there to be significant localized or systemic shortfalls that would trigger the need for new parking supply in general. There were some projected shortfalls where some blocks do experience (current condition) or may experience (future conditions) parking occupancy above 85%. For both*

the current condition and future condition scenario 1, all of this can be accommodated within a reasonable walking distance. The much more aggressive (or further into the future) scenario 2 would require additional parking."

Therefore, based on this study update, I am confident we can demolish the Blue Ramp, displacing those customers to the Green and Yellow Ramps, and still have capacity for approximately 200 – 500 new customers to this area.

Attachment

WALKER CONSULTANTS

MEMORANDUM

PUBLIC MEETING – FOLLOW-UP

WALKER PROJECT #: 21-4014.10

DATE:	February 19, 2018
TO:	Ms. Paula Vandehey
COMPANY:	City of Appleton
ADDRESS:	100 North Appleton Street
CITY/STATE:	Appleton, WI 54911
COPY TO:	Karen Harkness
FROM:	Ezra Kramer, Ashley Hiniker
PROJECT NAME:	Future Parking Needs Assessment
PROJECT NUMBER:	21-4014.10

After participating in the public meeting last week, we thought it best to share some additional information to help guide decision making. The information within this memorandum was initially developed to help other communities which had questions about when it made sense to build a parking structure (ramp), and how to gauge an appropriate oversell factor for permit parkers in parking structures based on actual historical usage. The oversell will improve the understanding of current utilization, and aid in allocating the existing parking resources. Monitoring the utilization of City-owned parking facilities will also help to identify an appropriate time to consider construction of additional parking facilities.

COSTS AND CONSIDERATIONS FOR STRUCTURED PARKING

A common theme heard from community members was the belief that a parking structure would alleviate parking problems in the study area (real/perceived/current/future). The following information details what construction and operation of a parking structure entails, and when it is most appropriately utilized to meet parking needs.

This section provides a general overview of basic parking economics that an owner (i.e. municipality) must consider when planning for a new parking structure. A brief discussion is provided on capital costs, operating expenses, breakeven pricing, and structural repair budget.

CAPITAL COSTS

Parking structures may be constructed as stand-alone parking or incorporated in the design of a future building (various uses). A parking structure that is incorporated in another building requires short-span construction to meet load (weight support) requirements. The efficiencies of short-span construction are less than long-span because the column grid (30' on center) interferes with the parking layout. A typical short-span parking structure only has an efficiency range of 400-450 square feet per space. A typical long-span parking structure has an efficiency range of 315-350 square feet per space, meaning generally more parking spaces can fit within the same overall footprint since each space takes less area.

A general guideline for gauging the conceptual estimate of probable cost for a parking structure is to apply a cost per space figure to the target capacity. The cost for parking structures vary significantly based on location, architectural features, sustainability features, and whether the facility is above or below-grade. A reasonable range for an above-grade, 200-300 space parking facility is $15,000 to $18,000 per space, assuming long-span construction. This per-space amount does not include soft costs, contingencies, or façade upgrades. The cost per space can increase significantly when built below ground; the cost of each level increases by roughly 50% from the level above it (operating costs are also greater due to lighting and ventilation requirements).

OPERATING EXPENSES

Operating expenses can also vary widely based on numerous independent factors that make up an operating concept. Typically, operating expenses include labor (cashiering, custodial, light maintenance, and management/administration), utilities, daily maintenance, supplies, management and accounting, and insurance. Most expenses are variable and depend on either the size of the facility or hours of operation. More recently, labor from cashiering has been reduced or removed as owners are moving to automated cashiering options. Some facilities do not collect revenue, and therefore have no need for access and revenue control equipment or cashiers.

Operating expenses for a parking facility are typically presented on a cost per space basis for comparison to industry norms. Walker's recent research indicates a cost per space range from $150 to $1,000 annually. The lower end of that range is for facilities with limited hours of operation which do not collect revenue; the higher end is for facilities that operate 24/7 with staffed cashiering and access and revenue control equipment. All facilities need some sort of daily janitorial service that includes trash removal, sweeping, and minor repairs and maintenance such as lighting replacement. These responsibilities are often assigned to a city's public works department, if a parking department does not exist; these are sometimes allocated back onto the parking budget.

Walker developed a breakeven table which indexes monthly income required to break even for various combinations of cost per space and annual operating expense per space. Table 1 presents this information. The high required monthly income to break even demonstrates why most municipal parking structures are financed and operated as part of a larger system. The insolvent parking facilities are often subsidized by more profitable on-street parking within a system. This allows for a municipality to charge fees that are below breakeven if market rates indicate the breakeven amount would be too high in that specific market.

Table 1: Monthly Income Required to Break Even

Project Cost: Cost per Space	Annual Operating Expense Per Space $300	$350	$400	$450	$500	$550	$600	$650	$700	$750
$ 18,000	123	127	131	135	139	143	148	152	156	160
$ 19,000	128	132	136	140	145	149	153	157	161	165
$ 20,000	133	138	142	146	150	154	158	163	167	171
$ 21,000	139	143	147	151	156	160	**164**	**168**	**172**	176
$ 22,000	144	148	153	157	161	165	**169**	**173**	**178**	182
$ 23,000	150	154	158	162	166	171	**175**	**179**	**183**	187
$ 24,000	155	159	163	168	172	176	180	184	188	193
$ 25,000	161	165	169	173	177	181	186	190	194	198

Assume 100% Financed, 30-Year Term, 5.0%

Source: Walker Parking Consultants

SINKING FUND

In addition to operating expenses, Walker highly recommends that funds be set-aside on a regular basis to cover structural maintenance costs at a minimum of $75 per structured space annually, to be placed in a sinking fund. These funds accumulate over time and are then available when needed for structural maintenance and repair. Owners tend to grossly underestimate these costs and do not budget adequately for timely corrective actions that must be performed to cost effectively extend the service life of the structure. Even the best designed and constructed parking facility requires structural maintenance; expansion joints need replacing and concrete deteriorates with time and exposure to the elements. Periodic structural maintenance includes items such as patching concrete spalls and delamination in floor slabs, beams, columns, walls, etc. Many of these maintenance items deteriorate exponentially if not corrected early, increasing cost to cure in the same fashion. Deferred maintenance should be avoided, if possible.

WHEN STRUCTURED PARKING IS APPROPRIATE

Based on the quantitative analysis performed by Walker, we do not believe there to be significant localized or systemic shortfalls that would trigger the need for new parking supply in general. There were some projected shortfalls where some blocks do experience (current condition) or may experience (future conditions) parking occupancy above 85%. For both the current condition and future condition scenario 1, all of this can be accommodated within a reasonable walking distance. The much more aggressive (or further into the future) scenario 2 would require the additional parking.

If parking supply is segregated by user group, we typically recommend varying levels of occupancy would be appropriate to serve needs. Employees who parking in the same facility day after day feel that parking is adequate even when occupancy is above 95%, due to familiarity. Visitors, on the other hand, tend to perceive parking to be inadequate when occupancy is above 85%. Visitors under an event scenario are typically also fine with a higher occupancy percentage based on expectations, and potentially being directed to their space.

For studies where we identify that additional parking supply is needed, we typically proceed through a series of considerations in an alternatives analysis to determine the need for structured parking. Parking structures are an appropriate solution when density of the built environment is high and when significant localized or systemic parking shortfalls are observed or projected. The density of the built environment is needed because a structured facility must be within a reasonable walking distance to their parking demand generators. The number of spaces needed within a 600-foot radius for visitors and a 1,200-foot radius for employees should be a starting point for sizing a parking facility (more proximate, competing supply would reduce this number).

There is also the question of who should be responsible for providing the parking supply and whether it should be constructed using public funds, private funds, or some mix. If minimum parking requirements are not being met on-site and are creating a shortfall in the community, at least partial payment for the parking facility should be borne by the owner of that site. Otherwise, the costs related to the structure are borne by the taxes collected by the municipality, and are going to serve a specific owner. Some cities allow for a reduction in the on-site parking requirement if owners provide a payment based on either a "payment in lieu" or a "parking credit" system. In this way the financial burdens of a public parking facility are offset somewhat by private funds based on their anticipated impact on the public parking system.

Another consideration is the number of spaces between the parking structure and the destination that exist on-street or within private, but publicly available, parking supply. Because many of these spaces would be more attractive to users, the restrictions and utilization of those spaces should be considered. Policy and enforcement

to ensure availability of on-street parking for short-term users is required to shift long-term parkers into off-street supply and gauge public parking need.

Structured parking would be appropriate after these considerations have been made, and it is deemed that a shortfall would hinder business viability. Planning for the structure should take place to match development within the area, possibly under a phased approach that maximizes use of other existing parking options first.

OVERSELL IN PUBLIC PARKING

In many cases, more monthly parking permits can be sold than there are space to accommodate those permit holders. The term used in the parking industry for this potential condition is "oversell", and is typically presented as a percentage above the number of spaces in the parking supply (i.e. "20% oversell factor" means 120 permits for 100 spaces).

The ability to oversell spaces varies based on user group characteristics and parking supply characteristics. Some user groups generate parking very regularly (e.g. residents need a space nearly every night; therefore 1 permit :1 space is needed); other user groups generate parking somewhat sporadically (e.g. lawyers and outside sales staff need parking very infrequently; therefore >1 permit: 1 space is possible). The number of spaces within the "pool" of parking used to accommodate permit parkers is also a factor. The larger the pool of permit holders, the more likely that not all would regularly be present.

When overselling parking spaces, you are playing an odds game – betting that not all permit holders will be there at the same time. The odds game should be educated by historical information to the extent possible. This is not always possible in a parking facility that does not have access control equipment. For those facilities that do, the information can be mined from the system and put to good use. Typically the parking equipment vendor, or third-party operator can provide these reports, or at least outline steps to retrieve the information.

Data points required to develop a reasonable oversell factor include:

- The number of permits issued by individual facility in a given month; and,
- The monthly activity report by permit number (or sum of permits used).

In addition, it would be helpful to pull hourly accumulation reports for both permit and hourly/daily parking. This information can be added and compared to the number of spaces within the parking facility to identify typical availability, overall peak period, and peak period for both user groups. With this breakdown, and the calculated oversell factor, you could safely estimate the number of additional permits that could be issued without impacting hourly/daily parkers. To best maximize this, permit parkers should be encouraged (possibly economically) to park from the top level down. The number of permits may need to be adjusted over time as the character and mix of land uses would impact parking needs for various user groups.

Monitoring utilization and potential oversell opportunities allows for an efficient use of available resources while keeping an eye on factors that would indicated that it's time to consider building a new facaility.

CITY OF APPLETON/TOWN OF GRAND CHUTE
Evergreen Drive and Alvin Street

INTERGOVERNMENTAL AGREEMENT DATE: February 8, 2018
FOR RECONSTRUCTING TO URBAN STANDARDS WITH CONCRETE PAVING, SIDEWALKS AND STORM SEWER/STORMWATER MANAGEMENT

PROJECT TITLE: Evergreen Drive and Alvin Street

The Town of Grand Chute, hereinafter called the "Town", through its undersigned duly authorized officers or officials, hereby enters into an agreement with the City of Appleton, through its Public Works Department, hereinafter called the "City", to reconstruct Evergreen Drive and Alvin Street to urban standards with concrete paving, sidewalk/multi-use trail and storm sewer/stormwater management.

PROPOSED IMPROVEMENT

Reconstruct Evergreen Drive and Alvin Street to urban standards with storm sewer/stormwater management in 2018 and concrete paving, curb and gutter and sidewalks/multi-use trail in 2019.

COST ESTIMATE AND PARTICIPATION

PHASE	ESTIMATED COST			
	Estimated Cost	Town	City	% Town Share
Evergreen Drive:				
Roadway	734,000	330,300	403,700	45%
Sidewalk	193,000	86,850	106,150	45%
Storm Sewer/SW Management	590,000	265,500	324,500	45%
Sanitary Sewer	25,000	0	25,000	0%
Engineering & Inspection (5%)	77,100	34,132	42,968	44%
Alvin Street:				
Roadway	181,000	81,450	99,550	45%
Sidewalk	19,250	0*	19,250	0%
Storm Sewer/SW Management	360,000	162,000	198,000	45%
Sanitary Sewer	39,000	0	39,000	0%
Watermain	90,000	0	90,000	0%
Engineering & Inspection (5%)	35,250	12,960	22,290	37%
TOTAL PROJECT COST	**2,343,600**	**973,192**	**1,370,408**	**42%**

* Town of Grand Chute does not want sidewalk installed adjacent to Grand Chute parcels on Alvin Street until those parcels annex into the City.

TERMS AND CONDITIONS:

1. The City of Appleton will be the lead agency for this project.

2. All plans and specifications for the improvements will be provided for Town of Grand Chute's approval and records.

3. The project cost in the agreement is an estimated amount. The Town of Grand Chute shall pay the City of Appleton upon completion of the project based on actual costs.

City of Appleton

Attest: _____

Printed Name: _____

By: _____
Timothy M. Hanna, Mayor

Attest: _____

Printed Name: _____

By: _____
Kami Scofield, City Clerk

Provision has been made to pay the liability that will accrue under this contract.

_____
Anthony D. Saucerman, Finance Director

Approved as to form:

_____
James P. Walsh, City Attorney

Town of Grand Chute

Attest: _____

Printed Name: _____

By: _____
David A. Schowalter, Town Chairman

Attest: _____

Printed Name: _____

By: _____
Karen L. Weinschrott, Town Clerk

Approved as to form:

_____
Charles D. Koehler
Attorney for the Town of Grand Chute

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Department of Public Works – Engineering Division

MEMO

TO: Municipal Services Committee

FROM: Chad Weyenberg, Project Engineer

DATE: February 20, 2018

RE: Notification of Award of Contract for 2018 Bridge Inspections to Collins Engineers, Inc., in an amount not to exceed $30,000.

The State of Wisconsin requires that the City inspect, record and report to the State on the condition of its bridges every two years. The Department of Public Works requested proposals from four qualified Wisconsin consulting firms. The City received two qualified proposals from AECOM Technical Services, Inc. ($36,921.64) and Collins Engineers, Inc. ($27,913.00)

Collins Engineers, Inc. demonstrated the related experience and personnel necessary to complete the required tasks. In addition, they also demonstrated a good project understanding and approach. Collins Engineers' team leader, Steven Miller P.E., recently served as the City's consultant bridge engineer for the state mandated dive inspections. He provides an excellent service and a detailed understanding of the City's bridges.

Therefore, staff recommends award of the 2018 Bridge Inspection Services Contract to Collins Engineers, Inc. in an amount not to exceed $30,000.00

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DEPARTMENT OF PUBLIC WORKS
Engineering Division – Traffic Section
2625 E. Glendale Avenue
Appleton, WI 54911
TEL (920) 832-5580
FAX (920) 832-5570

To: Municipal Services Committee

From: Eric Lom, City Traffic Engineer

Date: February 13, 2018

Re: Sole Source Purchase Request – Railroad Quiet Zone Channelized Delineators

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Included in the 2018 budget are funds to implement a railroad quiet zone in the City. Part of this project includes installing "supplemental safety measures" (SSMs) at a number of the grade crossings as a way of compensating for the loss of the train horns. The locations and general configurations for the SSMs were previously approved by the Common Council.

In some cases, the SSMs will consist of raised concrete medians, which will be constructed by a City contractor. In other cases, the SSMs will consist of the installation of channelized delineators (CDs), which are plastic-type curbs with vertical posts that will be installed by DPW forces. This memo focuses on the procurement of the CDs.

Based on our research, there are three reputable manufacturers of CD systems that are approved by the Federal Railroad Administration (FRA) for use in quiet zone applications. Of these three, our research indicates that only two of the systems perform satisfactorily in cold-weather climates. The remaining two systems (Davison Traffic Control Products (PEXCO) and Qwik Curb) were thoroughly evaluated by City and found to be acceptable, for certain applications.

Qwik Curb ($~56/LF)
This is an extremely heavy duty product that stands taller and uses larger bollards, making it much more imposing to motorists and reducing the likelihood motorists will cross over it. We believe this system can stand up to traffic in our higher-traffic, longer-term applications, and we believe it justifies the higher cost.

PEXCO (~$31/LF)
The "curb" portion of this product is not nearly as tall as the Qwik Curb, and the bollards are much smaller and less imposing, which will limit its ability to discourage crossing by motorists. Our plan is to test this product in a temporary, lower-traffic application (Lawrence Street).

Based on this, we request approval to purchase the Qwik Curb System for all permanent applications (at a price of approximately $56/LF) and the PEXCO system for one temporary application (at a cost of approximately $31/ LF).

Figure 1 - Qwik Curb

Figure 2 - PEXCO

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2625 E. Glendale Avenue
Appleton, WI 54911
TEL (920) 832-5580
FAX (920) 832-5570

To: Municipal Services Committee

From: Eric Lom, Traffic Engineer

Date: February 20, 2018

Re: Intersection traffic control at the Driscoll Street / Charles Street intersection

---

As a follow-up to a citizen concern, the Traffic Section recently reviewed the traffic control at the intersection of Driscoll Street and Charles Street, and subsequently initiated a six-month trial period to change from yield control to two-way stop control. This intersection is located one block east of Perkins Street and one block north of Prospect Avenue. The land use in this area is primarily residential.

In a typical intersection control study, we consider traffic volumes, crash history, safe approach speeds, etc. In this case, the estimated entering volume of this intersection is fairly low, at approximately 900 vehicles per day. A review of crash records indicated three crashes for the recent five-year period of 2013 through 2017. The critical approach speed for the intersection was found to be approximately 11 mph. Both streets are classified as *local*.

While this intersection does not meet the volume thresholds identified above, the critical approach speed is below standard and the crash rate is above average. As such, we recommend maintaining the two-way stop control that was implemented for the trial period.

To accomplish this, the following ordinance action is required:

1. ***Create:*** "Install Stop signs on Driscoll Street at Charles Street."

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2625 E. Glendale Avenue
Appleton, WI 54911
TEL (920) 832-5580
FAX (920) 832-5570

To: Municipal Services Committee

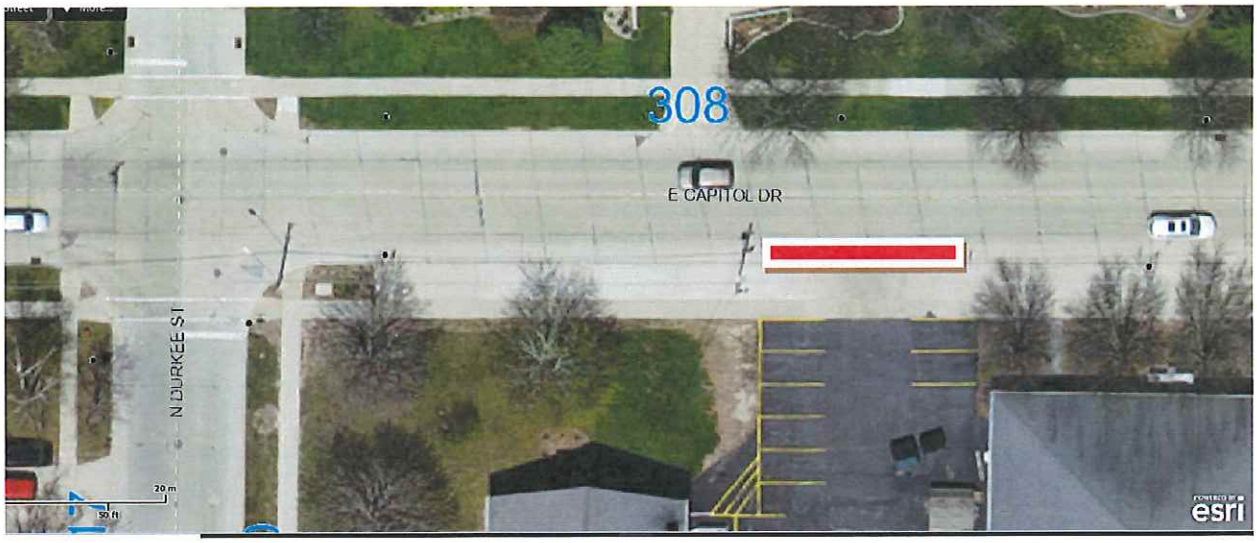
From: Michael Hardy, Assistant City Traffic Engineer

Date: February 21, 2018

Re: Parking ordinance changes – Capitol Dr., east of Durkee St by Classical Charter School

The Traffic Section was contacted by the Principal of Classical Charter School, near the intersection of Capitol Drive and Durkee Street, requesting the removal of a small "no stopping, standing or parking on school days" restriction near the school driveway on Capitol Drive. Because of the high demand for pick up and drop off at this Charter School, the Principal was willing to ease the current restriction near the driveway in hopes one or two more cars could use this curb space. This driveway in not actively used during pick up and drop off times, so the restriction feels unnecessary.

The City removed the signs for the parking restriction back in September 2017 to evaluate the change. We have received no feedback from the neighborhood against the change. We reached out to the Principle for feedback and he acknowledged he would like the change to be permanent. The Traffic Section sees no safety concerns with this and recommends permanent removal of the "no stopping, standing or parking on school days" restriction near the school driveway on Capitol Drive.



= Location of "no stopping, standing or parking on school days" restriction that was removed.

To accomplish this, the following ordinance action is required:

1. ***Repeal Ord. 09-06:*** "Five-minute loading zone, from 7:30 a.m. to 4:30 p.m. on School Days, on the south side of Capitol Drive from a point 25 feet east of Durkee Street to a point 130 feet east of Durkee Street."
2. ***Repeal Ord. 02-04:*** "Stopping, standing or parking be prohibited on school days from 7:30 a.m. to 4:30 p.m. on the south side of Capitol Drive from a point 130 feet east of Durkee Street to a point 185 feet east of Durkee Street."
3. ***Repeal Ord. 10-06:*** "Five-minute loading zone, from 7:30 a.m. to 4:30 p.m. on School Days, on the south

side of Capitol Drive from a point 185 feet east of Durkee Street to a point 15 feet west of Mariah Lane."

4. ***Create:*** "Five-minute loading zone, from 7:30 a.m. to 4:30 p.m. on School Days, on the south side of Capitol Drive from a point 25 feet east of Durkee Street to a point 25 feet west of Mariah Lane."

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TEL (920) 832-5580
FAX (920) 832-5570

To: Municipal Services Committee

From: Eric Lom, City Traffic Engineer

Date: February 21, 2018

Re: Oneida Street "Marigold Mile" Artwork for Street Name Signs

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The portion of Oneida Street that lies between STH 441 and the Skyline Bridge is being reconstructed this year. As a part of the approved design, the Common Council directed that decorative "Marigold Mile"-themed street name signs be installed in the area north of Calumet Street. The concept shown below was selected for its artistic value, simplicity and ease of fabrication.

We request that this design be approved for use on the project.

City of Appleton
Municipal Services Committee
Mr. Chris Croatt, Chairman

January 30, 2018

"Proposal" for Bluff Site

Gentlemen:

This is a response to the Appleton Public Library proposal described in the recent article in the Post Crescent by Madeleine Behr with the headline "Library proposal may delay street work." It acknowledges it details just one of the possible options along Appleton Street.

From the tone and content of the article, however, it is obvious that there is still a group favoring the Trinity Lutheran "bluff site for a new library and mixed use development bldg. This site was carefully considered by the entire City Council in June 2015 and rejected for a number of reasons which are still very relevant.

I am fully in favor of a new or significantly improved Appleton library and have no objection to a new plan incorporating a mixed use building. But I am concerned as to the site location. And there are and would be, serious problems putting such a plan on the bluff site. It would be a traffic and congestion disaster "waiting to happen".

The City is indeed wise to delay the City''s street construction project(s) for 2018. But the One Lawrence Street LLC and the successful coming of U.S. Venture headquarters will clearly limit the other use of the "bluff" and add its own traffic, albeit to and from its own garage area.

I have high regard for Paul Hoffman's work at the Fox Mills and would expect he will see what a library put into "their" Trinity church site will do to vehicular and pedestrian traffic coming off the bridge and from a

two way Appleton street. Add that to the already heavy traffic generated by the YMCA, the Soldiers Square parking ramp, and the Mosaic Family Health Clinic.

This of course, doesn't add the cost of razing the church, the added infrastructure and street expenses at the church site and new parking spaces. There are other serious traffic considerations now, the traffic generated by the Exposition Center and even the parking and Jones Park access along the Rocky Bleier Run below the bluff site.

Don't be deluded with the prospects of the TIF's if your actions and street flows only compound easy access and adequate parking for a popular , well used and appreciated library. Before any new plan is selected, make sure the public and Common Council have all the facts and clear cost estimates and the options for a different library site. And don't underestimate the amount of traffic moving off The Skyline and north on a narrow, two way Appleton Street.

We are blessed in Appleton to some very well thought out changes to Downtown Appleton. Give the community an opportunity to see all the library options and know their estimated costs.

Respectfully submitted,

Richard Abb

Richard Abb

cc: Mayor Hanna
Madeleine Behr

Feb. 16, 2018

Appleton City Clerk
cc: For all Appleton
Ward Chair persons

RCA

MEMO

"...meeting community needs...enhancing quality of life."

TO: Municipal Services Committee

FROM: Paula Vandehey, Director of Public Works

DATE: February 8, 2018

SUBJECT: **Discussion of idea to have reduced parking permits for hybrid/low emissions vehicles.**

One of the Actions under Focus Area 3 (Air Quality) of the City of Appleton's Sustainability Plan is *"Analyze the potential for incentives provided to downtown parking for those driving hybrid or low emissions vehicles."*

Although in concept this sounds like a good idea, the implementation is somewhat challenging for our current system. Examples of the challenges include:

- A permit for the ramp is issued for a vehicle, but there is no checks and balances that the permit is used for that particular vehicle. In other words, permits are assigned to the customer, not to a specific vehicle. If we were going to provide reduced parking, we would need to develop some method of ensuring the low emission vehicle is the one used by the customer for parking in the ramp.
- Many communities provide specified areas where only low emission vehicles can park (specific parking lots just for low emission vehicles). The City currently only owns one parking lot and it serves the Library and other downtown visitors.
- The cost to construct a parking stall in a parking ramp/lot, and all the associated maintenance costs, are not lower because the vehicle is low emission.

I would like to discuss the concept of reduced parking permits for hybrid/low emission vehicles at our February 26, 2018 Municipal Services Committee meeting.