



City of Appleton

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

Meeting Agenda - Final Municipal Services Committee

Monday, November 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
[18-1731](#) Minutes from October 22, 2018.

Attachments: [Minutes from October 22, 2018.pdf](#)

4. Public Hearings/Apearances

5. Action Items

- [18-1537](#) Approve Scenario 1 parking restrictions related to the Lutz Drive multi-use trail adjacent to the Appleton Yacht Club.

Attachments: [Parking restrictions-Lutz Drive.pdf](#)
[Lutz Drive Parking Restriction Points of Consideration.pdf](#)
[Lutz Drive Petition.pdf](#)

Legislative History

10/22/18	Municipal Services Committee	recommended for approval
11/7/18	Common Council	referred to the Municipal Services Committee

- [18-1732](#) Request from Red Lion Paper Valley Hotel to change their signage by removing "Radisson Paper Valley Hotel" and adding "Vince Lombardi's Steakhouse" to the College Avenue Skywalk per the June 1994 Development Agreement.

Attachments: [Red Lion Paper Valley Hotel-signage.pdf](#)

- [18-1733](#) Approve changes to Municipal Code Sections 19-106 City-owned parking facilities, 19-109 Hours of operation, 19-110 Metered on-street parking and 19-111 Metered off-street parking, effective January 1, 2019.

Attachments: [Municipal Code Sections 19-106, 19-109, 19-110 & 19-111 changes.pdf](#)

- [18-1734](#) Approve Amendment No. 2 to the OMNNI Associates, Inc. Contract for Bridge Maintenance Design to design an extension of the existing Cedar Street retaining wall for the future sidewalk construction in an amount of \$7,200 (revised contract amount of \$72,000).

Attachments: [Amendment No. 2 to the OMNNI Associates.pdf](#)

- [18-1755](#) Approve parking restriction change on the east side of Summit Street near Summit Park. (Follow-up to Six Month Trial Period)

Attachments: [Parking restriction change on Summit St by Summit Park \(E side\).pdf](#)

- [18-1756](#) Approve parking restriction changes on Glenhurst Drive near Lightning Drive. (Follow-up to Six Month Trial period)

Attachments: [Parking restriction change on Glenhurst Dr, east of Lightning Dr \(N side\).pdf](#)

- [18-1757](#) Approve parking restriction change on Taft Avenue east of Oneida Street.

Attachments: [Traffic-related ordinance changes for the Oneida St Reconstruction Project..pdf](#)

- [18-1758](#) Install STOP signs on Herbert Street at Pine Street. (Follow-up to Six Month Trial Period)

Attachments: [Intersection traffic control-Herbert St-Pine Street intersection.pdf](#)

6. Information Items

- [18-1735](#) Inspections Division Permit Summary Comparison Report for October, 2018.

Attachments: [Inspections Division Permit Comparison Report-October, 2018.pdf](#)

- [18-1736](#) Parking Utility Condensed Income Statement for October, 2018.

Attachments: [Parking Utility Condensed Income Statement-October 2018.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.



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Meeting Minutes - Final Municipal Services Committee

Monday, October 22, 2018

4:30 PM

Council Chambers, 6th Floor

1. Call meeting to order

Aldersperson Konetzke called meeting to order at 4:30 p.m.

2. Roll call of membership

Present: 3 - Coenen, Konetzke and Williams

Excused: 2 - Croatt and Martin

3. Approval of minutes from previous meeting

[18-1536](#)

Minutes from October 8, 2018.

Attachments: [Minutes from October 8, 2018.pdf](#)

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

Aye: 3 - Coenen, Konetzke and Williams

Excused: 2 - Croatt and Martin

4. Public Hearings/Appealances

5. Action Items

[18-1537](#)

Approve Scenario 1 parking restrictions related to the Lutz Drive multi-use trail adjacent to the Appleton Yacht Club.

Attachments: [Parking restrictions-Lutz Drive.pdf](#)

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

Aye: 3 - Coenen, Konetzke and Williams

Excused: 2 - Croatt and Martin

[18-1538](#)

Request from Appleton Area School District for a Street Occupancy Permit to install a sign that extends into the Washington Street

right-of-way at 200 E. Washington Street, be approved with a minimum clearance of 12 feet.

Attachments: [AASD-Street Occupancy Permit.pdf](#)

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

Aye: 3 - Coenen, Konetzke and Williams

Excused: 2 - Croatt and Martin

18-1539

Approve installation of STOP signs on Pierce Avenue at Fourth Street (follow-up to six-month trial period).

Attachments: [Intersection Control-Fourth St-Pierce Ave.pdf](#)

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

Aye: 3 - Coenen, Konetzke and Williams

Excused: 2 - Croatt and Martin

18-1540

Approve installation of ALL-WAY STOP control at the John Street/Meade Street intersection (follow-up to six-month trial period).

Attachments: [Intersection Control-John St.-Meade St.pdf](#)

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

Aye: 3 - Coenen, Konetzke and Williams

Excused: 2 - Croatt and Martin

18-1541

Approve parking changes on Meade Street near Edison Elementary School (follow-up to six-month trial period).

Attachments: [Parking change-Meade St by Edison Elementary School.pdf](#)

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

Aye: 3 - Coenen, Konetzke and Williams

Excused: 2 - Croatt and Martin

18-1542

Approve parking changes on Washington Street east and west of Park Avenue (follow-up to six-month trial period).

Attachments: [Parking restriction change-Washington St.pdf](#)

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

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

Aye: 3 - Coenen, Konetzke and Williams

Excused: 2 - Croatt and Martin

[18-1543](#)

Request from Fox Valley Technical College for a reduced rate of \$2 for Special Event Parking (\$5).

Attachments: [Fox Valley Technical College reduced rate.pdf](#)

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

Aye: 3 - Coenen, Konetzke and Williams

Excused: 2 - Croatt and Martin

[18-1544](#)

Request from Appleton Downtown Inc. for free ramp and meter parking on Small Business Saturday, November 24, 2018.

Attachments: [ADI-Small Business Saturday.pdf](#)

Item 1544 was amended to only include the meters and not the ramp parking. Motion by Konetzke, 2nd by Coenen. Motion carried 3-0

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

Aye: 2 - Konetzke and Williams

Nay: 1 - Coenen

Excused: 2 - Croatt and Martin

[18-1578](#)

Request from the City Clerk's Office to purchase one day hang tags at a rate of \$3 per day (for half-day passes). The Council approved rate is \$5 per day.

Attachments: [City Clerk's Office reduced hang tags.pdf](#)

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

Aye: 3 - Coenen, Konetzke and Williams

Excused: 2 - Croatt and Martin

[18-1579](#)

Request to not plant a tree at 1629 W. Reeve St. as part of the 2018 Fall Tree Planting Program.

Attachments: [1629 W. Reeve St-tree planting.pdf](#)

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

Aye: 3 - Coenen, Konetzke and Williams

Excused: 2 - Croatt and Martin

6. Information Items

[18-1545](#) Parking Utility Condensed Income Statement for September, 2018.

Attachments: [Parking Utility Condensed Income Statement for Spetember 2018.pdf](#)

[18-1546](#) Discussion of 2018 Executive Budgets (Public Works, Sanitation, Capital Projects, Parking and CEA).

[18-1547](#) City of Appleton Trail Development Requirements.

Attachments: [City of Appleton Trail Development Requirements.pdf](#)

7. Adjournment

Coenen moved, seconded by Williams, that the meeting be adjourned. Roll Call. Motion carried by the following vote: Meeting adjourned at 5:14.

Aye: 3 - Coenen, Konetzke and Williams

Excused: 2 - Croatt and Martin



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

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: October 17, 2018
Re: Parking restriction changes on Lutz Dr related to multi-use trail construction
REVISED

The construction of the Lutz Drive multi-use trail was completed earlier this year. This trail segment, which extends from Pierce Court, past the Appleton Yacht Club, to the Lutz Park parking lot, is part of a larger planned regional trail network that will eventually extend from Alecia Park to the Newberry trail and beyond.

For safety reasons, the American Association of State Highway and Transportation Officials (AASHTO) recommends that multi-use trails be separated from an adjacent roadway by a terrace with a minimum width of five feet. However, in this case, the combination of Wisconsin DNR requirements and utility conflicts did not allow for this. Instead, the trail was constructed at the back of the roadway curb with *no* terrace (see Figure 1 below). While this configuration is less than desirable based on applicable design standards, it was staff's belief that it could still function safely for bicyclists if parking were removed adjacent to the trail. The removal of parking would virtually eliminate the possibility of bicyclists being "doored," which is a type of bicycle crash caused by motorists opening the doors of their parked vehicles into the paths of oncoming cyclists. This type of crash is of particular concern because studies show that about 80% of bicyclists that are involved in a "dooring" crash are injured. While the removal of parking adjacent to the trail was initiated in an effort to provide an acceptable level of safety for trail users, it also raised concerns from the Appleton Yacht Club which were centered around the loss of on-street parking and loading areas, as well as perceived concerns about their members needing to cross Lutz Drive when parking on the west side of the street.



Figure 1 - Lutz Park Multi-Use Trail (as constructed)

Discussion and Recommendations

Based on the information discussed above, as well as the feedback received from the Appleton Yacht Club (AYC), staff has developed three scenarios for consideration.

Scenario 1 – Parking Restriction along the Trail Remains (Cost: Minimal)

In this scenario, the parking restriction that is currently in place along the length of trail would remain in place. This scenario would provide a reasonable level of safety for trail users, given the fact there is no terrace between the trail and the roadway. In this scenario, we would propose to cut back the vegetation in the terrace area along the west side of Lutz Drive to allow passengers to more easily exit vehicle parking on that side of the street. We would also propose to extend the existing *No Parking* zone on the west side of Lutz Drive by 50 feet to help ensure adequate sight lines for drivers and pedestrians. In this scenario, a total of approximately 106 on-street parking stalls would be available on Lutz Drive. It is also worth noting that it would be legal for AYC members to load/unload passengers and materials in the *No Parking* zone adjacent to the trail.

Concerns were raised about how AYC members could safely park and exit their vehicles on the west side of Lutz Drive during winter months, due to the lack of a sidewalk on the west side. Given that no sidewalks existed on either side of Lutz Drive in that area prior to the construction of the trail, AYC members that parked on either side of Lutz Drive, north of the clubhouse, would likely have needed to walk in the roadway to get to the clubhouse driveway. Under Scenario 1, the need to walk in/along the roadway to get to the clubhouse driveway would be eliminated, as people could simply cross the street and walk along the trail to get to the driveway.

Scenario 2 – Allow Parking on the East Side & Create Buffer Area Using Pavement Markings (Cost: ~\$5,000)

This scenario was developed in an attempt to maximize trail safety *and* satisfy AYC concerns about on-street parking proximity. It would allow parking on the trail side of Lutz Drive (and prohibit it on the west side) utilizing pavement markings to create a “buffer area” between the parked cars and the trail, thereby theoretically eliminating the issue of “dooring.” (see Figure 2). In this scenario, a total of approximately 110 on-street parking stalls would be available on Lutz Drive. While, on the surface, this scenario would seem to be a “win-win” solution, staff presents it with several important reservations:

- Because the plan would require drivers to park in a very unusual manner - several feet away from the curb - we believe it would be very difficult to get consistent compliance, even with special signage, etc. We believe drivers would simply park at the curb like they normally would. While focused enforcement could help improve this, staff believes this would be an ongoing struggle fraught with public relations issues and disproportionate enforcement efforts.
- The cost to implement this scenario is high, estimated to be about \$5,000 up front. Additionally, the pavement markings would need to be replaced every 5-10 years at a cost of an additional ~\$5000.
- If this scenario were implemented, and subsequently deemed to be unsuccessful, the cost to remove the markings would be \$6,000 to \$7,000, and would leave the roadway scarred due to the removal process.

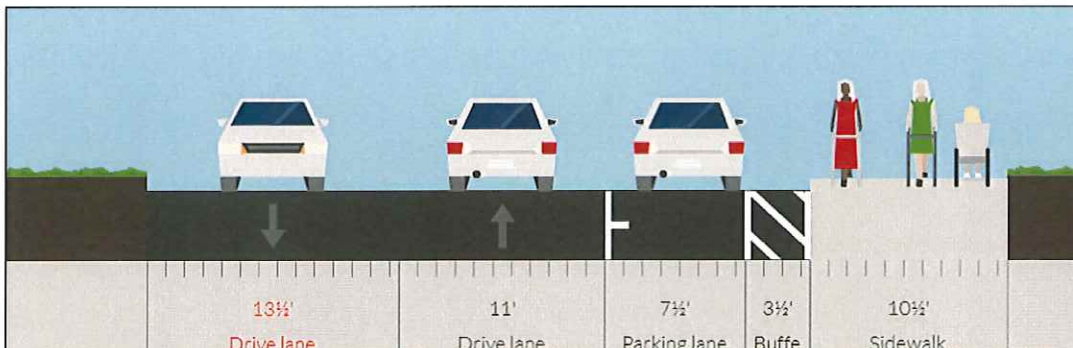


Figure 2- Typical Cross Section for Scenario 2

Scenario 3 – Allow Parking Adjacent to the Trail at Certain Times

At the Committee's request, the AYC was contacted in an attempt to find a solution that would allow parking along the trail during certain times of the day/week/year in an attempt to balance AYC's desires with the Department's desire to maximize trail safety (our email exchange with AYC leadership is attached for reference). AYC has been clear that they would prefer parking be allowed adjacent to the trail whenever the club is open. This includes 5:00 p.m. to 8:00 p.m. on weeknights (year round), as well as all weekend days and evenings. Unfortunately, the majority of times they are open are the times when the trail would be most heavily used, and the parking would present the largest hazard to bicyclists. We believe a compromise could allow for parking during winter months (say, November 1st to April 1st), but should not allow for parking during the remainder of the year, when the trail will see its highest usage.

RECOMMENDATION: Based on the totality of the information presented above, staff recommends implementation of Scenario 1. We believe Scenario 2 comes with a potential cost-benefit ratio that is too high, especially given our budgetary limitations, and we believe Scenario 3 would unnecessarily compromise safety.

Supporting Information:

During the last Municipal Services Committee meeting (on September 10th), several issues were raised. Below are staff's responses and discussion about those topics:

Safety concerns about Yacht Club members crossing Lutz Drive

Lutz Drive is a relatively minor street with a speed limit of 25 miles per hour. Our records show it carries about 870 vehicles per day during the summer months. This equates to approximately 70 cars per hour during the peak traffic hour, or just over one car per minute. During off-peak times, traffic volumes are much lower. That said, the topography and roadside vegetation in the area of the Pierce/Lutz intersection severely limits the sight lines that would allow drivers to see and react to pedestrians crossing in that immediate area. For this reason, parking is not allowed on the west side of Lutz Drive in the vicinity of the Pierce/Lutz intersection. While staff does not believe that pedestrian crossings across Lutz Drive are *inherently* dangerous (based on low traffic volumes and speeds), we do recommend extending the existing No Parking zone on the west side of the street a bit further as a means of giving drivers a better opportunity to react to pedestrians that may be crossing (See Figure 4 below).

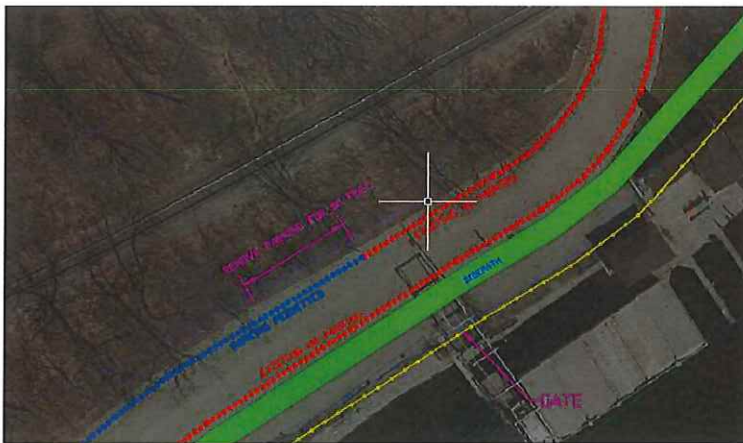


Figure 3- Additional Parking Restriction on West side

Possibly stripe the trail (so parking could remain on the east side, adjacent to the trail)

The question was asked as to whether the trail could be striped in a way such that pedestrians use the side of the trail closest to the curb and bicyclists use the portion away from the curb (it was stated that this is done in Minneapolis). In fact, the Minneapolis Parks and Recreation Board has numerous trails that are configured to separate bicyclists and pedestrians (see Figure 3 below). However, their current design guidance requires that when pedestrians are separated from bicyclists on a multi-use trail, two bicycle lanes should be striped (one for each direction), each at a *minimum* width of five feet. In other words, the total width of the trail would need to be 15 feet, rather than the trail's actual width of 10 feet. Staff does not recommend this option.

Eric Lom

From: mzelinski@new.rr.com
Sent: Friday, October 12, 2018 8:41 AM
To: Eric Lom; jimk_1@yahoo.com; smaves@pcitrucks.com
Cc: Paula Vandehey; Tom Flick
Subject: Re: Lutz Dr Parking

Follow Up Flag: Follow up
Flag Status: Flagged

Eric:

I apologize for the delay in our response. There was a bit of confusion regarding who was going to handle this question in our all volunteer organization.
Here is the info you need.

Time of Day / Day of Week / Time of Year:

If the Committee were to consider a scenario where parking would be prohibited along the trail only during certain times of the day and/or times of the year, it is important for us to clearly understand when the AYC has events that require more parking stalls than can be accommodated in the AYC lot. Could you please clarify when this typically occurs, and how often?

- Time of day?
- Day of week?
- Time of year?

The Club is open, generally, from 4PM to Close (10PM-Midnight) during the week. The Club is open on weekends, generally from Noon to Close.

In general, our busiest times year round are from approximately 5:00 PM - 8:00 PM during the week. We are very busy Friday nights, consistently.

We do get very busy on weekend days and evenings when we have events (parties, weddings, events, boating events, etc.) We are busier during boating season, generally (May-September), but we have worked hard to stay busy year round.

We have been successful in cash flowing this business year round ... this has not always been the case.

Also, when boating is busy, any overflow from guests to the Club or the Trail end up in Lutz Park parking, which fills up pretty quickly.

So, in general, we feel we need the parking requested during those hours we are open. It's a bit impractical, and bad for business, for guests that remain after the busy hours (i.e. 5PM-8PM on a Friday night, to have to move their car if parking were restricted in narrow windows).

We hope you find a solution to parking on the river side of Lutz Drive. It would be helpful to both our Club and visitors to both the Trail and the Park.

Thank you!

Mark Zelinski
AYC Director

Mark S. Zelinski
mzelinski@new.rr.com
920-621-1456

Gentlemen,

As you know, the City's Municipal Services Committee discussed the status of on-street parking on Lutz Dr, in the vicinity of the Appleton Yacht Club, at their last meeting (on 9/24). For reference:

* A video recording of that meeting can be found
here<http://cityofappleton.granicus.com/MediaPlayer.php?view_id=3&clip_id=2496&meta_id=191462>

* The meeting agenda can be found
here<<https://cityofappleton.legistar.com/View.ashx?M=A&ID=639934&GUID=EC6D63FF-01F4-4635-BEBA-FBCDC0AC6CA7>>

* The memo that was prepared by staff can be found
here<<http://cityofappleton.legistar.com/gateway.aspx?M=F&ID=1241babe-1a84-4bf9-a4f6-ee6508ba7230.pdf>>

During the meeting, the Committee had considerable discussion about the two scenarios that were brought forth by City staff. These scenarios are described in detail in the staff memo linked above. As a byproduct of those discussions, the Committee has asked that staff develop a 3rd option that would be more palatable to all involved. To that end, I have a couple clarifications to offer, and several questions I'm hoping AYC can answer.

Loading and Unloading

As I mentioned during the meeting, loading and unloading of people and/or materials is permitted in a No Parking zone by state law (340.01(42m)). As such, it is currently legal for drivers to use the section of Lutz Dr that is located along the trail for loading and unloading, despite the No Parking signs that are in place.

Parking during winter months

At the 9/24 meeting, concerns were raised about the ability of AYC members to safely cross Lutz Drive during the winter months if parking would continue to be prohibited along the trail. Additionally, concerns were raised about how AYC members could safely park and exit their vehicles on the west side of Lutz Drive during the winter months, given the lack of a sidewalk on the west side. Given that no sidewalks existed on either side of Lutz Drive in that area prior to the construction of the trail, can you clarify how AYC members traditionally navigated from their parked vehicles to the AYC entrance during the winter months?

Time of Day / Day of Week / Time of Year If the Committee were to consider a scenario where parking would be prohibited along the trail only during certain times of the day and/or times of the year, it is important for us to clearly understand when the AYC has events that require more parking stalls than can be accommodated in the AYC lot. Could you please clarify when this typically occurs, and how often?

* Time of day?

* Day of week?

* Time of year?

I appreciate your thoughts and feedback on this issue. I will plan to share your feedback with the Committee at their October 22nd meeting (4:30 p.m. in the Council Chambers). Feel free to call or email with any questions in the meantime.

Eric

Eric S. Lom, P.E.
City Traffic Engineer
City of Appleton | DPW Traffic Section
920.832.5580

Lutz Drive Parking Restriction Points of Consideration

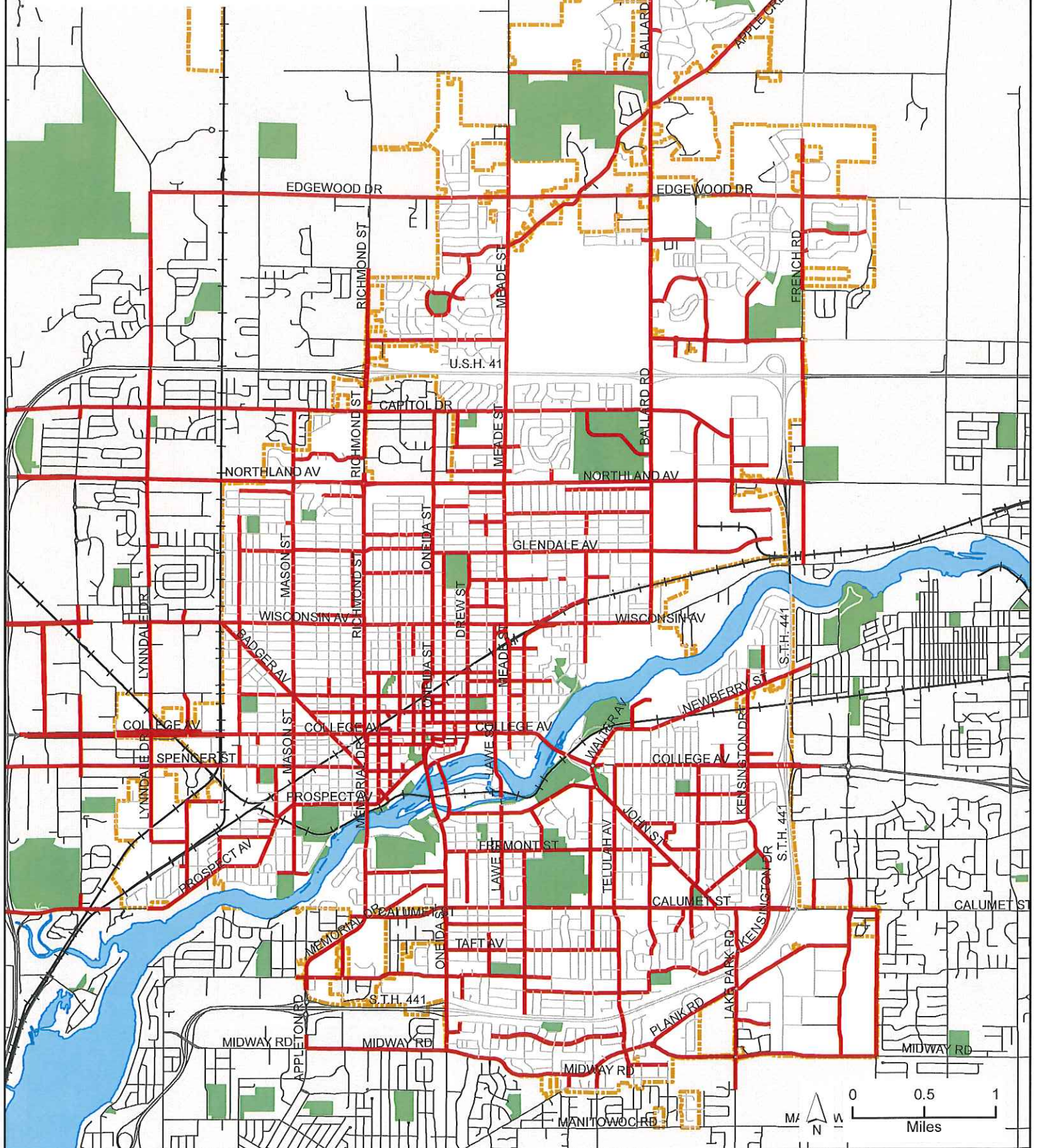
- Safety is an essential part of the Department of Public Works responsibilities and we do not take this obligation lightly. With our extensive training and experience in this field, we are confident our recommendation provides safe options for all AYC and Lutz Park customers.
- Lutz Drive is 36 feet wide as is typical for many City of Appleton Streets. Crossing Lutz Drive is no different than Reid Golf Course customers crossing Fremont Street to tee off on hole 1 or 10, or to hit a bucket of balls at the driving range, except that Fremont Street carries 425% as much traffic as Lutz Drive. It is also similar to residents using Erb Pool and crossing Drew Street (which carries more than double the traffic Lutz Drive does) and ball players at Memorial Park crossing Witzke Boulevard (300% of the traffic on Lutz Drive).
- Other recent examples of streets where parking has been removed from one side include Badger Avenue, Capitol Drive, Newberry Street, Roemer Road and Telulah Avenue. All of these streets have significantly higher traffic volumes than Lutz Drive. In addition, some of these streets serve schools, parks and businesses. (See attached map for streets with traffic volumes greater than Lutz Drive).
- Crossing a 36-foot street may be perceived as inconvenient to some, but we do it when we get our mail, visit a friend, etc. It is also the same distance we cross to grocery shop and many other errands we do on a daily basis (see attached map of Pick N Save on Ballard Road).
- Park goers currently park on both sides of Lutz Drive adjacent to Lutz Park and we have not received one complaint from a parent concerned with having to cross the street to get to the park.
- Although the trail is not significant in length at this point, it does connect to Prospect Avenue and will connect via Cedar Street to Alicia Park in 2019.
- By State Statute, loading is allowed in a No Parking Zone, so AYC members can unload a passenger, cooler, etc. before parking their vehicle in another location.
- The trail will be plowed by the City, so safety will actually be enhanced as now you can cross the street and directly get on the trail instead of having to walk down the street until you reached a plowed curb opening.
- There will be more trail users than persons crossing the street. This is important as we consider the safety hazards created by opening car doors.
- The trail usage will greatly increase as trail development continues to Alicia and Vulcan Heritage Parks.
- Trail usage will increase during May through September in 2019. Per the AYC agreement, concession service is to be provided to the public upon completion of the trail.
- AYC continues to increase their membership and business, which has increased their demand for parking. We have worked to allow their visitors to utilize parking at Lutz Park.
- Our relationship with the AYC has been strong and they have always understood that the City granting use of public land for a private use was a privilege. This City land could be enjoyed by the greater public for increased access to the river. We are hopeful this partnership would continue with the same mutual gratitude and respect given in the past, but recent comments and correspondence are concerning.

Legend

Traffic Counts

- ADT less than or equal to Lutz Drive
- ADT greater than Lutz Drive

- Railroad
- Parks
- City Limits





Pick N Save

Distance: 37.2 Feet

The AYC Has a Parking Problem

PETITION



The undersigned requests that parking on the trail side of Lutz Drive be reinstated. The residents of the City of Appleton want their parking back. Here are our points:

Safety – It will be more dangerous for our members, the elderly, children, boaters, and residents wishing to use Lutz Park to cross the street to use any of the facilities along the river. Our members and guests are being asked to park on the far side of the street, which is not only a safety issue, but significantly inconvenient.

Safety – Members with boats on the east side of the club have small children or grandchildren. Crossing the street, particularly toward the east end of Lutz where the traffic rounds the sharp curve under the railroad trestles. The traffic on Lutz Drive often moves faster than the posted limits.

AYC Business – The Lutz trail project and the required re-configuration of the AYC Parking Lot has already taken a number of parking slots from the business. To make our members and guests park on the far side of Lutz trail is very inconvenient and harmful to the business. Many of our potential customers will choose not to come down simply because there is inadequate parking.

Lack of Transparency – The current No Parking on Lutz was never discussed with the AYC Management or Board. In fact, the AYC originally requested that parking hours be expanded to overnight for our boating members.

Poor Solution for City Residents – If parking is not allowed on the trail side of Lutz, overflow parking is likely to end up in the Lutz Park lot, which is already quite small. This is not in the residents of Appleton's best interest.

The only counterargument is the notion that the City does not want car doors opening next to the trail, particularly for bikers. This argument is not valid. Until completed, the trail is unlikely to be used for ANY biking. It does not currently go anywhere. Bikers will use the street. Plus, the trail is sufficiently wide that bikers are unlikely to have a problem with parked cars.

NAME	ADDRESS	NAME	ADDRESS
STEVE USHARAK	1623 N. DURKEE ST, APPLETON	Brian Beisenstein	9366 Memory Ln Neenah WI
MARK ZELISKI	1908 N Eugene St, Appleton	Cindy Shupp	4702 W Pine Appleton 54914
JIM KOZAK	1034 E. NOENTWOOD	SCOTT SHUPP	4702 W. PINE Appleton WI 54914
William Franky	1516 W. Prospect Ave. Appleton	Bette Kunch	4813 Indiana Ave Appleton
Greg Hintz	3007 W Heritage Ave Appleton	Linda Schneider	12 Hycrest Ct Appleton 54914
Judy Pocke	1117 Kernan Ave Menasha, WI	Chuck Kumpf	4813 Indiana Appleton 54913
Kerinda Dugan	3601 N Rankin St	Janet A. Weber	2241 Sunrise Drive Appleton
Amy Dugan	3601 N Rankin St	Janice Schwaeger	2243 Sunrise Appleton
Shay Bassett	7161 Clark Pk	Ed Shwartz	" " "
Jo Beth	2161 Clark Pk	KE Hoersch	305 W Twin Ct App.
Jack Gallagher	2721 N. Vista Appleton	Katie Hoersch	" "
Charles Gallagher	2721 N. Vista Appleton	Ann Zaleske	5504 W. Michael Dr #2 Appleton 54913
Paulina	1308 White Tail Rd Neenah	Tom Vlegar	538 HAROLD WAY Appleton WI 54915
Karen Martin	1308 White Tail Rd Neenah	Marlynn Regan	538 Harold Way Appleton WI 54915
Marin Beisenstein	9366 Memory Ln Neenah	DAN SMITH	910 TAYLOR MEENASHA WI 54950
R. F. E.	1117 KERNAN AVE MENASHA	AMY PUTZER	88 RIVER DR, APPLETON ST 15
Robert Edwards	1714 S Hycrest Dr Appleton 54914		
Bob	1716 S. Hycrest Dr Appleton 54914		
Blair	12 Hycrest Ct. Appleton WI 54915		

The AYC Has a Parking Problem

PETITION

The undersigned requests that parking on the trail side of Lutz Drive be reinstated. The residents of the City of Appleton want their parking back. Here are our points:

Safety - It will be more dangerous for our members, the elderly, children, boaters, and residents wishing to use Lutz Park to cross the street to use any of the facilities along the river. Our members and guests are being asked to park on the far side of the street, which is not only more dangerous, but significantly inconvenient.

Safety - Members with boats on the east side of the club have small children or grandchildren. Crossing the street, particularly on the east end of Lutz where the traffic rounds the sharp curve under the railroad trestle, is very dangerous. Plus, the traffic on Lutz Drive often moves at a high rate of speed.

Safety - To make sure we do not understate the importance of this, the AYC has many, many elderly members and guests. To ask them to walk across Lutz Drive to gain access to either the club or the park is unsafe. The same goes for the kids.

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NAME	ADDRESS	NAME	ADDRESS
Wm Garvin	515 Broad #302 Menasha, WI	Mike Kersten	2509 E. Gateway Drive
Paul Maas	915 W. Bellvue Appleton	Linda Meyer	11215 Oneida St
Lyle Maas	518 W. Winnebago St	Kris Kersh	2509 E Gateway Dr
Tom Franklin	1400 RIVERVIEW DR	Lori Kersh	2509 E. Gateway Dr.
Jolene Gonzalez	4940 N. Turnberry Dr. Appl. 54913	Paul Perry	3109 Lakeview Ln.
Dan Gonzalez	4940 N. Turnberry Dr., Appl. 54913	Lori Perry	1824 S. Sundridge Appleton
Lucy Steinberg	2803 Fox Run Appl 54914	Debbie Pomeroy	1001 S. Onida
Charles Ingersoll	2803 Fox Run Appl 54914	Walter Orndell	1776 Lake Shore - 54952
BILL MEYER	1121 SOUTH ONIDA ST. APPL 54915	Pam Sturm	1916 Carriage Ln. 54914
Al Barten	201 S. Matthias St. App 54915	Peg Currie	1916 Carriage Ln.
Theresa Barten	201 S Matthias St. APPL 54915	Bill Currie	2494 Stroebel Road
Donna Hintz	3007 W. Heritage App 54914	Charm Hegman	3222 E Pollyweg Way Unit 152
John Bubolz	2518 Crestview Dr Appl 54915	Jeff Hegman	3222 E. Pollyweg Way 152
Alan Schultz	5120 W. Anita #4, Appleton 54913		
Susan Walter	3341 White Birch Ln, App 54915		
Matthew	2815 Hwy 90 Appleton		
Thomas Walter	3341 S. White Birch App 54915		
John Larson	928 W. Taylor St. Appleton		
Donna Brandt	515 Broad St Unit 302 Menasha 54952		

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NAME	ADDRESS	NAME	ADDRESS
PAUL SCHEEL	1526 OAKCREST CT Appleton	AUSSEL LUTZ	W6063 STRAUFLOCCER RD Appleton, WI 54915
Chris Malone	933 E College Ave Appleton	Dick Schermerhorn	2757 Fox Run Appleton, WI 54914
Marti Johnson	1427 N. Birchwood Appleton	Pat Schermerhorn	2757 Fox Run Appleton, WI 54914
Jim Potter	1692 W. Greenlawn Ln Appleton	GARY SCHMITZ	2700 CRES Appleton, WI 54914
Tom Cerull	41 Crestway Ct. App.	MICHAEL SCHMITZ	2700 CRES Appleton, WI 54914
Ruth Cerull	11	Tim Heenan	49 Regal Terrace App. WI
Cindy O'hara	2201 E Sienna Wy Appleton	Jeanne BURREN	1000 E. KAY App
Terry O'hara	11 54913		
Karen Jakubik	W7008 Plank Rd Appleton		
Kiana Ehrmentraut	2748 Larson Rd Appleton		
Jessie Ehrmentraut	2748 Larson Rd Appleton		
Richard Jandowek	1601 McDonald Appleton	Kurt Schultz	1505 Westhaven Circle Oshkosh, WI
Patty Lilje	926 E. Pershing St Appleton	Nancy Lund	2213 W. Midway Ave Appleton
Joe Wisnet	W638 Firelane & Harrison	Jane Heenan	49 Regal Terr., Appleton WI 54915
Jan Wisnet	W638 Firelane & Harrison	Mike Marx	1610 E Capital Dr Appleton
David E. Olson	2115 S. Telulah	GREG OTIS	1731 S. HANCOCK CIR Appleton
Steve Olson	2115 S. Telulah Ave		
Frank Mung	2942 Silver Birch Ct Appleton		
Patrick Mung	2942 Silver Birch Ct. Appleton		

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NAME	ADDRESS	NAME	ADDRESS
Todd Holmes	1116 Jensen Ct Stockbridge	JAMES FUNK	544 RIVERWAY MENASHA, WI
BRYAN MICK	309 N. DREW ST APPLETON	Emily FUNK	544 Riverway Menasha, WI
Kevin Lillgo	926 E. Pershing St Appl.	JAMES RAY	2631 NORTHERN RD SUITE 210 Appleton WI 54911
Andy Roth		Pat Kemp	295 Harrison Ave 2nd fl Chicago 54140
Brenda Drennon	2789 Green Rd, Appl.	MYRA Herwis	845 WINDFIELD PL APP
Mary Rydell	1933 Palisades Dr. Appleton	Michelle Brangan	3148 N Spruce St 54911
Joni Jeffery	900 E. Capitol Dr. App.	KATHLEEN DSK	528 E MAPLE ST. STUBS
Mary Kullgren	1484 Lakeshore Men	Anne Higgins	1621 S. Hillcrest, Apple 54911
M. N. Kullgren	1484 Lakeshore DR.	Sheryl Bruemmer	1484 Lakeshore Dr Menasha 54952
M. Drennon	400 W. Lincoln	Mary Gmapp	1515 Palisades Dr 54915
Mike Drennon	2200 N. Drew	John Hoffman	200 E. WASHINGTON ST. 54911
Bill Johnson	1048 Holly Ct	Ann DeBruin	4712 WATERSTONE CT. 54914
Kathy Johnson	1048 Holly Ct	Angie & Bob	4712 Waterstone Ct. Apple 54911
Jan Immanuel	2200 N Drew St, Appl	Charles & Jo	
BERNIE LAIRD	94 MIDDEN ACRES Ct. Appl.	Peggy Stenstrom	1653 Route des Monts
Walter Blum	N 11753 E. Oak Rd Tomahawk	Kevin Lander	325 W KING MEADOW APP
Leland Tappa	1515 PALISADES DR APP	Patricia Dossy	325 W. Crossin Meadow APP
Holly & Tom Kotke	147 Harry's Gateway App	Rich Miller	N237 ROGERS LN 54915
Tom Kotke	147 Harry's Gateway App	Taylor Comenest	4508 N Orion Lane Appleton WI 54911

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NAME	ADDRESS	NAME	ADDRESS
Tom Van Wyk	1250 Lakeshore Dr Men	Peter Beakley	624 W. Seymour Appleton 54915
Linda Van Wyk	1250 Lakeshore Dr Men	Bob Gold	2631 HORTHURST RD #820 Appleton WI 54914
Jue Jooster	1301 Bedford Appleton	Emily Phillips	3631 Northern Rd #820 Appleton WI 54914
Ken Jooster	1301 Bedford Appleton	ELIZABETH SPENCER	2 PENBROOK CIRCLE Appleton WI 54913
Royanne Moorhead	116 Edgewood Ln Combined Locks	Tom Reimer	W7061 GLEN VALLEY, G VILLE 54942
Mark Moorhead	116 Edgewood Ln. Combined Locks	Lori Hooyman	2205 TUCKER RD Apple. 54914
JERRY Crossman	1427 N. Brentwood Ave. Appleton	JAMES SCHMIDT	1 ONEIDA CT APPLETON 54911
Brandon Martink	13 Brentwood Ct, Appleton	ROSELE BRIDGES	910 EASY ST.
Lisa Martinek	13 Brentwood Ct Apple 54915	Lance Manuel	2720 Cutoff Ln Larsen WI Appleton
Jim OVEDAK	1774 LAKESHORE DR.	Dane Wegman	2023 W Seymour Circle 54914
JEANNE BECKLEY	624 W SEYMOUR ST	Chen Cui	1631 S. Orchard Dr.
Theresa Hagman	405 S Old Oneida St	Caroline Lasecki	167 Blackhawk Dr. Neenah WI
Tim S. Hota	18th N. Superior	STANLEY LASECKI	" "
Tim Clumman	2016 N. Hillwood	Pam Reynolds	1212 Woodland Ct App
Shirley Clumman	2616 N Hillwood Ct	Bob Reynolds	1212 Woodland Ct. 54911
Mary Ann Wogger	1444 Lakeside Mntd	J. W. Debra	2615 N. MILLBROOK RD. 54914
Doris Wogger	1444 Lakeside Mntd	Karen Mota	2615 N. MILLBROOK RD. 54914
CHARLY KERN	640 WHITE BIRCH APP	PAUL MORTON	1308 Whitetail Dr. 54956
Patty Klein	" " "		" " "

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<u>NAME</u>	<u>ADDRESS</u>	<u>NAME</u>	<u>ADDRESS</u>
Benny James	1145 N Lake St, Neenah	Roger Hansen	1233 W CADAN St.
Margie Osterwald	715 S Summit St	Gregg Graycar	W 257 Lewis Way
Michael Kofman	715 S Summit St.	Tom Goudy	1731 BUTTE DES MORTS RD.
Kevin Mahony	3519 N Racine St.	Steve Stevens	1653 BUTTE DES MORTS RD. BEACH RIVER
Sharon Mahony	3519 N Racine St.	Bonnie Brandt	515 Broad St Neenah
Carol Eggert	3333 W. Sunset Ct	Benny James	3 Broadwood Ct A
Denise Brandt	6 Chappell Ct	Maria Lidge	926 E Pershing St
Sue Haukman	10 E College Ave #114 ADW	Karl Heid	2101 SUMMIT DR 54915
Norm S. Wapfer	1444 Lakeshore Dr, Neenah	William Bigger	1221 S Vandell Rd
Mary Grace	1615 S Orchard Dr Appleton	Kathy Heak	3616 N Racine St App 54911
Jim Wentland	1730 W. Reid Dr. Appleton	Leslie V. Bigger	1221 S VANDERBILT
Patsy Reimer	W 7061 Glen Valley Dr, Greenville		
Christine Thiel	5472 W. Michael Dr. App	Marcia Brueren	1235 SUNRISE DR 54914
Annie Koleske	5504 W. Michaels Dr. App	Peter Beckley	624 W Seymour, Appleton
Mary Beth James	1145 N Lake Neenah WI	Joann Gesso	306 S Duffield Dr Appleton
Chuck Dope	200 E Stratford Lane		
Ben Remtree	200 E Stratford Lane		
James Hayer	4740 Waterstone Ct.		
Jane Hayer	4740 Waterstone Ct.		

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NAME _____

ADDRESS

NAME

ADDRESS

Sept 1911

2238 Woodlawn in April.

Michaela

2238 Explained by Appl. ltr

John - Kasse

400 N. Richmond St, Unit
512 Appleton WI

Eric Hoffer

92 E Colinas Ave

MATT HAYLER

501 E WILC. AVE N BENAL

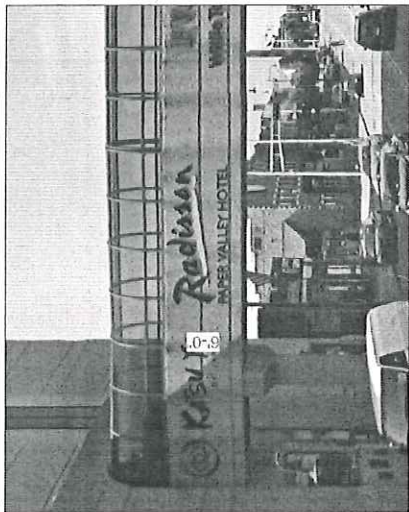
Scott Theorem

5622 N Summerland Dr

Generaly Theore.

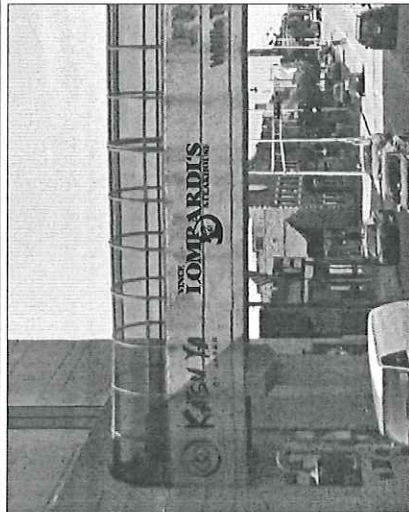
5622 N Summerland Dr

EXISTING SIGNAGE



- REMOVE AND DISCARD EXISTING N/I FCO
- RADISSON PAPER VALLEY HOTEL LETTERS
- PATCH & PAINT

PROPOSED SIGNAGE



- INSTALL NEW N/I PANEL WITH FCO LETTERS

13'-3 1/2"

VINCE
LOMBARDI'S
STEAKHOUSE

4'-0"

4 NEW CUSTOM N/I FCO LETTERS

SCALE: 1/2"=1'-0"
53.16 SQ. FT.

- FCO LETTERS - ACRYLIC PAINTED BLACK

NOTE: SURVEY REQUIRED PRIOR TO MANUFACTURING

It is the intent and purpose of this color rendering to provide a basic color representation of your sign finish and color. However, digital media and printed colors will vary from actual sign finish and color. Existing printed surfaces will have a perceptible difference in shade and screen from your sign finish. Providing a sample of the print you wish to match or a Matthews paint color formula will minimize the difference.

image national signs <i>...bringing your image to light</i>		RED LION HOTELS CORPORATION		LOCATION 333 W. College Ave Appleton, WI 54911		REPRESENTED BY: Kate G. Amy R. RLH-Appleton/WI-R4-092718		DATE: 10/10/18	
PROJECT TITLE VINCE LOMBARDI'S STEAKHOUSE		PROJECT # 1018-18-001		PROJECT DATE 10/10/18		PROJECT TIME 10/10/18		PROJECT TIME 10/10/18	

16265 Star Road Nampa, ID 83687 toll free: 800.592.8058 tele: 208.345.4020 fax: 208.336.9886 www.imagenational.com

ADOPTED:
PUBLISHED:
Office of the City Clerk

XX-XX

AN ORDINANCE AMENDING SECTION 19-106 OF CHAPTER 19 OF THE MUNICIPAL CODE OF THE CITY OF APPLETON, RELATING TO CITY-OWNED PARKING FACILITIES.

(Municipal Services Committee – XX-XX-XX)

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

Section 1: That Section 19-106 of Chapter 19 of the Municipal Code of the City of Appleton, relating to City-owned parking facilities, is hereby amended to read as follows:

Sec. 19-106. City-owned parking facilities.

The property owned by the City and used as public parking facilities for vehicles shall be described as follows:

(1) Yellow Ramp.

(2) Red Ramp.

~~(3) Parking Lot No. 9: the lot situated on the west side of South Walnut in the 100 block.~~

(43) Library Plaza: the library parking lot. The parking lot is adjacent to the library and bounded on the east by North Oneida Street and on the west by North Appleton Street.

~~(5) Blue Ramp.~~

(64) Green Ramp.

Section 2: This ordinance shall be in full force and effect January 1, 2019.

Dated: _____

Timothy M. Hanna, Mayor

Kami Lynch, City Clerk

ADOPTED:
PUBLISHED:
Office of the City Clerk

XX-XX

AN ORDINANCE AMENDING SECTION 19-109 OF CHAPTER 19 OF THE MUNICIPAL CODE OF THE CITY OF APPLETON, RELATING TO HOURS OF OPERATION OF METERED PARKING FACILITIES.

(Municipal Services Committee – XX-XX-XX)

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

Section 1: That Section 19-109 of Chapter 19 of the Municipal Code of the City of Appleton, relating to hours of operation of metered parking facilities, is hereby amended to read as follows:

Sec. 19-109. Hours of operation of metered parking facilities.

(a) On-street metered parking: 9:00 a.m. to 6:00 p.m. Monday through Saturday, excluding City observed holidays (see §19-108).

(b) Off-street metered parking lots: 9:00 a.m. to 6:00 p.m. Monday through Saturday, excluding City observed holidays (see §19-108).

~~(c) Blue Ramp: 9:00 a.m. to 9:00 p.m. Monday through Saturday, excluding City observed holidays (see §19-108).~~

Section 2: This ordinance shall be in full force and effect January 1, 2019.

Dated: _____

Timothy M. Hanna, Mayor

Kami Lynch, City Clerk

ADOPTED:
PUBLISHED:
Office of the City Clerk

XX-XX

AN ORDINANCE AMENDING SECTION 19-110 OF CHAPTER 19 OF THE MUNICIPAL CODE OF THE CITY OF APPLETON, RELATING TO METERED ON-STREET PARKING.

(Municipal Services Committee – XX-XX-XX)

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

Section 1: That Section 19-110 of Chapter 19 of the Municipal Code of the City of Appleton, relating to metered on-street parking, is hereby amended to read as follows:

Sec. 19-110. Metered on-street parking.

The time limits for operation of parking meters are as authorized by the Common Council and as specified on individual meters.

(a) ***Red head meters – Fee.*** A rate of fifty cents (\$0.50) for thirty (30) minutes shall apply to all spaces marked with red head meters in the Central Business District.

(b) ***Non-red head meters – Fee.***

1. For all on-street meters north of Washington Street, a rate of twenty-~~five~~ cents (~~\$0.2025~~) for each hour shall apply to all spaces marked with non-red head meters.
2. All other meters shall have a rate of one dollar (~~\$1.00~~)~~seventy-five cents (\$0.75)~~ for each hour and shall apply to all spaces marked with non-red head meters.

Section 2: This ordinance shall be in full force and effect January 1, 2019.

Dated: _____

Timothy M. Hanna, Mayor

Kami Lynch, City Clerk

ADOPTED:
PUBLISHED:
Office of the City Clerk

XX-XX

AN ORDINANCE AMENDING SECTION 19-111 OF CHAPTER 19 OF THE MUNICIPAL CODE OF THE CITY OF APPLETON, RELATING TO METERED OFF-STREET PARKING.

(Municipal Services Committee – XX-XX-XX)

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

Section 1: That Section 19-111 of Chapter 19 of the Municipal Code of the City of Appleton, relating to metered off-street parking, is hereby amended to read as follows:

Sec. 19-111. Metered off-street parking.

The time limits for operation of parking meters are as authorized by the Common Council and as specified on individual meters.

(a) ***Library lot fees.*** A rate of one dollar (\$1.00) ~~seventy-five cents (\$0.75)~~ per hour shall apply to all non-red head meters in the Library lot. A rate of fifty cents (\$0.50) for thirty minutes shall apply to all spaces marked with red head meters in the Library lot.

~~(b) ***Lot #9 fees.*** A rate of seventy five cents (\$0.75) per hour shall apply to all metered spaces in Lot #9.~~

~~(c) ***Blue Ramp fees.*** A rate of seventy five cents (\$0.75) per hour shall apply to all metered spaces in the Blue Ramp.~~

Section 2: This ordinance shall be in full force and effect January 1, 2019.

Dated: _____

Timothy M. Hanna, Mayor

Kami Lynch, City Clerk

AMENDMENT TO SERVICES AGREEMENT

This Amendment, Number 2, to the PROFESSIONAL SERVICES AGREEMENT, dated December 21, 2017 (the Agreement), between City of Appleton(Client) and OMNNI Associates, Inc. (Consultant) is made effective as of the 27th day of February, 2018, and amended on March 22, 2018

1. Consultant shall perform the following Services:
 - a. Provide design services for the extension of retaining wall RW09 along the south side of Cedar Street. The wall needs to be extended at each end to provide room for a sidewalk along Cedar Street.
 - b. Perform hand auger borings at both ends of the wall.
 - c. Analyze soil samples, provide geotechnical analysis and design recommendations (memo), perform retaining wall analysis.
 - d. Design the retaining wall extensions and prepare construction plans, quantities, and specifications to be included with the Client prepared bid package for the annual concrete paving project.
 - e. The client will provide electronic base maps for the development of the structure layout and plans.
3. Consultant shall perform the Services and deliver the related Documents (if any) according to the following schedule:

These plan details will be included in the annual concrete paving project prepared by the City of Appleton to be let February 4, 2019. The Consultant shall submit plans by January 11, 2019, to be included in the advertised plan if notice to proceed is received by December 6, 2018.
4. In return for the performance of the foregoing obligations, Client shall pay to Consultant a lump sum amount of \$ 7,200.00, which increases the total contract amount to \$72,200.00.
5. Except to the extent modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

CLIENT:
City of Appleton

CONSULTANT:
OMNNI Associates, Inc.

By: _____
(Signature)

Name: Paula Vandehey

Title: Director of Public Works

By: _____
(Signature)

Name: Phillip T. Roberts

Title: Engineering Services Manager



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: November 19, 2018
Re: Parking restriction change on Summit St by Summit Park (E side)
Follow-Up to Six-Month Trial Period

The Traffic Section was contacted by Alderperson Spears regarding a parking issue on Summit Street, adjacent to Summit Park. She had been contacted by a constituent who expressed concerns about park users parking on both sides of Summit Street, which is a “standard” 32-foot wide residential street. The constituent felt this situation presented a safety concern, particularly due to the curvature of the roadway at this location.

Based on a review of situation, we felt that addition of a restriction on the east side of the roadway in this area would address the stated concerns without adversely affecting the adjacent neighbors, or the ability for park users to access the park. Based on this information, we instituted a 6-month trial to test the changes.

We have received no negative feedback from the neighborhood regarding this change, other than one resident who would like more frequent enforcement of the restriction. As such, we recommend making the change permanent.

To accomplish this, the following ordinance action is required:

1. **Create:** “Parking be prohibited from 9 a.m. to 5 p.m. Monday through Saturday, from March 1st to December 1st, on the east side of Summit Street from Lindbergh Street to a point 450 feet north of Lindbergh Street.”



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

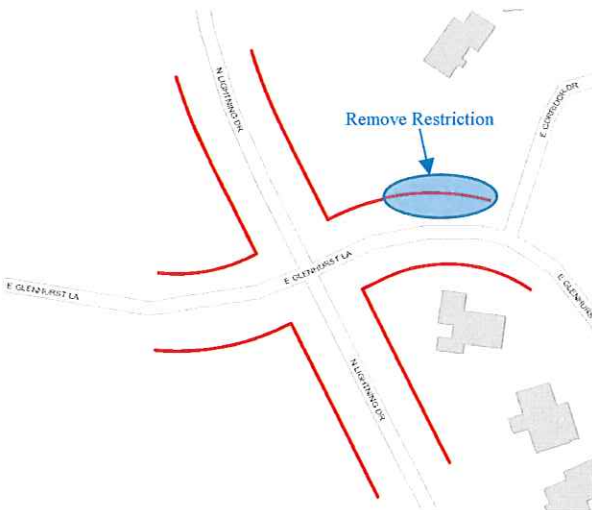
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Appleton, WI 54911
TEL (920) 832-5580
FAX (920) 832-5570

To: Municipal Services Committee
From: Eric Lom, City Traffic Engineer
Date: October 24, 2018
Re: Parking restriction change on Glenhurst Drive, east of Lightning Dr (N side)
Follow-Up to Six-Month Trial Period

As a follow-up to a request from a resident, the Traffic Section recently evaluated a possible parking restriction change on the north side of Glenhurst Drive, east of Lightning Drive. The resident requested the existing parking restriction in this area be scaled back, allowing for parking in the eastern half of this block.

Based on our review, we felt the restriction could be scaled back with no adverse effect on safety. As such, we initiated a 6-month trial to allow parking in the area shown in Figure 1. We have received no negative feedback from the neighborhood regarding this change. As such, we recommend making the change permanent.

Figure 1- Parking restrictions in the area of the Glenhurst/Lightning Dr Intersection



To accomplish this, the following ordinance action is required:

1. **Repeal Ord. 03-54:** "Parking be prohibited on Glenhurst Lane from a point 120' west of Lightning Drive to a point 120 feet east of Lightning Drive."
2. **Create:** "Parking be prohibited on the north side of Glenhurst Lane from a point 120' west of Lightning Drive to a point 60 feet east of Lightning Drive."
3. **Create:** "Parking be prohibited on the south side of Glenhurst Lane from a point 120' west of Lightning Drive to a point 120 feet east of Lightning Drive."



DEPARTMENT OF PUBLIC WORKS
Engineering Division – Traffic Section
2625 E. Glendale Avenue
Appleton, WI 54911
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To: Municipal Services Committee
From: Eric S. Lom, City Traffic Engineer
Date: November 7, 2018
Re: Traffic-related ordinance changes for the Oneida St Reconstruction Project – Part 2

The Oneida Street reconstruction project was recently completed. This memo addresses one additional parking restriction change that is necessary to implement the Council-approved roadway plans. It was unintentionally omitted in the original memo for this project.

This restriction is necessary to safely accommodate traffic on the westbound approach to the Taft/Oneida intersection. The westbound left turn lane was extended as a part of the Oneida Street project as a way of addressing traffic flow issues at this intersection.

The following ordinance action is required:

1. **Create:** “Parking be prohibited on Taft Avenue from Oneida Street to a point 260 feet east of Oneida Street.”



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To: Municipal Services Committee
From: Eric Lom, Traffic Engineer
Date: October 24, 2018
Re: Intersection traffic control at the Herbert Street / Pine Street intersection
Follow-Up to Six-Month Trial Period

As a follow-up to a citizen concern, the Traffic Section recently reviewed the traffic control at the intersection of Herbert Street and Pine Street, and subsequently initiated a six-month trial period to change from uncontrolled to two-way stop control. This intersection is located two blocks west of Prospect Avenue and two blocks south of Haskel Street. It is technically a three-legged intersection. However, the driveway to St. Bernard Catholic Church functions as the intersection's fourth leg.

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 700 vehicles per day. A review of crash records indicated one crash for the recent five-year period of 2014 through 2018. The critical approach speed for the intersection was found to be approximately 8 mph due to the positioning of a home and vegetation in the northwest quadrant of the intersection (outside the legal vision corner). Both streets are classified as *local*.

While this intersection does not meet the volume or crash thresholds for stop control, the critical approach speed is below standard. 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 Herbert Street at Pine Street."

Department of Public Works Inspections Division

Permit Summary Count YTD Comparison

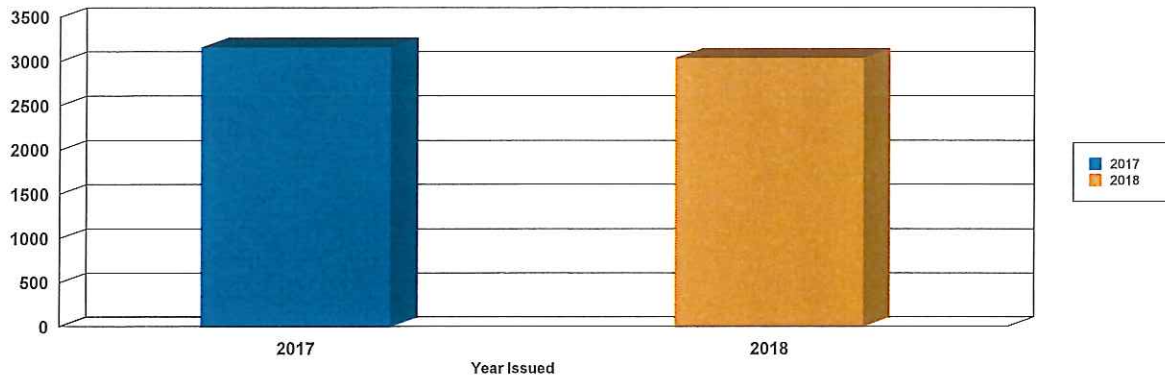
01/01/18 Thru 10/31/18

Report Date: 11/1/2018

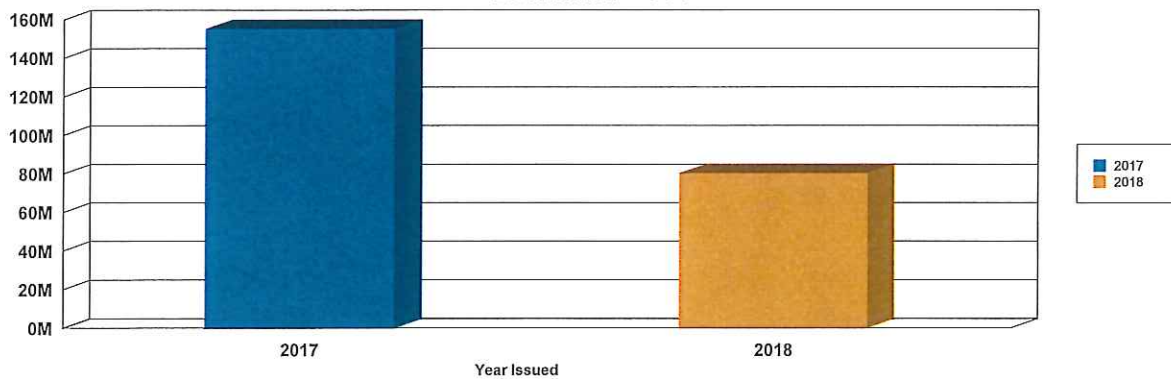


	2017	2018
Permits	3158	3039
Estimated Cost	155,270,146.00	80,334,515.00
Receipt Amount	557,175.23	481,525.50

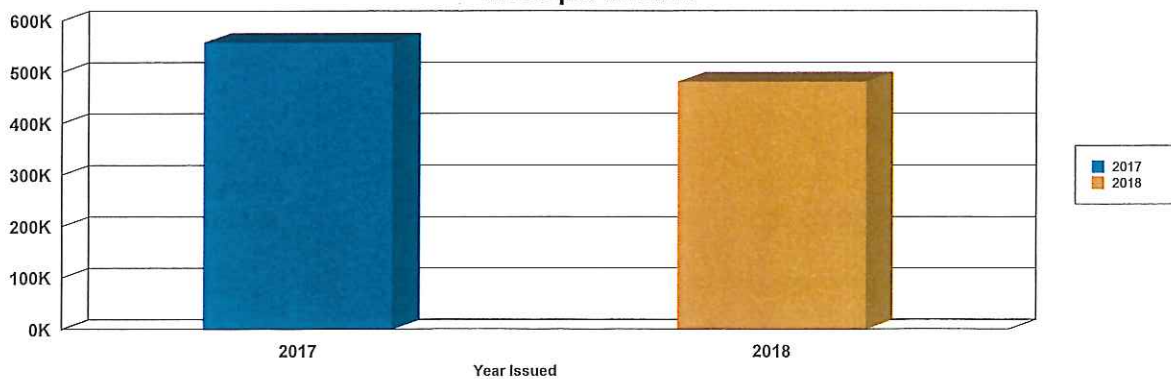
Number of Permits



Estimated Cost



Receipt Amount



Department of Public Works Inspections Division

Permit Summary Count YTD Comparison

01/01/18 Thru 10/31/18

Report Date: 11/1/2018



Permit Type	Year Issued	Permit Count	Total Estimated Cost	Total Receipt Amount
BUILDING	2017	852	115,536,260	268,174.11
	2018	807	54,335,452	222,145.88
		-5.28 %	-52.97 %	-17.16 %
DISPLAY SIGN	2017	104	596,047	4,370.94
	2018	114	828,940	4,549.08
		9.62 %	39.07 %	4.08 %
ELECTRICAL	2017	738	12,981,952	121,060.40
	2018	670	8,035,645	96,519.29
		-9.21 %	-38.10 %	-20.27 %
EROSION CNTL	2017	41		5,110.00
	2018	29		3,600.00
		-29.27 %	%	-29.55 %
HEATING	2017	696	18,747,985	60,098.95
	2018	753	10,030,405	64,408.25
		8.19 %	-46.50 %	7.17 %
PLAN REVIEW	2017	106		33,700.50
	2018	87		34,435.00
		-17.92 %	%	2.18 %
PLUMBING	2017	446	5,609,854	44,026.38
	2018	380	5,835,094	25,473.00
		-14.80 %	4.02 %	-42.14 %
SEWER	2017	174	1,798,048	20,593.95
	2018	183	1,268,979	29,755.00
		5.17 %	-29.42 %	44.48 %
WELL	2017	1		40.00
	2018	16		640.00
		1,500.00 %	%	1,500.00 %

City of Appleton
Parking Utility
Condensed Income Statement
For the Ten Months Ending October 31, 20181
11/19/18
07:37:57

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
37,270	38,029	759-	Revenues				
40,088	39,117	971	Fines & Forfeitures	337,094	329,477	425,000	95,523
67,635	85,158	17,523-	Street Meters	402,255	417,270	518,000	100,730
25,971	42,273	16,302-	Short-Term Parking	669,023	604,111	691,000	86,889
1,998	2,790	792-	Permit Parking	963,569	914,344	945,000	30,656
0	0	0	Meter Hoods	17,988	17,787	15,350	2,437-
76	154	78-	Other Charges for Service	0	0	0	0
			Other Revenues	1,241	1,162	601	561-
173,038	207,521	34,483-	Total Revenues	2,391,170	2,284,151	2,594,951	310,800
97,043	88,572	8,471	Expenditures				
16,366	8,050	8,316	Labor & Benefits	582,078	661,253	805,709	144,456
36,496	41,958	5,462-	Supplies & Expenses	60,422	76,191	118,770	42,579
5,720	5,791	71-	Purchased Services	325,616	386,195	675,072	288,877
45,095	45,020	75	Fixed Charges	61,304	62,699	74,640	11,941
			Miscellaneous Expense	450,200	450,950	555,000	104,050
200,720	189,391	11,329	Total Operating Expense	1,479,620	1,637,288	2,229,191	591,903
27,682-	18,130	45,812-	Operating Income(Loss)	911,550	646,863	365,760	281,103-
0	227-	227	Other Revenues				
			Interest Income	14,021	6,754	20,000	13,246
0	227-	227	Total Other Revenues	14,021	6,754	20,000	13,246
0	0	0	Other Expenses				
775	775	0	Capital Expenditures	46,975	25,377	305,000	279,623
		0	Other Financing Uses	1,207,750	1,007,750	1,209,300	201,550
775	775	0	Total Other Expense	1,254,725	1,033,127	1,514,300	481,173
28,457-	17,128	45,585-	Change in Fund Equity	329,154-	379,510-	1,128,540-	749,030-