

**CITY OF NEENAH**  
**PUBLIC SERVICES AND SAFETY COMMITTEE MEETING**  
**July 12, 2022 @ 6:30 PM**  
**City Hall, 211 Walnut Street**  
**Council Chambers**

**NOTICE IS HEREBY GIVEN**, pursuant to the requirements of Wis. Stats. Sec. 19.84, that a majority of the Neenah Common Council may be present at this meeting. Common Council members may be present to gather information about a subject over which they have decision-making responsibility. This may constitute a meeting of the Neenah Common Council and must be noticed as such. The Council will not take any formal action at this meeting.

**AGENDA**

1. Approval of Minutes of the meeting for June 28, 2022 (Attachment)
2. Public Appearances
3. Bell Street Speed Study (Attachment)
4. Contract 3-22 Discontinuous Sidewalk (Attachment)
5. Public Works General Construction and Department Activity (Attachment)
6. Announcements/Future Agenda Items
7. Adjournment

In accordance with the requirements of Title II of the Americans with Disabilities Act (ADA), the City of Neenah will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. If you need assistance, or reasonable accommodation in participating in this meeting or event due to a disability as defined under the ADA, please call the **Public Works Administrative Assistant at (920)886-6240** or the **City's ADA Coordinator at (920)886-6106** or e-mail [attorney@ci.Neenah.wi.us](mailto:attorney@ci.Neenah.wi.us) at least 48 hours prior to the scheduled meeting or event to request an accommodation.

**CITY OF NEENAH  
PUBLIC SERVICES AND SAFETY COMMITTEE MEETING MINUTES  
Tuesday June 28, 2022, 6:30 PM**

**Present:** Alderpersons, Borchardt, Hillstrom, Lendrum, Stevenson, and Weber

**Excused:** Public Works Director Kaiser

**Also Present:** Mayor Lang, City Attorney Westbrook, Community Development & Assessment Director Haese, Police Chief Olson, Utility Director Mach, Street Superintendent Radtke, Assistant Police Chief Bernice, Traffic Engineer Merten, Public Works Staff Engineer Kummerow, and Public Works Office Manager Mroczkowski

Approval of the June 7, 2022 Regular Meeting Minutes

Motion Second/Carried by Hillstrom/Borchardt to approve the meeting minutes of the June 7, 2022 Regular Meeting. All voting aye.

Public Appearances:

None

**Motion Second/Carried by Hillstrom/Stevenson to move agenda items 5 and 6 to the top of the agenda.** All voting aye.

Town of Neenah Boundary Agreement & Master Sewer Agreement

City Attorney Westbrook reviewed his memo of June 28, 2022. He stated that the Common Council has already approved the boundary agreement with the Town of Neenah. However, the Town of Neenah Sanitary District would not sign it until the Master Sewer Agreement was completed. He stated that to avoid this situation from happening again in the future, language has been added to the boundary agreement to remove the Sanitary District as a party to the majority of the agreement.

City Attorney Westbrook stated that the Master Sewer Agreement does not include any new provisions, but rather joins together several past agreements into one document.

Report

Following Discussion: **Motion Second/Carried by Stevenson/Hillstrom to recommend Council approve the Boundary Agreement between the Town of Neenah, City of Neenah, and Town of Neenah Sanitary District No.2.** All voting aye.

Attorney Westbrook noted that from the city standpoint, article eight which addresses cost sharing, it is now better defined in that the town will continue to pay 35% of the city rate per 1,000 gallons. He also noted that article eight provides that if in the future, the City Council or the Department of Public Works elects to do a new rate study, the rate whether it is an increase or decrease, would be the new rate the town would be required to pay.

Following discussion: **Motion/Second/Carried by Hillstrom/Borchardt to recommend Council approve the Master Sewer Agreement between the City of Neenah, Sanitary District No.2, and Town of Neenah.** All voting aye.

Report Resolution 2022-11: Sanitary Sewer Lateral Installation and Lead Water Service Replacement on Hunt Avenue, Madison Street, Nicolet Boulevard, Reddin Avenue and Zemlock Avenue

Engineer Kummerow stated that the streets included in this project include partially replaced sanitary laterals from the sewer main to the front of the sidewalk. He stated that this project will complete replacement of the sanitary laterals and the private lead water service.

Aldersperson Borchardt asked if these streets are in addition to the streets in our 2022 Capital Improvement Program (CIP). Director Mach stated they are on top of what is scheduled in our 2022 CIP.

Aldersperson Hillstrom asked if the city will be hiring the contractor. Engineer Kummerow stated this project will be bid out. He stated home owners will have the option of doing it themselves. However, in most cases the companies that homeowners contact will likely elect not to do the work individually because it is already part of a city contract.

Report Following discussion, **Motion/Second/Carried Stevenson/Borchardt to recommend Council adopt Resolution No. 2022-11: Sanitary Sewer Lateral Installation and Lead Water Service Replacement on Hunt Avenue, Madison Street, Nicolet Boulevard, Reddin Avenue and Zemlock Avenue.** All voting aye.

Assessment Report: Sanitary Sewer Lateral Installation and Lead Water Service Replacement on Hunt Avenue, Madison Street, Nicolet Boulevard, Reddin Avenue, and Zemlock Avenue

Engineer Kummerow stated that the assessment report is an estimate of what it would cost to do the work under contract. He stated that the city's estimated construction cost is \$4,000 for the sewer with a 50/50 cost share and \$4,000 for the water service replacement. Engineer Kummerow stated that there are two city side water services

that may need to be relayed from the existing water main to the sidewalk at a cost of \$2,000 each.

C.A. Following discussion, **Motion/Second/Carried Stevenson/Borchardt to authorize the Chairman to sign the Assessment Report for Sanitary Sewer Lateral Installation and Lead Water Service Replacement on Hunt Avenue, Madison Street, Nicolet Boulevard, Reddin Avenue, and Zemlock Avenue.** All voting aye.

### Commercial Street/Winneconne Avenue Conceptual Design

Traffic Engineer Merten reviewed his memo of June 24, 2022. He stated that staff has begun design work with Westwood on the S. Commercial Street reconstruction project slated for 2025. He stated that when reviewing layouts, one discussion point that came up is how to address the road layout between Winneconne Avenue and Division Street. Traffic Engineer Merten stated that currently, the road layout features two southbound drive lanes, one of which becomes a left turn only lane at Division Street. He stated that this has been a point of frustration for residents since its implementation in 2013, as it creates a merge competition zone, resulting in speeding, weaving, and increased queueing at upstream intersections due to poor lane utilization.

Traffic Engineer Merten stated that staff recommends removing this merge point by channeling traffic north of the Winneconne Avenue intersection, such that a right turn lane is created for southbound Commercial Street and a single lane is available for southbound through traffic.

Traffic Engineer Merten stated that staff requested that Westwood prepare an amendment to our current contract for design and real estate services for the concept. Westwood's estimate for these services is \$49,800. He stated that if approved, this would be financed through this year's design contract budget (\$250,000) and would be accounted for through adjustments made to the 2023 design contract budget.

Traffic Engineer Merten stated that staff recommends to proceed with the Westwood amendment for design and real estate services to modify the Winneconne and Commercial Street intersection as proposed for a cost of \$49,800 to be financed through 2022 design contract budget.

Aldersperson Weber asked if the left turn lane at Division Street, from S. Commercial Street will remain. Traffic Engineer stated that it will, but the design of the turn lane will be reconfigured.

Aldersperson Weber asked if the traffic study assures that there will be no vehicle stacking issues with a single middle lane. Traffic Engineer Merten stated that recent the traffic study shows that 51% southbound vehicles at Winneconne Avenue and Commercial Street turn right. He stated that in theory, the single middle lane should not result in any vehicle stacking issues.

Aldersperson Borchardt asked what impact the new right turn lane will have on Church Street. Traffic Engineer Merten stated that it will make turning left from Church Street onto Winneconne Avenue more difficult for drivers.

Alderson Hillstrom asked if there will be a yield sign for the right turn lane. Traffic Engineer Merten stated yes.

The Committee discussed options and traffic impacts of the right turn lane for the Church Street/Winneconne Avenue intersection including a no left turn sign, restricting the hours that left turns can be done and installing an island.

Alderson Stevenson stated that we are using the argument that we are benefiting the Commercial Street and Division Street intersection by making a change to the traffic pattern at Commercial Street and Winneconne Avenue. He stated that if a change is made it needs to be done because of the vehicle stacking issues, north of the intersection.

Alderson Stevenson stated that his biggest concern with this project is the cost. He stated that there will be land acquisition costs which will be high, along with the cost of building the intersection. He stated that the engineering design costs alone are \$50,000. He stated that he would prefer to wait until the 5-year capital improvement project discussion is held to see what other projects are upcoming. He stated that he does not see the need to rush this through when the S. Commercial Street project is a 3-year engineering plan.

Director Haese stated that adding a right turn lane at this intersection was done circa 1992 with the mapping of the reservation of land. He stated that if we look at the significant queuing of vehicles traveling south on Commercial Street, at Wisconsin Avenue, the vehicles in the right lane, are already positioning themselves to turn right at Commercial Street and Winneconne Avenue.

Director Haese stated that as staff started to look at the design of S. Commercial Street south of Winneconne Avenue, we recognized the challenges that we have with traffic traveling north on Commercial Street. He stated that as the City Planner, changing the traffic footprint at Commercial Street and Winneconne Avenue has more to do with what is happening north of Winneconne Avenue on Commercial Street.

The Committee discussed further, funding for the design contract and redefining the scope of the contract amendment with Westwood, land acquisitions, construction of the intersection, the need to keep this timely because the S. Commercial Street project is in the design phase, and whether to wait until the CIP discussions.

Following discussion, **Motion/Second/Carried Stevenson/Borchardt to defer the Commercial Street/Winneconne Avenue Intersection Design proposal to a future meeting.** All voting aye.

#### Fleet #77A Scissor Lift

Street Superintendent Radtke reviewed his memo. He stated that he asking to purchase a reconditioned scissor lift from Wolter Inc. He stated that this piece of equipment is certified and comes with a one year warranty. He stated that the current lift will not be sold at auction because other departments use it.

Street Superintendent Radtke recommends the purchase of a certified, reconditioned 2013 JLG 2630ES Scissor Lift from Wolter Inc., in the amount of \$16,900.00.

Report

Following discussion, **Motion/Second/Carried Stevenson/Hillstrom recommend Council approve the purchase of a certified, reconditioned 2013 JLG 2630ES Scissor Lift from Wolter Inc., in the amount of \$16,900.00 using Capital Equipment funds** All voting aye.

#### Fleet #69 2022 Leaf Collection Trailer

Superintendent Radtke stated that due to new designs of trucks, it is taking more manpower to convert our plow trucks into leaf picking trucks and vice-versa. He stated that because of this he looked for alternatives to our current system. He stated that leaf collection trailer is a self-contained unit. He stated the pricing is about the same as the current unit that we use.

Superintendent Radtke stated that the Village of Fox Crossing has two of these units and they work quite well.

Superintendent Radtke stated that he recommends the purchase of 2022 OBD DCL-800 Leaf Collection Trailer from MacQueen Equipment, in the amount of \$124,867.00.

Aldersperson Stevenson asked where the balance of the funding source will come from. Superintendent Radtke stated that he will defer the purchase of the pavement roller which is in the 2022 Capital Equipment Budget.

Report

Following discussion: **Motion/Seconded/Carried Stevenson/Hillstrom to recommend Council approve the purchase of a 2022 OBD DCL-800 Leaf Collection Trailer from MacQueen Equipment, in the amount of \$124,867.00 with \$110,000.00 coming from the 2022 Capital Equipment budget and the remaining \$14,867.00 to come from the 2022 Capital Equipment budget funds for the pavement roller replacement.** All voting aye.

#### Special Event Barrier Strategies

Assistant Chief Bernice reviewed his memo of June 17, 2022. He stated that special events are unique because we do not want extreme defensive measures to create a negative atmosphere but rather a positive and encouraging environment. Members of the Neenah Police Department, Public Works Department, Fire Department and Parks & Recreation have been successful and ahead of many other communities by positioning City-owned vehicles along strategic avenues of approach. Main roads are concentrated on, but entrance into these special events is still possible.

Assistant Chief Bernice stated that there are several different strategies for discussion such as vehicle blockages, jersey barriers, portable modular vehicle barriers, permanent hydraulic barrier systems and a hybrid system, utilizing one or more of these options. He stated that the one that we have been looking at is a new portable modular vehicle barrier. If the city focused on the intersections of Main and Doty, Wisconsin and Commercial and both sides of Church there is approximately 230 linear feet which in the quote we received comes to a little over \$300,000.00.

Assistant Chief Bernice stated that the Police Department is asking for direction as to the best course of action in developing mitigation strategies that fall within budget parameters to enhance roadway safety during outdoor events in the City of Neenah.

Alderman Stevenson stated that he appreciates the efforts that have been done so far and being proactive in researching the options. He stated that before we can decide on a type of system we need to come to an understanding as a community as to what we want to protect and what we expect to be protected.

Alderman Borchardt stated that everyone is in agreement that we need some type of protective system for our events. He stated that we need to identify events that would be protected and look at the access points and how we can provide protection in the most cost efficient way.

The Committee further discussed what events would use this system, the expectation that all city events would need some type of protection, which strategy might be most cost effective and provide the most protection, and how we want this protection to be perceived by our residents.

Alderman Stevenson stated that we need to establish an inventory of the equipment we have to use as barriers and an inventory of event locations before we can proceed on determining the right type of mitigation strategy.

Alderman Weber stated that there is no doubt that we want to protect our citizens. He stated that before we can start talking about a mitigation plan we need to know what all the scenarios might be.

Alderman Borchardt stated that we need to start looking at alternative routes and streets for events that would create a safer route with less access points.

The Committee further discussed funding sources, cost sharing, developing a 5-year plan for implementing this system starting with the higher attended events, creating a cost comparison for the systems and which events may be able to use a more hybrid system.

Assistant Chief Bernice stated that staff will prepare an inventory of events and equipment and present it at an upcoming meeting.

Recommendation to Approve the Construction Management Contract with Miron Construction for the Police Station Remodel

Chief Olson stated that before the Committee is the standard formal agreement document A133 and 201A with Miron Construction. He stated there was only one change that was made to article 11.1.3 regarding the handling of Applications for payment. He stated that he received an email from Director Kaiser asking for clarification of the Applications for payment and going through the Board of Public Works for approval. Chief Olson stated that Director Kaiser requested that article 11.1.3 language be changed to follow the city's standard pay request process, and those changes have been are reflected in the handout that was presented to the Committee tonight.

Report Following discussion: **Motion/Second/Carried Stevenson/Hillstrom to recommend Council approve the AIA document A133 and A201, standard form of agreement with Miron Construction and the City of Neenah.** All voting aye.

Pavement Marking Change on N. Lake Street

Traffic Engineer Merten reviewed his memo of June 24, 2022. He stated that over the past several years, staff has received complaints regarding the Starbucks drive thru queues overflowing onto S. Lake Street, which sometimes create bottlenecks at the Winneconne Avenue roundabout exit onto S. Lake Street. He stated that the frequency of these complaints has intensified in recent years. Traffic Engineer Merten stated that to address these concerns, staff is proposing redistributing the existing S. Lake Street road width via pavement markings, shifting the travel lanes further to the northwest (away from Starbucks).

Traffic Engineer Merten stated that in order to do so, a no parking zone will be required on the northwest side of the street that does not currently exist. He stated that by making these changes two primary benefits can be achieved the first being it will reduce friction between northbound through traffic and queued drive thru traffic by allocating more space for both to exist simultaneously. He stated that the second benefit is that it will reduce the occurrence of pinched traffic exiting the roundabout by providing clear pavement marking delineation designating where a stopped vehicle can and cannot be.

Traffic Engineer Merten stated that in order to provide a design which avoids awkward lane markings and weaving movements, staff proposes to place a no parking anytime zone along the entire stretch of S. Lake Street from W. Winneconne Avenue to S. Western Avenue. He stated that by making this change will override a small no parking 7 AM – 6 PM zone in front of the apartments at 1005 S. Lake Street. Traffic Engineer Merten stated that parking along this stretch has been observed to be unutilized except by Auto Trim and Design at 990 S. Lake Street, which primarily uses the southeast side.



Traffic Engineer Merten stated that staff recommends a “no parking anytime” zone on the northwest side of S. Lake Street from W. Winneconne Avenue to S. Western Avenue to be installed and codified by ordinance within six months upon Common Council approval.

Aldersperson Borchardt stated that in these types of scenarios, the business is typically asked to take it on their own to remedy the problem or at least help in solving the problem. Aldersperson Borchardt asked if Starbucks was approached to help solve the problem. Traffic Engineer Merten stated that he has talked with Starbucks on several occasions with no results.

Aldersperson Borchardt asked if we have approached the other businesses around Starbucks to see if a different traffic pattern could be established utilizing all the property in that area. Traffic Engineer Merten stated that he has discussed this option with Community Development and the city really has no leverage to force that change.

Aldersperson Hillstrom stated that many vehicles are backed up into the roundabout in the morning so he is glad that changes are going to be made. He stated that there will cars that will ignore the new pavement markings and asked how this will be handled. Traffic Engineer Merten stated by having a defined marked area, it will allow the police department to know which cars are in violation and make it easier to enforce the no parking zone.

Report Following discussion: **Motion/Second/Carried Stevenson/Hillstrom to recommend a “no parking anytime” zone on the northwest side of S. Lake Street from W. Winneconne Avenue to S. Western Avenue to be installed and codified by ordinance.** All voting aye.

### Special Events

#### Labor Day Parade and Festival

C.A. Following discussion, **Motion/Second/Carried Borchardt/Stevenson to recommend the Council approve the Street Use Permit for the Farewell Party, sponsored by Fox Valley Labor Council, to be held on September 5, 2022 from 10:00 AM to 11:00 AM.** All voting aye.

Licenses

Temporary Class "B" (Picnic) License to sell fermented malt beverages for the Bergstrom-Mahler Museum Art After Dark

C.A.

Following discussion , **Motion/Second/Carried Hillstrom/Borchardt to recommend Common Council approve the Temporary Class "B" Picnic License application for the sale of fermented malt beverages to Fox Valley Area Labor Council., for Labor Day Parade and Festival to be held on September 5, 2022 from 10:00 PM to 5:00 PM.** All voting aye.

Adjournment: **Motion/Second/Carried Borchardt/Hillstrom to adjourn at 8:45 PM.**  
All voting aye.

Respectfully submitted,



Lisa Mroczkowski  
Public Works Office Manager



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## M E M O R A N D U M

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**TO:** Mayor Lang and Members of the Common Council  
**FROM:** James Merten, Traffic Engineer  
**DATE:** July 7, 2022  
**RE:** E. Bell Street Petition Follow-up

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Attached is the original memo presented to the Public Services & Safety Committee on January 25, 2022 regarding a petition received from residents along E. Bell Street (Attachment 1). Committee direction from that discussion was that a traffic study be completed and a speed evaluation be presented at the July 12, 2022 meeting.

The traffic study was conducted over a two week period from May 17<sup>th</sup> to May 30<sup>th</sup>. As the Memorial Day holiday displayed atypical traffic patterns, the data recorded from May 25<sup>th</sup> to May 30<sup>th</sup> were excluded from the reports. Traffic counts were conducted at the following locations:

- 113 E. Bell Street (Between S. Commercial Street and Lyon Drive, Dentistry by Design)
- 209 E. Bell Street (Between Mahler Boulevard and the S-Curve, Valley VNA property)
- 233 E. Bell Street (At the center of the S-Curve, approximate midpoint of the condos)

Attachment 2 comprise the traffic study reports for each individual location. Pages 6 through 9 of each report pertain to the speed data collected from the study. Noteworthy findings from the report include:

- The 85<sup>th</sup> percentile speed (which is a commonly accepted parameter used to set speed limits) ranged from 33 mph by the condos to 37 mph nearer to Commercial Street.
- "Excessive speeding," drivers traveling  $\geq 10$  mph over the speed limit, represented 0.3% to 5% of all drivers (depending on location). Other two-lane arterial streets range between 5% to 20%.
- Excessive speeding was heaviest during peak travel periods of the day, especially during the afternoon peak around 5 pm.
- The highest amount of speeding occurred at the western most location at 113 E. Bell Street and the lowest were at the S-curve at 233 E. Bell Street.
- As one would expect, the morning peak period saw heavier westbound traffic and the afternoon peak period saw heavier eastbound traffic. This pattern also translates to excessive speeding as well.

In addition to the speed study data, provided below is the reportable crash data since 2011 (roughly 10 years). Speeding was not attributed as a factor for any of the crashes by the officer writing the reports.

<u>Date</u>	<u>Location</u>	<u>Crash Type</u>	<u>Driver Factor</u>
02/20/11	Lyon Dr	Angle	Weather conditions
Plow truck on Lyon slid on snow/ice into Bell and struck an eastbound vehicle.			
01/12/15	S Park Ave	Rear End	Inattentive/distracted driving
Eastbound driver on Bell Street failed to react to vehicles in front braking for stop sign.			
01/22/16	237 E Bell St	Fixed Object	Inattentive/distracted driving
Westbound driver "was searching for a CD" and cross opposing lane of traffic and hit a tree.			
11/20/18	Mahler Blvd	Rear End	Inattentive/distracted driving
Eastbound driver "briefly closed eyes" and failed to react to stopping vehicle at intersection.			
04/03/19	Lyon Dr	Rear End	Inattentive/distracted driving
Westbound driver's "phone went off" and failed to stop for vehicle yielding to a pedestrian in the midblock crosswalk.			

With respect to providing a staff recommendation, when comparing the results to other streets, this segment of E. Bell Street, particularly in front of the condos, does not demonstrate a substantial speeding problem. Even if one uses 25 mph as the baseline speed, excess speeding in front of the condos would only account for 5% of the total traffic (arguably up to 20% on the far west side of the condos). There are other factors that the Council may want to consider, such as the inconsistency of speed limits along Bell Street and Maple Lane. However, from a pure traffic data standpoint, staff recommendation is to retain the speed limit at 30 mph.

This said, staff recognizes the street width is excessively wide (48'), which is known to cause speeding issues. One measure that could be take in lieu of a speed limit reduction is narrowing the through lanes via pavement markings as mentioned in the previous memo. This does come with a considerable cost – estimated at roughly \$10,000 – but does provide a requested benefit to the condo residents by also including street parking. Further details are in the attached previous memo. If directed, staff would include this work as part of next year's pavement marking contract, funded through the capital improvement budget.

# E. Bell Street Petition Follow-up

## Attachment #1: January 25, 2022 PSSC Memorandum



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## M E M O R A N D U M

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**TO:** Mayor Kaufert and Members of the Common Council  
**FROM:** James Merten, Traffic Engineer  
**DATE:** January 20, 2022  
**RE:** E. Bell Street Petition

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The Council received a petition in October 2021 to lower the speed limit and add parking on E. Bell Street, particularly in the vicinity of the condos located just west of S. Park Avenue. A copy of the petition has been attached to this memorandum for reference. Below are staff recommendations regarding the request.

Request 1: Reduce the speed limit on E. Bell Street from 30 mph to 25 mph.

Given the time of year when the petition was received, the traffic counters have not yet been placed to collect traffic or speed data. I also unfortunately don't have any historical data available. If the Public Services & Safety Committee (PSSC) is willing to entertain this request, I recommend collecting and analyzing the data before making any formal decision on this. In addition, if pavement marking changes are made as a part of the second request, I would suggest also collecting data after that work has been done, as tightening driving lanes (which is what would be done here) can lower driver speed.

Request 2: Add parking on E. Bell Street in the vicinity of the condos.

The pavement width on E. Bell Street is 48 feet wide. This does allow enough room to add parking lanes to the existing footprint while retaining the bike lanes and driving lanes. Generally speaking, this would consist of striping a parallel line to the existing lane line, such that the current bike lanes become the parking lanes and new bike lanes are placed adjacent to it, shrinking the (on average) 16-foot driving lane to a more standard 11-foot width. I've attached two aerial images showing the current layout and roughly what the new layout would look like on the following page.

Should the PSSC and Council desire to add parking lanes to E. Bell Street, the layout described above is the staff recommended option, due to a variety of factors including: cost, alignment with the joints, and retention of a multimodal facility (bike lanes) on an arterial street. It should also be noted that parking changes would also result in some minimal sign changes, which would be covered by the operating budget.



Figure 1: E. Bell Street near S. Park Avenue, Existing Layout



Figure 2: E. Bell Street near S. Park Avenue, Proposed Layout

Because the lane lines currently painted are not a consistent width around the curves, there would be some line removal and restriping required to provide a consistent lane width through the curves that adds to the project cost. The cost estimate of pavement marking work to implement the proposed layout would approximate as follows:

Item	Quantity	Unit	Unit Price	Total
6-Inch Line, White	5800	LF	\$ 0.60	\$ 3,480
4-Inch Line, Yellow	1000	LF	\$ 0.35	\$ 350
Removal, 6-Inch Line	650	LF	\$ 8.25	\$ 5,363
Removal, Symbol	6	EA	\$ 200.00	\$ 1,200
				\$ 10,393

October , 2021

Dear Mayor Kaufert and members of the Neenah Common Council,

We, the undersigned, live in condominiums located at 213 to 251 East Bell Street. This letter is our request that the speed limit on the stretch of Bell Street between South Commercial and South Park be reduced from 30 to 25 MPH. We also request that the bike lane in front of our condos be designated for parking as well as for a bike lane.

East Bell Street is basically an arterial street that could be compared to South Park, in that both have residences along the street, and both have bike lanes. South Park 's speed limit is 25MPH and the bike lane on South Park is also designated for parking.

Cecil Street is another arterial street with residences as well as commercial property, and the speed limit on Cecil is 25 MPH. The west half of Bell Street, where there are residences, has street parking and a speed limit 25 MPH.

We would like the speed limit to be reduced because this section of Bell Street, between South Commercial and South Park, truly seems to invite speeding. Exiting from our driveways onto Bell Street would be more comfortable if cars racing around the curve right in front of our condos were going even a little slower. People using the bike lane would no doubt also appreciate it if the cars driving by were going a bit slower. The bike lane is used by bikers of all ages, sometimes by dog walkers avoiding other dog walkers, and even by the good people who take people from the VNA on "bike" rides

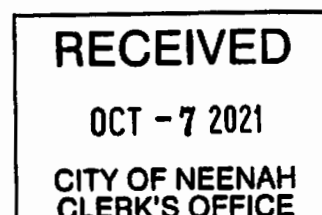
We would like the bike lane to be designated for parking because sometimes parking is an issue for condo owners. Each two condos share one driveway. On an occasion when an owner has a family gathering, or invites a group of friends to visit, parking becomes an issue. There aren't side streets nearby to park on, nor can anyone park across the street. When people are hired for lawn care, or maintenance work, etc., where they park becomes an issue. If an owner knows he/she will not have enough space on his/her side of the driveway, he or she must phone the police and get permission for a few hours of street parking.

We know that reducing the speed limit by 5 miles isn't much, but at least people who regularly drive 10 miles over the limit would be going 35 instead of 40. And how lovely would it be if more people chose to go just 25 in a 25MPH zone. On occasions when extra parking space is needed, we would all appreciate having street parking available.

Thank you for your consideration of these requests.

Condo owners on E Bell Street.

*Karen Aimes, President of the Makler - Bell St. Condominium Association*  
233 E. Bell  
920-486-1423





PETITION TO CHANGE THE SPEED LIMIT ON E BELL ST. TO 25MPH AND ALLOW PARKING IN THE BIKE LANE

RECEIVED
OCT - 7 2021
CITY OF NEENAH CLERK'S OFFICE

PRINTED NAME

ADDRESS

SIGNATURE

1. Elizabeth Beker 243 E Bell St Elizabeth Beker
2. BETTY CASPERSON 239 E BELL ST Betty Casperson  
Mike Dismer Mueland Widmer
3. Karen Dismer 233 E Bell St Karen Dismer
4. MARGARET CHRZAN 225 E. Bell St Margaret Chazan  
Frank Headington
5. Barbara Headington 251 E. Bell St Barbara Headington  
Danielle Guagliardo 231 E. Bell St Danielle Guagliardo
6. Barb Moraven 231 E Bell St Barb Moraven
7. MEREDITH MILLER 219 E BELL Meredith Miller
8. CAROL DUNLAP 219 E BELL Carol Dunlap
9. Julie Cowling 249 E Bell St Julie Cowling
10. John Speech 213 E. Bell St John Speech
11. Sue Catlin Langford 215 E. Bell Sue Catlin Langford
12. BARRY B. GLASHAGIEL 227 E BELL Barry B. Glashagiel
13. ROSE BARNSTABLE 237 E BELL Rose Barnstable

## E. Bell Street Petition Follow-up

### Attachment #2: Traffic Study Reports

- 113 E Bell Street
- 209 E. Bell Street
- 233 E. Bell Street



# Traffic Study Report

## Study Description & Parameters

Street	E Bell Street		
Location	Mahler Blvd - S Park Ave @ 233 E Bell St		
Study Period	05/17/2022 to 05/24/2022 (School in Session)		
Exemptions	None		
Total Vehicles in Count	31,349	Total Days	8
Total Vehicles in Typical Day Count*	17,048	Typical Days*	4

### Notes

\* Datasets marked with an asterisk comprise data collected only on Tuesdays, Wednesdays, and Thursdays for purposes of best representing a typical weekday.

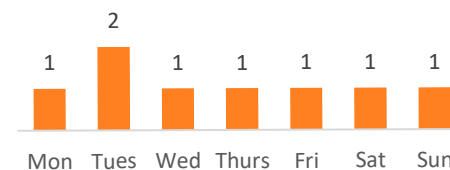
\*\* All weekday statistics indicate averages for each day of week.

^ Wednesday, May 25 - Monday, May 30 is excluded in the count due to Memorial Day (5/30) and NHS Graduation (5/25).

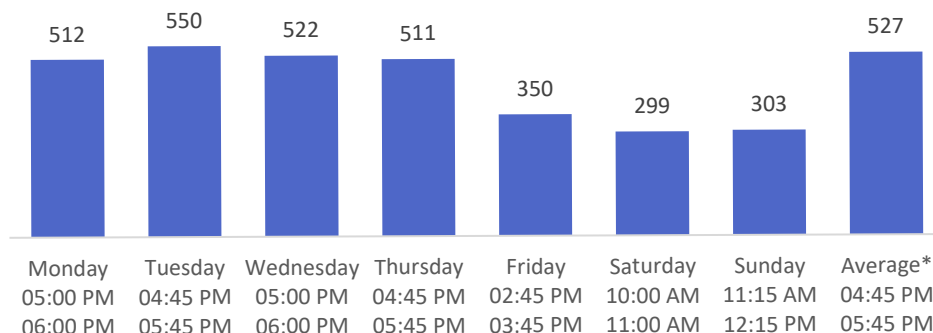
## General Volume Statistics

Average Daily Traffic*	4,262
Standard Deviation*	125
Weekday Average	4,133
Total Week Average	3,919

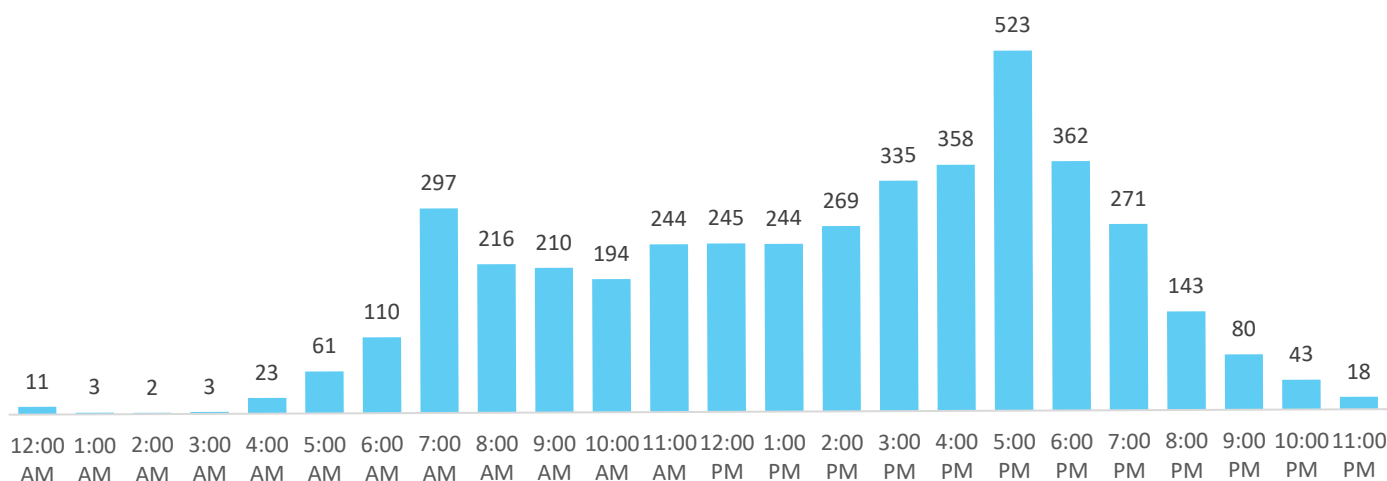
## Day Count within Study



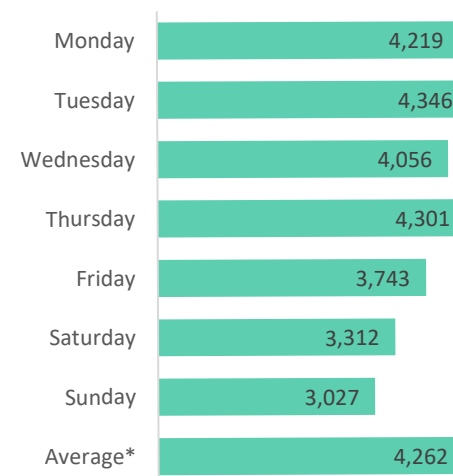
## Peak Hour Volume by Weekday



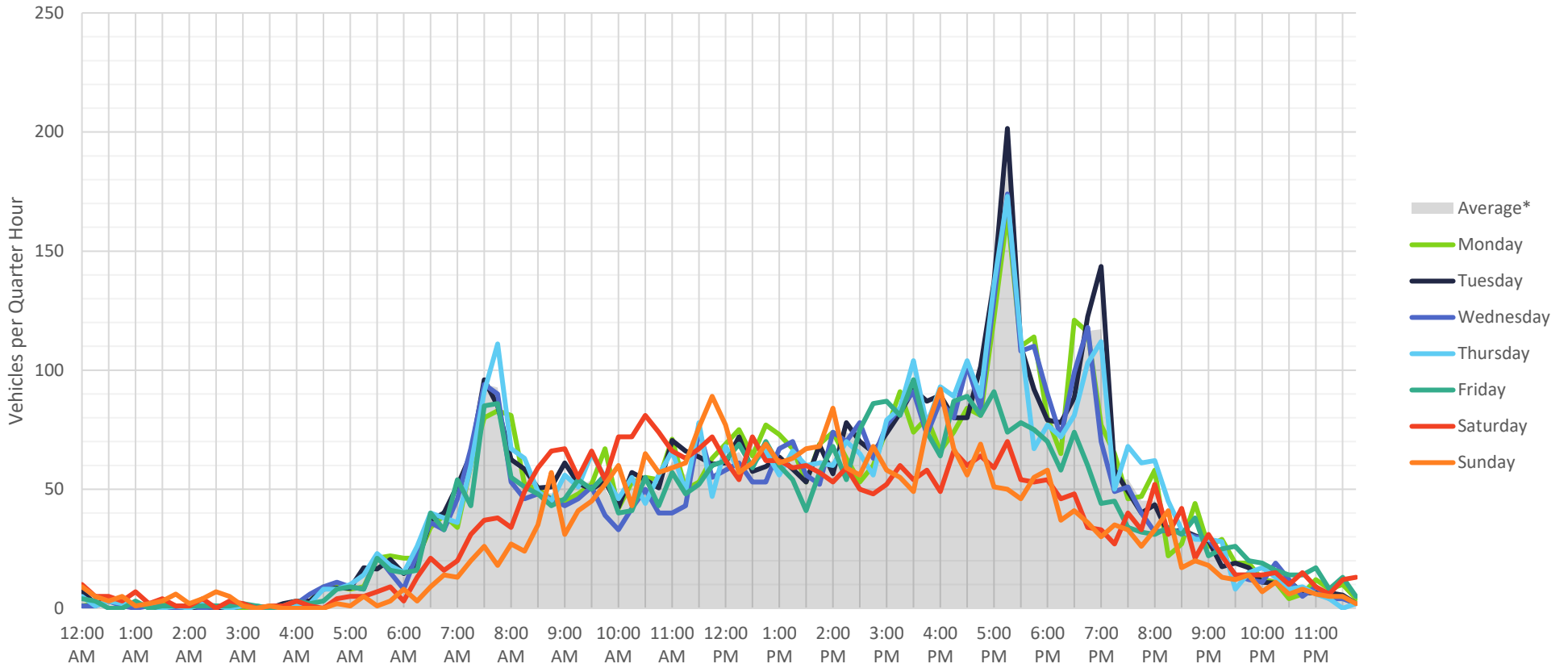
## Hourly Volume\*



## Weekday Volume



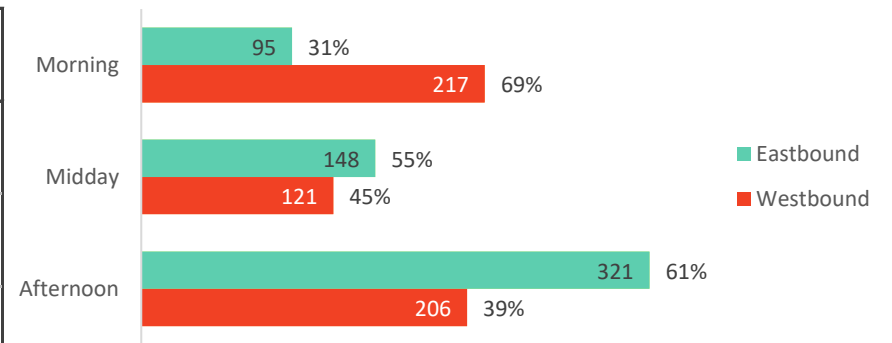
### Quarter Hour (15-Minute) Volume by Weekday



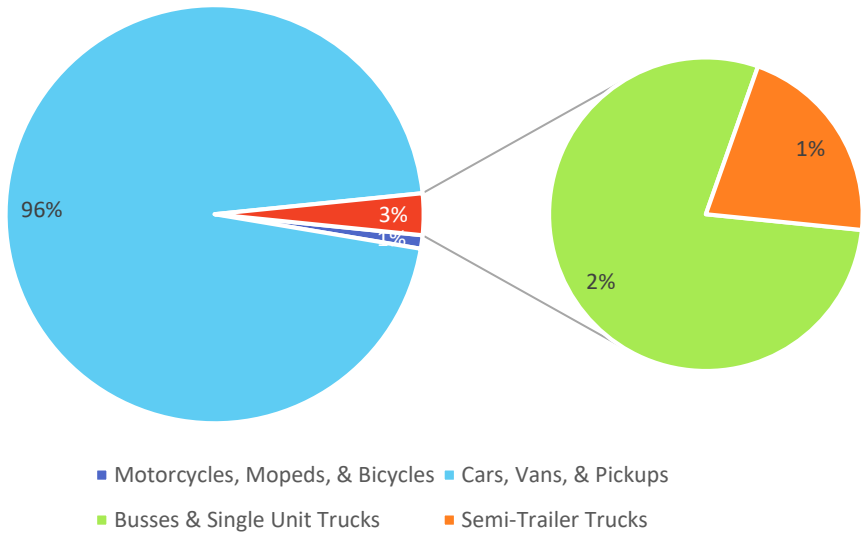
### Peak Hour Statistics\*

Period of Day	Time Frame		Peak Hour Factor	Total Volume	15-Min Volume	Peak Rate (sec/veh)
Morning (Before 10 AM)	7:15 AM	8:15 AM	0.83	312	94	9.5
Midday (10 AM - 2 PM)	1:45 PM	2:45 PM	0.91	269	74	12.2
Afternoon (After 2 PM)	4:45 PM	5:45 PM	0.70	527	188	4.8

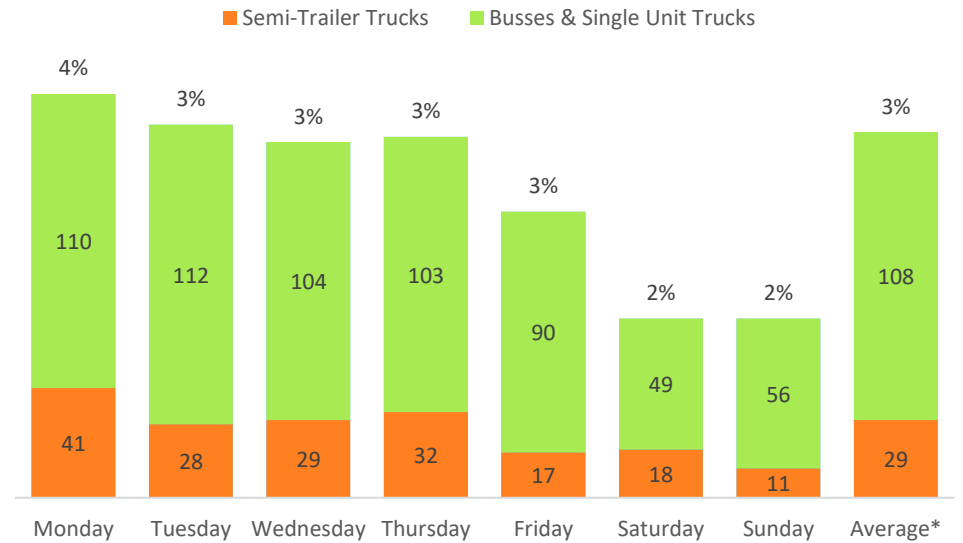
### Peak Hour Volume by Direction\*



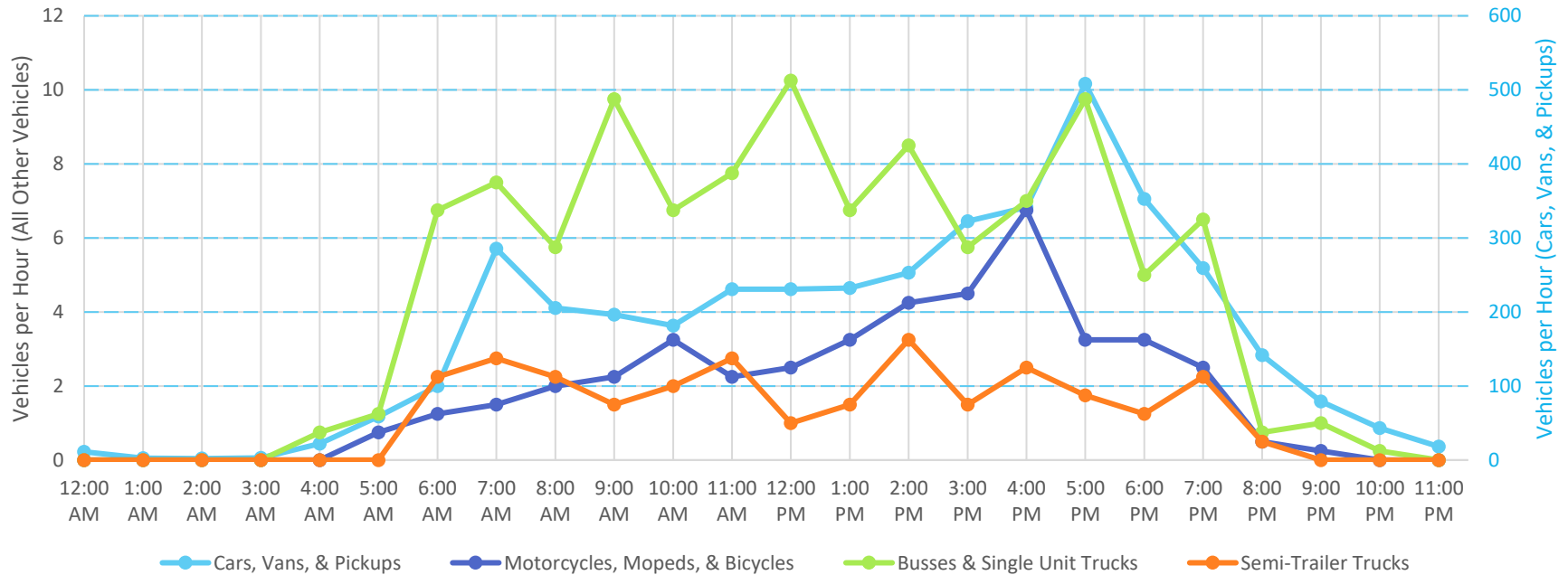
### Vehicle Classification\*



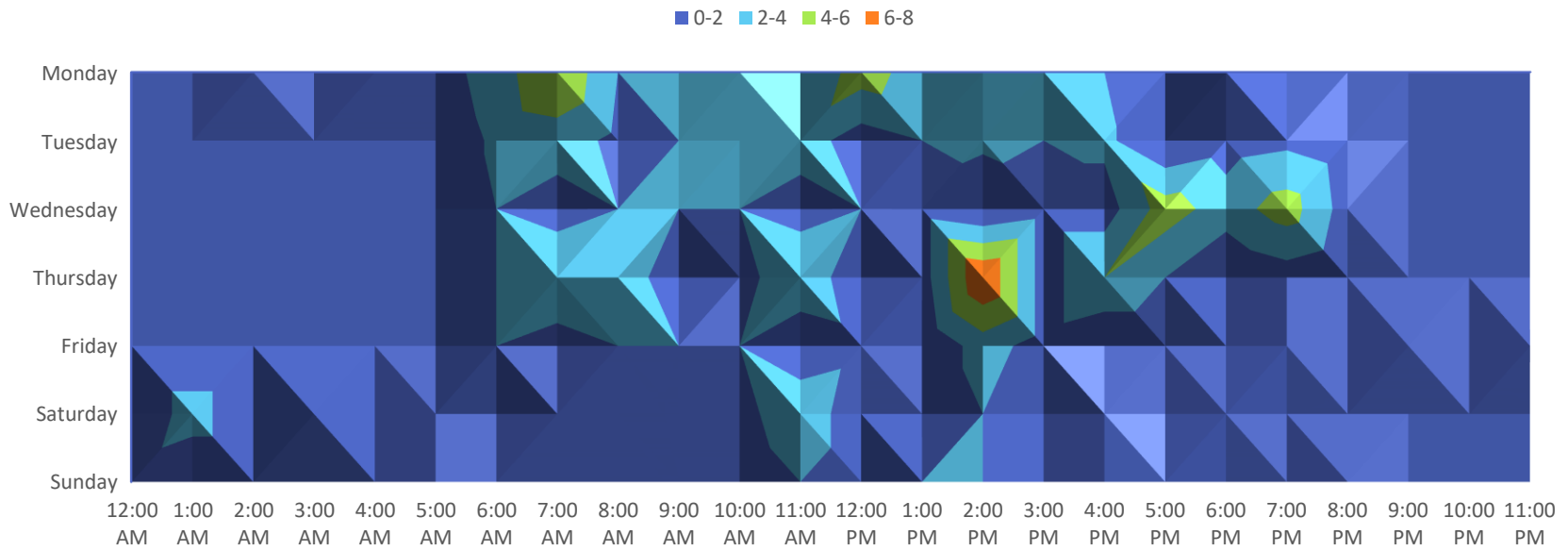
### Weekday Truck Volume



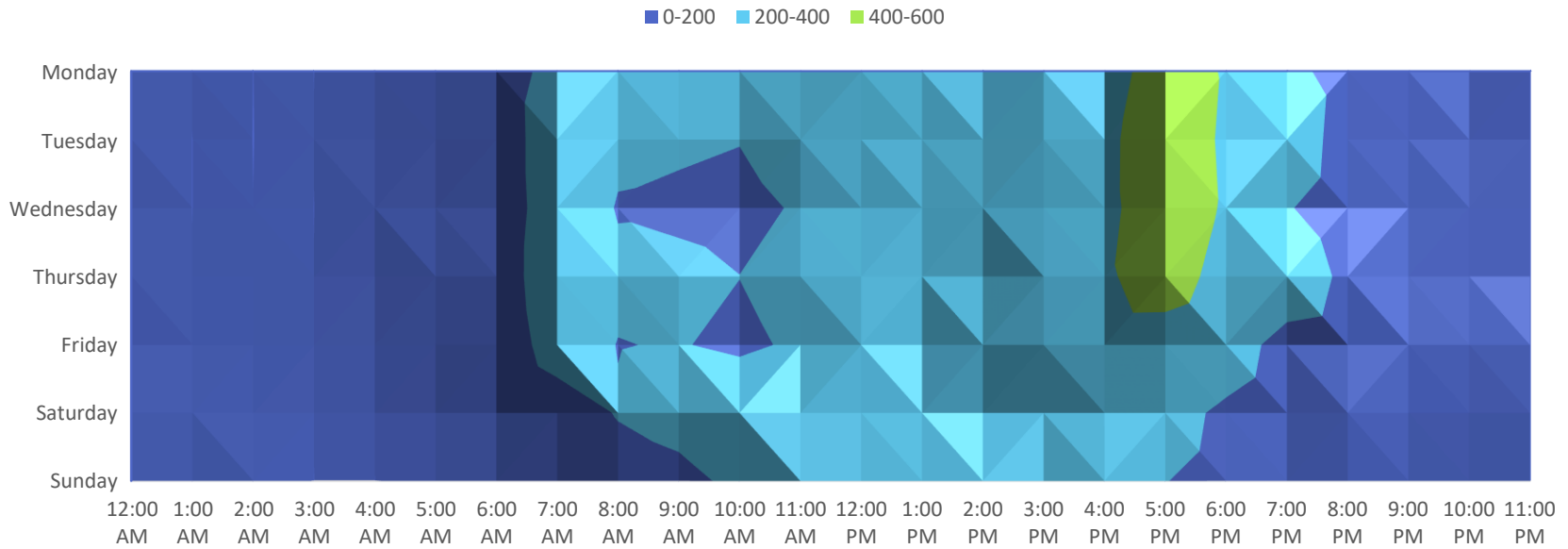
### Hourly Volume by Vehicle Classification\*



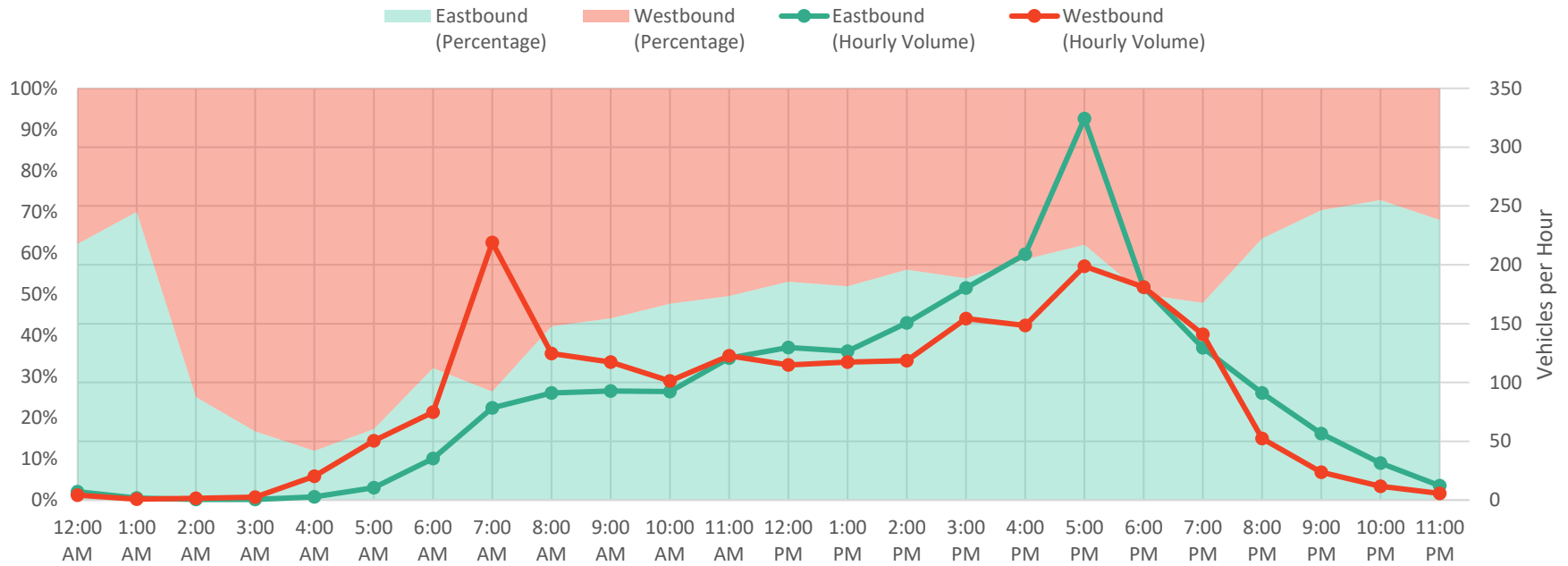
### Semi-Trailer Truck Hourly Volumes by Weekday



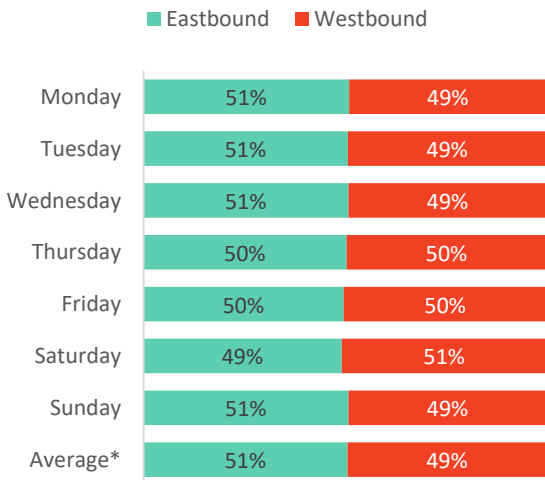
### Hourly Volumes by Weekday



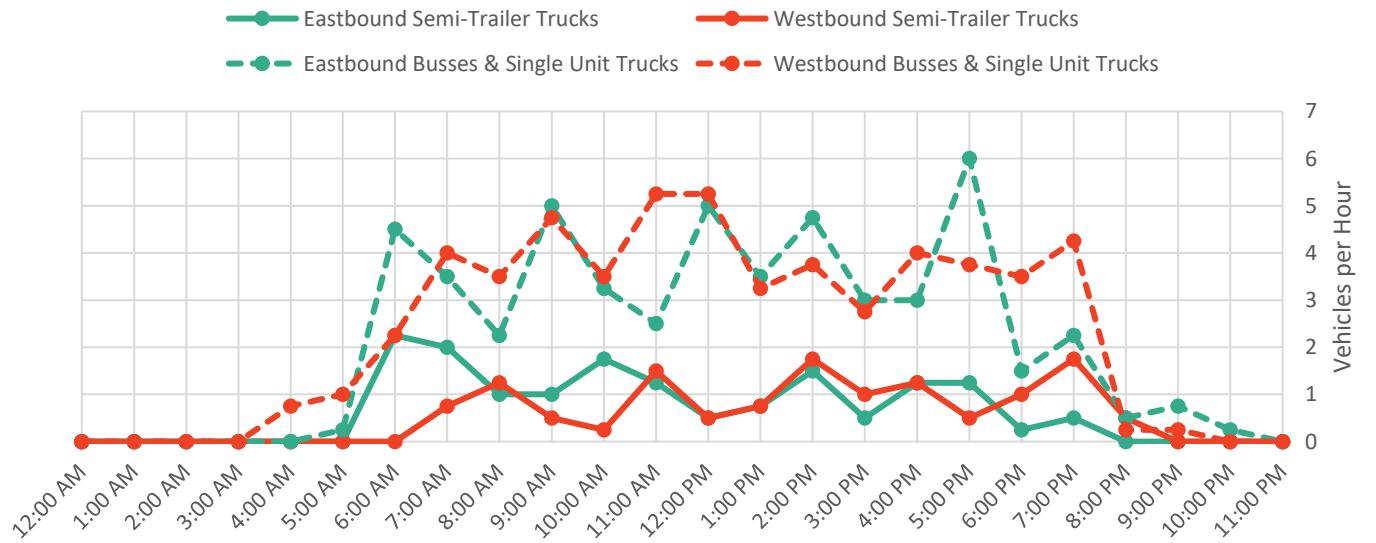
### Hourly Directional Volume\*



### Weekday Volume by Direction



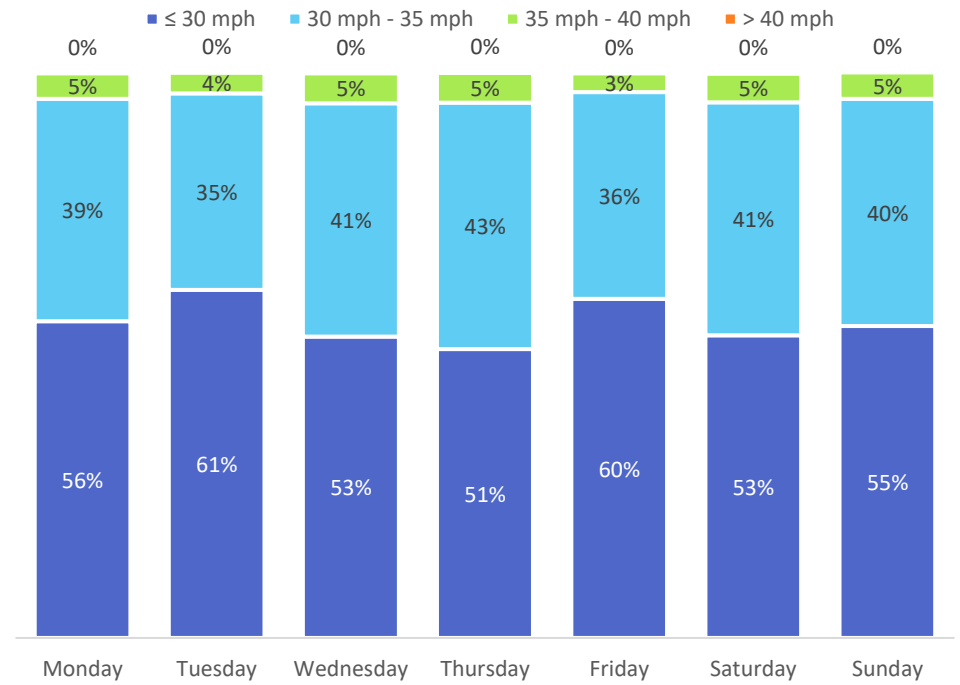
### Hourly Directional Truck Volume\*



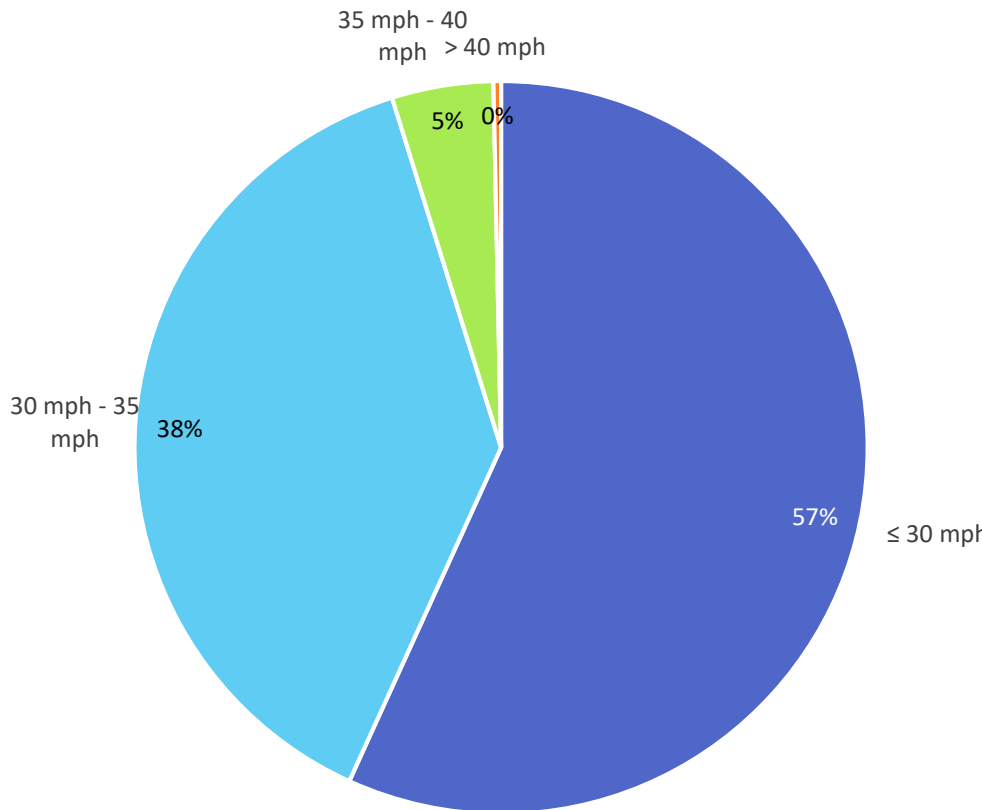
### General Speed Statistics\*

Posted Speed Limit	30 mph	Median Speed	29.3 mph
Average Speed	29.5 mph	85th Percentile Speed	32.7 mph
Standard Deviation	3.4 mph	95th Percentile Speed	34.9 mph
% Above Speed Limit	43.2%	10 mph Pace	25 - 35 mph
% Above 10 + Speed Limit	0.3%	Percent within Pace	88.4%

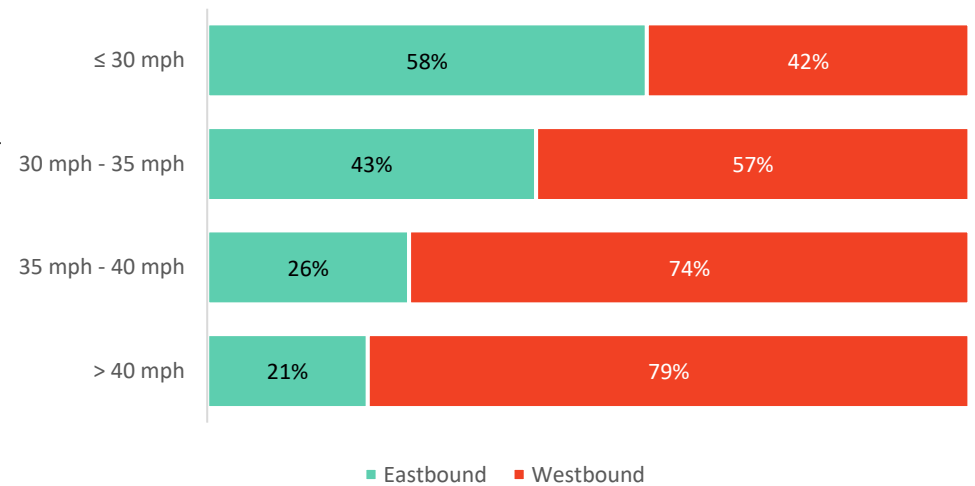
### Speed Distribution by Weekday



### Speed Distribution\*

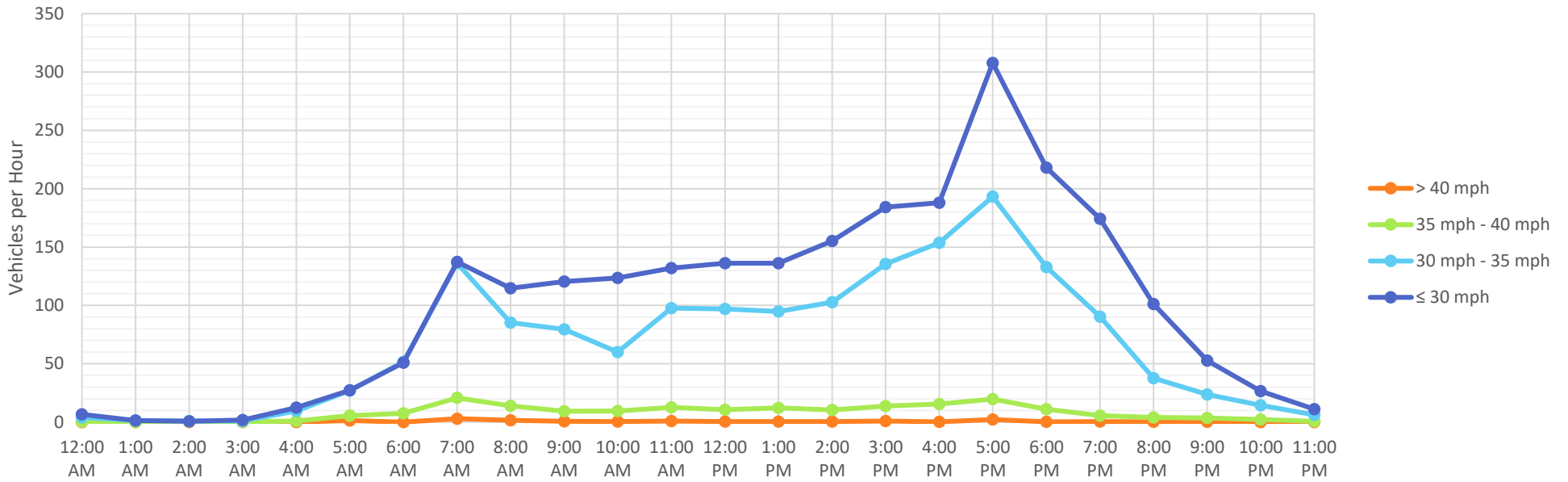


### Speed Distribution by Direction\*

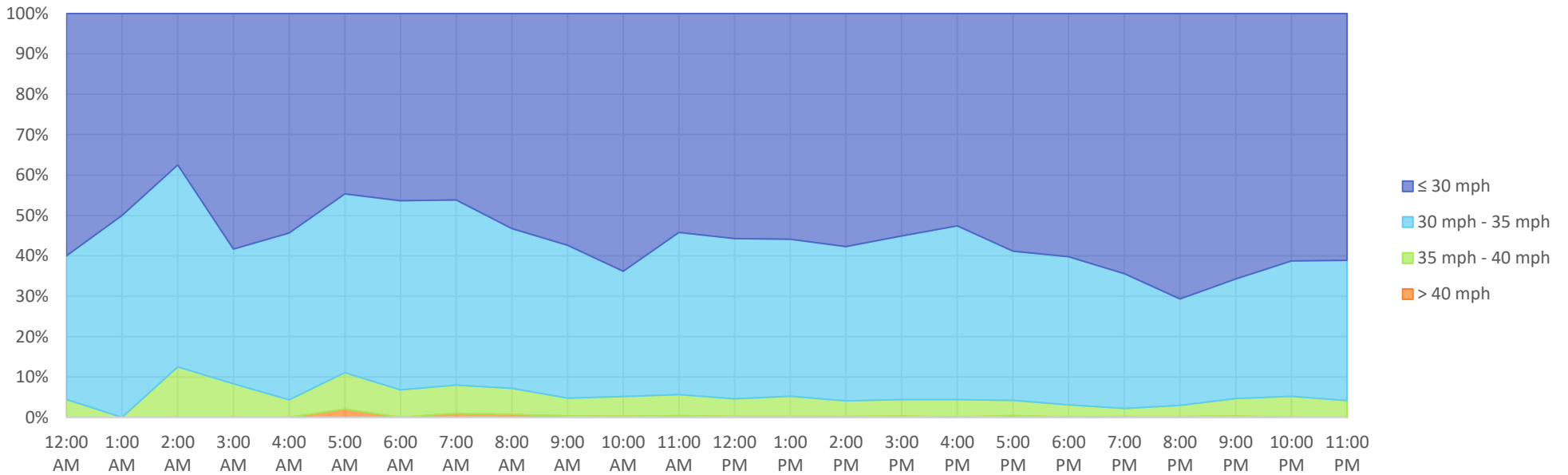




### Speed Distribution by Time of Day\*

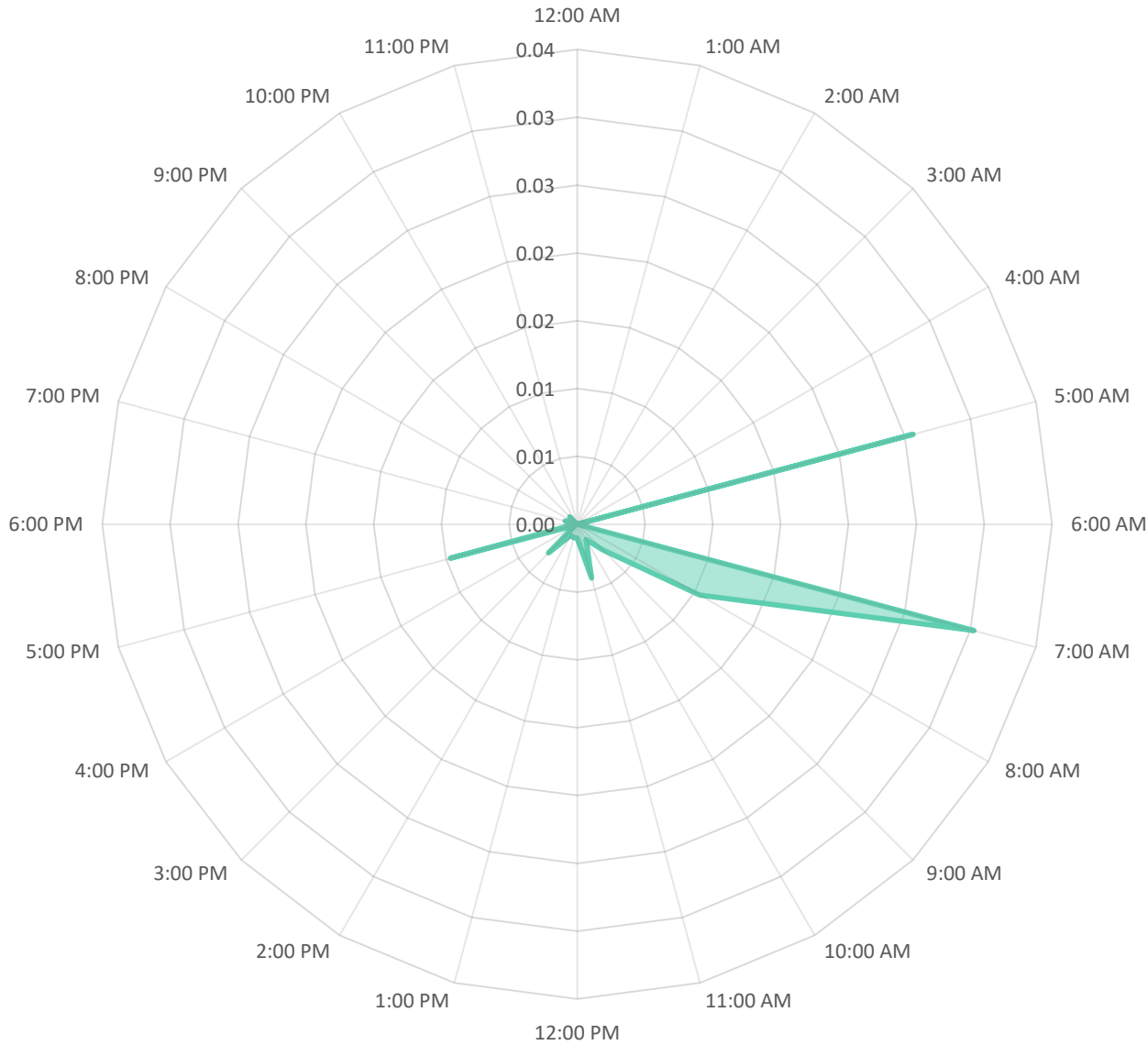


### Speed Distribution by Time of Day\*

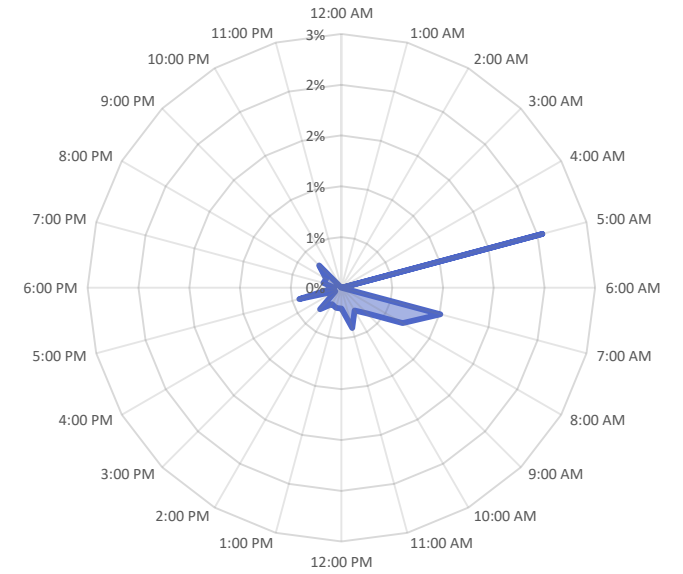


### Speeding Severity Index\*

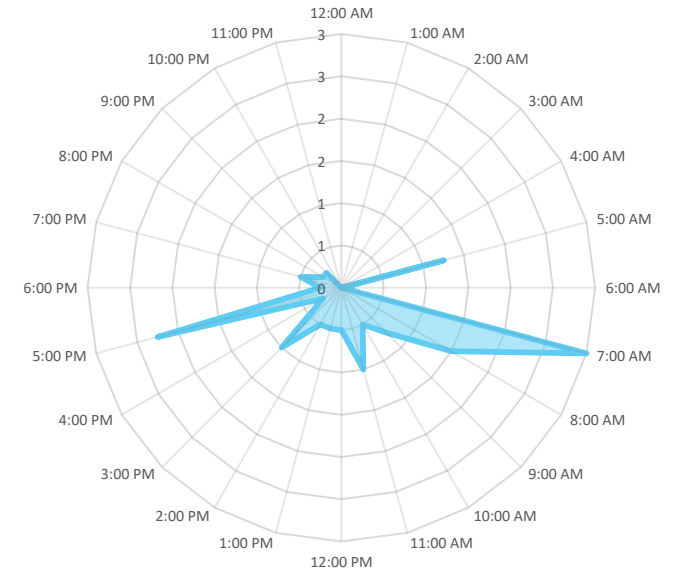
(Speeding Ratio x Quantity; Higher Value = More Speeding Occuring)



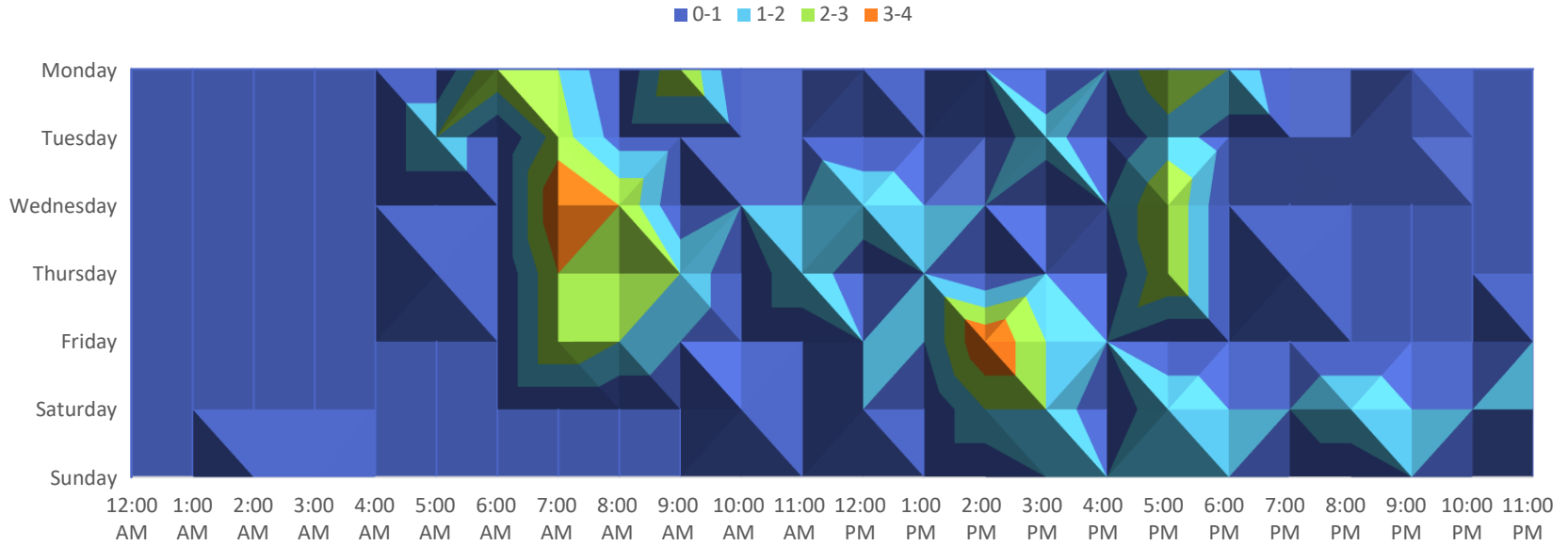
### Percent of Speeds > 40 mph\*



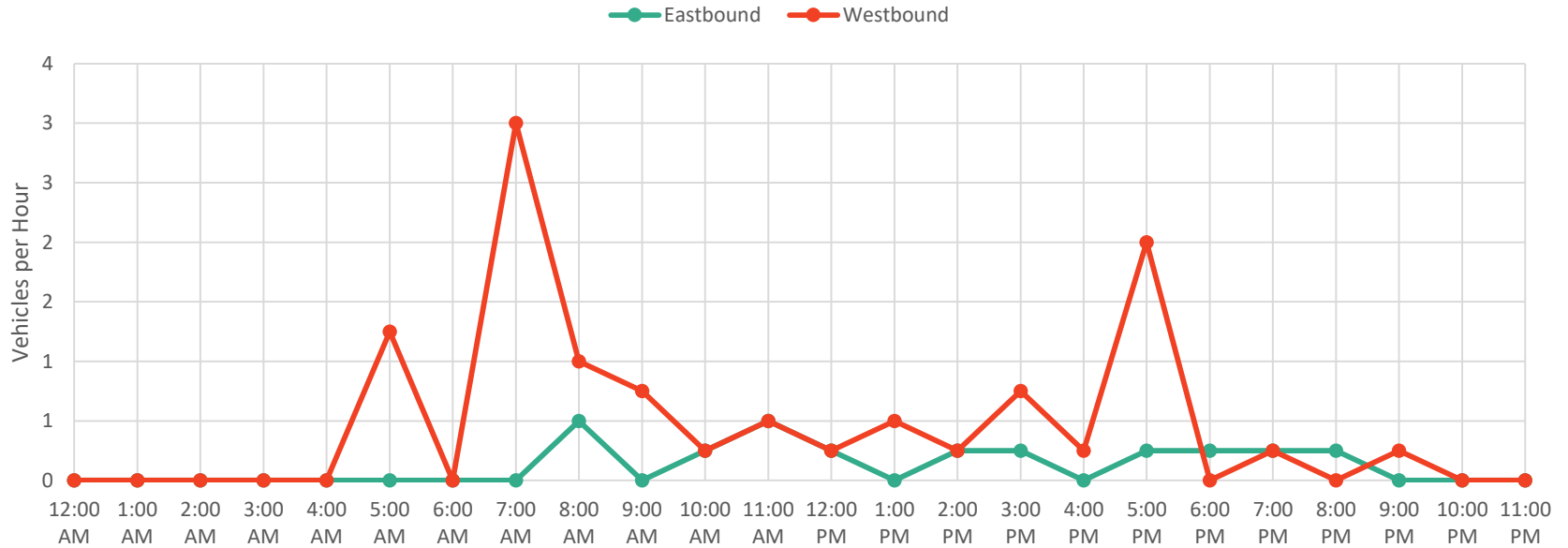
### Quantity of Speeds > 40 mph\*



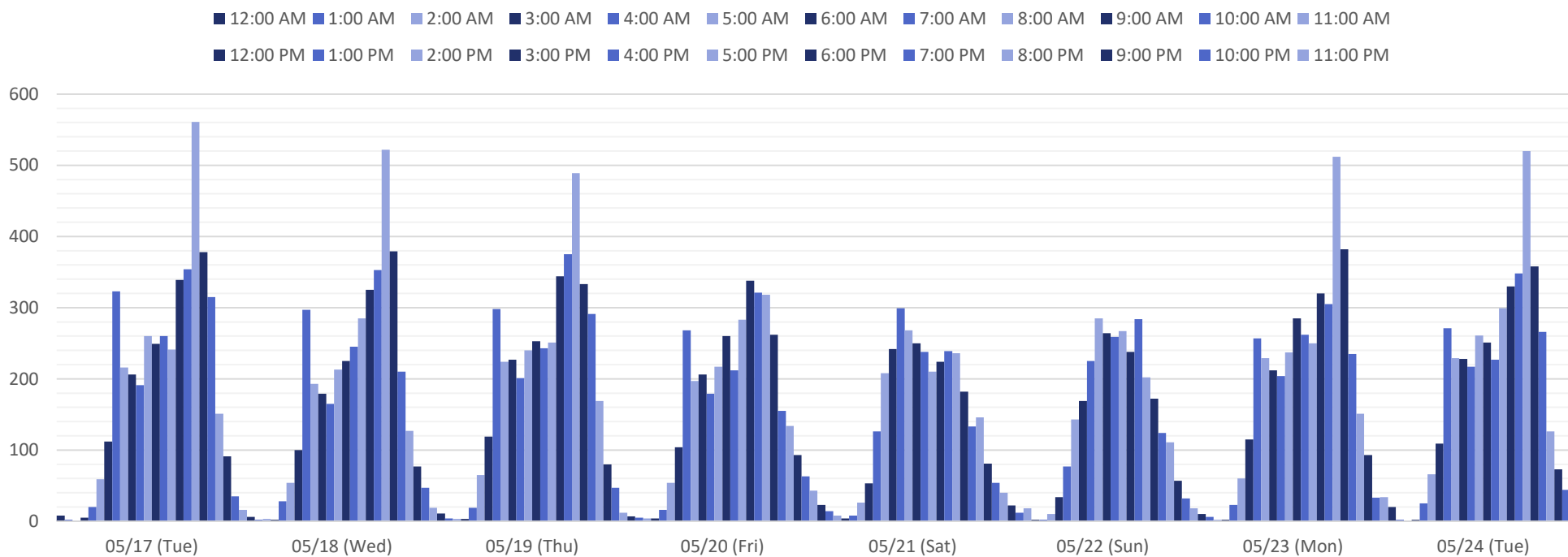
### Vehicles Traveling > 40 mph by Weekday (per Hour)



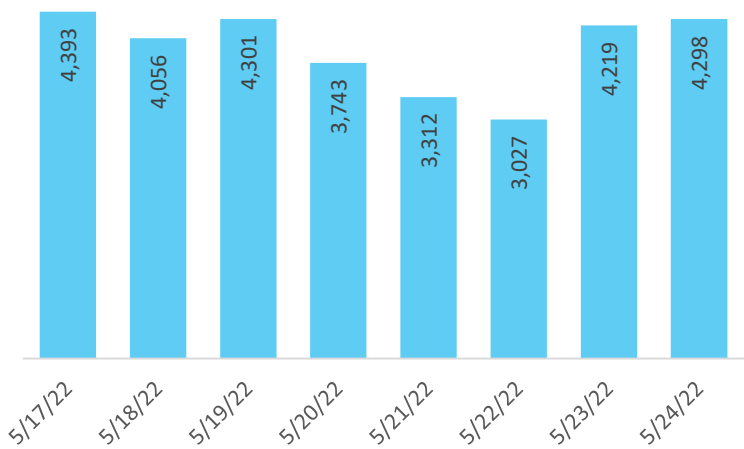
### Vehicles Traveling > 40 mph by Direction (per Hour)\*



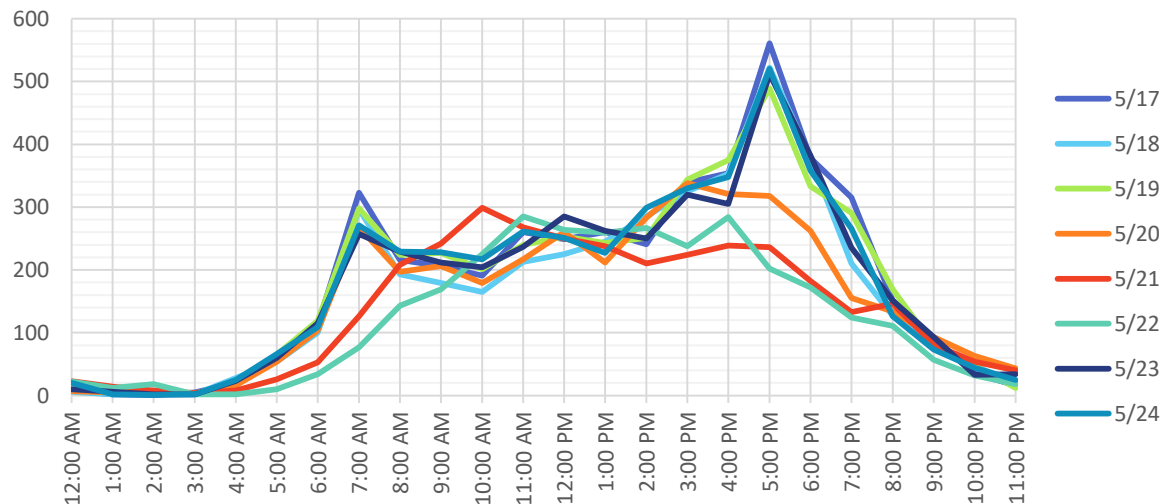
### Hourly Volumes (Individual Days)



### Daily Volume (Individual Days)



### Hourly Volumes (Individual Days)





# Traffic Study Report

## Study Description & Parameters

Street	E Bell Street		
Location	Mahler Blvd - S Park Ave @ 209 E Bell St		
Study Period	05/17/2022 to 05/24/2022 (School in Session)		
Exemptions	None		
Total Vehicles in Count	32,453	Total Days	8
Total Vehicles in Typical Day Count*	17,638	Typical Days*	4

### Notes

\* Datasets marked with an asterisk comprise data collected only on Tuesdays, Wednesdays, and Thursdays for purposes of best representing a typical weekday.

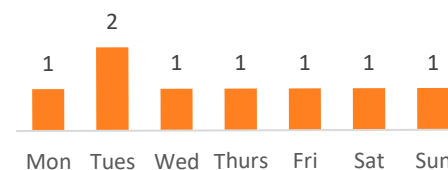
\*\* All weekday statistics indicate averages for each day of week.

^ Wednesday, May 25 - Monday, May 30 is excluded in the count due to Memorial Day (5/30) and NHS Graduation (5/25).

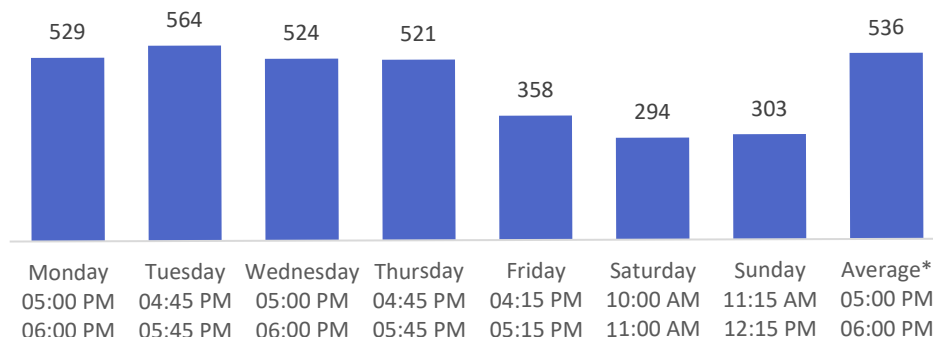
## General Volume Statistics

Average Daily Traffic*	4,410
Standard Deviation*	139
Weekday Average	4,280
Total Week Average	4,057

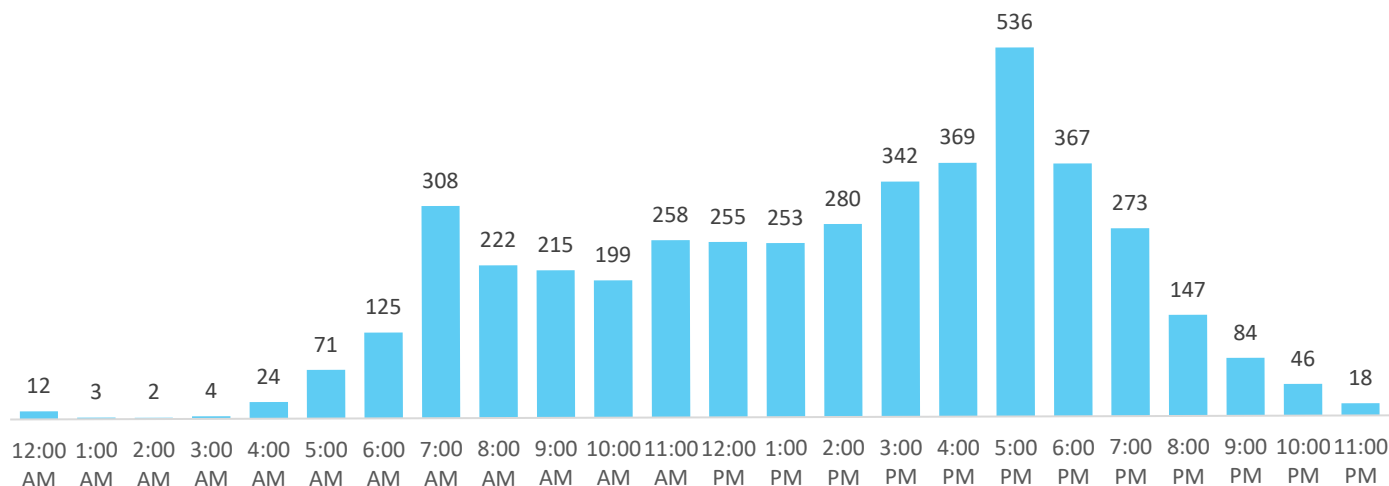
## Day Count within Study



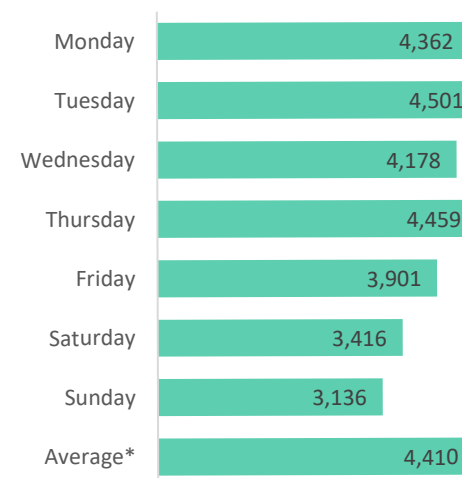
## Peak Hour Volume by Weekday



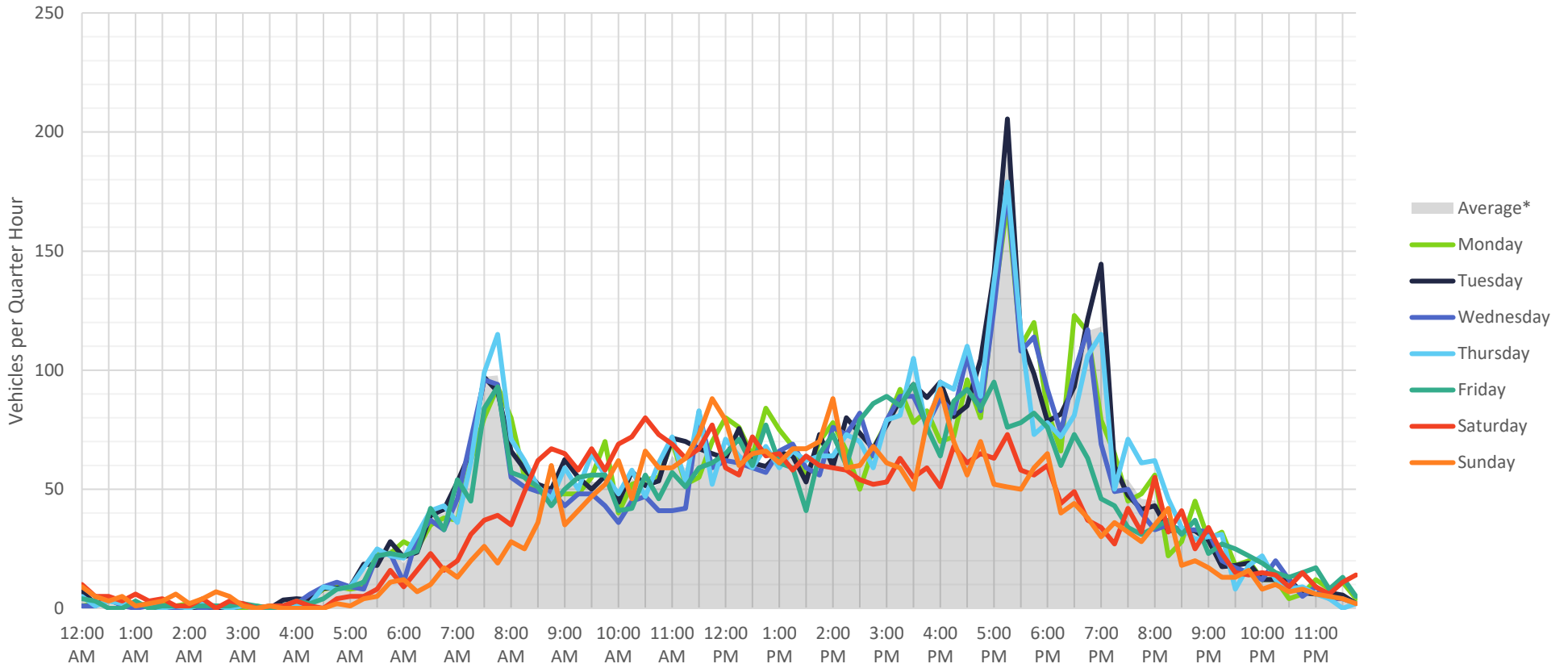
## Hourly Volume\*



## Weekday Volume



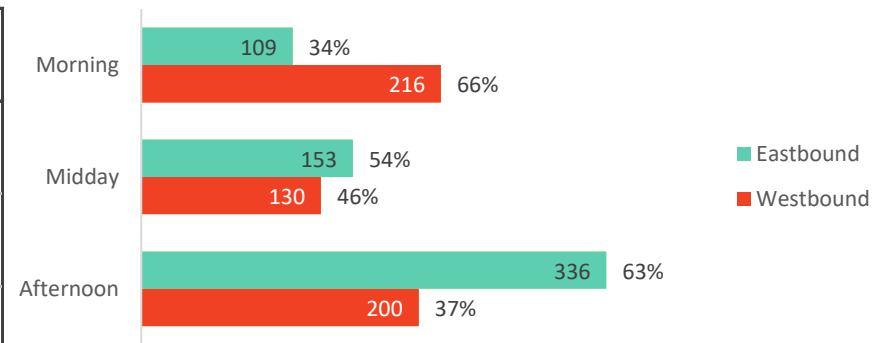
### Quarter Hour (15-Minute) Volume by Weekday



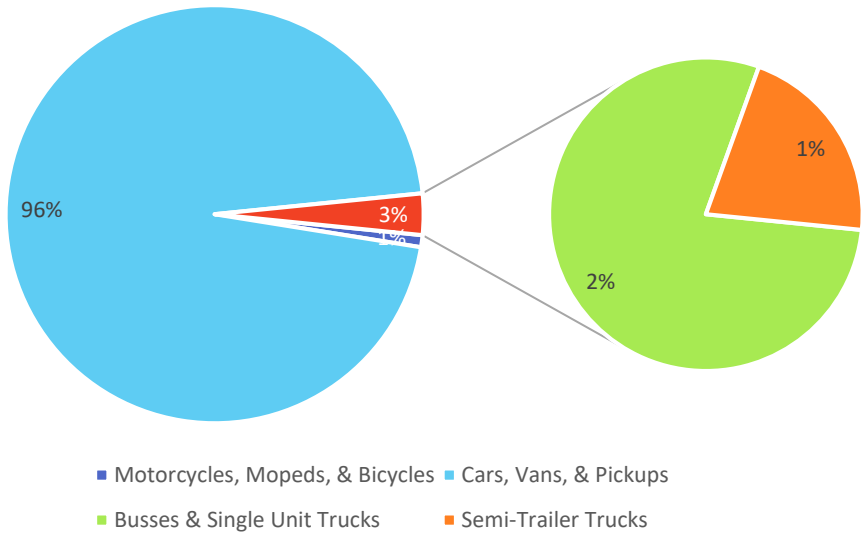
### Peak Hour Statistics\*

Period of Day	Time Frame		Peak Hour Factor	Total Volume	15-Min Volume	Peak Rate (sec/veh)
Morning (Before 10 AM)	7:15 AM	8:15 AM	0.83	326	98	9.2
Midday (10 AM - 2 PM)	1:45 PM	2:45 PM	0.92	283	77	11.8
Afternoon (After 2 PM)	5:00 PM	6:00 PM	0.70	536	192	4.7

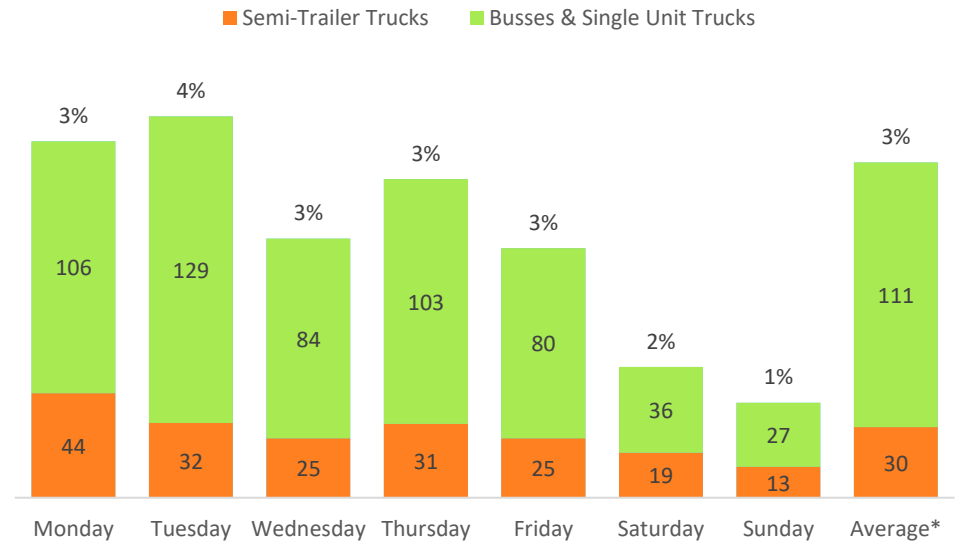
### Peak Hour Volume by Direction\*



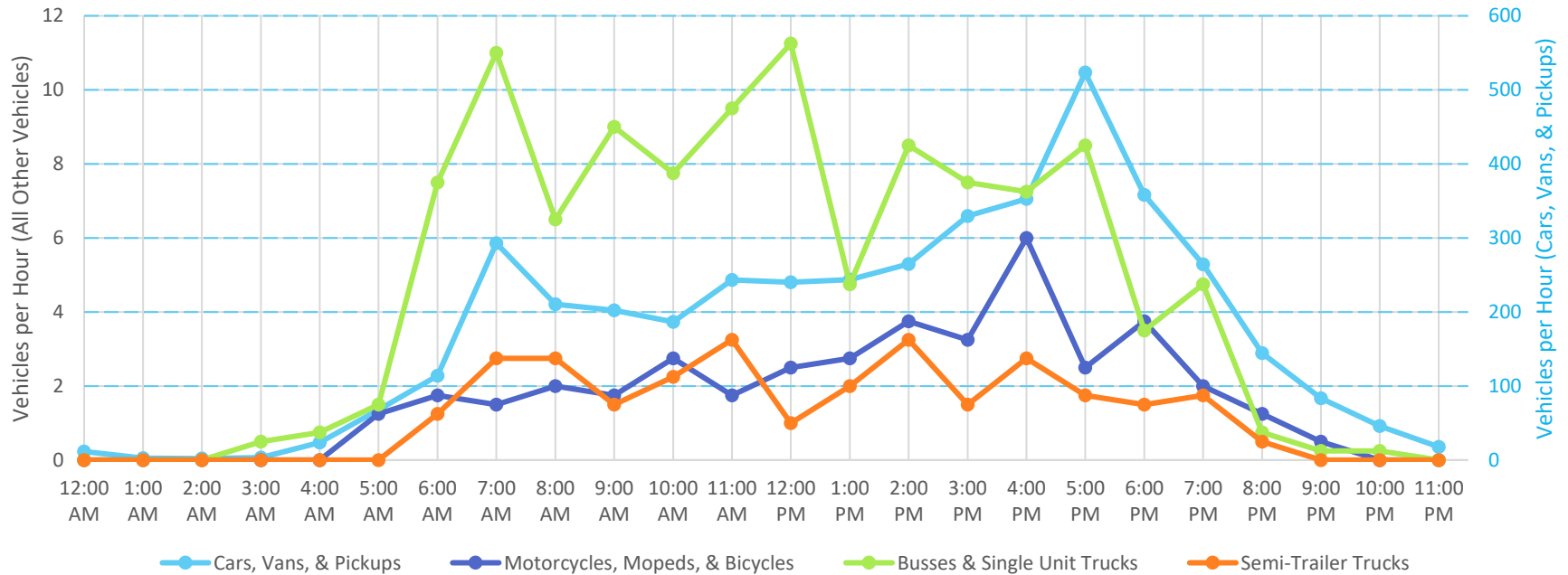
### Vehicle Classification\*



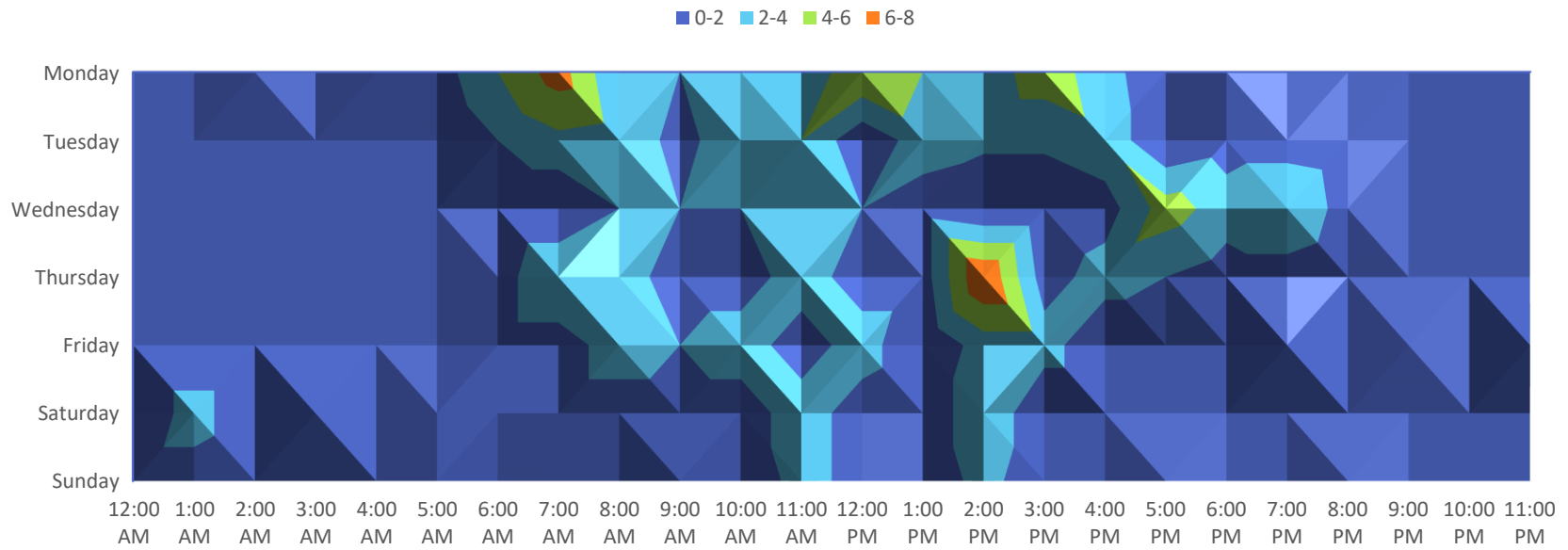
### Weekday Truck Volume



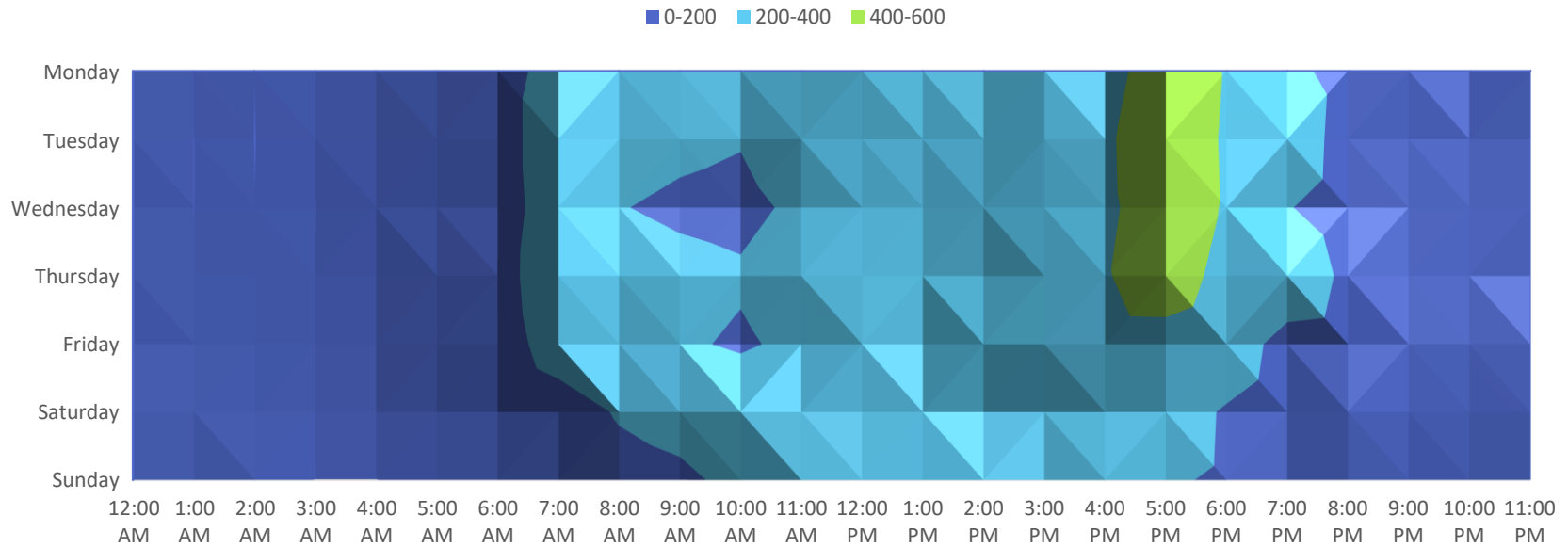
### Hourly Volume by Vehicle Classification\*



## Semi-Trailer Truck Hourly Volumes by Weekday

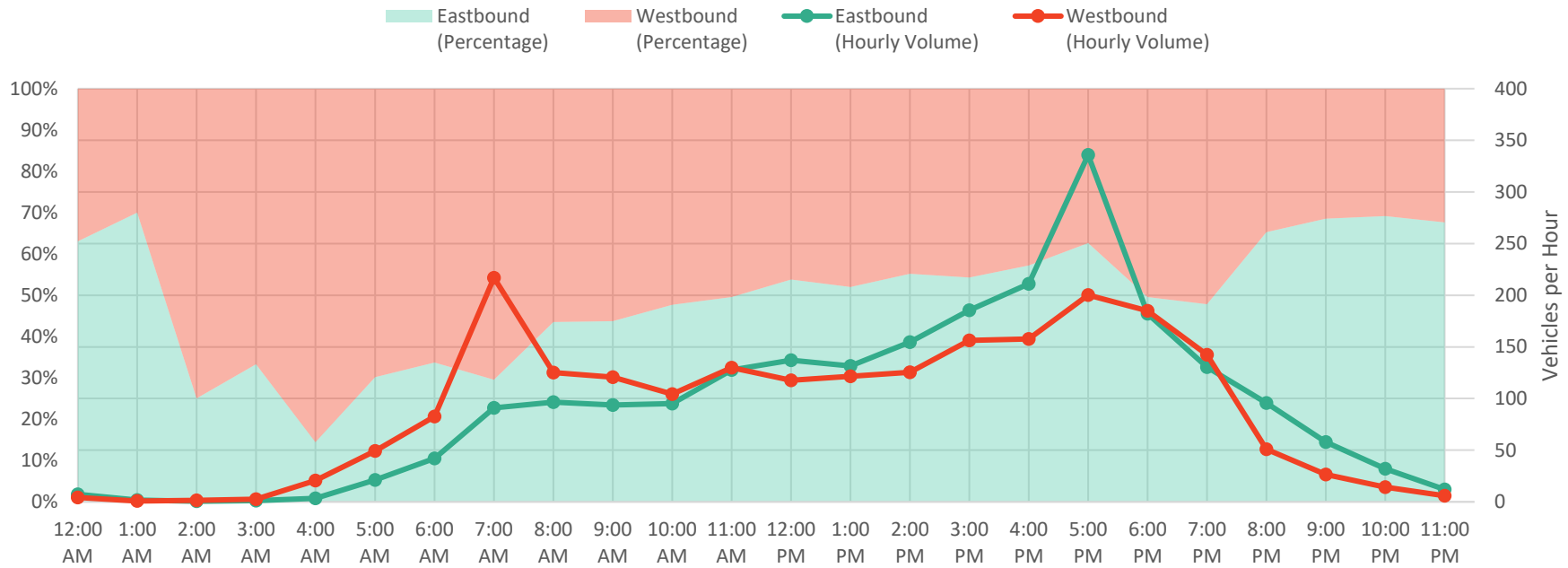


## Hourly Volumes by Weekday

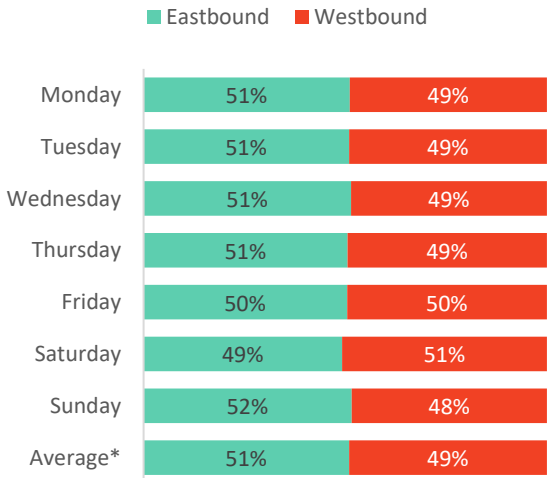




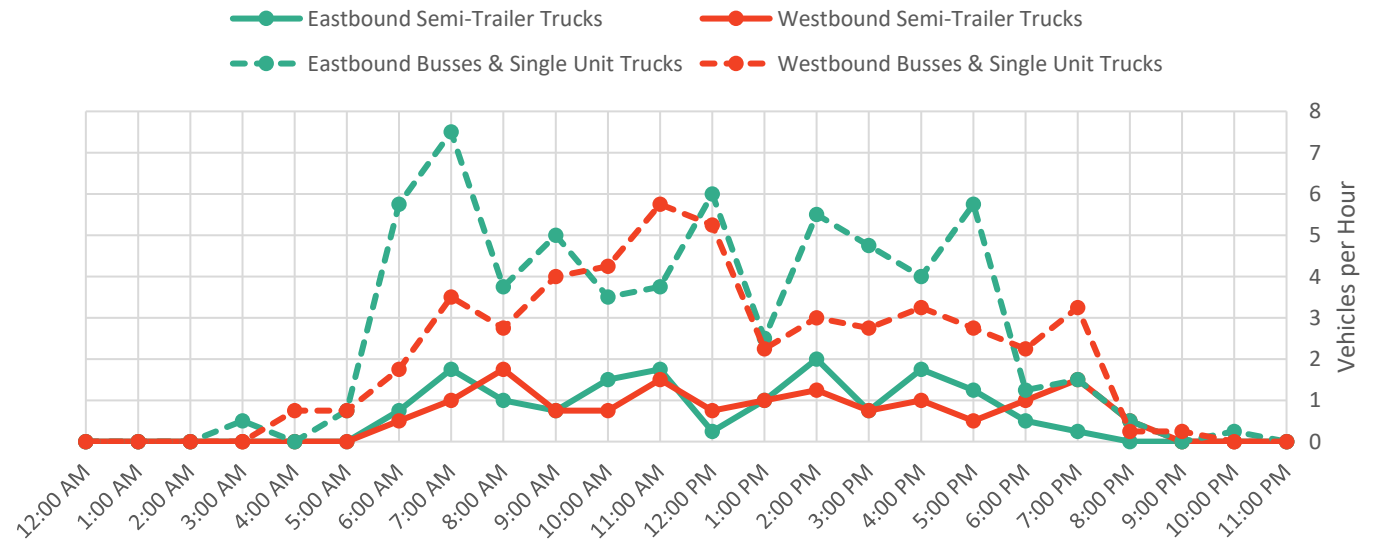
### Hourly Directional Volume\*



### Weekday Volume by Direction



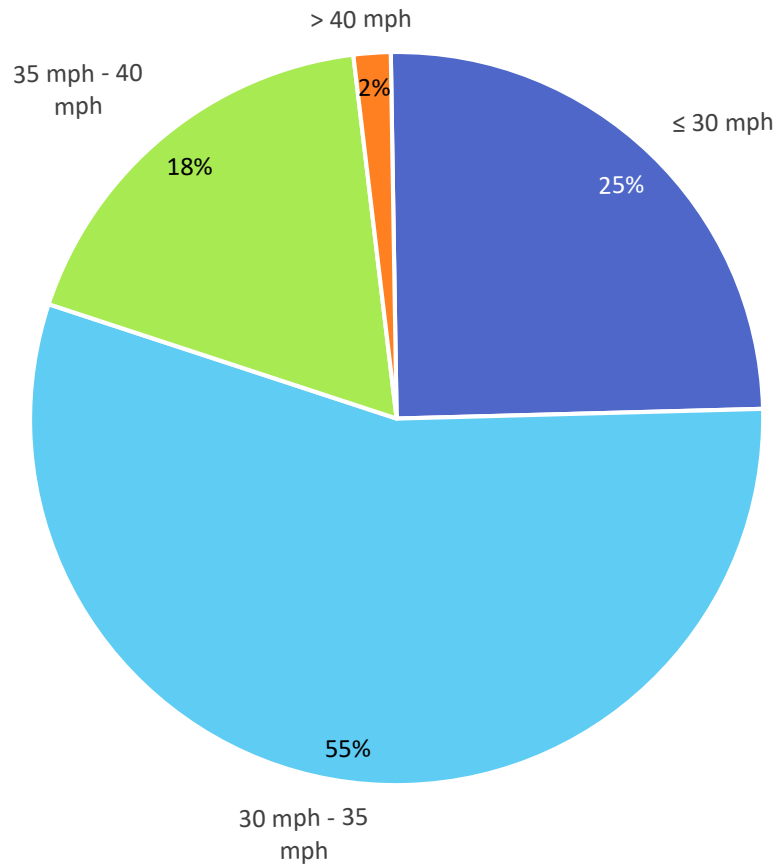
### Hourly Directional Truck Volume\*



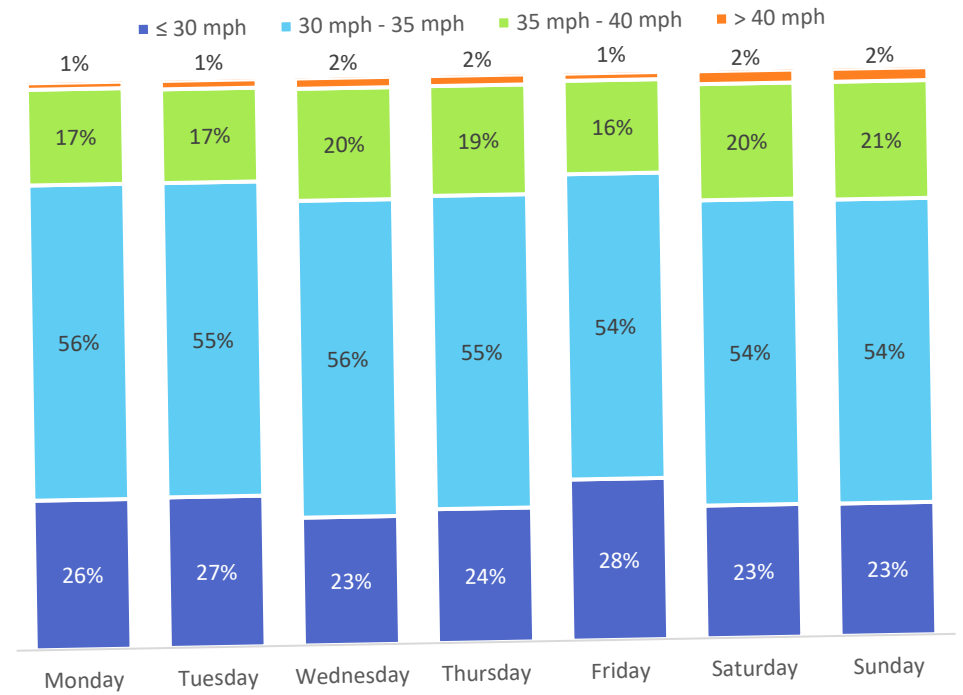
### General Speed Statistics\*

Posted Speed Limit	30 mph	Median Speed	32.2 mph
Average Speed	32.2 mph	85th Percentile Speed	35.6 mph
Standard Deviation	3.7 mph	95th Percentile Speed	37.8 mph
% Above Speed Limit	75.1%	10 mph Pace	28 - 38 mph
% Above 10 + Speed Limit	1.6%	Percent within Pace	85.6%

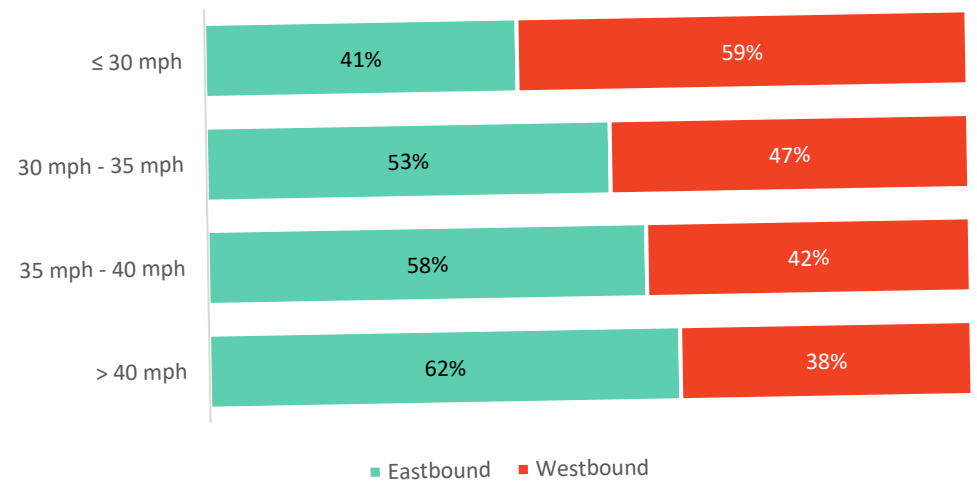
### Speed Distribution\*



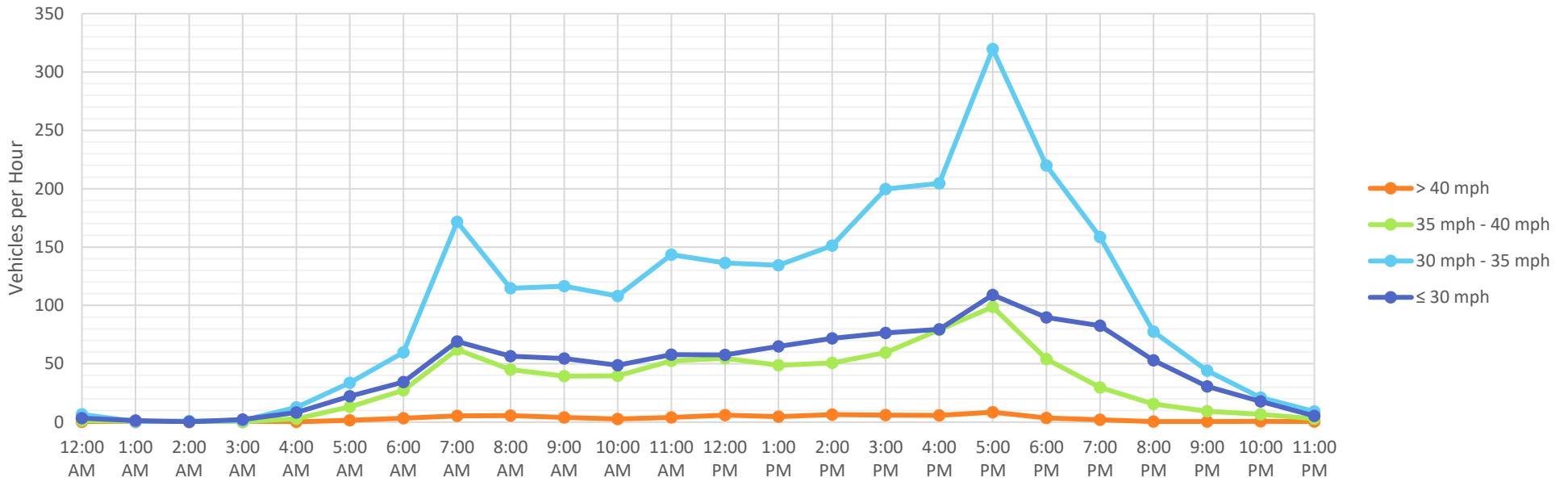
### Speed Distribution by Weekday



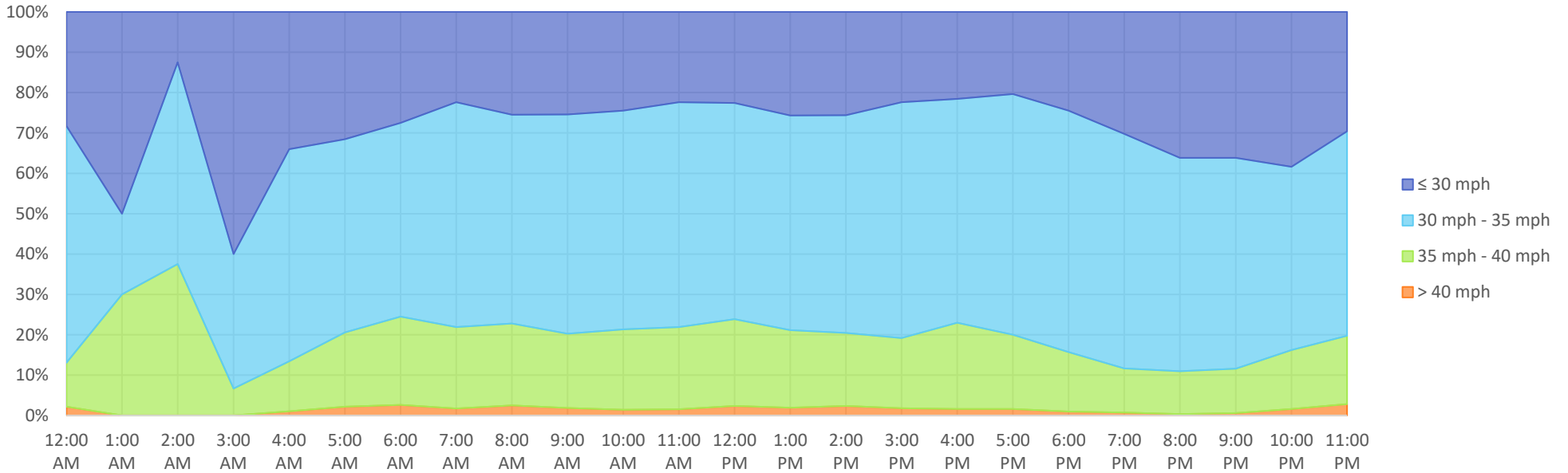
### Speed Distribution by Direction\*



### Speed Distribution by Time of Day\*

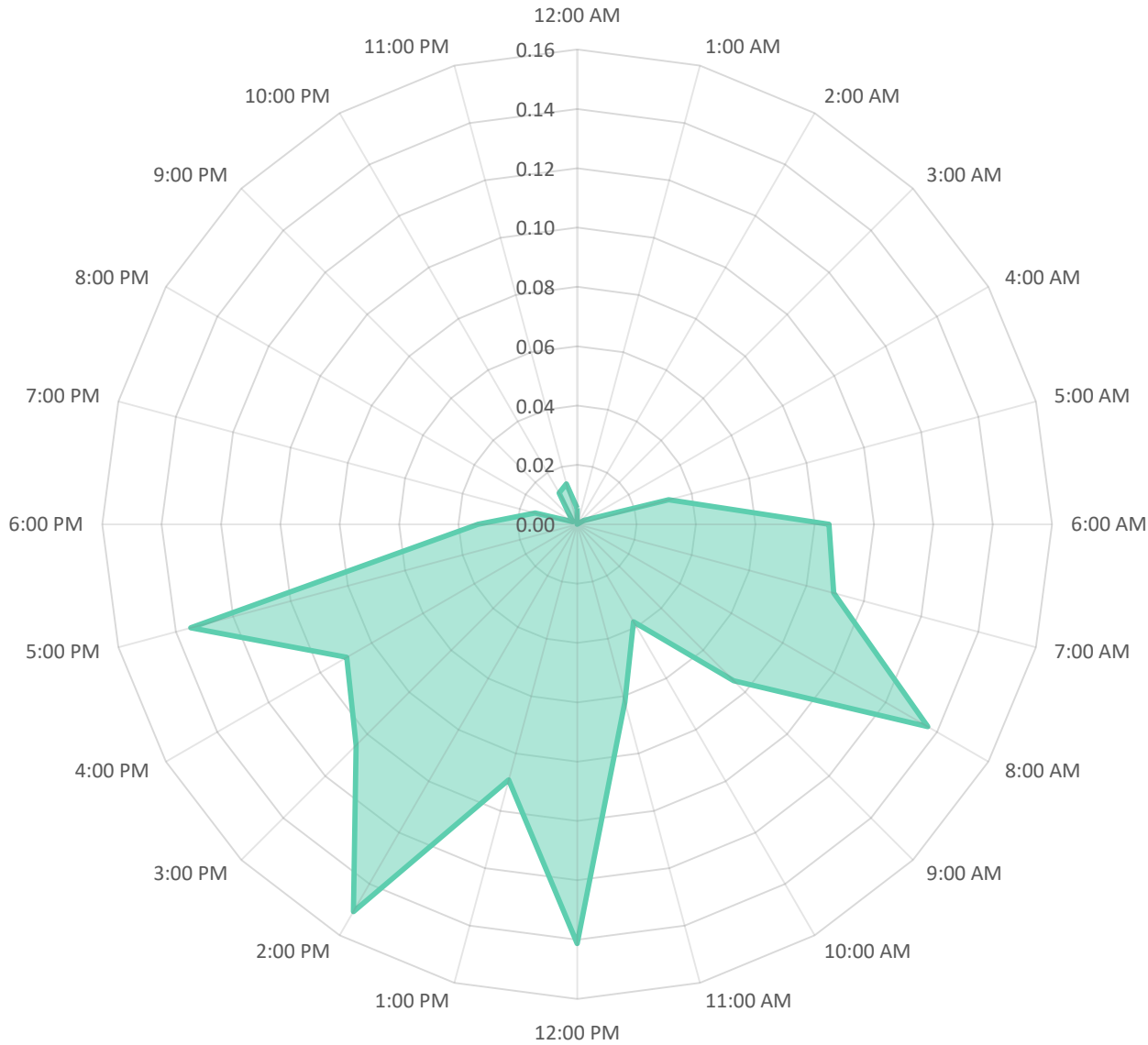


### Speed Distribution by Time of Day\*

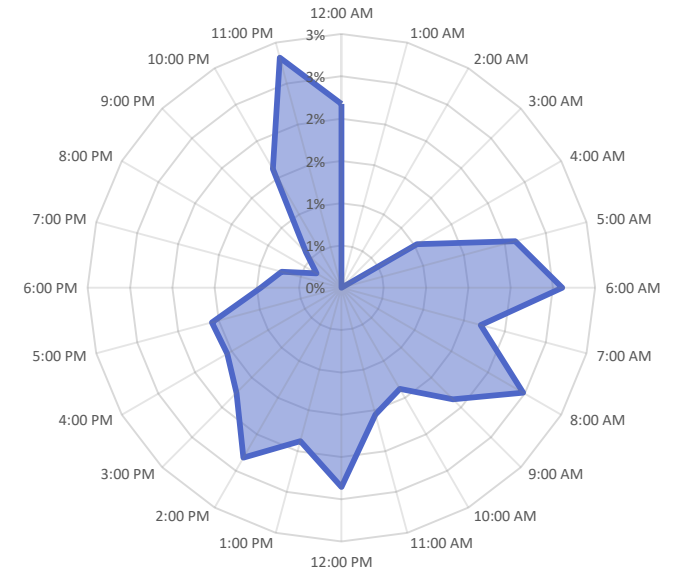


### Speeding Severity Index\*

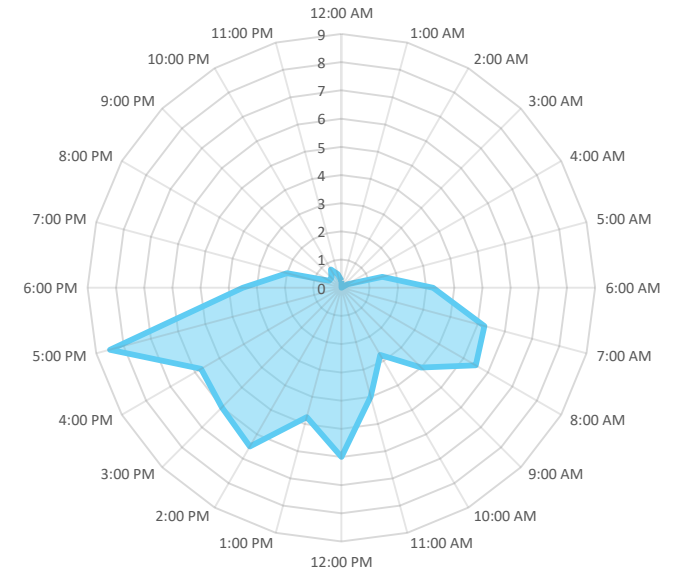
(Speeding Ratio x Quantity; Higher Value = More Speeding Occuring)



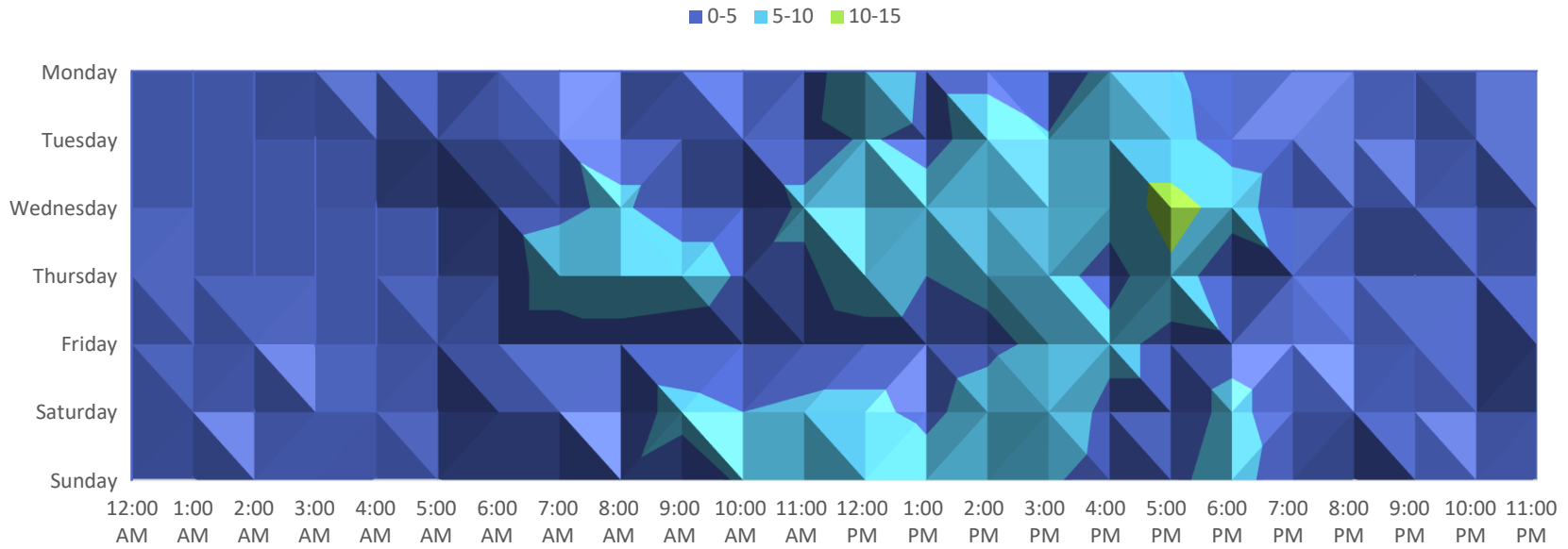
### Percent of Speeds > 40 mph\*



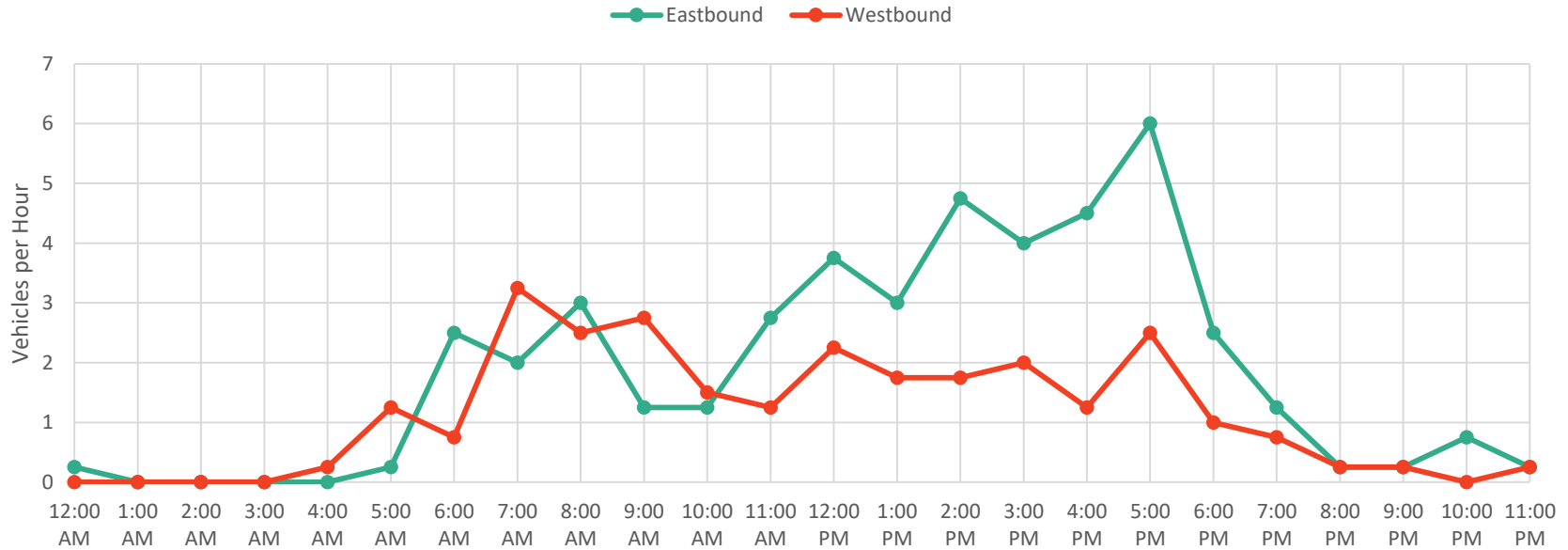
### Quantity of Speeds > 40 mph\*



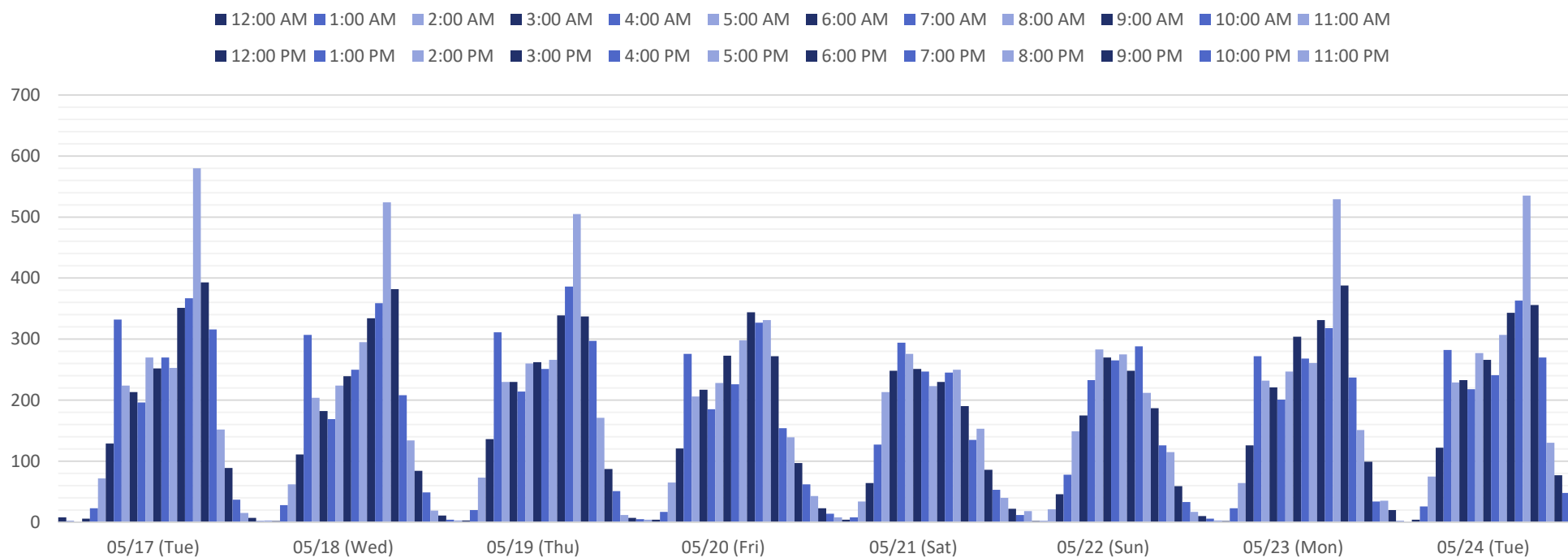
### Vehicles Traveling > 40 mph by Weekday (per Hour)



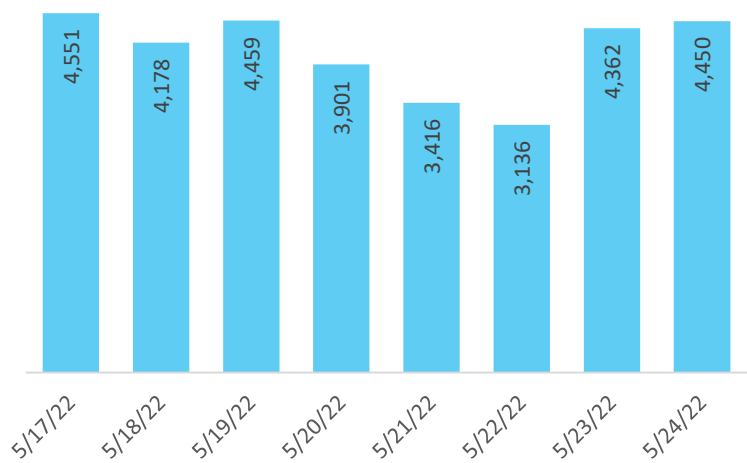
### Vehicles Traveling > 40 mph by Direction (per Hour)\*



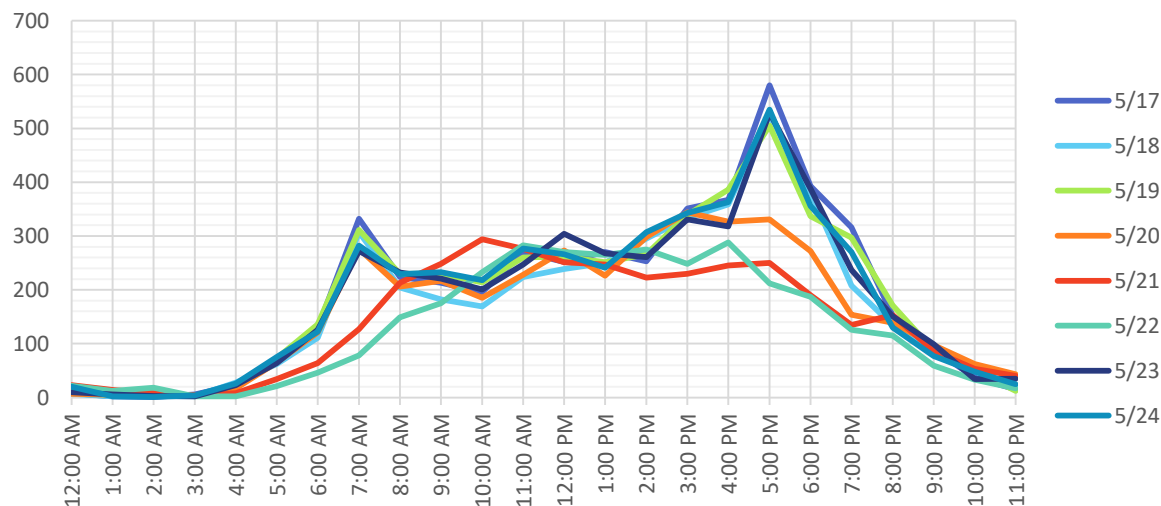
### Hourly Volumes (Individual Days)



### Daily Volume (Individual Days)



### Hourly Volumes (Individual Days)





# Traffic Study Report

## Study Description & Parameters

Street	E Bell Street		
Location	S Commercial St - Lyon Dr @ 113 E Bell St		
Study Period	05/17/2022 to 05/24/2022 (School in Session)		
Exemptions	None		
Total Vehicles in Count	41,419	Total Days	8
Total Vehicles in Typical Day Count*	22,729	Typical Days*	4

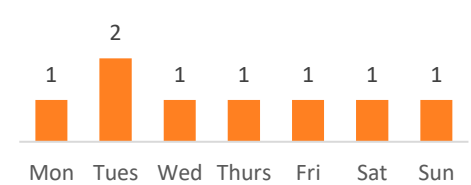
### Notes

- \* Datasets marked with an asterisk comprise data collected only on Tuesdays, Wednesdays, and Thursdays for purposes of best representing a typical weekday.
- \*\* All weekday statistics indicate averages for each day of week.
- ^ Wednesday, May 25 - Monday, May 30 is excluded in the count due to Memorial Day (5/30) and NHS Graduation (5/25).

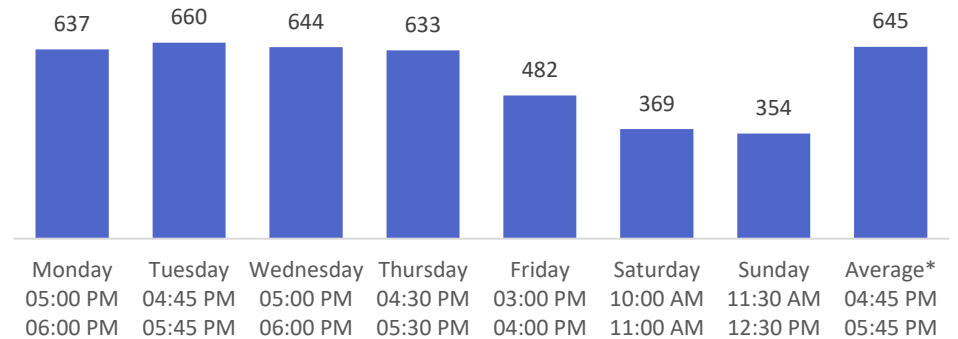
## General Volume Statistics

Average Daily Traffic*	5,682
Standard Deviation*	91
Weekday Average	5,536
Total Week Average	5,177

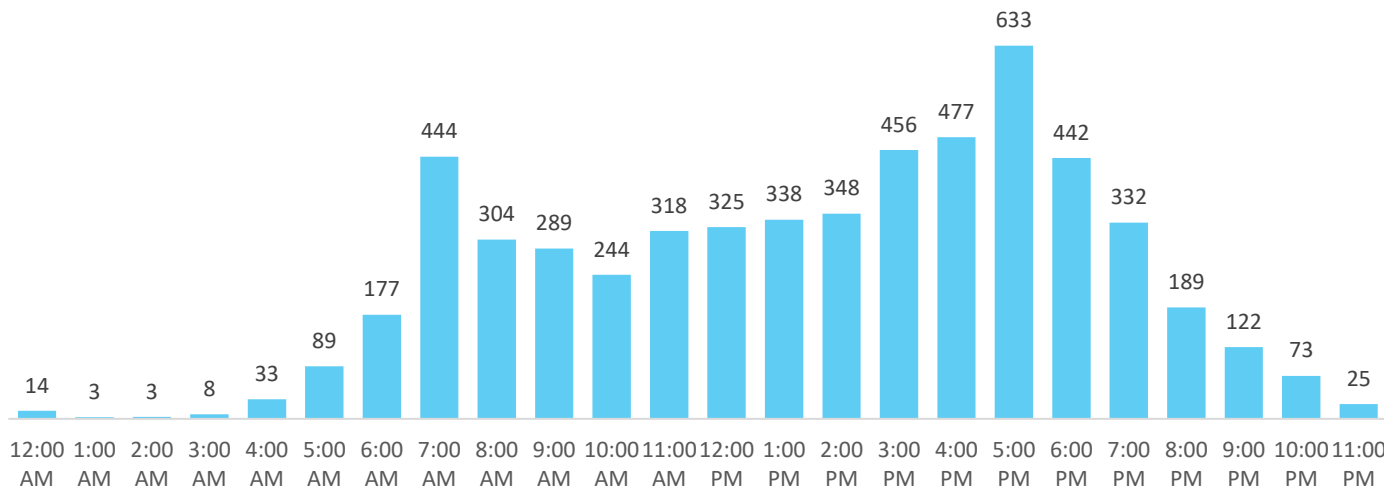
## Day Count within Study



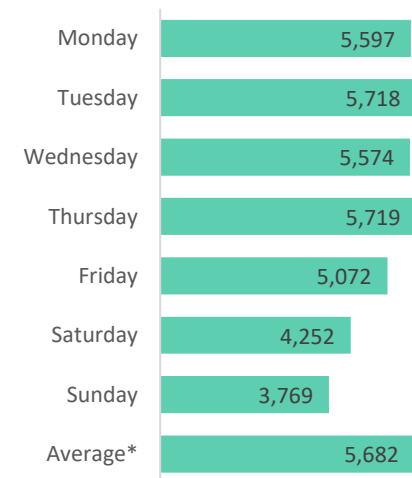
## Peak Hour Volume by Weekday



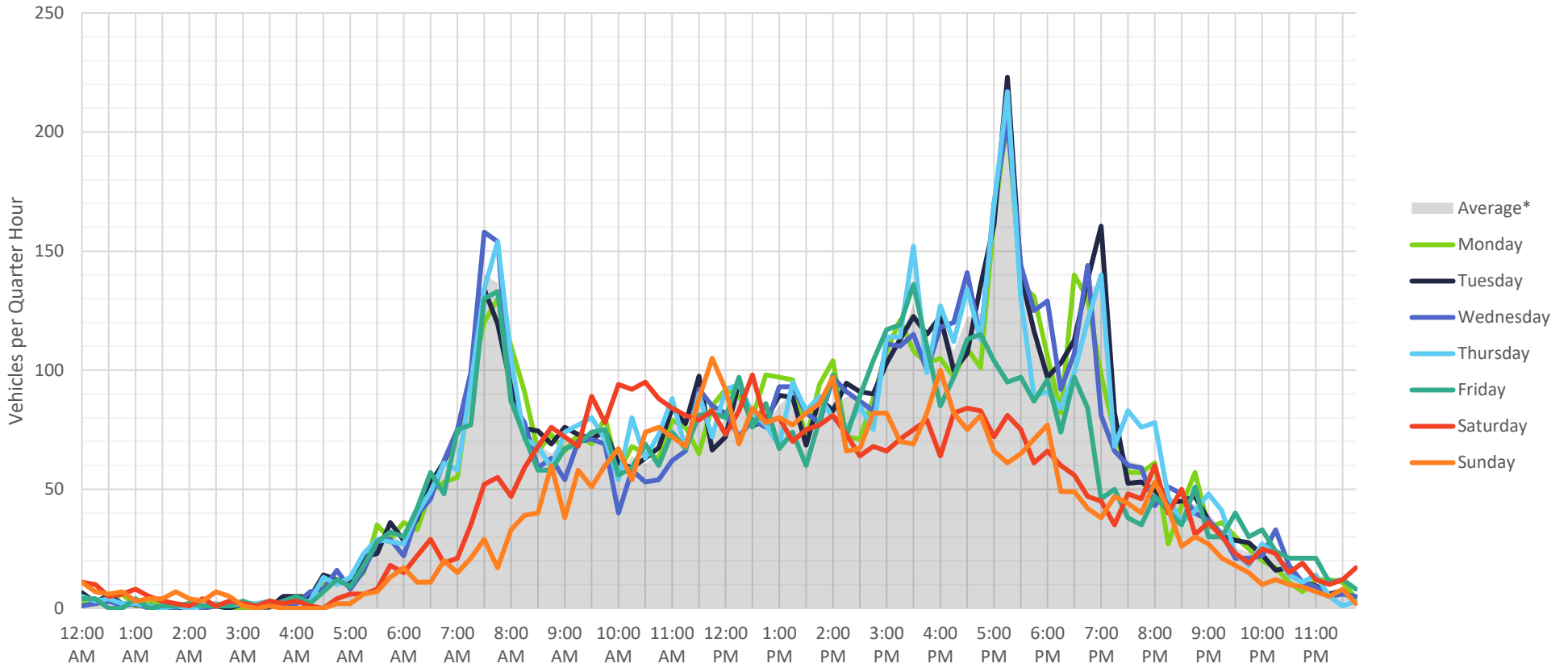
## Hourly Volume\*



## Weekday Volume



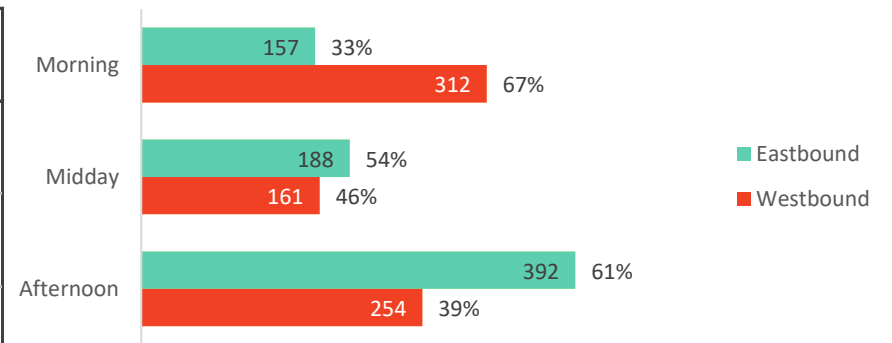
### Quarter Hour (15-Minute) Volume by Weekday



### Peak Hour Statistics\*

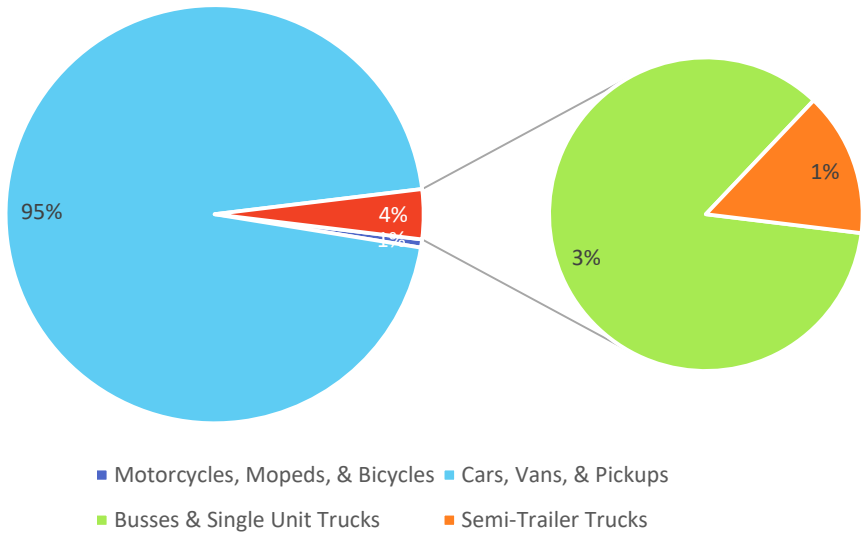
Period of Day	Time Frame		Peak Hour Factor	Total Volume	15-Min Volume	Peak Rate (sec/veh)
Morning (Before 10 AM)	7:15 AM	8:15 AM	0.84	469	140	6.4
Midday (10 AM - 2 PM)	1:45 PM	2:45 PM	0.98	349	89	10.1
Afternoon (After 2 PM)	4:45 PM	5:45 PM	0.74	645	217	4.1

### Peak Hour Volume by Direction\*

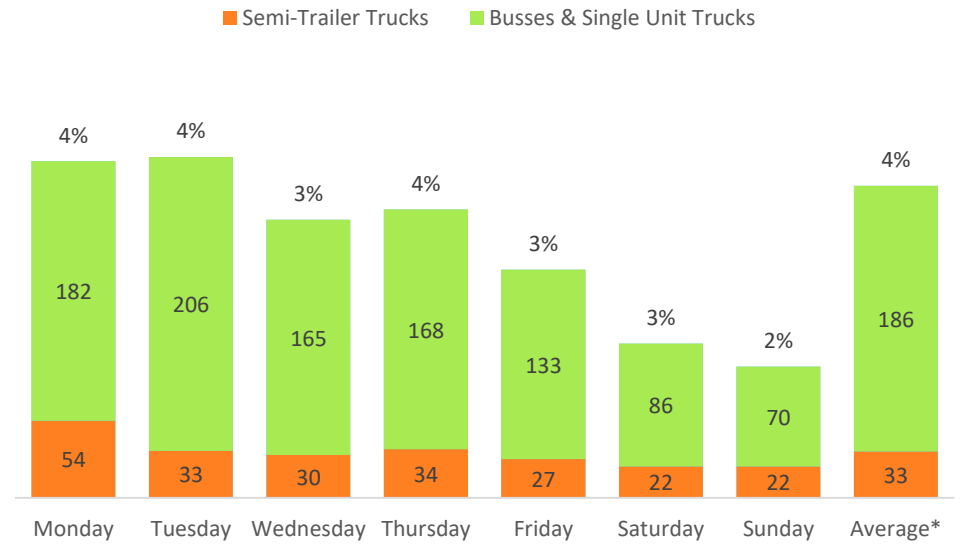




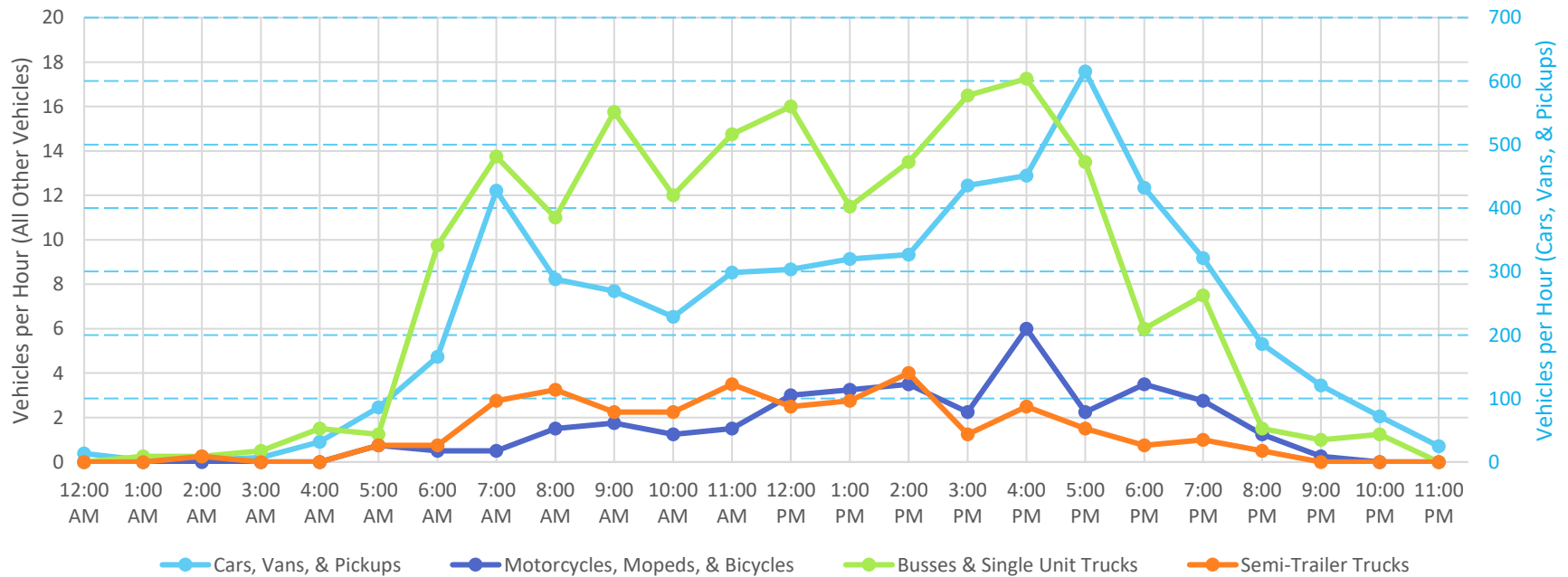
### Vehicle Classification\*



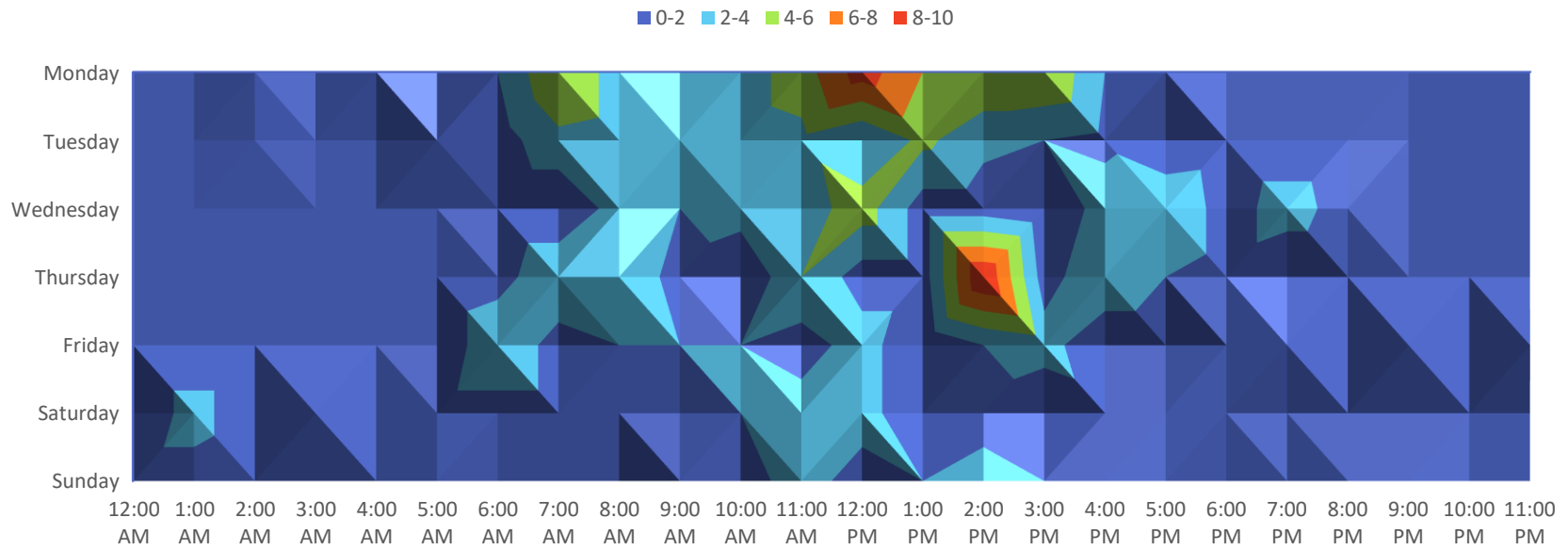
### Weekday Truck Volume



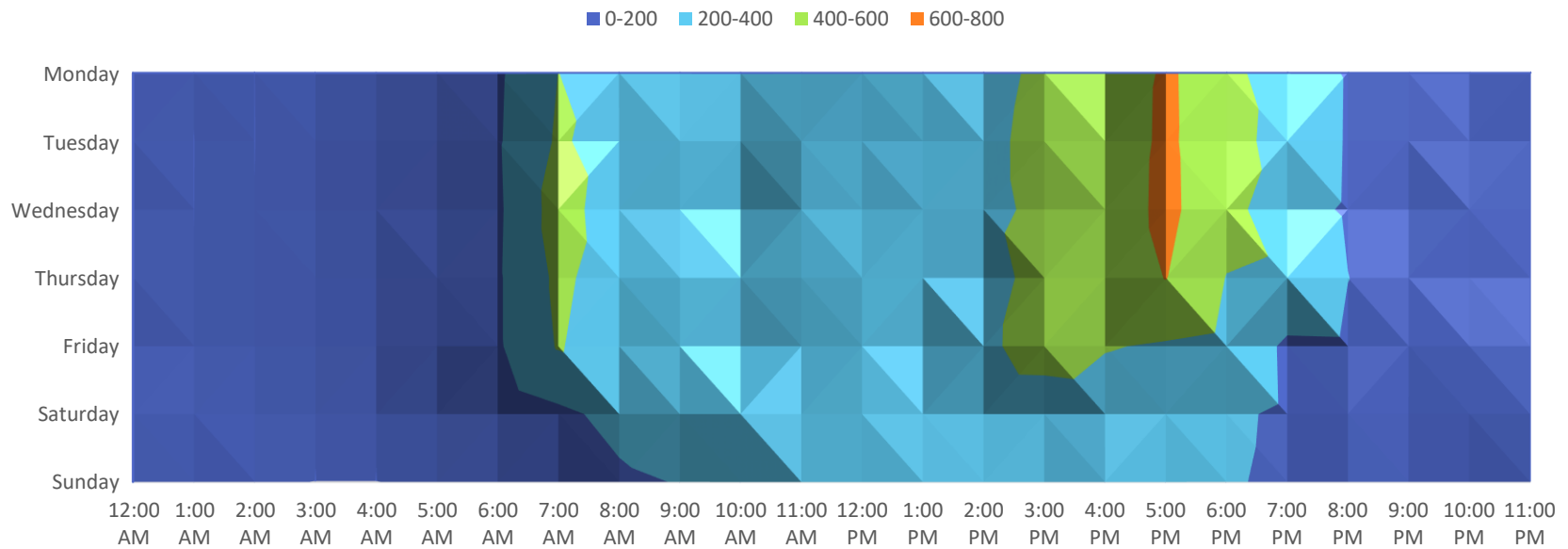
### Hourly Volume by Vehicle Classification\*



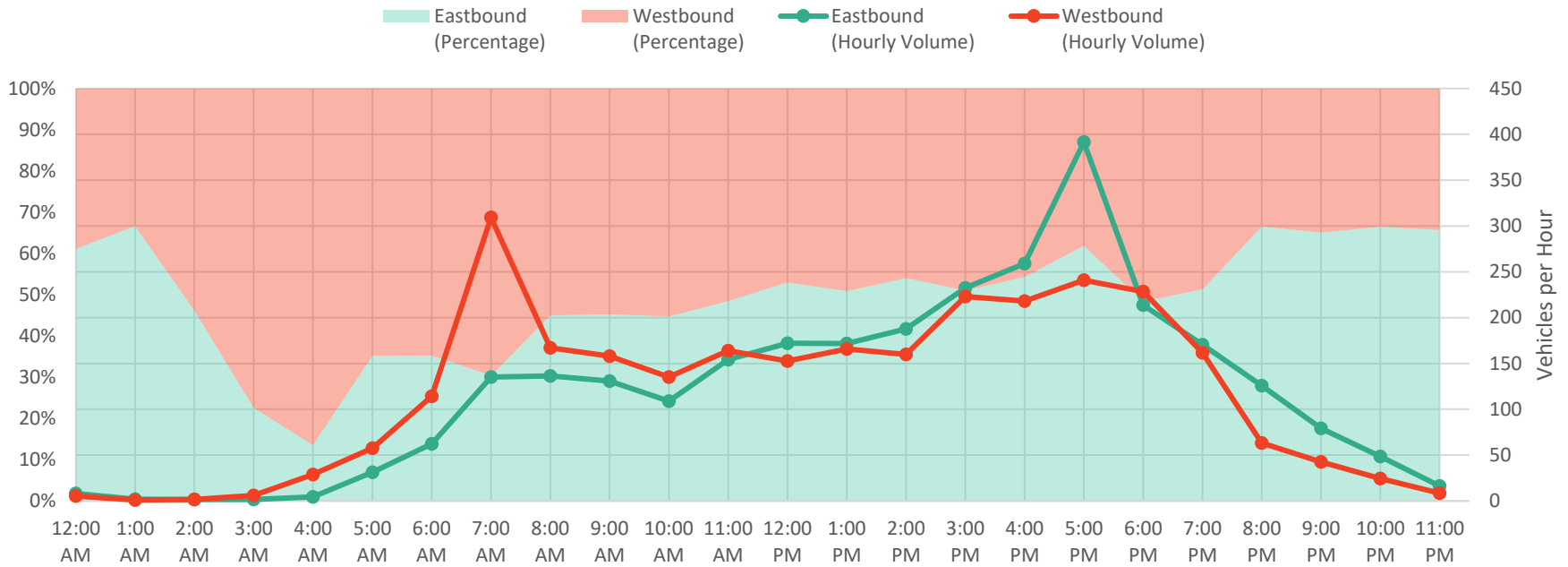
## Semi-Trailer Truck Hourly Volumes by Weekday



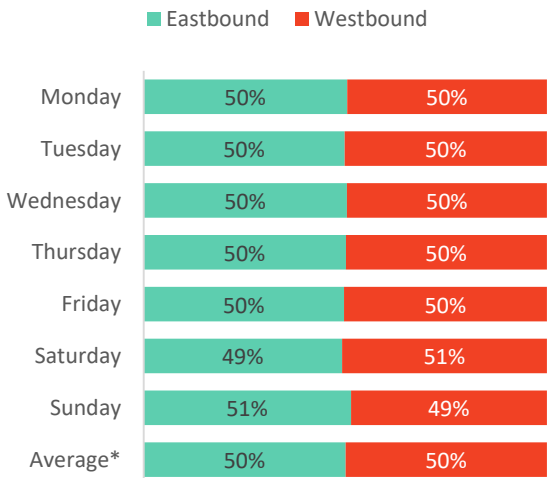
## Hourly Volumes by Weekday



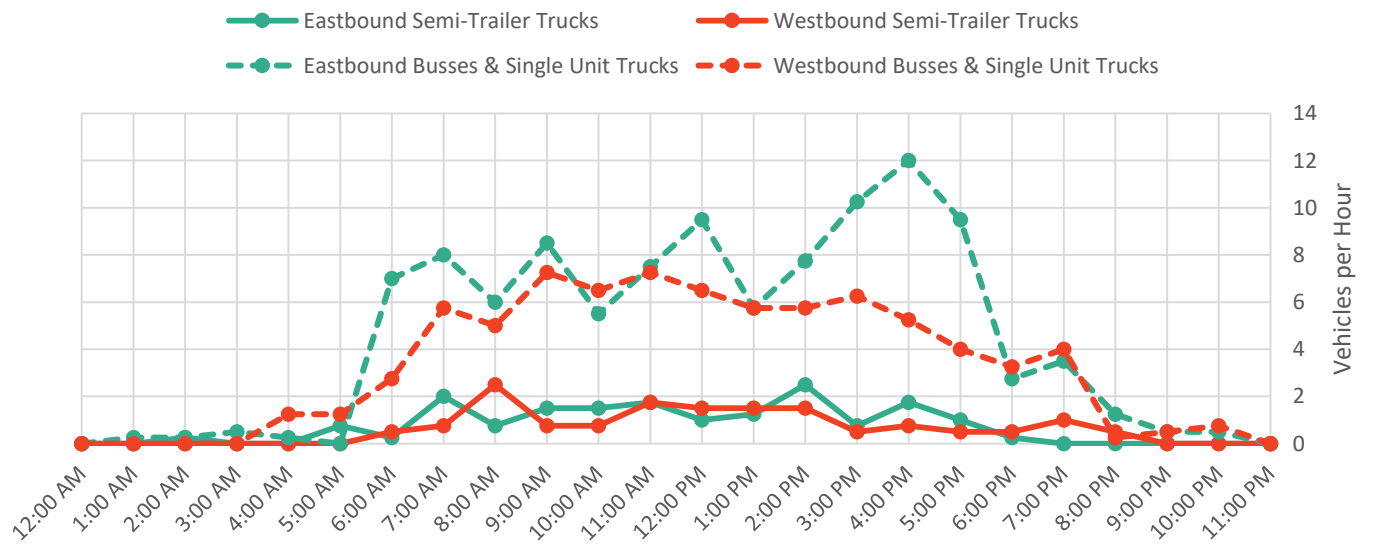
### Hourly Directional Volume\*



### Weekday Volume by Direction



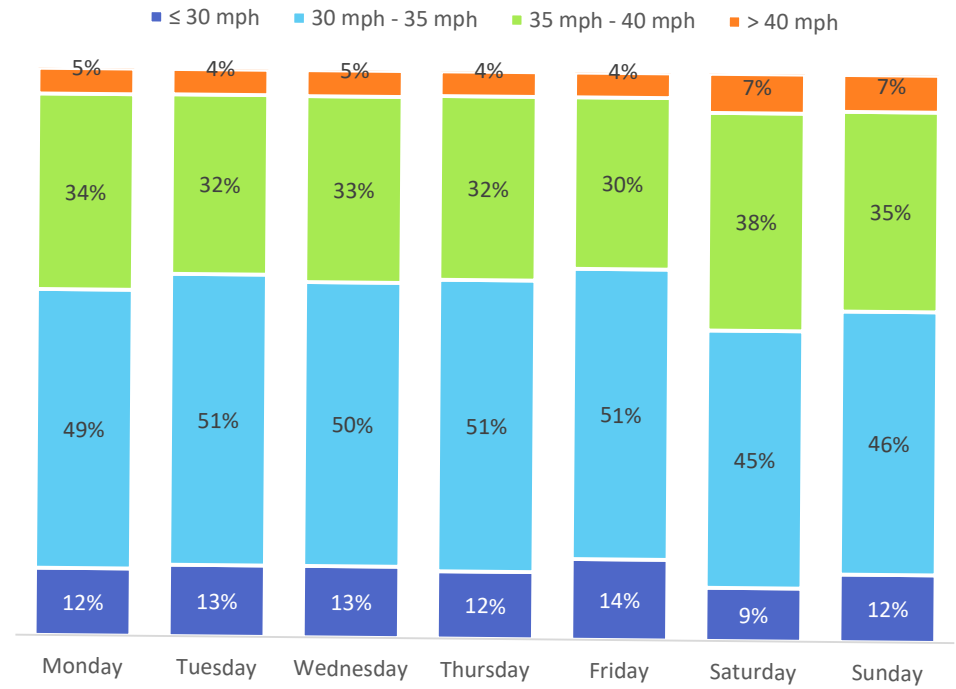
### Hourly Directional Truck Volume\*



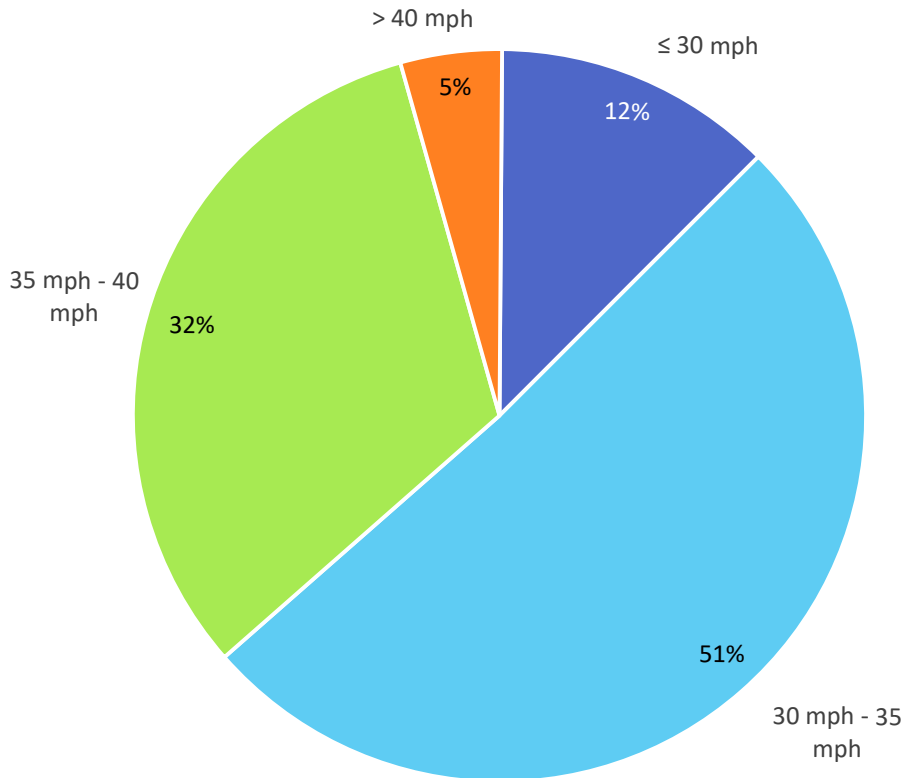
### General Speed Statistics\*

Posted Speed Limit	30 mph	Median Speed	33.8 mph
Average Speed	33.8 mph	85th Percentile Speed	37.4 mph
Standard Deviation	3.8 mph	95th Percentile Speed	39.6 mph
% Above Speed Limit	87.6%	10 mph Pace	29 - 39 mph
% Above 10 + Speed Limit	4.5%	Percent within Pace	85.3%

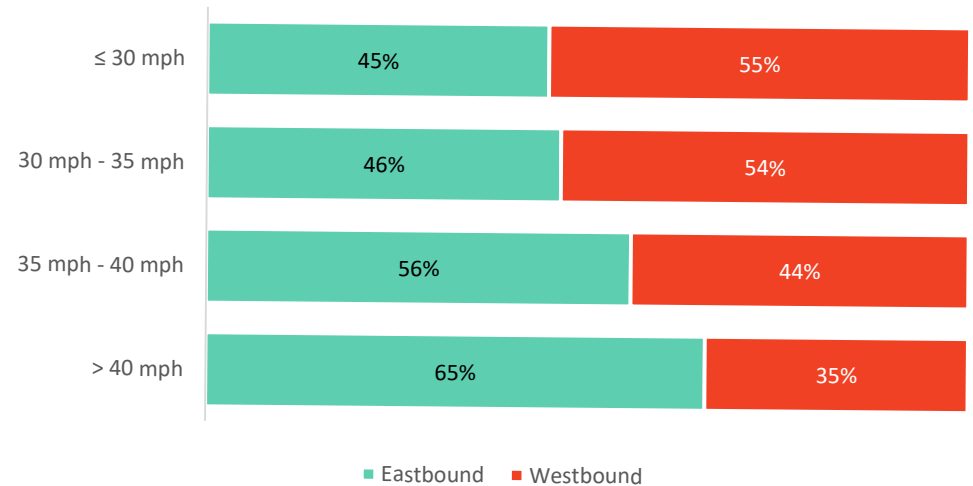
### Speed Distribution by Weekday



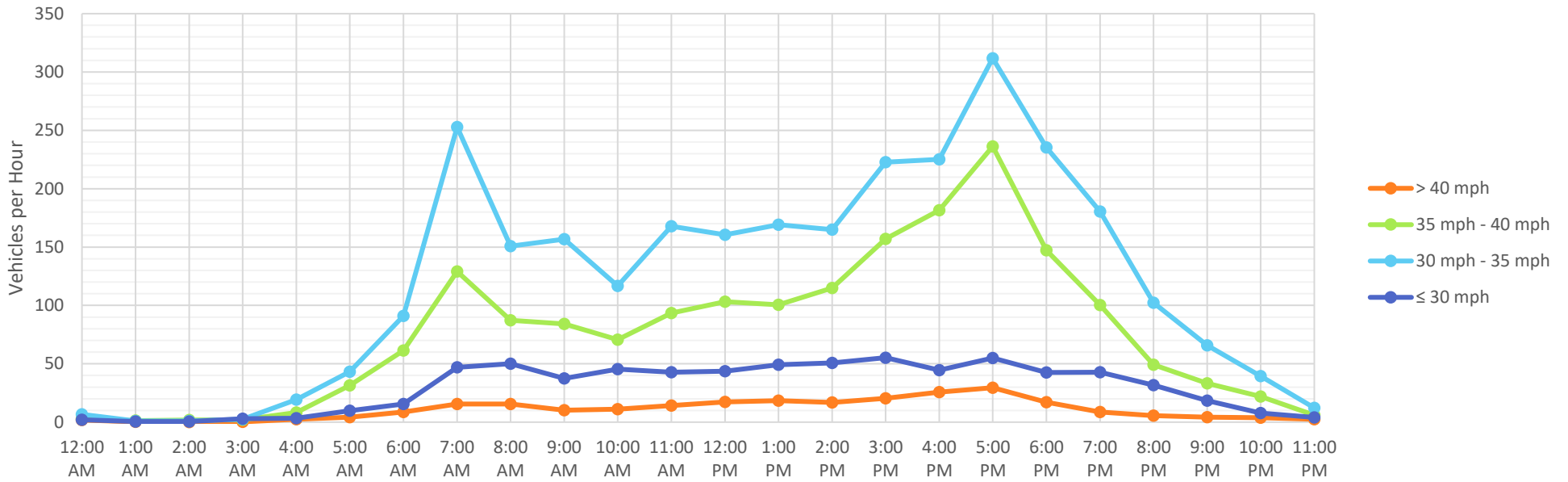
### Speed Distribution\*



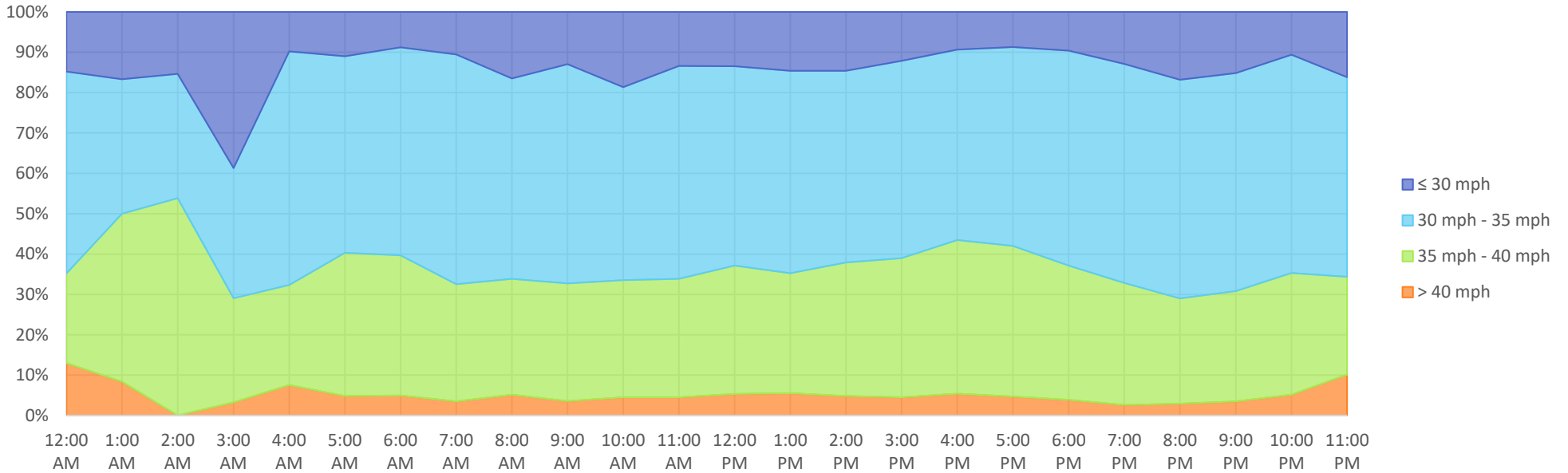
### Speed Distribution by Direction\*



### Speed Distribution by Time of Day\*

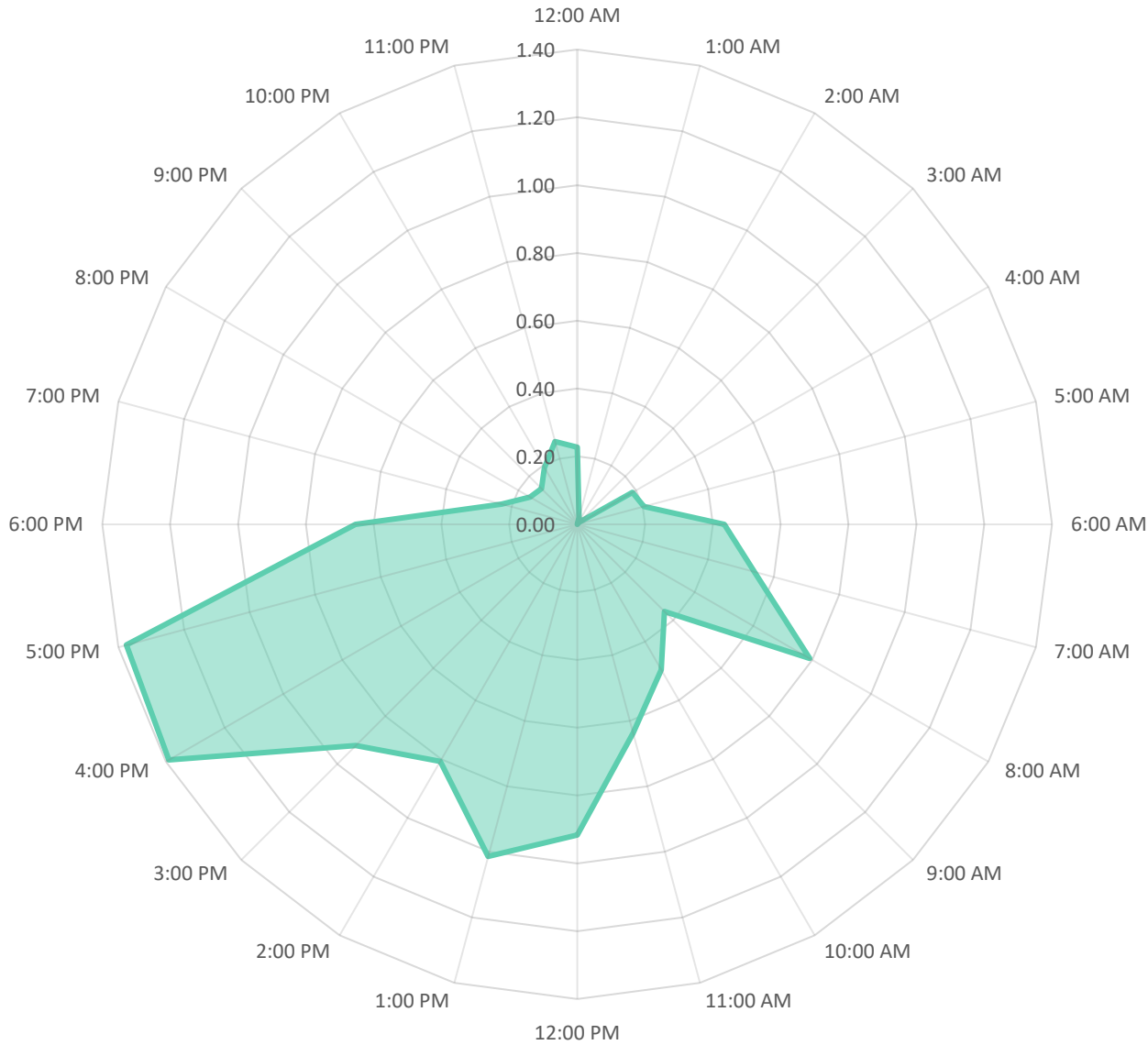


### Speed Distribution by Time of Day\*

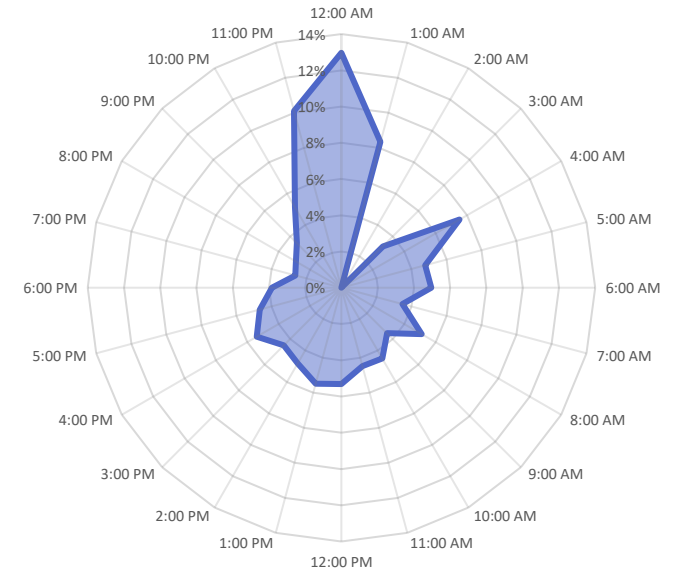


### Speeding Severity Index\*

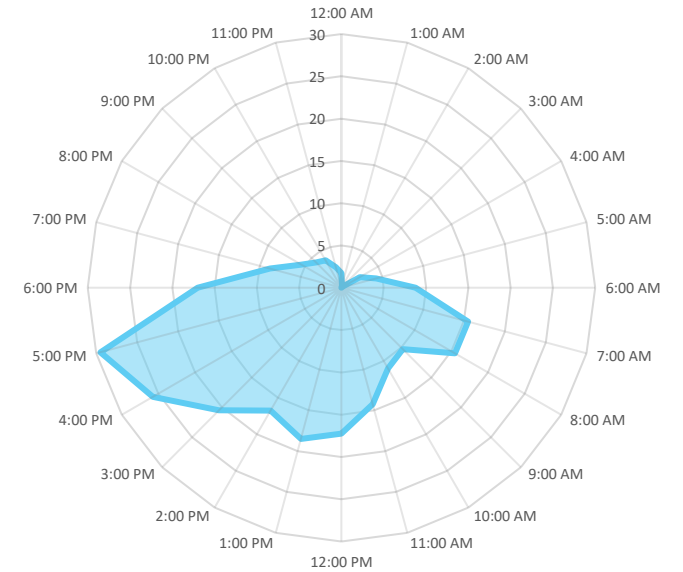
(Speeding Ratio x Quantity; Higher Value = More Speeding Occuring)



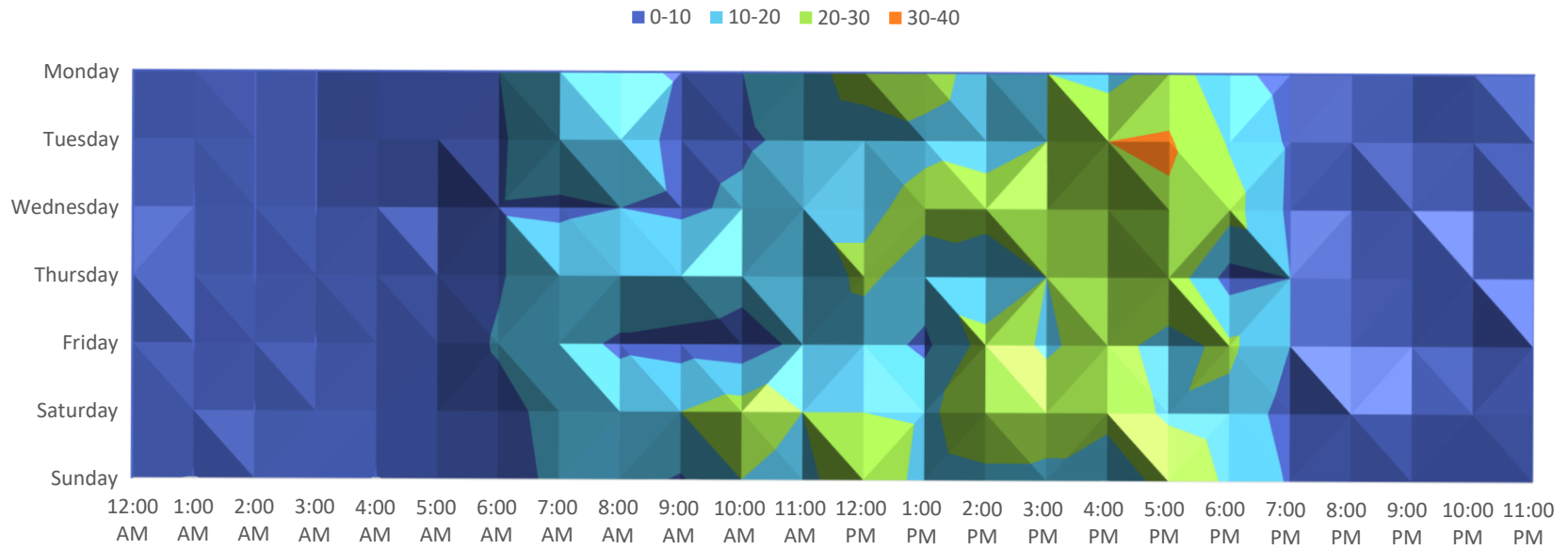
### Percent of Speeds > 40 mph\*



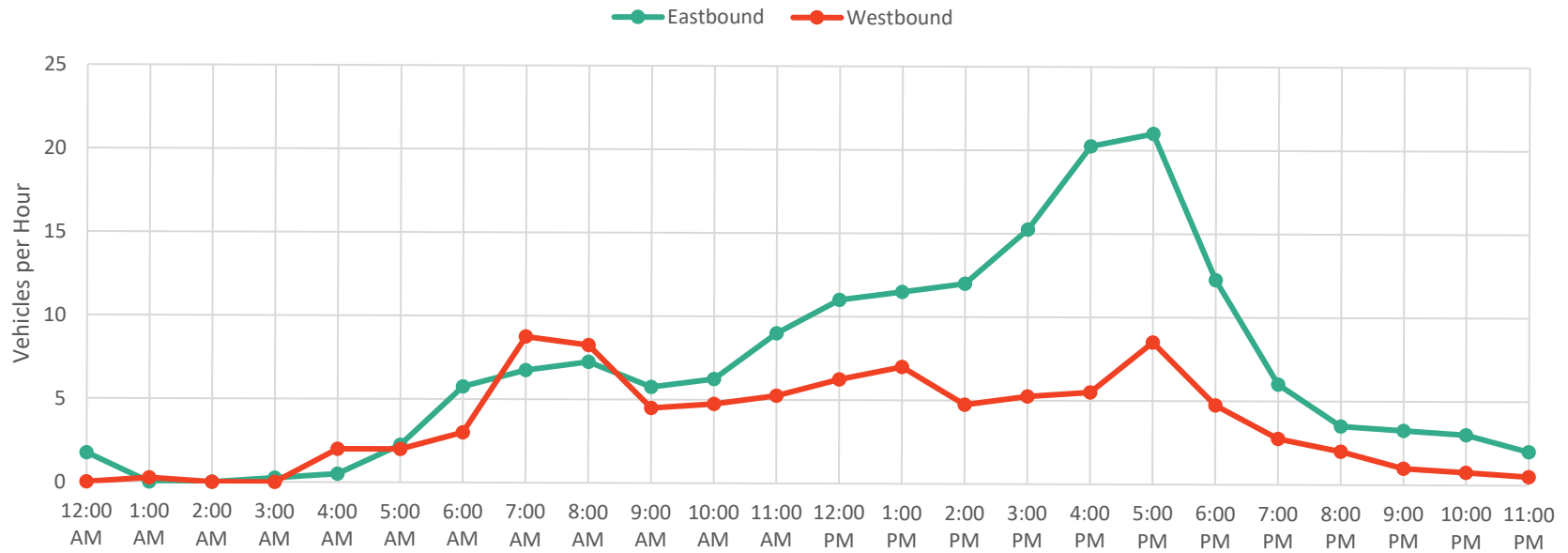
### Quantity of Speeds > 40 mph\*



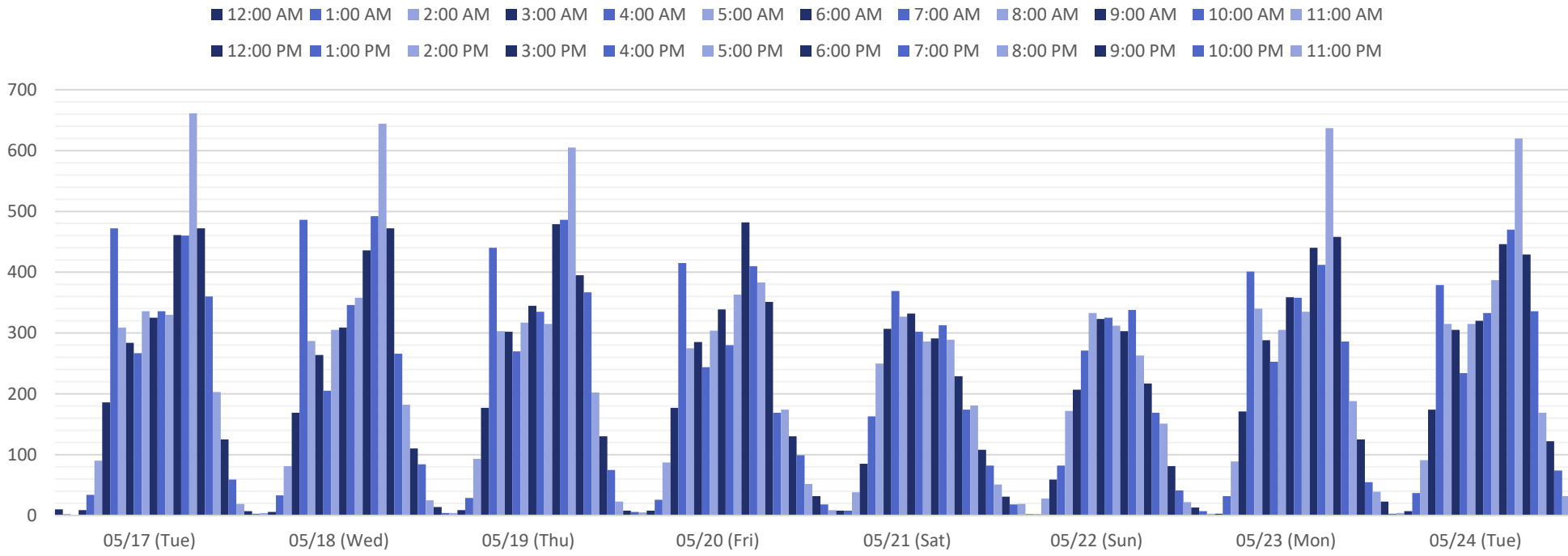
### Vehicles Traveling > 40 mph by Weekday (per Hour)



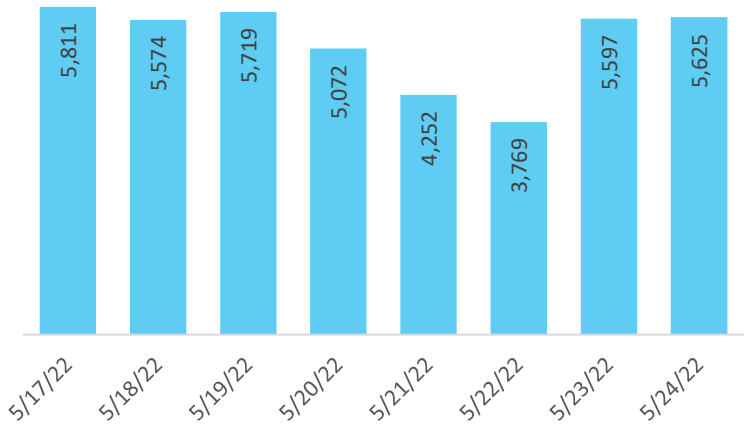
### Vehicles Traveling > 40 mph by Direction (per Hour)\*



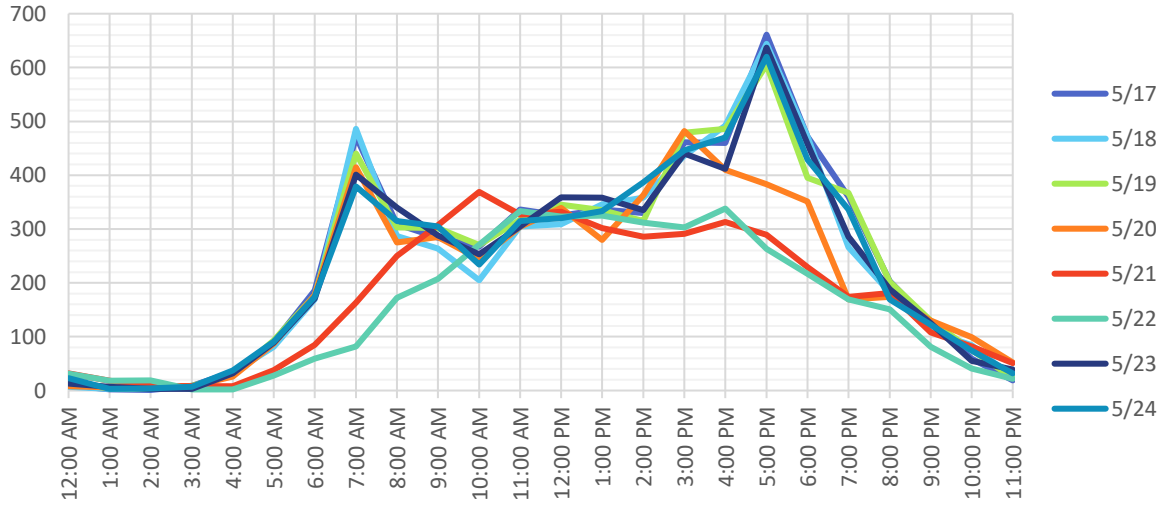
### Hourly Volumes (Individual Days)



### Daily Volume (Individual Days)



### Hourly Volumes (Individual Days)







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## M E M O R A N D U M

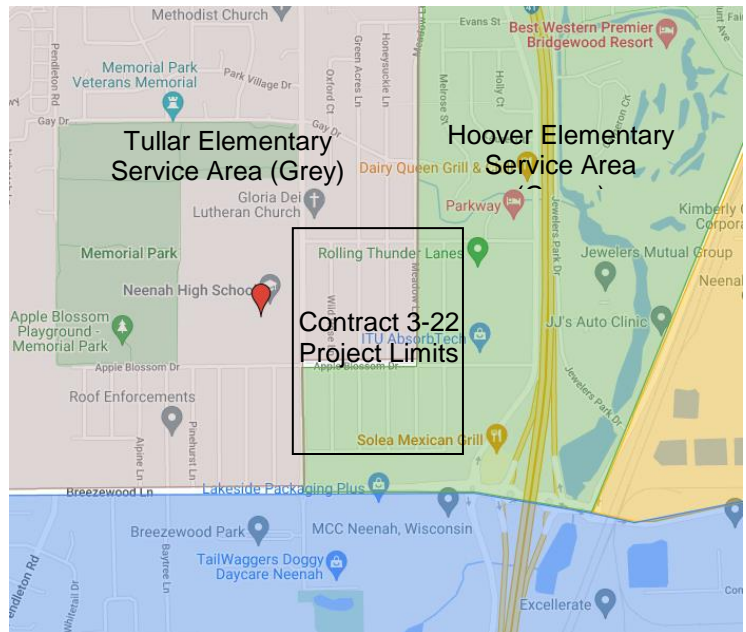
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**TO:** Mayor Lang and Members of the Common Council  
**FROM:** James Merten, Traffic Engineer  
**DATE:** July 8, 2022  
**RE:** Contract 3-22 Discontinuous Sidewalk

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On January 11, 2022, Public Works Director Gerry Kaiser presented the attached memorandum regarding connecting discontinuous sidewalk within the Contract 3-22 project area. The result from that discussion brought about questions regarding school walking route information. No decision was made at the time.

With regards to school walking routes, the Neenah Joint School District participates in the regional Safe Routes to School (SRTS) program managed by East Central Wisconsin Regional Planning Commission (ECWRCP). The SRTS program is specifically geared for elementary and middle school and does not include high schools. Attached to this memo are the SRTS action plan reports for the two elementary schools that are impacted by the project, Hoover and Tullar Elementary Schools. See the service area graphic on the right. Also attached is the SRTS school demographic information for Winnebago County, which includes school enrollment and walking percentage information.



The budget for Contract 3-22 has sufficient coverage to include the sidewalk connections on Meadow and Fredrick. These streets are specifically mentioned because of street classification (and its related factors) and because not much additional sidewalk is needed to complete the connections. A decision on what amount of sidewalk work is to be included as part of this project needs to be made. Staff recommends installing the missing sidewalk on the east side of Meadow Lane and on the north side of Fredrick Drive.



## M E M O R A N D U M

**DATE:** January 6, 2022  
**TO:** Mayor Kaufert and Members of the Public Services and Safety Committee  
**FROM:** Gerry Kaiser, Director of Public Works  
**RE:** Discontinuous Sidewalk on Overlay Streets:  
 Wild Rose, Green Acres, Honeysuckle, Meadow, Primrose, Fredrick

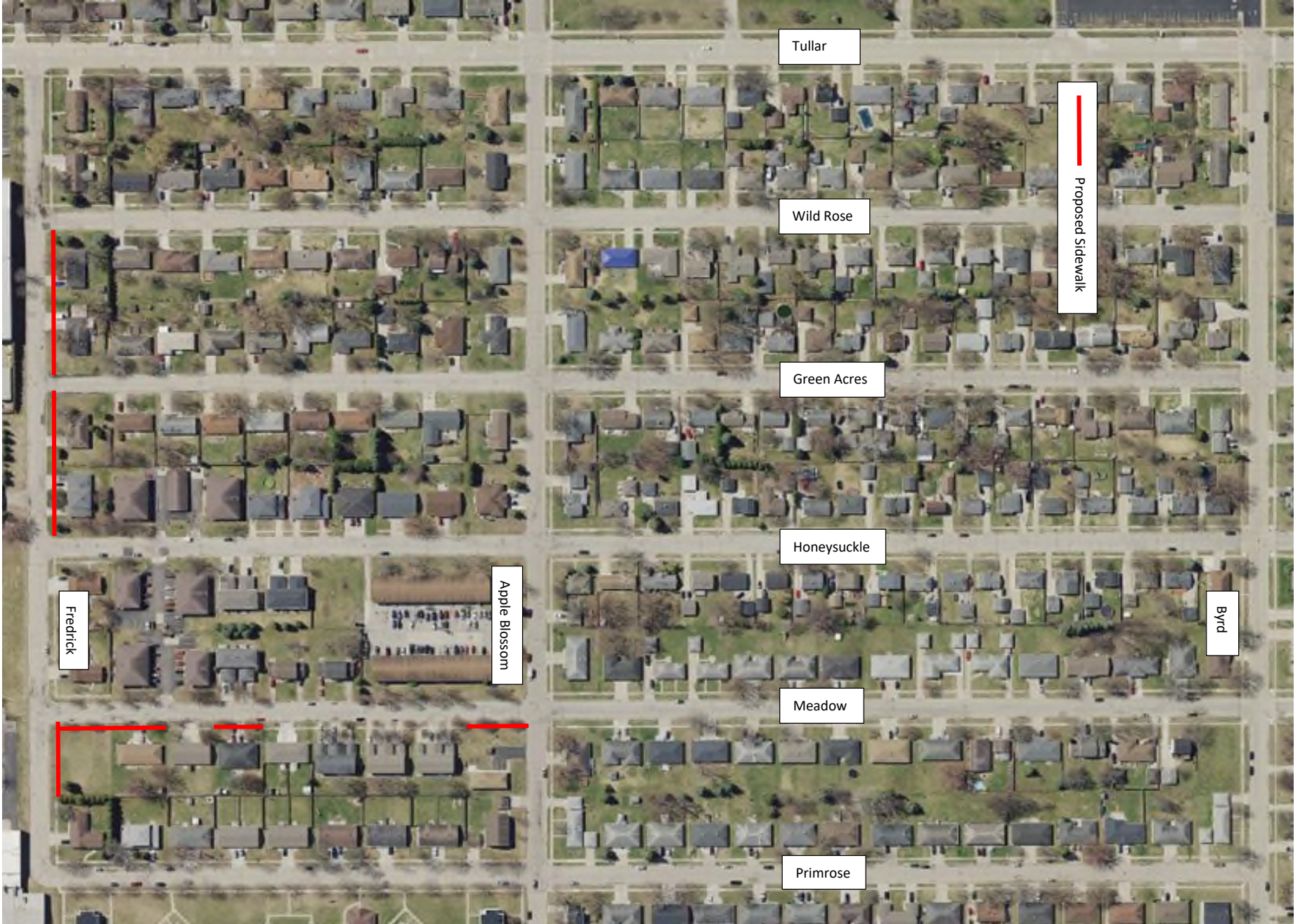
In preparing the plans for resurfacing projects on Wild Rose, Green Acres, Honeysuckle, Meadow, Primrose, Fredrick, staff noted the discontinuous sidewalk present on a number of the streets. The table below shows the status of sidewalk on these streets. Past practice had been to consider completing sidewalk on those block faces that had more than 50% of the sidewalk in place. Staff is looking for input from the Committee regarding these streets.

Street	Side of Street	Fredrick – Apple Blossom		Apple Blossom - Byrd	
		Sidewalk in Place	Sidewalk Missing	Sidewalk in Place	Sidewalk Missing
<b>Wild Rose</b>	West	853	0	0	1,258
	East	486	367	232	1,026
<b>Green Acres</b>	West	0	851	1,258	0
	East	0	851	1,258	0
<b>Honeysuckle</b>	West	243	606	1,258	0
	East	102	747	1,258	0
<b>Meadow</b>	West	100	747	1,258	0
	East	456	391	1,258	0
<b>Primrose</b>	West	845	0	1,258	0
	East	845	0	1,258	0

<b>Fredrick Drive</b>	Side of Street	Sidewalk in Place	Sidewalk Missing	Side of Street	Sidewalk in Place	Sidewalk Missing
Tullar – Wild Rose	North	233	0	South	0	233
Wild Rose – Green Acres	North	0	240	South	0	240
Green Acres – Honeysuckle	North	0	240	South	0	240
Honeysuckle – Meadow	North	240	0	South	0	240
Meadow - Primrose	North	120	120	South	0	240

Of the streets listed, Meadow Lane, Primrose Lane and Fredrick Drive are considered Neighborhood Subcollector streets.

Staff is of the opinion that sidewalk on the north side of Fredrick Drive should be completed along with sidewalk on the east side of the Meadow Lane. The Fredrick Drive sidewalk is estimated to cost \$24,000. The Meadow Lane sidewalk is estimated to cost \$14,000. These sidewalk projects were not included in the 2022 capital improvement program. The possible sources of funding for this work are the street project budgets and the miscellaneous sidewalk repair program budget.



Tullar

Wild Rose

Green Acres

Honeysuckle

Meadow

Primrose

Fredrick

Apple Blossom

Byrd

Proposed Sidewalk



# HOOVER ELEMENTARY SCHOOL ACTION PLAN

## NEENAH SAFE ROUTES TO SCHOOL PROGRAM



920.751.6960 | 950 Hunt Avenue | Neenah, WI 54956 | EastCentralSRTS.org

### SAFE ROUTES TO SCHOOL (SRTS) BACKGROUND INFORMATION

The purpose of the SRTS program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. Major SRTS goals are:

1. To enable and encourage children, including those with disabilities, to walk and bike to school.
2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SRTS Planning efforts assess the facilities and conditions near school, examine how students are currently traveling to/from school, and identify safety concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations are then created and implemented, sometimes with grant funding assistance, by the SRTS Task Force and other community members. SRTS Plans focus on projects within two miles of an elementary or middle school (Kindergarten-8th grade) and address the 5 E's:

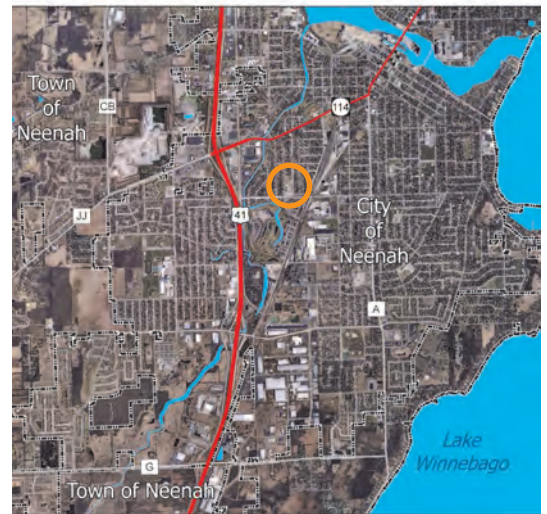
**Engineering Enforcement Education Encouragement Evaluation**

### HOOVER ELEMENTARY BACKGROUND INFORMATION

Hoover Elementary School is located in the City of Neenah on the corner of Hunt Ave and W. Cecil St. The majority of students, approximately 60-70 percent, travel to and from school in a family vehicle. The top three concerns of parents that do not allow their children to walk or bike to school deal with traffic related issues. W. Cecil St. does have bicycle lanes but is a minor arterial with a 2010 average daily traffic count of 7600 vehicles. A crossing guard, user activated flashing beacons, and curb extensions are located at Reddin Ave. and W. Cecil St. which provide a safe crossing for students walking or biking. A multi-use path also leads south from that intersection providing safe bike/pedestrian access to the adjacent neighborhoods.

### SCHOOL DEMOGRAPHICS

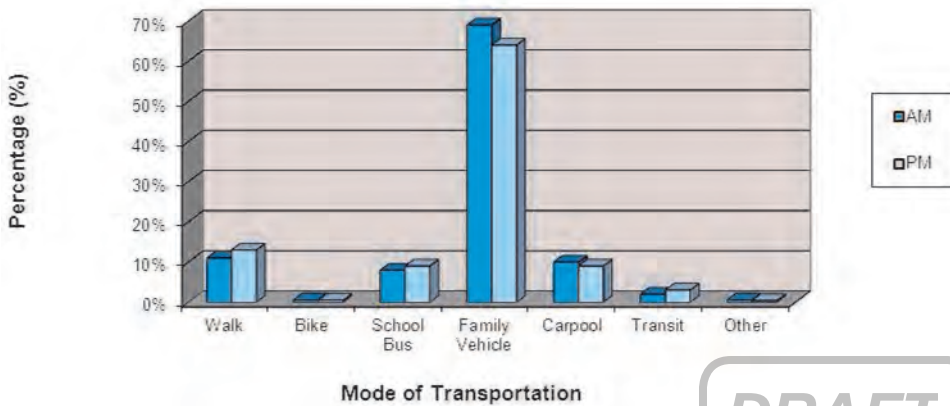
<b>Enrollment:</b>	300 students
<b>Grades:</b>	K - 5
<b>Principal:</b>	Michael Tauscher
<b>Start Time:</b>	8:15 a.m.
<b>End Time:</b>	3:05 p.m.
<b>Task Force Rep.:</b>	RoxAnn Barrow



SRTS & School Background Info.....	1
Survey Results & Background Info.....	2
Bike & Walk Audit Results.....	3
Recommendations: The 5 E's.....	4

# PARENT & STUDENT SURVEY RESULTS

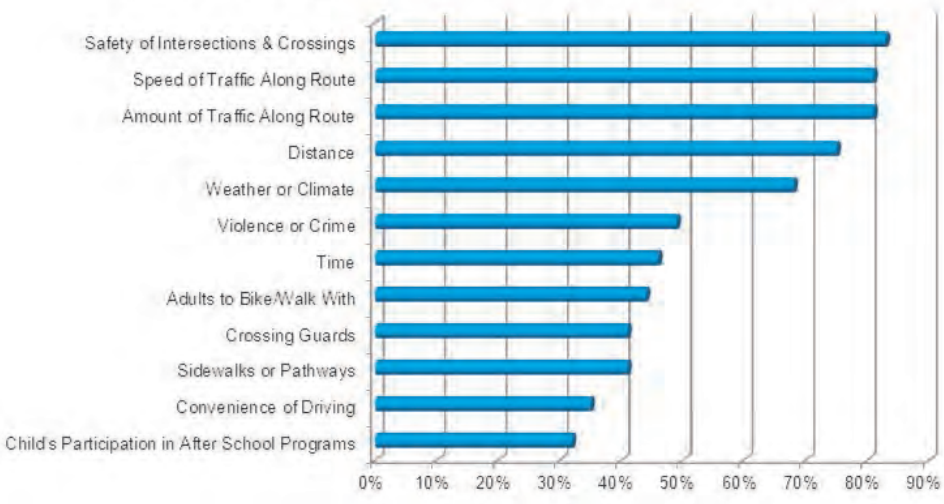
Hoover Elementary School Student Survey Results  
Morning and Afternoon Comparison



**DRAFT**

Survey Data Collected in Spring 2011

Hoover Elementary School  
Parent Concerns of Children That Do Not Walk or Bike to School



Survey Data Collected in Spring 2011



Students Cross Redding Ave After School



Hoover Elementary Fun Run/Bicycle Safety Assembly - May 2011

## Background Information

The Neenah School District is comprised of both rural and urban areas that encompass the City of Neenah. Areas of the district extend past the urban fringe into more rural, less developed areas. Overall the community has very good bicycle/pedestrian facilities, however some areas around schools and throughout the community have gaps in the sidewalk network or lack sidewalks completely. There are also arterial and/or collector streets which serve as barriers for bicyclists and pedestrians (i.e. Commercial Street and Winneconne Ave). It is crucial that students and other members of the community have adequate facilities to travel along and cross these barriers both as bicyclists and pedestrians.

The City of Neenah and the surrounding areas have some great off street multi-use trail facilities along with a network of marked on-street bike routes. The Paper Trail, a network of on-street routes and off-street multi-use paths that connects communities in the Fox Cities, also traverses through the City of Neenah.

## WORK IN PROGRESS

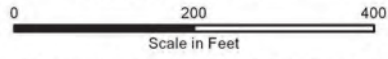
In the Spring of 2011 a group of individuals from the Neenah School District and the City of Neenah came together to form the Neenah SRTS Task Force. Working with the East Central Regional SRTS program the group began working to address safety concerns in school zones and surrounding areas. The group also worked on encouragement and educational activities including events that promote walking or biking to and from school.



# HOOVER ELEMENTARY SCHOOL BIKE/WALK AUDIT RESULTS

Source: Aerial photography and base data Winnebago County, 2010. ECWRPC provided the school location and bike and walk audit results.







Audit Conducted  
04.18.2011 - P.M.



This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

Prepared By  
EAST CENTRAL WISCONSIN  
REGIONAL PLANNING COMMISSION-SEPTEMBER 2011



-  Very Heavy Traffic on Cecil Street
-  Crossing Guard
-  Staff Member Crossing Students
-  No Sidewalk
-  Areas Used by Most Parents Picking-Up Students
-  Bus Loading Area
-  Multi-Use Trail



# RECOMMENDATIONS

## ~ Engineering ~

- Consider including sidewalks during road reconstruction projects at and around the school which currently lack sidewalks or only have sidewalks on one side
- High visibility ladder style crosswalks at designated intersections - High visibility crosswalks improve pedestrian visibility to drivers and emphasize the recommended path for crossing an intersection.
- Consider bike/pedestrian accommodations during reconstruction of arterial/collector streets around the school and throughout the community

## ~ Enforcement ~

- Law Enforcement Presence - Continue working with the Neenah Police Department to increase enforcement (when officers are available) at and around schools particularly during drop-off and pick-up times.
- Speed Trailers or Permanent Radar Feedback Signs - These can be located at or near schools to show passing motorists the speed they are traveling and slow down traffic speeds.
- Sidewalk, Building, and Property Maintenance Ordinances - These ordinances support a safer and friendlier pedestrian environment (i.e. clearing sidewalks of snow within 24 hours and trimming overgrown vegetation). It is important to enforce these ordinances throughout the year.

## ~ Education ~

- Bicycle Rodeo/Safety Course - A Bike Rodeo is a bicycle safety clinic which typically features bike safety inspections; a safety lecture covering the rules of the road; an obstacle or other bicycling course which emphasizes riding safely; and education about the importance of wearing a helmet.
- Media Campaign (i.e. Public Service Announcements) - A media campaign could be implemented by the SRTS task force by including signage reminding drivers to slow down in school zones. Also public service announcements could be developed and aired over local radio to remind the community about the importance of bicycle/pedestrian awareness and school zones.
- Parent Pledge Program - Continue participating in the Regional SRTS Parent Pledge Program.

## ~ Encouragement ~

- Fun Run/Bicycle Safety Presentation - Continue holding similar events which promote physical activity and bike/pedestrian safety.
- Frequent Walker Card/Frequent Rider Miles - Students are given cards that get punched every time they walk or bike to school. Once their card is full they will receive an incentive or become eligible to win an incentive.
- Walking Wednesdays/Tuesday Truckers - These walking or biking days can be weekly or monthly and can also include different themes to encourage students to walk or bike to school.
- Pollution Punch Card Contest - Rewards students when they choose green modes of travel - walking, biking, and can include carpooling and bus or transit.
- Walk to School Day/Bike Safety Day - Participate in these annual events to promote walking and biking safely.

## ~ Evaluation ~

- Student and Parent Surveys - Conduct periodic parent and student surveys in conjunction with the Regional SRTS Program.
- Bike/Walk Audits - Continue periodic audits to assess safety concerns at and around the school.

## EXAMPLES

rapid repeating flashing beacon

pedestrian refuge island



ladder style crosswalk

The street design elements shown above help identify crossings and calm the speed of vehicular traffic.



Depending on the amount of right-of-way and traffic volume, "Road Diets" (shown above) can be implemented on arterial streets to accommodate bicycles and pedestrians while maintaining traffic flow.

Recommendations Developed by the Neenah SRTS Task Force



East Central Wisconsin Regional Planning Commission  
400 Ahnaip Street, Suite 100  
Menasha, WI 54952  
920.751.4770  
[www.eastcentralsrts.org](http://www.eastcentralsrts.org)

DRAFT



# TULLAR ELEMENTARY SCHOOL ACTION PLAN

## NEENAH SAFE ROUTES TO SCHOOL PROGRAM



920.751.6985 | 925 Tullar Road | Neenah, WI 54956 | EastCentralSRTS.org

### SAFE ROUTES TO SCHOOL (SRTS) BACKGROUND INFORMATION

The purpose of the SRTS program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. Major SRTS goals are:

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SRTS Planning efforts assess the facilities and conditions near school, examine how students are currently traveling to/from school, and identify safety concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations are then created and implemented, sometimes with grant funding assistance, by the SRTS Task Force and other community members. SRTS Plans focus on projects within two miles of an elementary or middle school (Kindergarten-8th grade) and address the 5 E's:

**Engineering Enforcement Education Encouragement Evaluation**

### TULLAR ELEMENTARY BACKGROUND INFORMATION

Tullar Elementary School is located on the west side of the City of Neenah at the intersection of Tullar Rd. and W. Cecil St. The high volume of traffic at and around the school, which is enhanced by the proximity to Neenah High School 0.5 miles south, is a major concern for students walking or biking to school. Tullar Rd., W. Cecil St., and to the north W. Winneconne Ave. are all minor arterials with 2010 daily traffic counts ranging from 5,500 to over 15,000 vehicles. There is a crossing guard located at the 4-way stop intersection of Tullar Rd. and W. Cecil St. providing a safe crossing for students walking or biking.

### SCHOOL DEMOGRAPHICS

<b>Enrollment:</b>	410 students
<b>Grades:</b>	K - 5
<b>Principal:</b>	Diane Galow
<b>Start Time:</b>	7:33 a.m.
<b>End Time:</b>	2:55 p.m.
<b>Task Force Rep:</b>	Diane Galow

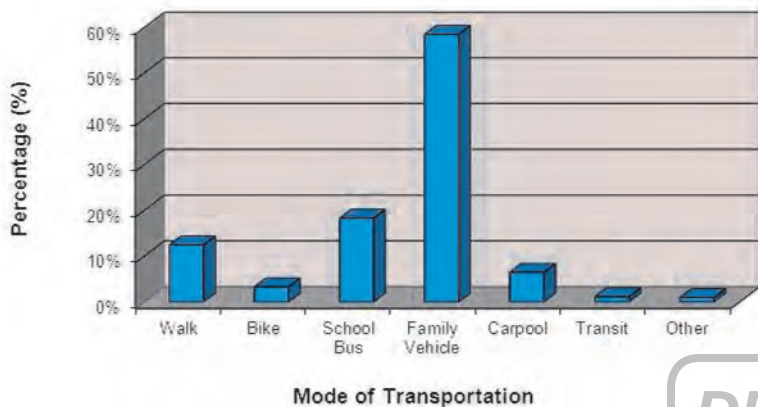


SRTS & School Background Info.....	1
Survey Results & Background Info.....	2
Bike & Walk Audit Results.....	3
Recommendations: The 5 E's.....	4



# PARENT & STUDENT SURVEY RESULTS

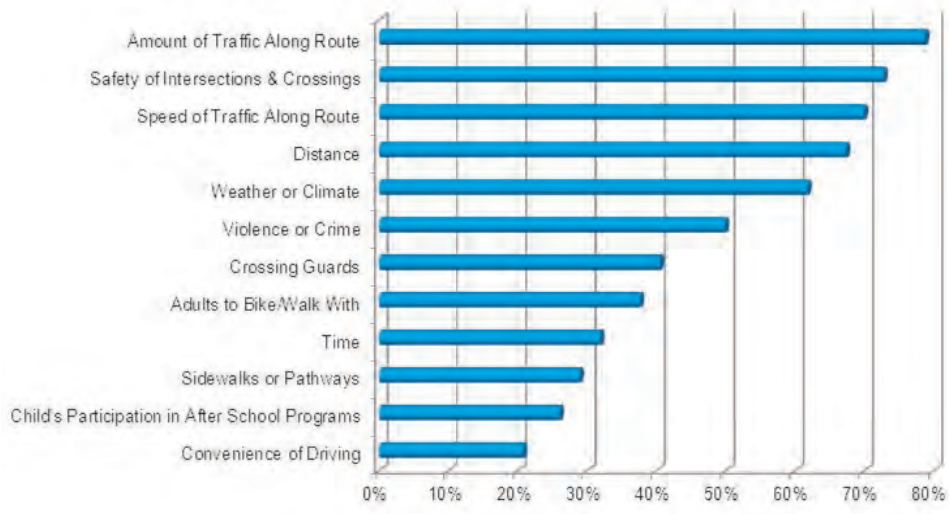
Neenah Safe Routes to School Student Survey Results



**DRAFT**

Survey Data Collected in Spring 2011

Neenah Safe Routes to School Parent Concerns of Children That Do Not Walk or Bike to School



Survey Data Collected in Spring 2011



Students Cross the Intersection of Tullar Rd. and W Cecil St. After School



Students Biking Along Tullar Rd. After School

## Background Information

The Neenah School District is comprised of both rural and urban areas that encompass the City of Neenah. Areas of the district extend past the urban fringe into more rural, less developed areas. Overall the community has very good bicycle/pedestrian facilities, however some areas around schools and throughout the community have gaps in the sidewalk network or lack sidewalks completely. There are also arterial and/or collector streets which serve as barriers for bicyclists and pedestrians (i.e. Commercial Street and Winneconne Ave). It is crucial that students and other members of the community have adequate facilities to travel along and cross these barriers both as bicyclists and pedestrians.

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## WORK IN PROGRESS

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# TULLAR ELEMENTARY SCHOOL BIKE/WALK AUDIT RESULTS







Source: Aerial photography and base data Winnebago County, 2010.  
ECWRPC provided the school location and bike and walk audit results.



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Prepared By  
EAST CENTRAL WISCONSIN  
REGIONAL PLANNING COMMISSION-JUNE 2011



-  Very High Traffic Volume
-  Staff Members Directing Traffic in Parking Lot
-  Crossing Guard
-  Parent Drop-Off / Pick-Up Area
-  Bus Loading Area
-  Multi-Use Trail



# RECOMMENDATIONS

## ~ Engineering ~

- **High visibility ladder style crosswalks at designated intersections** - High visibility crosswalks improve pedestrian visibility to drivers and emphasize the recommended path for crossing an intersection.
- **Consider bike/pedestrian accommodations during reconstruction of arterial streets at and around the school and other arterial/collector streets throughout the community**
- **Consider including sidewalks when reconstructing roads at and around the school which currently lack sidewalks or only have sidewalks on one side**
- **Consider traffic calming measures (curb extensions, speed tables) at key areas/intersections at and around the school (i.e. intersection of Tullar Rd and W. Cecil St.)**

## ~ Enforcement ~

- **Law Enforcement Presence** - Continue working with the Neenah Police Department to increase enforcement (when officers are available) at and around schools particularly during drop-off and pick-up times.
- **Speed Trailers or Permanent Radar Feedback Signs** - These can be located at or near schools to show passing motorists the speed they are traveling and slow down traffic speeds.
- **Sidewalk, Building, and Property Maintenance Ordinances** - These ordinances support a safer and friendlier pedestrian environment (i.e. clearing sidewalks of snow within 24 hours and trimming overgrown vegetation). It is important to enforce these ordinances throughout the year.

## ~ Education ~

- **Bicycle Rodeo/Safety Course** - A Bike Rodeo is a bicycle safety clinic which typically features bike safety inspections; a safety lecture covering the rules of the road; an obstacle or other bicycling course which emphasizes riding safely; and education about the importance of wearing a helmet.
- **Media Campaign (i.e. Public Service Announcements)** - A media campaign could be implemented by the SRTS task force by including signage reminding drivers to slow down in school zones. Also public service announcements could be developed and aired over local radio to remind the community about the importance of bicycle/pedestrian awareness and school zones.
- **Parent Pledge Program** - Participate in the Regional SRTS Parent Pledge Program.

## ~ Encouragement ~

- **Frequent Walker Card/Frequent Rider Miles** - Students are given cards that get punched every time they walk or bike to school. Once their card is full they will receive an incentive or become eligible to win an incentive.
- **Walking Wednesdays/Tuesday Truckers** - These walking or biking days can be weekly or monthly and can also include different themes to encourage students to walk or bike to school.
- **Pollution Punch Card Contest** - Rewards students when they choose green modes of travel - walking, biking, and can include carpooling and bus or transit.
- **Walk to School Day/Bike Safety Day** - Participate in these annual events to promote walking and biking safely.

## ~ Evaluation ~

- **Student and Parent Surveys** - Conduct periodic parent and student surveys in conjunction with the Regional SRTS Program.
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## EXAMPLES

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ladder style crosswalk

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Recommendations Developed by the Neenah SRTS Task Force



East Central Wisconsin Regional  
Planning Commission  
400 Ahnaip Street, Suite 100  
Menasha, WI 54952  
920.751.4770  
[www.eastcentralsrts.org](http://www.eastcentralsrts.org)

SRTS Action Plan prepared by East Central Wisconsin Regional Safe Routes to School Program, January 2012. For additional information, please contact Melissa Kraemer Badtke, Regional SRTS Coordinator, at 920.751.4770 or visit [www.eastcentralsrts.org](http://www.eastcentralsrts.org).

DRAFT

East Central WI Regional SRTS Program - School Demographic Data: Attachment 1  
 Transportation Alternatives Program Cycle: SRTS - Non Infrastructure Application (SFY 2021 and SFY 2022)

Winnebago County														
* Indicates data is unavailable														
School District / School	School Enrollment	Grades of Students at School	% of students currently walking to school	% of students currently bicycling to school	Policies related to walking or bicycling	Distance eligibility for riding a bus	Number of Children not eligible for busing	Number of students eligible for busing because of hazard situation	% of students within 1 mile	% of students within 2 miles	% of students eligible for free or reduced cost school meals	Communities served by school	School District Population	
Schools Currently Participating in Regional SRTS Program														
<b>Menasha School District</b>														
Barta Early Learning Center	156	K4-1	10%	10%	Yes	Students that live greater than 2 miles from their assigned school. Unless there are unusually hazardous situations. Bussing also provided for students with exceptional needs	20	0	39%	52%	74%	City of Menasha, City of Appleton, and Village of Fox Crossing	25,124	
Butte des Morts Elementary School	422	K4-5	7%	2%	Yes		*	*	67%	81%	65%			
Clovís Grove Elementary School	546	K4-5	16%	2%	Yes		*	*	63%	83%	47%			
Gegan Elementary School	380	K4-5	5%	1%	Yes		*	*	41%	65%	70%			
Nicollet Elementary School	135	3-5	18%	1%	Yes		*	*	60%	82%	62%			
Jefferson Elementary School	180	K4-2	7%	0%	Yes		*	*	41%	89%	61%			
Maplewood Middle School	697	6-8	5%	7%	Yes		0	50	37%	68%	57%			
Saint Mary Grade School	92	K4-5	*	*	*		*	*	*	*	10%			
St Mary Middle School	176	6-8	1%	1%	No		*	*	*	*	10%			
Trinity Lutheran Grade School	47	K4-8	15%	12%	No		20	0	15%	20%	27%			
<b>Neenah School District</b>														
Alliance Charter School	120	K-5	*	*	Yes	Students that live greater than 2 miles from their assigned school & outside the city limits. Unless there are unusually hazardous situations. Bussing also provided for students with exceptional needs	*	*	*	*	10%	City of Neenah, Village of Fox Crossing, Town of Neenah, Town of Clayton, and Town of Vinland	44,044	
Clayton Elementary School	243	K-5	0%	0%	No		0	243	49%	97%	12%			
Coolidge Elementary School	359	K-5	79%	9%	Yes		300	0	50%	98%	28%			
Hoover Elementary School	258	K-5	18%	0%	Yes		270	18	75%	98%	62%			
Lakeview Elementary School	372	K-5	9%	0%	Yes		109	57	25%	70%	8%			
Roosevelt Elementary School	113	K-5	*	*	Yes		*	*	*	*	40%			
Spring Road Elementary School	386	K-5	7%	4%	No		40	100	30%	50%	29%			
Taft Elementary School	235	K-5	*	*	Yes		*	*	*	*	54%			
Tullar Elementary School	399	K-5	20%	15%	Yes		100	0	*	40%	16%			
Wilson Elementary School	281	K-5	29%	4%	Yes		360	0	82%	92%	46%			
Horace Mann Middle School	506	6	*	*	Yes		*	*	*	*	25%			
Shattuck Middle School	973	7-8	13%	8%	Yes		561	0	15%	32%	24%			
St. Margaret Mary's School	226	K4-5	2%	1%	Yes		126	0	30%	50%	*			
Fox Valley Christian Academy	269	PK-8	*	*	*		*	*	*	*	*			
Martin Luther Evangelical Lutheran Grade	105	PK-8	3%	3%	No		11	0	9%	19%	26%			
New Hope Christian School	276	PK-8	*	*	*		*	*	*	*	*			
Saint Gabriel Grade School	147	K4-5	*	*	*		*	*	*	*	*			
Trinity Lutheran Grade School	108	K4-8	5%	1%	No	100	0	10%	50%	13%				

School District / School	School Enrollment	Grades of Students at School	% of students currently walking to school	% of students currently bicycling to school	Policies related to walking or bicycling	Distance eligibility for riding a bus	Number of Children not eligible for busing	Number of students eligible for busing because of hazard situation	% of students within 1 mile	% of students within 2 miles	% of students eligible for free or reduced cost school meals	Communities served by school	School District Population	
Schools Currently Participating in Regional SRTS Program														
Omro School District														
H.B. Patch Elementary School	234	K4-1	2%	0%	Yes	Inside the City of Omro students in grades PK-5 are bused. Students within the City of Omro grades 6 and over are not bused unless the area is deemed to be a hazardous situation.	88 (OMS). All elementary students are eligible.	250	Unavailable -- tracking of two miles only.	48%	37%	City of Omro, Town of Omro, Town of Algoma, Town of Nekimi, Town of Utica, Town of Nepeukun, Town of Rushford, Town of Poygan, Town of Winnecone, Town of Poy Sippi, and Town of Aurora	7,903	
Omro Elementary School	333	2-5	1%	0%	Yes						30%			
Omro Middle School	268	6-8	9%	2%	Yes						32%			
Oshkosh School District														
Carl Traeger Elementary School	510	K4-5	11%	10%	No	2 miles - unless deemed unusually hazardous	300	0	60%	86%	19%	City of Oshkosh, Town of Oshkosh, Town of Vinland, Town of Algoma, Town of Black Wolf, Town of Nekimi, and Town of Utica	72,488	
Emmeline Cook Elementary School	280	K-5	*	*	*		*	*	*	*	*			62%
Franklin Key to Learning Charter School	383	K-5	55%	5%	*		*	*	63%	84%	48%			
Jacob Shapiro STEM Elementary School	257	K4-5	20%	8%	No		244	13	85%	95%	47%			
Lakeside/Green Meadow Elementary School	269	K-5	*	*	*		*	*	*	*	23%			
Jefferson Elementary School	172	PK-5	70%	6%	Yes		165	7	92%	97%	74%			
Merrill Elementary School	259	K-5	80%	10%	Yes		250	9	80%	87%	70%			
Oaklawn Elementary School	438	K-5	20%	10%	Yes		80	10	20%	80%	58%			
Oakwood Elementary School	471	K4-5	2%	5%	Yes		0	*	25%	75%	8%			
Read Elementary School	342	PK-5	35%	10%	Yes		171	80	40%	65%	46%			
Roosevelt Elementary School	232	K-5	60%	10%	Yes		232	0	90%	95%	61%			
Smith Elementary School	177	K-5	36%	0%	Yes		186	*	80%	87%	47%			
Washington Elementary School	222	K-5	72%	43%	No		353	0	62%	100%	64%			
Webster Stanley Elementary School	351	K4-5	46%	32%	No		351	0	72%	95%	56%			
Carl Traeger Middle School	472	6-8	25%	25%	Yes		400	100	50%	75%	13%			
Merrill Middle School	466	6-8	33%	15%	Yes		360	10	55%	71%	50%			
Perry Tipler Middle School	309	6-8	*	*	*		*	*	*	*	43%			
South Park Middle School	405	6-8	65%	15%	No		300	100	58%	75%	41%			
Webster Stanley Middle School	371	6-8	20%	9%	*		*	*	76%	87%	60%			
Grace Lutheran School	153	PK-8	*	*	*		*	*	*	*	9%			
Lourdes Academy-Seton Site	162	K4-5	0%	0%	No		10	0	6%	22%	9%			
Lourdes Academy-Cabrini Site	146	K4-5	0%	0%	No		10	0	6%	22%	9%			
Lourdes Academy Middle School	144	6-8	*	*	*		*	*	*	*	9%			
Martin Luther School	113	PK-8	*	*	*		*	*	*	*	26%			
Trinity Lutheran School	47	K-8	*	*	*		*	*	*	*	36%			
Valley Christian School	269	K4-12	2%	3%	No		10	0	10%	25%	*			
Wyldeewood Christian School	44	K-12	*	*	*	*	*	*	*	*				
ALPS	60	4-8	0%	1%	No	60	0	0%	1%	*				

School District / School	School Enrollment	Grades of Students at School	% of students currently walking to school	% of students currently bicycling to school	Policies related to walking or bicycling	Distance eligibility for riding a bus	Number of Children not eligible for busing	Number of students eligible for busing because of hazard situation	% of students within 1 mile	% of students within 2 miles	% of students eligible for free or reduced cost school meals	Communities served by school	School District Population
<b>Schools Currently Participating in Regional SRTS Program</b>													
<b>Winneconne School District</b>													
Winneconne Elementary School	721	PK-5	10%	10%	No	K-5 if they live .3 or more miles, and .5 or more miles for students 6-12. All students west of the bridge. Middle school and high school students living south of Pleasant Drive on the east side of the Village.	100	200	10%	37%	17%	Village of Winneconne, Town of Winneconne, Town of Vinland, Town of Winchester, Town of Omro, Town of Poygan, Town of Oakkosh, Town of Clayton, and Town of Wolf River Town of Wolf River	9,198
Winneconne Middle School	366	6-8	10%	10%	No		100	200	10%	28%	16%		

Total Schools in County:	61
Participating SRTS Schools in County:	47
Total School Districts in County:	5
Participating School Districts in County:	5



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## M E M O R A N D U M

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**DATE:** July 8, 2022  
**TO:** Mayor Lang and Members of the Public Services and Safety Committee  
**FROM:** Gerry Kaiser, Director of Public Works  
**RE:** Public Works General Activity

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- 1) Contract 3-20 (Street - Van, Monroe, Gillingham)
  - a) Gillingham, Van, Monroe, Cavalry: Work is complete.
  - b) Shootingstar, Armstrong: The roads were graded and graveled on June 3. Asphalt paving has not been scheduled.
- 2) Contract 4-21 (Epoxy Pavement Marking): Work is complete. A final pay request is being prepared.
- 3) Contract 6-21 (Misc. Concrete Pavement, Sidewalk Repairs): Work is complete. A final pay request is being prepared.
- 4) Contract 7-21 (Harrison Pond): Pond excavation is complete. The retaining wall contractor was on-site to pump the pond down so that they can resume their work.
- 5) Contract 8-21 (Jewelers Park Drive Trail): Work is complete. A final pay request is being prepared. In the course of measuring final quantities, it became apparent that there was a significant error in the bid quantity for trail between Cecil Street and the north bridge. The quantity included in the bid was 870 square feet when it should have been 2,870 square feet.
- 6) Contract 1-22 (Utility Construction in Fredrick Drive area): Work is complete. A final pay request is being prepared.
- 7) Contract 2-22 (Utility and Street Construction on Grove and Dieckhoff): City utility work is complete. We Energies gas main and service replacement is ongoing and is scheduled for completion by July 22. Street construction is scheduled to start the first week of August.
- 8) Contract 3-22 (Street Construction in Fredrick Drive area, Fresh Air Pk, Southview Pk): The contractor paved the thinlay areas and the binder mat on Apple Blossom Drive. Concrete work on the Fredrick Drive area is scheduled to start July 11. Work on the park projects is tentatively scheduled to start at the end of July.
- 9) Contract 4-22 (S. Commercial Utility Construction): Work is complete. A final pay request is being prepared.
- 10) Contract 6-22 (Epoxy Pavement Marking): Bid documents are being finalized.
- 11) Contract 7-22 (Winneconne Ave Overpass Repairs): Repairs to the south column are complete. Work on the bridge deck is scheduled for late August.
- 12) Contract 8-22 (Miscellaneous Asphalt Repairs): This contract was awarded to Northeast Asphalt. Work has not been scheduled but typically takes places in October.
- 13) Contract 9-22 (Miscellaneous Concrete Pavement and Sidewalk Repairs): This contract was re-bid since no bidders responded to the initial issuance. Two bids were received. Staff is evaluating the bids to determine how we wish to proceed with the work.
- 14) CTH JJ/CTH CB Road Construction: The County's contractor is placing storm sewer.
- 15) Assistant Public Works Superintendent: Trevor Griesbach has accepted the position of Assistant Public Works Superintendent. Since he was an internal candidate, we'll be posting an opening for a Street Crew position.