

Item 25-0919: Approve Oklahoma Street Asphalt Reconstruction Design

Municipal Services Committee

Mon, Aug 11, 2025 4:30PM

Aldersperson Denise Fenton (District 6) 01:24

Public hearings and appearances. Has everybody signed the sheet who wants to speak today? I'm going to get—okay, Director Jungwirth is going to get that for me. And a little bit similar to the public hearing, everybody who wants to speak will have an opportunity to speak. Please—we don't have the timer like we do in full council meetings, but please, just, you know, make your remarks concise. Try not to necessarily repeat something that's been several times before. Let the record show that Alder Schultz has joined us at 4:33.

[Aldersperson Schultz takes his seat.]

Aldersperson Denise Fenton (District 6) 02:19

So, rest assured, you're not trapped in here forever. They'll get that worked out, unless you just want to stay. Okay. So public hearings and appearances, I have nine people signed up to speak, so when I call on you, please come to the podium microphone, state your name and address for the record, and go ahead and say your piece. First person I have signed up is Sarah Leet.

Sarah Leet (Resident) 02:55

Sorry. Not intended. My name is Sarah Leet. I live at [XXXXXX] Oklahoma Street. As I began last time, I'd like to reiterate my thanks to the city staff, including Laura, Jason, Mike, Eric, and others, for taking the time to answer questions in advance of this meeting. The information has been invaluable. I would also like to thank Alderspersons Fenton, Jones, and Martin for attending our block party last week and listening to the concerns of Oklahoma street residents and for Mayor Woodford for meeting with a handful of neighbors to listen to our concerns.

Sarah Leet (Resident) 03:24

My overarching concerns stand, particularly those surrounding the communication about all aspects of this project. I ask that both the Council and the staff take this to heart and implement improvements to future projects to the benefit of all. As communicated to Mayor Woodford and Aldersperson Jones, I am willing to volunteer my time to provide constructive feedback as to specific ways that the communication could be improved in the future.

Sarah Leet (Resident) 03:53

I am also concerned about the larger impact of the Complete Streets policy on old neighborhoods such as ours, once implemented on a larger scale throughout the city. I hope that both Council and staff will perform thorough postmortems to ensure continuous improvement regarding the implementation of this policy at scale.

Sarah Leet (Resident) 04:12

As to the specific item—agenda item at hand, I personally ask you again to vote no to the current proposal to narrow Oklahoma Street. At a minimum, I ask you to evaluate your decision by viewing Oklahoma Street in two segments, west of Story Street and east of Story Street. The uniqueness of the triple block which is west of story street should not be overlooked. While some neighbors can park on the perpendicular side streets—Story, Locust, and Bennett, respectively—if there's not sufficient room on their portion of Oklahoma Street, many

others on the west side of Story Street do not have that same luxury. Parking congestion is an issue on our street for many reasons, regardless of the data that may show otherwise.

Sarah Leet (Resident) 05:01

I also ask you to consider if it is truly safer to narrow our street, especially for our children who often bike, whether to school, activities, or for play. I understand that research shows that narrow streets encourage drivers to be more cautious, but alternative traffic calming measures, such as speed humps can and should be considered on our street. Finally, I would be remiss if I did not reiterate the grave concern many have regarding their property values should the parking be limited to one side of the street on top of the devastating loss of our tree cover.

Sarah Leet (Resident) 05:39

I close my comments today with a presentation of a petition signed by almost 50 residents of Oklahoma street. There is one resident with a Richmond street address, however, that person's driveway opens onto Oklahoma Street. I am confident that had I had one more time, additional signatures could have been collected. This position has been emailed to Alderperson Fenton, Alderperson Jones, and Director Jungwirth. The petition reads as follows: We the residents and homeowners of West Oklahoma street petition the municipal services committee and the City Council of the City of Appleton of Wisconsin to vote to maintain the current width of our street for the purpose of preserving parking options on both sides of the street. Our street needs sufficient parking options. As with most households, residents having two or three cars is common; however, being an older neighborhood, houses have single lane driveways and often single car garages requiring parking on the street. Home improvement contractors and delivery drivers frequently block part of the street. Parking is not available on Richmond street or Mason Street, and parking needs from those streets spill on to our street. Students from Appleton West High School Park on our street. Current parking rules, such as the two-hour time limitation, overnight parking restrictions, and providing proper egress to driveways are not being enforced. These issues will be exasperated by narrowing the street and limiting parking to only one side of the street. We are deeply saddened that a minimum of 41 trees will be lost on our street; however, by signing below, we indicate our support for maintaining the current width of the street to preserve our parking options with a full understanding that to do so, an additional 13 trees will need to be removed.

Sarah Leet (Resident) 07:33

Thank you all for your time and consideration, and I end my remarks by encouraging my neighbors to speak.

Alderperson Denise Fenton (District 6) 07:44

Thank you. All right, our—the next person who has signed up is Maureen Wallenfang.

Maureen Wallenfang (Resident) 07:59

I don't know if this is going to stand.

Alderperson Denise Fenton (District 6) 08:00

The stand is kind of wonky. So, bear with it.

Maureen Wallenfang (Resident) 08:03

It is wonky. I'm Maureen Wallenfang, and I live at [XXXXX] Oklahoma Street. I've lived there for 27 years. I join in with Sarah to ask that you vote no on narrowing our street. You have other options here. That is L2, I believe, on the Complete Streets plan, and there is an L1 which leaves streets wider, and because we already have parking problems, I think L1 is the only reasonable option.

Maureen Wallenfang (Resident) 08:37

A lot of us are not happy about this, because we see the narrowing and the loss of trees and the 3000 dol—nearly \$3,000 assessment for laterals as a lose/lose/lose proposition for our street. We understand that we're going to lose trees, but do we have to really lose all the parking too? I don't think there's any option on the nearly \$3,000 that we're going to have to pay per house for the laterals that's not covered by the wheel tax or the property tax.

Maureen Wallenfang (Resident) 09:12

Now, I've sent emails asking if we could have L1 instead of L2 on the Complete Streets program, but I haven't heard back. If you vote for the narrowing of the street, I think that we need to have other concessions so that we feel like we have some control over our neighborhood. If we had the wider streets, maybe you could add bump outs like you did on Linwood. Maybe that would—that would help, maybe. But if you don't, if you narrow it, then we really do need to have the two-hour parking limits on school days extended Mason to Story at minimum. We're parked in by students. Or as other cities have done, resident only parking passes on our street. And I know this is successfully done in other places. I know, in Fort Collins, Colorado, for example, this works very well near a school.

Maureen Wallenfang (Resident) 10:19

There is also a possibility you could do alternate parking on alternate sides of the streets, so that the north side is not completely parked in at all times. That works well in small neighborhoods in LA. So, I've seen that work. Or even odd days or something that would give us a chance to get our municipal services. Because right now it's very difficult to get street sweeping, snow removal, even garbage collection. All of this is very difficult because, as Sarah mentioned, the street parking is not enforced according to ordinances. There's overnight parking there, and it's always—it's never, it's never enforced. That's a revenue producing activity to ticket these trucks and vehicles. So, I don't see why it can't be done.

Maureen Wallenfang (Resident) 11:18

Now, at minimum, I would hope that you would enforce no overnight parking and consider having alternate sides of the street for parking during the day. Complete Streets is new, and as Sarah mentioned, it doesn't really apply very well to a 100-year-old neighborhood. And so, if we have some creative thinking about how we can adjust this so that the neighbors can have space for parking, for delivery, for guests, or whatever, then that would be extremely helpful. But otherwise, I encourage you to vote no on the narrowing of the street. Thank you.

Aldersperson Denise Fenton (District 6) 11:59

Thank you. All right, our next person is—and I apologize in advance. Mary Claire Wojcik. All right. Mary Claire, the microphone is yours

Mary Wojcik (Resident) 12:14

Only one Mary Claire. That's it—I'm Mary Claire Wojcik, and I live at [XXXXX] Oklahoma Street, and I'm not going to take much time. I think Sarah and Maureen have done a really beautiful job of really stating a lot of the same concerns that I have. I do want to say that I really appreciate everybody's willingness to listen to from the mayor to the alderpeople who came to our block party and really explained a lot of the challenges that the city is facing and why they're making these decisions.

Mary Wojcik (Resident) 12:49

I, for one, really don't want to lose this tree—the trees, but I think I agree with Maureen and Sarah and a number of the many people who are involved from our community that narrowing, narrowing the street is going

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to be really a big obstacle for a lot of us who have single driveways and multiple cars there. And I, for one, have a business that I run out of my home. I am an ordained minister, and I have clients that come sometimes. I have several cars parking there at the same time. And I know that there's other considerations beyond that where people do need that extra parking, and if you drive down our street—and I know that there's been studies—I did read that. But I notice often that even during the day when it's not a school week, we have several cars parked on the street, 10, 12, 13 cars. That's not even overnight. That is not Okla—that is not Appleton West parking. There are a lot of people that do park on the street because they aren't able to have, you know, with a single car driveways, multiple cars parked there.

Mary Wojcik (Resident) 14:00

And the other consideration I have is when we have construction vehicles or other municipal service or people are trying to get in our driveway, I am concerned about the narrowing of the street and people backing up and going forward if there's enough room, and also about the safety. So once again, I know that you're doing the best you can to make a good decision, and you've been really great about listening to our concerns, and I really appreciate that. So, I just wanted to share my thoughts. Thank you.

Alderson Denise Fenton (District 6) 14:31

Thank you. All right, the next person we have on the list is Jim Rosandick.

Jim Rosandick (Resident) 14:37

How are y'all doing today? Mine—

Alderson Denise Fenton (District 6) 14:52

Jim, just for the record, state, your name and address, just so we have—just so we have it in the recording.

Jim Rosandick (Resident) 14:57

Jim Rosandick, [XXXXX] Oklahoma Street.

Alderson Denise Fenton (District 6) 15:00

Thank you.

Jim Rosandick (Resident) 15:01

I won't give you as many facts and figures as Maureen and Sarah or Mary Claire, but mine is more from the heart, I guess. I'm speaking on behalf today of my wife and myself. We moved to Oklahoma Street on the last day of school in June of 2016. Our son was eight and just finished third grade. For many years prior, we lived in the rentals at the Washington Plaza near Elsie and Locust Street. We would take family walks around the neighborhood, enjoying Oklahoma Street the most. When we decided to buy a house in 2016, we give our real estate agent a small area that we wanted to find a house, and added that we would prefer it was on Oklahoma Street. He thought we were nuts. But days after our beginning our search, our house popped up on the market. The day after, we walked through the house and our offer was accepted and our life on Oklahoma Street was about to begin. We were thrilled.

Jim Rosandick (Resident) 16:06

Oklahoma Street is special. There are a lot of people that will tell you that their neighborhood or street is special too, but Oklahoma Street is just different. We're central to all the schools our children might go to, and we're close to downtown, and we have beautiful homes that are always well maintained. We have an amazing canopy of trees that makes every day a little bit better, because they are there. Going outside in the morning and looking east down the street to watch the sun rise through the tree branches is an amazing way to wake up and

start your day. Getting cooling shade from these same trees in the afternoon is even—and evening is also one of the many little things we on Oklahoma don't take for granted, and the color in the fall some you just can't buy.

Jim Rosandick (Resident) 17:00

We ourselves live in a small section of the street. It doesn't have many very mature trees yet, but the trees by our house will be saved in the proposed construction project. But that doesn't mean losing trees down the street won't affect us. We have a bunch of amazing people that live along the street to create a community that anyone would be lucky to be a part of.

Jim Rosandick (Resident) 17:26

Our annual Block Party is one of the reasons we sought out the street as a place to call home, and the mature trees that are a part of that street is why our party is amazing. Our resident grill master, Todd Williams, parks his grill under a big old tree every year at Block Party. He cooks everybody's burgers, brats, and hot dogs, and we talk classic rock. Not having that spot after nine years of attending the block party just wouldn't be the same. Jamie and I are not as concerned about the width of the street as we are about the trees and the nature that we will lose if those trees are removed. Currently, we live in one of the few two-hour parking sections of the street, which makes on street parking less appealing to us. With three cars in a narrow driveway, the car moving dance has just become a part of our daily life, especially during the school year when the two-hour parking is enforced, even though sometimes it's not as enforced as it should be. That being said, if we have to, have to, have to narrow the street, there just seems to be a better option.

Jim Rosandick (Resident) 18:39

We agree with others in the neighborhood that the project plan was very surprising, and we feel we were told what was going to happen and not given a voice in any way to be a part of the project planning. Our street is in bad shape. It certainly needs to be redone, but we're not sure this is the right way to do it. Most of the 25 trees that are stated to be removed because of their condition have been in bad shape for many years. It feels like a plan could have been put in place years ago when this construction project that is in front of us today first came to light. A plan to stagger, removing or replacing the poor condition trees would lessen the shock of a complete void standing where trees used to be. The tree in our in front of our house is about five to six years old. It's a decent size, but it certainly wouldn't be considered a shade tree yet, but is well on its way there.

Jim Rosandick (Resident) 19:32

We feel at this time the project should be tabled. Go back to the planning process. Saving as many mature trees as we can, and beginning to stay get the removal and replanting of poor condition trees ASAP would allow them to grow a bit before we lose the rest of the trees that are stated—slated to come down because of their proximity to the construction project. This would at least dampen the blow that we would feel to the pulse of our street.

Jim Rosandick (Resident) 20:06

We also have to question why narrowing the street is the only way to make it safer. We have been on some of the streets where speed bumps, mini roundabouts, bump outs, and the curbs have been added, and can see how these alone would slow traffic down. Taking one full lane of street parking doesn't seem to be necessary to have the desired impact on the way people use our road. We ask today that you vote no on the project for now and bring it back to the planning process. Include us in a conversation about what is best for the people who live on the street. Let's stagger the tree replacement, bring back the topic of keeping the street wider, allowing two side of the street parking, and make sure that the project is going to be the best for the homeowners on the street.

Jim Rosandick (Resident) 20:54

If you've never had the opportunity to look out on Appleton from the 10th floor of the 222 building, I highly recommend it, but I'll tell you how it is. It's breathtaking. To see a city within a forest is pretty spectacular. Each street with its own trees, each neighborhood enveloped in the woods. Oklahoma street may be just another street in Appleton to others, but to us, it's special. Our trees are special. We have memories of our trees, when they lost a limb in the storm, when it used to be this tall, or the color it turns in the fall. Yeah, Oklahoma Street people talk about our trees like our kids. Please keep that in mind when you vote tonight. Thank you for your time.

Tricia Schwartz (Resident) 21:46

Hello. Thank you for the opportunity to speak tonight. My name is Tricia Schwartz. I live at [XXXXXX] Oklahoma Street. I purchased my home next year 20 years ago. One of the things that really attracted me to Oklahoma Street was the aesthetic. And I won't repeat what some of my neighbors have said, but I will definitely let you know that I concur in terms of losing the tree cover and the aesthetic that we've grown accustomed to, as well as concurring with some of my neighbors to ask you to vote no on narrowing the street.

Alderson Denise Fenton (District 6) 21:46

Thank you. Hi. Next on the list we have Tricia Schwartz.

Tricia Schwartz (Resident) 22:33

One of the reasons I'm concerned about the narrowing of the street is, as Maureen talked about, the parking situation. If the parking situation isn't enforced now, how will it be enforced later? I live on the north side of the street, and as we all know, in a prior communication, it was shared that the parking would likely be on the north side of the street, and signage would be on the power poles on the south side of the street. As a single homeowner, one of my concerns is that we all know that what it looks like when leaf collection season, and the—if you miss the last leaf collection, it's on you to get rid of your leaves. And now that our leaves are going to be—have to be on the terrace, my concern is if the parking is not enforced, they are not going to go between cars to pick up leaves off our terrace, or if our—if there's cars on our street that are parked during a snow storm, they're just going to go around those cars. So, my concern is that if the street is—doesn't maintain its current width and we only have parking on one side, that people on the north side of the street are going to be much more adversely affected based on the historic—the history of the fact that parking enforcement is not being conducted. So that is really, essentially, what I'd like to talk about today. And again, I just want to repeat that I'm going to ask you to vote no on narrowing the street. Thank you.

Alderson Denise Fenton (District 6) 24:07

Thank you. All right, the next person I have on the list is Sharon. Is it Zuberbier? Did I get close?

Sharon Zuberbier (Resident) 24:24

Thank you for listening to us this evening. My name is Sharon Zuberbier. I live at [XXXXXX] Oklahoma street. So, I think a lot of my comments that I have written down have already been addressed, whether it's been high school parking, snow removal, leaf removal, construction. We're all trucks, trailers, boat owners. We have—a lot of us have more than one vehicles with smaller driveways, etc.

Sharon Zuberbier (Resident) 24:56

We've taken a trip down Brewster Street between Superior and Oneida Street, and we've seen what narrowing the street has done there. I guess you're going to put signs on our power poles, but yet, we've seen these ugly metal posts with no parking signs on them, which is really a distraction from what our neighborhood is about. It seems to be less about trees now, since the power company has gone through and gutted the center of most of

our large trees, the ones that at least sit on the power side—power pole side. So now I'm just waiting for some nice, big, windy storm to come through, and those branches will come down on somebody's house or in the middle of someone's street.

Sharon Zuberbier (Resident) 25:50

Just kind of in closing, what I really wanted to say is that we're labeled inner city. Our neighborhood has charm. We have character homes, and we've all worked hard, very hard, to keep our homes and our yards appealing to neighbors and to those who pass through our neighborhood. So, I would ask that you consider voting no to narrowing our streets. You're just—I think you're just messing with the wrong neighborhood, because we're a pretty tight knit group. So, thank you.

Alderson Denise Fenton (District 6) 26:38

Thank you. The next person I have on the list is Ruth Foss.

Ruth Foss (Resident) 26:49

Did anybody not see the pictures from last time? I am Ruth Foss, [XXXXXX] Oklahoma Street. Did anybody not see the pictures? Okay. Thank you for letting us come and share today. We really do appreciate. At the last meeting, I invited you to come and stroll under the shade trees of Oklahoma Street, and I am very happy to hear (because we were on vacation during our block party) that some of you have. So, can I see a show of hands of how many of you have actually strolled our street? Wonderful. Thank you very, very much. And that's part of Tree City. You strolled down part of Tree City, and you wanted that name on the City of Appleton: Tree City.

Ruth Foss (Resident) 27:41

And my husband and I actually just got home last night at 1:30 in the morning, or today, from our vacation, and we were able to hike in the Smoky Mountains, and of course, there were many virgin trees there, rushing waters, and sheer beauty. We planned our vacation knowing there would be trees. 38 years ago, we purchased our home on Oklahoma Street. It's a character house, and there's lots of mature trees, welcoming trees. What is a character home with no large mature trees? Can you imagine the Smoky Mountains without trees? I know that sounds silly, but that's how I feel about Oklahoma Street and your proposal to remove the streets—to remove the trees. And who wants to walk down a street with no shade trees? Who wants a house with no trees, a character house? I never dreamed that Tree City, Appleton, Wisconsin, would propose to take down a vast majority of the trees on our street, Oklahoma Street. These trees have shaded us, protected us, branched us together as neighbors. They have housed squirrels and birds and insects needed for the environment. They have held in the soil from erosion and given us air to breathe. Our trees have rooted us together on Oklahoma Street. And as mentioned, it's a very, very special neighborhood.

Ruth Foss (Resident) 29:07

As I mentioned at the first meeting, I'm very disappointed with the City of Appleton for your lack of communication and the way the decision is being made. A letter basically saying, "Yeah, we're going to cut your trees down, mess up your street for two years. And by the way, we're going to take away the width size of your street too. It'll be so calming." Your Complete Street plan will completely rule the—ruin the part of Oklahoma street that makes Tree City, and really all the streets of Appleton. This Complete Street is not neighborhood specific. I read it. It's a nationwide thing—a document not specific to a particular neighborhood. The words "calm" and "calming" are mentioned many times throughout the document, and what we're feeling right now about your upcoming proposal is not calm and not calming.

Ruth Foss (Resident) 30:04

As we drove down Oklahoma street this morning at 1:30am we could barely drive through the width of our street to our home, due to two big trucks parked right across from one another, and you propose to narrow the street to have one-sided parking when you do not even instill the no parking that has been on the ordinance for many, many years in Appleton. I'd like to—the street to remain the same with without removing all of the trees that are slated for death. Please listen to what you're saying as a Tree City and the calming effects. It seems like you don't care about the neighborhoods that actually are calming. We heard that through a lot of neighbors. It means a lot. And please save our trees that actually make a tree city. And Oklahoma Street is part of the tree city.

Ruth Foss (Resident) 31:03

Your decision is affecting the vitality not only of our street neighborhood but the general plan of the whole city and the Complete Street. So please consider what makes Appleton, Appleton—the people, the beautiful neighborhoods, people listening and caring for one another. Please listen. Please care, and, please, if you haven't yet, stroll down Oklahoma Street. How can you make a Complete Street decision with an incomplete picture? Thank you.

Alderson Denise Fenton (District 6) 31:45

Thank you. The next person I have is Daniel, and I apologize I can't read your last name.

Daniel Ferdon (Resident) 31:51

My name is Daniel Ferdon. I live at [XXXXX] Oklahoma Street. I grew up in Southern California, an area that's been a national joke for broke local and county governments as well as numerous corrupt city governments. Infrastructure was often ignored until it was well past the point of breaking. City parks if they exist are not well maintained, nor do they provide updated equipment. There's very little in the way of tree planting, let alone maintaining them. These things are left to the individual homeowner. If you want trees, you plant them on your property. If you want more parking, you pour a slab for it. Street and highway repairs are so bad there, there have been several movies made about incidents like the 105 Century Freeway and the fact that thousands of people were evicted from their homes under eminent domain, and then empty houses sat there for 20 years before actual construction was done. Or the high-speed train from LA to 'Frisco that no one ever asked for or wanted. It's cost billions of dollars and will likely never be finished. I voted against that initiative in 2007 and there still isn't a train. So, you can see where I'd be amazed by the civil infrastructure of other places in the country.

Daniel Ferdon (Resident) 32:59

One of the big reasons I chose to even look at Appleton as a place to live was because of its wonderful city government website and a list of many city and county provided resources. It spoke to me of a city that takes its residents' tax dollars seriously, and I appreciate that. I feel like Appleton has some of the best roads in the local area. We keep our streets repaired, have street side leaf pickup, have some of the promptest and most thorough plow trucks as well as semi regular tree maintenance, among many other services and amenities.

Daniel Ferdon (Resident) 33:27

I've now lived on West Oklahoma Street for eight and a half years. In that time, I've watched many of the street's t—many of the street's trees deteriorating condition due to environmental factors like concrete strangulation, disease, bird, rodents, weather, etc. The older of these trees are over 100 years old and probably older. Many of them have also broken in the snow, wind, and tornadoes we've had over the last few years. There are a number of trees that it would be extremely pragmatic to remove before they're able to cause structural damage, or worse, potential injury or loss of life.

Daniel Ferdon (Resident) 33:59

My wife and I have walked the streets of the proposed modifications, and it's great. Many homeowners have used their massive lateral replacement savings to put in mature trees in their own yards and decorate the streets and provide shade on their own, the way a community should. I spent \$8,500 a few years ago lining my lateral and it pinched hard. In walking those nearby streets, we met with one of our neighbors, who told us a story of the old growth tree and—the old growth tree in front of her house around the time the last sidewalk renovation at the turn of the century. The tree was described as so big three men couldn't wrap their arms around it and touch. She said that for some time, the tree had been looking poor and creaking in the wind. Eventually, the city contacted her and asked if she would be all right with cutting the tree down. She replied that if the tree needed to come down for the safety of her house and everyone else on the street, that it should. They closed off the street, sent out trained arborist to cut the tree down. As the arborist was making the front wedge cut to the tree, the entire tree split in half because it was completely hollow in the center 24 inches. This caused the tree half to fall unplanned, and only by the skin of their teeth did everyone walk away without damage or injury.

Daniel Ferdon (Resident) 35:05

One of the few complaints I've had about living on the street is that people drive down the street much too fast, especially with how many cars are parked both—down both sides of the street. It's often pretty precarious, especially when people are speeding. My house is the third from a stop sign that I watch people roll through, if not outright blow, day in and day out. Part of the problem is that West High School is at the end of the street, but part of the problem is just that our street is one of those, like Atlantic street, that's a great residential cut through to avoid college or Wisconsin and all the road work.

Daniel Ferdon (Resident) 35:31

I really love that Appleton doesn't allow overnight street parking without a permit, because I can tell you from experience, it's a real bummer to have someone you don't know parked in front of your house 24 hours a day, because there's no street parking enforcement other than for bi weekly street sweeping window of two hours. My grandfather wasn't able to park in front of his own home for the last several years of his life as a result of this in Lakewood, California, an area where at least four surrounding city councils and governments have had numerous officials indicted and convicted for corruption and fraud. The fact that I see so much of my tax dollars at use here makes me confident our city government is on the up and up in trying to look after its residents. I'm extremely thankful for that, maybe more so than lifelong residents who may be inclined to take a great civic system here for granted. I appreciate things like requiring your permits to close streets for block parties and other privately held events, so that surrounding residents are asked to consent to whatever is planned in their immediate area. Except for ours, it's national night out, we are not asked.

Daniel Ferdon (Resident) 36:35

I've been a very I've been very happy living in Appleton on Oklahoma Street. This town and this house are home for me. I've lived all over the world, and I have decided that I want to settle in Northeast Wisconsin, because I just love the area so much. I've lived in this house anywhere than mine—anywhere—longer than anywhere in my entire adult—in my entire life, because my childhood faced a lot of housing instability, and my adult life has been filled with work for travel. This house and the street are the reason I connected with my ride or die wife and partner of seven years. It's where I met one of my best friends when he happened to move in next door. It made profound and positive impacts on my life.

Daniel Ferdon (Resident) 37:15

A big part of this is how the city properly handles infrastructure and provides all the citizens of Appleton great public resources and one of the best downtowns in the area. We have amazing pools and parks. We have a proactive city traffic engineering department that seems to want to improve things for the citizens, and, even better, seems to want to make Appleton safer and more walkable. I think this is fantastic. Appleton doesn't have as many main street sidewalks as other surrounding cities, so it means that residential neighborhoods adjoining those streets are the safest places to walk, unless people are speeding in an over parked residential area that is. My wife and I have both had close calls with people not paying attention or driving too fast on the street. We've both had people blow the stop sign in front of us, as well as the yields further down. In a car, I might have a chance of being mostly okay, maybe, but as a pedestrian, I have very little chance of surviving a full run stop sign hit at 25 miles per hour.

Daniel Ferdon (Resident) 38:06

When I saw the city's proposal for the street, I was thrilled, limited parking, narrow road, and more sidewalk and terrace area, as well as center road metering, which I guess was part of the proposal. I'm not sure. This is a brilliant way to remove the hazardous trees, refinish our street surface, replace our laterals, widen our livable space and slow down the many, many cars so that our kids and other pedestrians aren't run over. There seems to be an old guard of residents who take for granted the fact that the city doesn't have to do any of this. Ask Kimberly or Little Chute how well their side streets get plowed. Ask Green Bay about their ridiculous twice a year leaf pickup in fall, so early that it never gets most of the leaf drops. Ask Oshkosh about the body size potholes in the downtown parking lots.

Daniel Ferdon (Resident) 38:51

We in Appleton are extremely lucky to have an active and engaged civil government that goes far beyond what most do, that seems to be trying to plan for the future to ensure its residents aren't entangled in a protracted insurance battle when a city tree rips through their house during a thunderstorm at 3am or their kids aren't mowed down by someone blowing the stop sign and hitting one of the many people riding bicycles or walking up and down the street. I frankly, applaud both the city engineers office and the common council for undertaking this proposed project at all, and say that I'm very thankful to the city that they would like to devote such a large portion of our tax money to improving Oklahoma Street.

Aldersperson Denise Fenton (District 6) 39:25

Thank you. We have one more person on the list, Randy Foss.

Randy Foss (Resident) 39:29

Randy Foss at [XXXXXX] Oklahoma. A lot of comments that people have already said. I'm not gonna repeat those, but I did read through the guide. The Complete Street Guide is actually very, very good. I just had a couple comments I wanted to make here. I'm an engineer by trade, so looking through from engineering perspective and considering what you guys have to do for decisions for the community is fantastic. I agree with—one of the persons talked about the L1 section talks about, on page 14 of Complete Street Guide that says, "For high parking demand". Okay. If you look at Appleton East, Appleton North, and then Appleton West, Appleton East and Appleton north have got tons of parking, right? There are plenty of park—ample parking for kids to park. Unfortunately, Appleton West has to go about three blocks to park all their cars, so they park on our street, and definitely causes trouble for some of the people down the block.

Randy Foss (Resident) 40:38

What I'd like to consider is, if we look at—just across the street from us, we have had just in the recent future, recent past, we had the five houses across from us—it was an Airbnb, a clock shop, a pastor, another Airbnb and

a daycare center. So, all those cars during the day are going to wind up on the north side of the street, and we're going to have cars in front of our house all the time, more than likely. So, it wasn't something we signed up for 38 years ago when we moved in.

Randy Foss (Resident) 41:18

What I'd like to do is put a recommendation out. One of the streets, Elsie Street, was redone recently, and it wound up with a 31-foot street width and still has parking on both sides of the street. I think that would be a good option for us here where we could still have parking on both sides of the street, narrow the street by a foot, save some money for doing that, and then hopefully save a few additional trees along the way. I agree there's a lot of trees in the neighborhood that need to be taken down, and we agree with that. We met with the arborist, and he was—he brought his hammer along. He was knocking on the trees. We know which ones are hollow, which ones are not. Those have got to come down. There's no way around that. We know there's some bad trees. But I think, as most of us have said here, we really want to save as many trees as possible to keep the aesthetics of the street and keep it as wide as we can. And safety wise, I agree with Dan as well. I mean, people fly up and down that street, and it's unfortunate, and I don't know the best way to solve that, but thank you all for considering our street. Thank you for considering all these things for Appleton, and we appreciate you. Thanks.

Aldersperson Denise Fenton (District 6) 42:24

Thank you. All right, that was the last person who had signed up to speak. Is there anyone who didn't get to sign up who would like to say something? Okay.

Aldersperson Denise Fenton (District 6) 42:35

So, we will—the I have the—we're actually going to move now to this action item number 25-0919, approve Oklahoma street asphalt reconstruction design. I need to get a motion to get that on the floor.

Aldersperson Brad Firkus (District 3) 42:49

Move to approve.

Aldersperson Denise Fenton (District 6) 42:50

All right. Do we have a second? All right, I'll second for discussion. Okay, I am going—I know Alder Jones is ready to speak on this. What mic do you have? Ooh, okay, Alder Jones.

Aldersperson Vaya Jones (District 10) 43:12

I have written remarks that I want to say, but off the cuff. I think that when I began as an aldersperson in this district, I learned very quickly that Oklahoma Street is a very special street. I had met with some other neighbors nearby and had said, "Yeah, we don't even get an invite to their block party. It's very exclusive." And so again, I think someone had said, every neighborhood or every street thinks that they're special, but Oklahoma street truly is, I think, set apart. So, I want to sincerely thank all of the residents who have stepped up to share their perspectives, raise concerns, get involved, and to hold all of us accountable. Your engagement is the heart of local government. It reflects the deep care that you have for not only your street but this community.

Aldersperson Vaya Jones (District 10) 44:06

Unlike many issues we've faced in our district, this one is generated strong and thoughtful feedback from both sides. As an alder committed to representing the voices of my constituents, this has been challenging not because of lack of input, but because so many have spoken with passion and conviction. As an aldersperson what I do wish is that we have more time. I believe there is still a narrow but real opportunity for compromise, that the residents most effective—most effective, would value having that space to work towards a solution for their

street. Regardless of the outcome, I am grateful the way this neighborhood has come together. This is—this part of district 10 is a special pocket of pride where neighbors support one another and work to protect the well-being of those who may face the similar challenges in the future. So, thank you to the committee and the city staff for listening to these concerns and truly hearing what has been weighted on their hearts. Thank you.

Alderson Denise Fenton (District 6) 45:05

Thank you. All right, anybody up here? Alder Meltzer.

Alderson Vered Meltzer (District 2) 45:11

Thank you. I guess I just kind of want to jump right into it. If we were to look at changing the design, and if we were to look at maybe narrowing it just one foot and maybe doing bump outs instead of removing the parking from one side, is that something that could be brought back to the committee for review at our next meeting?

Alderson Denise Fenton (District 6) 45:43

Director Jungwirth, what mic do you have? Attorney. All right, Director Jungwirth.

Director Laura Jungwirth (Public Works) 45:51

We can certainly assemble some considerations. We would need to re-notice any modifications from the design. So, the—all of the residents would need to be able to be privy to any changes, and it's a minimum of two weeks prior to any meeting that would have that topic on it.

Alderson Vered Meltzer (District 2) 46:14

And do we have the time to do that?

Director Laura Jungwirth (Public Works) 46:33

It appears that our next municipal services committee meeting is slated for September 8. We would need to have letters out, probably by the end of this week. Yeah?

[It sounds like she paused to consult with another staff member in the room.]

Director Laura Jungwirth (Public Works) 46:50

We would need a structure and direction as to how to proceed, or how the committee would choose to proceed with any modifications.

Alderson Vered Meltzer (District 2) 47:02

And as far as the greater timeline of everything, if we were to maybe bring it back to the following meeting instead of just the next one, would that provide a workable timeline? Would that be feasible?

Director Laura Jungwirth (Public Works) 47:20

From a finalization of design, where we start to run into concern would be the first meeting would need to be the design hearing. Then we would have the design consideration for vote the meeting following that, and then the council vote after that. In order to get utility design completed and contracts appropriated, we start to get—run into issues there if we're going to be a 2026 utility construction project. It's doable. It just makes the time frame very tight on a design and contracting perspective.

Alderson Denise Fenton (District 6) 48:02

Anyone else up here? I've got a list of questions if nobody wants to talk. Okay and I'm just going to ask some questions of staff. Just—and Engineer Brown, Director Jungwirth, anybody who wants to take it. So, the first

question is, for those of who haven't read the Complete Streets Guide, and it is—I appreciate the civic involvement of people who actually went through that. That's great. Can someone just kind of—and maybe Traffic Engineer Lom who wants—can somebody talk about the considerations from an L1 versus an L2 and kind of how that distinction is made.

Eric Lom (City Traffic Engineer) 48:49

Director one.

Alderson Denise Fenton (District 6) 48:56

Okay, traffic engineer Lom is going to take this one.

Eric Lom (City Traffic Engineer) 48:59

Thank you, Chair. Really there's the only difference—the only significant difference between L1 and L2 is really just the parking demand. And so essentially, what we're looking at is we know that there's some benefit from narrowing the street, both from a traffic calming standpoint, but a rather significant costs difference, I think somewhere in the order of one to \$200,000 on this project up front, and then all the ongoing ancillary costs with storm water storage and things like that.

Eric Lom (City Traffic Engineer) 49:37

What the what the design manual talks about is when it's when it comes to parking is really L2 is referred to as average to low parking demand, and L1 is high parking demand, neither of which is quantified. So, when we looked at this project in, um, we looked at it with an eye for what is the parking demand. And so, we went through and we analyzed how many legal parking spaces there are along that entire stretch, and then kind of looked at 10 or 15 observations at different times of the day and different days of the week to try and establish a sense of what that—what the actual parking usage is out there. When we looked at that, we saw about eight to 16 cars parked on that stretch. That was kind of the range that we were seeing. And when you look at the total available parking spaces of somewhere in the range of 122 if I remember right. I can, I can check that. Yes, 122. That works out to about 13% of the legal parking space that was available. Obviously, there will be times, whether it's a graduation party or some of the other types of things that were mentioned earlier where that—there's going to be a lot more parking, but on what we believe to be an average day, it was in that range. So, we felt like, well, L1 and L2 the parking occupancy rates were not quantified. We felt comfortable that 15% ish occupancy on a normal day fell within the low to average category.

Alderson Denise Fenton (District 6) 51:29

Thank you. And I'm just going to—do you have something to follow up Alder Firkus?

Alderson Brad Firkus (District 3) 51:33

Just to clarify, because I one of my questions was going to ask, what's the occupancy—the occupancy rate of the parking stalls in this stretch. So that seems to pretty much answer that.

Eric Lom (City Traffic Engineer) 51:44

Based on our observations, it was around 15%.

Alderson Brad Firkus (District 3) 51:48

Okay. And that seems like, from just my reading of stuff, that 15% is still—once you get a lower the occupancy rate than that, or open spots available, then it starts to get kind of a little more contentious from a practical sense. But my understanding is, anything where you've got less than 15% open consistently is where—sorry, I'm getting kind of up and down, but—sorry. Yeah, so eighty—from what I understand occupancy rate, so if you've

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got about 85% occupied on average, that's a pretty—sorry the other way around. So, so 15% occupy. So, 85—so 85% occupied is kind of my understanding of like that would be a high number. Once you get 85 and up that's where usually start talking about some of these larger interventions that kind of were tossed around. So that was what I was hoping to hear out of this from a parking utilization standpoint. So, thank you.

Alderson Denise Fenton (District 6) 52:47

Thank you. I'm looking to anybody else before I jump in with my more—with more questions. Okay, so this is probably—again, anybody from staff who wants to take it. My concern—obviously, I attended the block party. I rode my bike down there, grateful I didn't lose a tire, because Oklahoma street needs to be reconstructed. My bigger concern is the utilities. When we look at these water mains that were put in in the—I have to be careful saying the 20s. I mean the 1920s and 30s, and so I have big concerns there. And I guess a question here is, if we did—I would prefer to do the utility work sooner rather than later, regardless of if something happens. Can someone speak to tree damage? Anything that would have to happen if we went ahead and did the utility work on schedule? Okay. Project Engineer Brown.

Jason Brown (Project Engineer) 54:02

So typically, if I understand your question correctly, as I think everybody is aware, we have a two-year process in our reconstruction projects. We do the utilities one year before the paving project. So, we're looking at 2026, for the utility work. In terms of damage to the trees in terms of the utility work, typically, what has happened in the past is the forestry department would actually, we would identify the trees that are going to come down because of the project, which is what we talked about during this process, and they would actually try to get out ahead of the utility work and take down the trees that have been identified prior to the utility work. Because, as you mentioned, the water main from the 1920s is certainly going to get replaced. All of the sanitary laterals will get replaced. So, we're talking about—and there's a number of properties along this this project. So, we're talking about a lot of laterals that are being extended every 50 to 60 feet. And there's a lot of trees there, of course. So, the idea is to kind of get the trees out of the way so that we can do the utility work.

Jason Brown (Project Engineer) 55:14

Now, if the trees were—didn't have to come out, then then utility work has to work around the trees. And so, they just have ways to do that. They can—sometimes they can just go underneath them, core underneath them, or move the lateral over to miss the tree. But in a case where you know a good a good number of trees would be coming out, we would try to get those trees out prior to the utility work.

Alderson Denise Fenton (District 6) 55:40

Thank you. One more question I have—actually, I have a couple more. Can someone tell me what year in the CIP this this project was first scheduled? How many years have we already put it off is the is the question? I'm sorry, I did not mean to drop that on you.

Jason Brown (Project Engineer) 56:01

I don't remember it right off the top of my head. We'd have to—we'd have to look into it.

Alderson Denise Fenton (District 6) 56:05

It seems like that it's been—we've moved it. I know from the residents we've talked about that it's been moved out. And then with—and I talked to some folks about this, you know, just in terms of being in the grocery store. Every, especially in this, these times—every year, month, whatever, we put things off, the bids are going to come in higher, and it's going to cost on—I see people nodding and I know we, we just kind of got out of a—and well we've got things coming up in our next meeting where we're going to put off a project because the bids for another project came in too high, and we don't have the budget to cover it. So, I am very sympathetic to

wanting to go back and rework things, but the concern is, we put off till '26-'27 project to '27-'28, it's going to cost more. The—even the laterals could cost more. Everything. There's nothing right now that that that's not increasing in price. And then yet, we still have those lines that are just kind of like an exploding time bomb. So, I really worry about that.

Alderson Denise Fenton (District 6) 57:27

And the other concern I had listening to everybody—and I really did. I talked to a lot of people. I am grateful to the people that I talked to at the block party, the people who have—Sarah who's been who has looped me in on her email conversations with staff. I feel like that there's—the people clearly have mixed feelings, because a whole lot of people sign the petition saying "We are aware that widening the street is going to cost us not only the number of trees that were originally talked about but 13 additional trees" and that—but then I hear that some people saying that that saving the trees is the most important thing. So, I'm—I really feel like there's still some ambivalence even in the neighborhood. So that clearly projects to some ambivalence on my part and probably on the part of my colleagues who are voting on this here. So, what we've what we've learned today is if we went back and reworked the design, it would be at least probably another month before we could go forward. Go ahead. Which one?

Director Laura Jungwirth (Public Works) 58:44

Bringing it [... Her microphone was not on and here words weren't picked up.]

Alderson Denise Fenton (District 6) 58:45

Yes, or....

Director Laura Jungwirth (Public Works) 58:53

At minimum three weeks, yes. Otherwise, if it, depending if it's the next meeting, then it would be the five weeks from now before we'd be back for reconsideration on a design deviation.

Alderson Denise Fenton (District 6) 59:05

All right. And I want to ask one more question, because Elsie street keeps coming up in discussions, and I want to ask so what year again was Elsie street reconstructed?

Jason Brown (Project Engineer) 59:24

I think this came up at the last meeting, and I'm just working off memory, which isn't always great, but I want to say 2021 or 2022—

Alderson Denise Fenton (District 6) 59:33

Okay.

Jason Brown (Project Engineer) 59:34

—is my best guess on that. So fairly recently.

Alderson Denise Fenton (District 6) 59:37

And I'm working off memory too, and I am recalling that the current Complete Streets policy was implemented by the council in 2024, is that correct?

Jason Brown (Project Engineer) 59:49

Yes.

Alderson Denise Fenton (District 6) 59:49

So, some of these—so Elsie, a similar street, but we had a different policy in effect when that was done. Okay. So, I want—I just want to make that clear that, you know, we're not saying, "Okay, we like the people on Elsie more. So, we, we made, we made allowances there." It was it was a different policy that we were under. I see Director Jungwirth. Yes, what—your own attorney again.

Director Laura Jungwirth (Public Works) 1:00:19

Just to add to that. Since the Complete Streets implementation, it was March 2024, the first projects that are actually being paved under that plan are occurring this construction season. It was utilities in '24, so we're just now seeing them installed, and hopefully going to get some data and information from those as time progresses.

Alderson Denise Fenton (District 6) 1:00:41

And I'm thinking Morrison Street in mine and Alder Croats district is, and it's half done now, and we're seeing the effects of that already. And we heard—you know, we heard a fair amount of discussion from the residents there. And I haven't heard a whole lot since it's been done south of Glendale, but—and I'm going to, I'm going to put Alder Croatt on the spot and ask him if he's heard. Do you have a mic?

Alderson Chris Croatt (District 14) 1:01:20

Thank you, chair. I don't want to get too far off topic, because that's not—project's not on the agenda, but I have talked to a couple residents on Morrison, and they are pleased with the outcome of that project, the part that's finished.

Alderson Denise Fenton (District 6) 1:01:32

Okay, thank you. I just—again, I agree. Don't want to get too far off topic, but it's kind of in my brain every day. I think that's all the questions I have. Alder Schultz, what mic are you? Clerk. Well, if I can punch the button.

Alderson Alex Schultz (District 9) 1:01:50

Thank you, Chair. I want to thank everyone for appearing at this meeting in the last and then I'm sure you'll be at the council when we take a vote on this if it doesn't get referred. It's great to see the civic engagement, the concern for the trees. I'm a tree hugger, and it's painful for me to see the loss of some large trees. It's an emotional situation that you find yourselves in. But moreover, you know, I think we have to really think about the effect of that, not only for the shade they give and the aesthetics, but the significant energy loss that you lose if you take a large street from the south side and now you've introduced a lot of sun throughout the day on any home on the north side of that street that no longer has that shade, and you're potentially going to see your cooling bills go up 20 to 30% because they no longer have that natural shading. So that's part of the thing that I think is lost sometimes in the conversation about tree removal and replacement, and why I always, you know, encourage the city to get out ahead and get the trees that are replaced in quickly so that they can regain that shade. But it's difficult to lose a 120-year-old tree and recover that shade in any short of a time span. So, I'm aware of that, conscious of that, and I feel for you guys.

Alderson Alex Schultz (District 9) 1:03:07

At the same time, I understand that we can't have trees in there that are 20, 30, 50% dead interiorly, and then introducing a risk when they fall. And they'd have fallen. It was a rather large one that came down and caused a significant incident on Richmond not that long ago. And if we'd have been aware of it as a city, I think we would have taken that one down sooner, but it was a great, beloved tree, and I think some of those on your block fall into that category.

Alderson Alex Schultz (District 9) 1:03:33

The ones that I guess I maybe I'm more concerned about is ones that we could potentially save, depending on how we decide how wide this street is, and I hear that you want parking on both sides, and I hope we could find some other means of addressing, you know, the reduction of speed along that street, whether it's speed bumps or bump outs, or some other means. And maybe there's an opportunity for that. I don't know if there's time, given what we've heard from staff, but I would certainly like to see this go back and have just a little bit more time for consideration, maybe some other options, and maybe it's a bump out on a few trees that we could save just by introducing some spaces where we could maintain some of those in question. I don't—I haven't had a conversation with staff, and that's my failure to reach out and talk about the project in depth, but I'm inclined to kind of send it back if possible.

Alderson Alex Schultz (District 9) 1:04:28

I guess I do have one question. If committee votes no on this, then where do we stand from the city standpoint, and if it doesn't pass out of committee, goes to goes to council [...]

Alderson Denise Fenton (District 6) 1:04:39

Sorry

Alderson Alex Schultz (District 9) 1:04:40

If we wouldn't pass it out of committee, go to council, not pass out of Council, then it's essentially, we're going to step it off for another year and bring it back in a year? Is that a realistic way to frame what might happen if we went down that path?

Director Laura Jungwirth (Public Works) 1:04:58

if we are not given an alternative direction to work towards, then, yes, the project would stagnate, would not proceed. We cannot proceed without having committee and council approval.

Alderson Denise Fenton (District 6) 1:05:12

Alder—oops, go ahead. I'm sorry.

Alderson Alex Schultz (District 9) 1:05:14

I understand that you're saying there's a tight window, but there is potentially a window there to take some of the feedback the community has given, some of what we're thinking and have one last look at maybe doing something slightly different. That's where my head is at if we can go that route.

Alderson Denise Fenton (District 6) 1:05:30

Alder Meltzer.

Alderson Vered Meltzer (District 2) 1:05:33

Thank you. I think that it is really important to remove the trees that are in poor condition. I think it is really important to fix the road and to replace the water mains. So, I am not in favor of pushing the project to a subsequent year. However, if we do have a window of opportunity to come up with a new design, I think that that is—that is the appropriate thing to do at this time. So that is what I would like to vote about tonight.

Alderson Denise Fenton (District 6) 1:06:03

So, are you making a motion?

Alderson Vered Meltzer (District 2) 1:06:06

So, yes, I am making a motion to do another hearing, to do it as expediently as possible, but I do think we need to do as much due diligence on this as possible to see what other alternatives there are. Thank you.

Alderson Denise Fenton (District 6) 1:06:26

Is that a motion to refer to staff?

Alderson Vered Meltzer (District 2) 1:06:28

I guess I'll ask the attorney. Am I holding this, or am I referring it to staff? What exactly is the motion that I'm making?

Attorney Christopher Behrens 1:06:38

Currently have a motion to approve on the table. I believe a motion to hold would supersede that if you want to hold it at committee.

Alderson Vered Meltzer (District 2) 1:06:47

I will make a motion to hold.

Attorney Christopher Behrens 1:06:49

And if I can finish.

Alderson Vered Meltzer (District 2) 1:06:50

Sorry.

Attorney Christopher Behrens 1:06:51

As long as you provide staff with some specific guidance of what you're looking for and establish a time of when you're going to bring this back to committee.

Alderson Vered Meltzer (District 2) 1:07:05

Going back to my previous question then, it seems like maybe our next meeting would be too soon, so we would have to hold it to the following one, which—let me look at my calendar again. My computer screen timed out. So, it looks like that would be the September 22 meeting.

Alderson Denise Fenton (District 6) 1:07:31

And Director Jungwirth, is that in the window of being able—assuming we approve a design, et cetera, are we at risk with that date?

Director Laura Jungwirth (Public Works) 1:07:49

To be clear, what is staff going to be expected to assemble to bring back for consideration?

Alderson Denise Fenton (District 6) 1:07:56

Okay, and that, I'll take that back to Alder Meltzer. So, are we asking—what recommendation? What are we asking staff to do? To bring us a design that does not narrow the street, that narrows the street X amount, that does not remove X trees?

Alderson Vered Meltzer (District 2) 1:08:15

I'd like to hear from the alderperson of the district. Thank you.

Aldersperson Vaya Jones (District 10) 1:08:23

I don't know what the timeline allows, but I think that one of the major concerns was this was very one sided, as it needs to be for committee meeting. I don't know what's required for public notices and whatnot, but to have an opportunity for people to give feedback and their thoughts on what could be done, and then, ultimately, the staff could make choices based on their feedback. But just more opportunity to hear ideas. Here—we hear bump outs. We hear the speed humps. What do those look like? What are the costs? I don't know. Just an opportunity for a dialog for ideas.

Aldersperson Denise Fenton (District 6) 1:09:01

Alder Meltzer.

Aldersperson Vered Meltzer (District 2) 1:09:03

I would like to see some other traffic calming type things such as bump outs or speed bumps and see if there are any opportunities to save additional healthy trees while continuing to remove all of the unhealthy ones. So, if there may be a way to design those traffic calming bump outs to specifically accommodate trees in question, I think that might be a good synergy to have the saving of the trees provide the opportunity to provide narrowing in certain points of the road, instead of just having to narrow the entire road. You know, we could have bump outs around the trees. That is something that I've seen in various places. There's, I think, a lot of engineering examples of how that could be done.

Aldersperson Denise Fenton (District 6) 1:10:08

Alder Croatt.

Aldersperson Chris Croatt (District 14) 1:10:13

Thanks, chair. Sorry I wasn't planning on chiming in, but I was reading the document, the design hearing document from July 21 2025, and we're talking about saving trees that are in good condition. The document states that there's 32 trees that are in poor condition. I don't know how many are going to be able to be saved if there's 32 identified as poor. I just wanted to point that out, because I'm in agreement with let's try to find an alternative, but I don't know that out of those 32 there's some that can be saved.

Aldersperson Denise Fenton (District 6) 1:10:54

Thank you, Alder Croatt. I was just—I was actually going to bring up that number of trees, because the vast majority of the trees in the in the plan are going to be removed because they're in poor condition. Alder Meltzer.

Aldersperson Vered Meltzer (District 2) 1:11:08

At the last meeting, there was a specific number for the number of healthy trees that would come down compared to the number of trees in poor condition that would come down. So, I am not interested in any changes about taking down the poor condition ones, and I'm suggesting that as far as what staff would look at is to look at those healthy trees that were slated for coming down and see if those would provide the synergy or opportunity of where to locate bump outs to provide traffic calming.

Aldersperson Denise Fenton (District 6) 1:11:40

Alder Jones, are you still on mayor? Okay.

Aldersperson Vaya Jones (District 10) 1:11:42

Yes. I think what we heard from the residents tonight is, while trees are at top of mind, it's the width of the street that is the biggest concern, and the width of the street also determines how many of the healthy trees

would be taken down. So, I feel like if we are to give staff directive, here are three things. Widening of the road, I feel like needs to be the number one consideration because many people have said trees are secondary.

Alderson Denise Fenton (District 6) 1:12:15

All right. Alder Schultz, clerk.

Alderson Alex Schultz (District 9) 1:12:21

Yeah, I think we're trying to get at the same thing. And I guess I'll just share what's in my head that we could maintain the existing width, or maybe slightly less through portions of the street, add bump outs that would reduce certain portions at intersections so that you're getting the traffic calming reductions, but you're allowing portions of the street to maintain a width where you can still have parking on both sides of the street, but you're introducing slower traffic calming measures at ends of blocks, beginnings of blocks, maybe in the center of the block, and then maybe a bump out—or—what am I calling it? Other traffic calming devices. Yeah, speed bumps, sorry.

Alderson Alex Schultz (District 9) 1:13:04

And I think that's what I'd like staff to come back. I know we have a—haven't quite defined what it is that we're asking for, but that's what I'd like staff to sort of look at. Is there a way to slightly reduce the width to gain what we're hoping for, but still allow parking on both sides in certain portions of the street, but then introduce bump outs, end of block, mid-block, end of block so that you're getting the traffic calming, you're allowing some additional parking on both sides of the street. And maybe in that discussion where you add the bump outs, you can save any question—or any of the healthy trees that may have had to come up because of the of the full width that we're trying to maintain. So, it feels to me like there's a combination of those things that could work to slightly better the design, slightly increase opportunities for the neighborhood, slightly reduce the traffic volume and speeds that are going through there, and maybe find a slightly better solution.

Alderson Alex Schultz (District 9) 1:14:03

I don't know if it is, and I guess that's what I'd like to staff, to take a take a look at. I know you guys have probably looked at all these things when you're looking at the street, but again, and it's, it's on me for not having met with you guys and talked about earlier, but I'm just, I'm listening to the constituents and I feel like, because you've come forward with all of this, we should give you an opportunity to hear alternatives, if there are any, and take a look at that. So.

Alderson Denise Fenton (District 6) 1:14:28

I feel like we're talking in circles now. So, I think we need to have an action, you know, either present the motion to hold with what we're expecting. Alder Firkus.

Alderson Brad Firkus (District 3) 1:14:39

Thank you. With all this talk of bump outs, bump outs are typically something we would see at the crosswalks for collector streets, arteri—arterial streets. Oklahoma Street is a residential street, correct? So, this would be kind of an overkill intervention for this to ask staff to go back and look at putting type of interventions that are usually used for higher traffic streets into a residential neighborhood I feel is a waste of our time, or staff's time. Thank you.

Alderson Denise Fenton (District 6) 1:15:07

Alder Meltzer.

Alderson Vered Meltzer (District 2) 1:15:08

Okay, I think that I'm understanding this a lot better as we talk about this, and I think so just looking at narrowing it less as kind of a general direction for staff. I think that that describes where I....

Alderson Denise Fenton (District 6) 1:15:33

Deputy Director Neuberger, what mic are you on?

Deputy Director Pete Neuberger (Public Works) 1:15:38

So, one word of caution about trying to pick a middle ground between L1 and L2 is it's really based on if there's parking on one side of the street or two sides of the street. With parking on one side of the street, we would go to the recommendation for the 26-foot face-to-face. If it's parking on both sides of the street, the recommendation would be 32 feet face-to-face. If you're somewhere in the middle, there's not enough room for parking on both sides and still meet the fire department standards.

Alderson Denise Fenton (District 6) 1:16:11

And this is what I mean. The fire department has to have X number of feet. So, if you get parking on two sides, that that's what Deputy Director Neuberger was saying, then you narrowing it anything less than 32 feet doesn't allow a fire to not—fire truck to get through there. And I know nobody wants that.

Alderson Vered Meltzer (District 2) 1:16:31

Is the existing width 32 already?

Alderson Denise Fenton (District 6) 1:16:33

It's thirty—is it 32 now? Or 33? 32 now?

Deputy Director Pete Neuberger (Public Works) 1:16:40

32. 32 face to face, correct.

Alderson Denise Fenton (District 6) 1:16:43

Okay, so bottom line it does—we don't have the option of some sort of middle ground. So, the option we have is to narrow it to 26 or to leave it at 32. Leaving it at 32 takes out the poor condition trees, plus 13 additional trees that are not in poor condition, plus the X number that would have to move because of sidewalks, driveways, etc. So, our options are to narrow it and do parking on one side, save the 13 trees, or to leave it the same distance and lose the trees as specified.

Alderson Denise Fenton (District 6) 1:17:23

So bottom line, I appreciate—for my part and my vote, I absolutely appreciate the concerns that people have for parking, however—and Alder Schultz said this—the trees are not only an important part of the neighborhood atmosphere and the look. Those trees are helping us with storm water. And when I look at anything in terms of infrastructure plan, you know, obviously we are lucky we're not in Milwaukee today, after the flooding and the floods we've had here. Anything that is going to help us save that tree canopy, that's going to protect some of that storm water that the trees help us with is a big consideration for me, and if we have to do some different things and help our infrastructure.

Alderson Denise Fenton (District 6) 1:18:26

So, we've done a lot of around and around. We're 20 minutes over our allotted time. We still haven't—we still have one action item to consider here. It doesn't seem to me that staff is going to—and I know that it seems like people didn't have the anticipation, but they don't do these things lightly. And I feel like this design was

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presented knowing that it was a difficult, difficult situation but with the best interests of both our infrastructure, the neighborhood in mind, and I—and again, I've listened to folks, but with all the considerations, I personally am ready to go forward with this. I don't think that sending staff back to do something when there's really only two things that can happen is a good use of anybody's time. We're end up—you know, the time is money, so, and delay is money. And I feel like we need to go ahead and either vote this up or down the way it is now.

Aldersperson Denise Fenton (District 6) 1:19:37

We have a motion on the floor. Was any was it seconded? So, we need to vote on that motion to hold. All in favor of holding the item?

Alderspersons Meltzer and Schultz 1:19:48

Aye.

Aldersperson Denise Fenton (District 6) 1:19:48

Okay, opposed? Nay.

Alderspersons Firkus and Stancil-Martin 1:19:51

Nay.

Aldersperson Denise Fenton (District 6) 1:19:52

All right, so that fails two to three. So, we're—huh? I'm sorry.

Aldersperson Denise Fenton (District 6) 1:20:16

So, so that—I understand that the motion for the original motion is still on the table. Am I correct?

Aldersperson Denise Fenton (District 6) 1:20:29

Okay, thank you. We have made the attorney work very hard today getting all of this recorded.

Aldersperson Denise Fenton (District 6) 1:20:56

Okay. Is there any discussion on our original motion? Alder Meltzer.

Aldersperson Vered Meltzer (District 2) 1:21:01

I would like to make a motion to amend the item, not to narrow the street, but to maintain its current width.

Aldersperson Denise Fenton (District 6) 1:21:11

All right, that's a motion. Do we have a second?

Aldersperson Alex Schultz (District 9) 1:21:13

Second for discussion.

Aldersperson Denise Fenton (District 6) 1:21:17

Okay, we have a motion and a second, and I'm going to be a little less—because we're so far over time, and I think we've made a lot of points, so I'm going to ask people to be succinct in their discussion. So.

Aldersperson Vered Meltzer (District 2) 1:21:33

I think that this addresses some of the neighbors' concerns. I think it also avoids any timeliness problems as far as you know, we don't want to kick this project down to a future year. So, it's, it seems like a compromise. You

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know, we'll still take down all the bad trees, we'll still get the road redone, we'll still get the utilities redone, but we'll keep the parking on both sides and do the L2 thing. Thank you.

Alderson Denise Fenton (District 6) 1:22:01

Alder Firkus.

Alderson Brad Firkus (District 3) 1:22:03

Thank you, Chair. With projects like this, we're not just thinking about today. You do a road reconstruction, and you hope that you plan for it for the next 75 years. Current residents more than likely won't be here, living in their homes currently, 75 years from now. So, you need to think about the future. And I think when you think about what the future neighborhood could look like, I think you want to make this a safer neighborhood for pedestrians. You think of the next generation that's going to move in. You're going to be talking about people who may be starting families or are early on in the family starting process, kids. You want to have a neighborhood that is safer for kids to be out and about. You want a safer neighborhood for people that are moving around on feet. If we leave it as is with the width you're not—you're missing a 70—once in 75-year opportunity to make this road safer for pedestrians and for drivers and for people who are trying to back all their driveways into this street. I think we should approve it with the narrow and vote no against this for this amendment. Thank you.

Alderson Denise Fenton (District 6) 1:23:07

Thank you. Anyone else? Just a quick note that something that we mentioned early on, that I think—and traffic engineer Lom can correct me if I'm wrong. I think one of the things that we would be able to address after the project is completed, is the distance from Mason Street that the two hour during the school parking. We can do that by ordinance at a later time. And, honestly—and I think that's something we should look into moving forward, but I am also going to vote for moving this forward as the plan is now because I do believe that West has sufficient parking for all their students, and that the people are just parking there to shorten their walk. And I do think we can do something about that after the fact. Are we ready to take a vote?

Alderson Vered Meltzer (District 2) 1:24:04

Alder Croatt.

Alderson Denise Fenton (District 6) 1:24:05

Alder Croatt.

[They fiddle with getting his microphone turned on.]

Alderson Chris Croatt (District 14) 1:24:16

Nope. There it goes. Nope, there you go. Thank you, Chair. Thank you, Chair. As a member of the finance committee who's meeting right after this, one of the things that concerns me with all these projects is the finances and the costs, and that hasn't been discussed too much today. I just want to point out that if this amendment passes, there is a pretty significant increase in cost to the project. By my math, it's about \$159,000. And if I could just have director Jungwirth comment on how that gets paid for. I believe it would be through bonding, and that means that the taxpayers of Appleton pay for it, correct?

Director Laura Jungwirth (Public Works) 1:25:00

Our roads are funded by a combination of wheel tax dollars, borrowing, general fund. So, yes, in some form or fashion that will need to be made up in one of those avenues. And then I will add, if we do decide to add additional traffic calming elements, those have not been included into the budgetary numbers that were in the

design hearing documents. So, anything above and beyond the standard 32 feet straight road way would also need to be considered as a part of that financial consideration.

Alderson Denise Fenton (District 6) 1:25:39

I did not turn it off. It just went off. Okay. Anything else before we take a vote? Alder van Zeeland, what mic—are you on Mayor as well? We're all the mayor today.

Alderson Katie Van Zeeland (District 5) 1:25:53

I apologize if this is duplicate, as I came in in the middle, but I just want to remind everyone also, there's an extra cost when we know that the experts tell us that narrowing a street makes it safer, we also have to consider that not narrowing the street means there's extra costs in patrol, things with the police department, and public safety that we might not run into typically. Thank you.

Alderson Denise Fenton (District 6) 1:26:19

Thank you. Anyone else? All right, I think that we have discussed this thoroughly. All those in favor, please signify by saying aye. Aye. All right.

Alderson Brad Firkus (District 3) 1:26:31

Hold on. We were voting on the amendment, correct?

Alderson Denise Fenton (District 6) 1:26:35

Oh, I am so sorry.

Alderson Vered Meltzer (District 2) 1:26:35

We're voting on the amendment.

Alderson Denise Fenton (District 6) 1:26:36

Oh, my gosh, I apologize. Let me do that again. On the amendment, all in favor?

Aldersons Meltzer, Stancil-Martin, and Schultz 1:26:40

Aye.

Alderson Denise Fenton (District 6) 1:26:41

All right, all opposed?

Aldersons Firkus and Fenton 1:26:43

Nay.

Alderson Denise Fenton (District 6) 1:26:45

Did you vote?

Alderson Adrian Stancil-Martin (District 11) 1:26:46

I said aye.

Alderson Denise Fenton (District 6) 1:26:46

So that was a three?

Alderson Adrian Stancil-Martin (District 11) 1:26:49

Yeah.

Alderson Denise Fenton (District 6) 1:26:49

You voted, aye. All right. So, the amendment passes three to two. So now we need to vote on the item as amended. All right, all in favor, please signify by saying aye.

Aldersons Meltzer, Stancil-Martin 1:27:06

Aye.

Alderson Denise Fenton (District 6) 1:27:08

All opposed?

Aldersons Meltzer, Stancil-Martin, and Schultz 1:27:09

Nay.

Alderson Denise Fenton (District 6) 1:27:10

So that will go to the Common Council—Oh, sorry.

[People off microphone say that there were three nays.]

Alderson Alex Schultz (District 9) 1:27:13

Three to two.

Alderson Brad Firkus (District 3) 1:27:14

Three nays?

Alderson Denise Fenton (District 6) 1:27:15

I'm sorry. Who was the other nay? I apologize. I—my ears are tired. All right, so that fails two to three. It will go to council with a recommendation to deny the item as amended. Or—

[Somebody speaks off microphone.]

Alderson Denise Fenton (District 6) 1:27:36

Stancil-Martin and Meltzer. I apologize, attorney Behrens. Apparently one ear's decided not to work anymore.

Alderson Brad Firkus (District 3) 1:27:55

Ask for clarification.

Alderson Denise Fenton (District 6) 1:27:56

Okay, so the motion to amend passed three to two, to—but then the amended item failed two to three.

Attorney Christopher Behrens 1:28:21

So that was for approval [... **His microphone wasn't turned on and the rest of his words weren't picked up.**]

Alderson Denise Fenton (District 6) 1:28:23

Failed. Okay, okay. So now thank you, Attorney Behren. So now we need to vote on a recommendation to—are we back to the original item?

Alderson Brad Firkus (District 3) 1:28:33

No.

Alderson Denise Fenton (District 6) 1:28:33

No.

Alderson Brad Firkus (District 3) 1:28:34

We're basically voting to not do the project.

Alderson Denise Fenton (District 6) 1:28:37

We're vot—we are voting to recommend for denial the amended....

Attorney Christopher Behrens 1:28:43

[His microphone was not turned on so his words were only minimally picked up.] Somebody should bring [...] as a substituted [...]

Alderson Denise Fenton (District 6) 1:29:02

Okay, okay. So basically, we need a motion to approve by substitution, essentially the street design at 32 feet with some other things.

Alderson Brad Firkus (District 3) 1:29:18

Which is what we just voted down though.

Alderson Denise Fenton (District 6) 1:29:20

Right. But we need a po—we need a—we need an affirmative. We need a vote for a motion to approve that.

Alderson Brad Firkus (District 3) 1:29:31

But affirmative what? When we said we do not want a 32-foot-wide road.

Alderson Denise Fenton (District 6) 1:29:35

Right.

Alderson Brad Firkus (District 3) 1:29:36

So, so what's the the opposite of not having a 32-foot-wide road after we just voted against the original design of 26 feet. The only the only shell left to lift up is to not do this project. Am I wrong?

Attorney Christopher Behrens 1:29:48

So, what failed was a motion [... **His microphone wasn't turned on and his words were not picked up.**]

Attorney Christopher Behrens 1:30:06

[Alderson Fenton turns his microphone on.] You are—you are correct. Thank you. The motion to approve as amended, so to not wide—to not narrow the street failed, so it will get reported out to committee as a recommendation for denial based on that amendment, and then Council can take it up next Wednesday and do whatever they want with it at that point. Fair enough? And we will—we will get the minutes and everything cleaned up—

Alderson Denise Fenton (District 6) 1:30:41

Thank you.

Attorney Christopher Behrens 1:30:42

—tomorrow. So hopefully it's more clear.

Alderson Denise Fenton (District 6) 1:30:44

Thank you so much for your help. It has all become quite confusing.

Attorney Christopher Behrens 1:30:48

And I appreciate you asking the question so we could think it through again.

Alderson Denise Fenton (District 6) 1:30:53

Okay.

Attorney Christopher Behrens 1:30:55

It's it's—this has been a sausage making legislative process not always easy to follow.

Alderson Denise Fenton (District 6) 1:31:02

Committee work in committee, right?

Attorney Christopher Behrens 1:31:04

Thank you. Absolutely, and we'll see what happens next week at Council.

Alderson Vered Meltzer (District 2) 1:31:08

Well, I have a question. So, are we now going to have a bunch of committee work to do at Council because of the way this is reporting out?

Attorney Christopher Behrens 1:31:20

You voted how you voted.

Alderson Vered Meltzer (District 2) 1:31:21

Okay.