

Approved at the April 17<sup>th</sup>, 2013 Town Board Meeting.

**TOWN OF ALGOMA  
WINNEBAGO COUNTY, WISCONSIN  
MINUTES FOR  
REGULAR TOWN BOARD MEETING  
Wednesday, March 20<sup>th</sup>, 2013 at 6:00 PM  
Algoma Town Hall  
15 N. Oakwood Road, Oshkosh, WI 54904**

**The Board may Discuss and Act on the Following:**

**1. Call to Order.**

The meeting was called to order by Chairman Blake at 6:00 PM.

**A. Roll Call.**

Chairperson Blake	Supervisor Hamann
Supervisor Timm	Supervisor Drexler
Supervisor Kierszh	Atty. K. Marone
Treasurer Edson	Clerk Nelson
Road/Drainage Coordinator Tollard	Fire Chief Scott Groth
Deputy Clerk Kuehnl	

**B. Pledge of Allegiance.**

The Pledge of Allegiance was recited by everyone in attendance.

*Winnebago County Sheriff's Deputy Jason Ripple was recognized by Chairman Blake. Deputy Ripple reminded everyone that Winnebago County Sheriff's Department is on both Facebook and Twitter. Deputy Ripple was not going to comment on the Sheriff's position on the speed limit on Omro Road or the four-way stop at the intersection of Omro/Oakwood Roads.*

**2. Public Forum.**

Julia Salomon, 1320 Snowdon Drive – Ms. Salomon spoke on the Safe Routes to School. Specifically, Ms. Salomon spoke in favor of the installation of a four way stop sign at the intersection of Omro/Oakwood Road and the reduction of the speed limit on Omro Road. Ms. Salomon wanted it noted that there would have been more supporters of the Safe Routes to School Program here today, but it just so happens that the Smithson Family Event Fundraiser was held this evening as well. A copy of Ms. Salomon's speech is attached to the record copy of the meeting minutes.

Roger Koepsel, 1141 N. Oakwood Road – Mr. Koepsel lives on Oakwood Road just south of Omro Road. Mr. Kepsol spoke on the speed limit on Omro Road. The speed limit now on Oakwood Road is 30 mph, which no one drives now. No one will drive 25 mph either. No one will go 25 mph on Omro Road either. Only those obeying the speed limit now will obey the speed limit should it be reduced. Stop signs will give the motorcycles another point to burnout until they get to the next stop sign. Mr. Kepsol just wanted to add a couple comments.

John Kolb, 1251 Tammy Road – Mr. Kolb does think the speed limit reduction is needed or the four-way stop. Years ago when his children attended Oakwood School, Hy. 21 was Omro Road. Town

Approved at the April 17<sup>th</sup>, 2013 Town Board Meeting.

residents by high school tax to offer kids a bus ride to school and if parents don't want to use that then they have to deal with the traffic. The remainder of the time, there isn't a traffic problem at the intersection. Therefore, the stop sign would be there to control the intersection for only 180 hours a year, the remaining hours, there's no need for a stop sign. It's a small window of time that the stop sign is needed. Mr. Kolb has lived off Omro Road since 1965 and hasn't seen any kids walk to school other than the lady from Melrose Park. The stop sign is simply not needed.

Mark Kainz, 1320 Snowdon Drive – Mr. Kainz is speaking tonight on behalf of the Oakwood School PTO. The PTO requests that the board vote in favor of both the reduction of the speed limit on Omro Road to 30 mph and in favor of the installation of the four-way stop at the intersection of Omro/Oakwood Roads. Mr. Kainz handed Clerk Nelson 108 comments from the Oakwood School Community.

Gary Lerch, 2919 Waldwic Lane & Service Oil Company Omro Road – Mr. Lerch agrees that speed limit reduction and the four-way stop is all about safety; everyone is concerned with the safety of the members of this township. At Planning Commission meeting last week, it appeared to Mr. Lerch that the decision was not a factual decision, but more of an emotional decision. It appears that the County Highway Department and the Sheriff's Office options are that the reduction of speed or the four-way stop doesn't meet the criteria which it's measured upon. Mr. Lerch doesn't believe it's just a school issue or a Safe Routes to School issue. We do have to work together on this. The design for the individual drop off/pick up points haven't changed in 40-50 years. The school originally held for students and Oakwood Road used to be, the town didn't have the development that we see today, or the residents, and the configuration of the school hasn't changed. Oakwood Road simply doesn't accommodate for what the town has had for development in the last 20 years, which the town needs to address. School system could be promoted to look at different configurations. For example close the existing exit, open an exit driveway to Omro road, and an entrance driveway on Oakwood Road. This would alleviate everyone trying to enter and exit the same driveway. Mr. Lerch would like to hear the opinions of both the Principal and Superintendent who are present at this meeting. This isn't just a school issue; we all have to work on this together. At the Planning Commission there were options mentioned regarding a house that came up for sale on Oakwood Road which could have enhanced the ability to open up the parking lot. It was missed and that is unfortunate. A strategic plan for the school district hasn't been developed for a long time. With all the development that has occurred and increased attendance at Oakwood School, something has to happen. It's up to the board to determine if the reduction of the speed limit and the installation of the four-way stop is necessary. Mr. Lerch uses Omro and Oakwood Roads every day and these roads are nowhere near as safe as they could be. Travel in vehicles at intersections is a risk element; each intersection has to be evaluated for traffic control. There were comments of the Planning Commission that there are four way stops at each intersection all the way down Oakwood Road. However, it's a different risk at these intersections with higher traffic counts. Advises the board to take the time and consider what they are doing as far as traffic control at Oakwood & Omro Road, because once the four-way stop sign is up, it's there forever. Time constraints have been addressed, and don't need to be debated. Mr. Lerch believes there are some other options that could be considered and encourages the board to engage the school system to work together on this issue before the stop sign goes up. Again, this is all about safety and encourages the board to consider all the options before the sign goes up.

Approved at the April 17<sup>th</sup>, 2013 Town Board Meeting.

Barry Busby, 2919 Hidden Hollow Road – Mr. Busby agrees with everything that has been said tonight. The biggest effect will be to widen Omro road, we all know that's a long time in the future. Omro Road and Leonard Point Road are the most dangerous roads in the county. Mr. Busby looked at speed limits around other rural schools in the county. The speed limit can probably be maintained as long as people drive 15 mph when children are present. Proper posting of those signs would be a huge help as well. Timing is bad in the morning at Oakwood Road and Omro Road. At Planning Commission there was a comment in regard to traffic control lights where it could be flashing yellow and stop during peak times, but that would take redoing the intersection and a lot more money. This would be worth doing when Omro Road is widened. Unfortunately, the town has to work with what is currently there. The speed limit could remain the same, but Mr. Busby would like to see the four way stops for now.

Ann Grahl, 2868 Westmoor Court – Ms. Grahl wanted to emphasize that this is not just a school issue, it's for the good of all Town of Algoma residents. Ms. Grahl was at the Planning Commission meeting last week and was told that this is not a money issue. The residents have heard many times over valid reasons why to install a four-way stop sign, and the residents have yet to hear a reason not to do. If the issue isn't money, if the sign is for safety of the town, Ms. Grahl can't understand why there isn't there an affirmative vote? Last week the Planning Commission recommended having the 4-way stop for safety for the entire town. Mrs. Grahl thinks this needs to be done for the town for safety of everyone in the town.

Doreen McCoy, 3620 Acorn Court – Ms. McCoy wanted to reiterate a couple of points. Ms. McCoy is a parent of Oakwood School and community of Town of Algoma resident. Ms. McCoy's children ride the bus to and from school. Ms. McCoy utilizes Omro and Oakwood Roads for exercise and travel to get their kids to and from places. This is a whole community issue, and if we work hard together to solve this problem, it will be a win-win solution for everyone. These are very narrow roads, and long term solution would be to widen them, but the best situation for now is to put the four-way stop sign in. At the Planning Commission meeting, it was stated that Oakwood Road has four-way stops all the way down the line except at Omro Road. Ms. McCoy sees that as being even more important to have Oakwood/Omro Roads to have the four-way stop sign, simply because the road is narrow there and for the safety of the children. Being the only intersection that doesn't have four-way stop sign is right by a school. The other intersections that have a four-way stop signs are wider, safer, and at a lower speed. Right now, focus on a four-way stop sign and, looking long term, to widen the roads for the safety of the entire town, not just for school.

Diane Bittman, 1780 Scarlet Oak Trail – Ms. Bittman wanted to address an earlier comment that children aren't seen walking or biking to school. Ms. Bittman has lived in the town for seven years, and when she talked about biking to Sheldon Nature Center, she was advised not to because of Omro Road. There is a mentality that tells people not to use Omro Road because it is unsafe. So it is not that there isn't the desire to use Omro Road for walking/biking, but long term residents are telling people not to for safety reasons. This is not just for school purposes; people like to use the Sheldon Nature Center for different reasons, such as soccer, trails, and for the park. It's shameful that during the summer, children need a parent to take them there, because it's taking away their independence.

Scott Groth, 1283 Snowdon – When Mr. Groth was kid, it was a big deal for him to get a quarter from his parents and ride his bike to the local gas station to get a candy or a soda pop. Mr. Groth's children love to ride down to Service Oil with their friends to get a treat, and the first thing out of Mr. Groth's

Approved at the April 17<sup>th</sup>, 2013 Town Board Meeting.

mouth is telling his kids not to ride on Omro Road. The Groth's don't care to have their children ride Omro Road because it isn't safe. The alternative is to ride down Lake Breeze to Sheldon to the Nature Center. The Nature Center isn't safe either because there are weirdoes out there and Mr. Groth would rather have his children escorted through the Sheldon Nature Center by an older child or adult. Otherwise they would have to ride on Oakwood Road which isn't safe either. It's a cool thing to be able to ride down to get a treat, but this is limiting kids from being kids.

Sarah Hopkins, 1324 Lake Breeze Road – Ms. Hopkins commended the community for the great comments that were made, and would like to challenge the board to take into consideration that the jurisdiction falls on the board. There have been statements made that the intersection doesn't meet certain criteria set forth by the County Highway Department or Sheriff's Office. The jurisdiction falls to Town Board and whichever way the board goes, explanations are going to have to be given. Enough of the community has weighed in on this issue and there's some very valid points made in favor of the four-way stop and reduction of speed regardless of what the criteria is. Ultimately it's the town's decision.

Bill Tollard, Property Owner on Sheboygan Avenue – Mr. Tollard believes there have been a lot of good comments made tonight. Town of Algoma does stripe that road designed for walking/biking with the width of road being 22 feet up to the edge of the walk trail. The town is encouraging pedestrians to utilize a narrow road with a 35 mph speed limit. The school has concerns with kids, and also for the use of that road other than going to school. Mr. Tollard lived on Omro Road from 1970-2003. A lot of people use Omro Road for things other than taking their kids to school. Town has the responsibility when it designates a portion of the road by striping a walking area for the safety of the pedestrians. Mr. Tollard would recommend reducing the speed limit a little bit.

### **3. Fire Department Report.**

#### **A) Fire Department held the appreciation dinner.**

The Fire Department appreciation dinner was held at Robbins Restaurant. The dinner was well attended and a good time was had by all. Spouses are invited to attend this dinner. At the dinner, Pat Rocolle was recognized as First Responder of the year. Each year the First Responders recognize a member who goes above and beyond the call of duty. The First Responders voted unanimously for Pat Rocolle. This award is given in memory of Orv Keller, a longtime member of the Town of Algoma First Responders.

#### **B) Radio System**

Winnebago County Sheriff's Department is using the mobile radios. Next to go live with the new mobile radios will be the larger Fire Departments with the remaining small departments being last to go live. The anticipated date for the town to go live is June or July, 2013. The Fire Department had a day of testing with the new radios and finds them to be much improved over the old VHF system. The department is eagerly waiting to go live with the new mobile radios.

#### **C) Picnic**

Groth thanked Clerk Nelson for having the resolution for the sale of beer on tonight's agenda. The department is still looking for volunteers from the town's committee members for traffic control during the parade.

**D) MABAS training**

Mutual Aide Box Alarm System is a feature that is called upon or used in major incidents in the area. This automatic response comes from Winnebago County 911 Dispatch Center. All Fire Departments in the county worked on establishing this emergency response. An annual training session is held in which one big event is planned for all departments to participate. The City of Oshkosh is going to be using one of their big buildings as a training scenario this year which will involve all of Winnebago County Fire Departments to see how everyone works together and to point out the strengths and weaknesses. This training will be planned before summer heat sets in. The scenario training method is a good way to build confidence in that it shows all departments have each other's back. Groth runs scenario based drills because the fire fighters like the hands on, real life situations. Unfortunately, the town doesn't have many vacant buildings to burn down; therefore, Omro invites Algoma when they burn down a building. .

**4. New Business.**

**A. Review and approve the proposed utility easements for town owned parcels 002008802 and 91621580100 for the City of Oshkosh.**

Oshkosh City Engineer, Steve Gohde, was here to answer any questions. Attorney Marone informed the board that there were some minor changes that would need to be made on the easements. Attorney Marone indicated that she was in conversations with City Attorney Lynn Lorenson who was in agreement with the changes. With the exception of the parcel numbers and legal descriptions, both easements are the same. In paragraphs 5 and 6, there is talk of maintenance and upkeep. There is language in those paragraphs that Attorney Marone wanted to clarify. The town would maintain the property as far as grass cutting and the like; however, the city would need access to their pipes for pipe maintenance. Should the city need access during the winter months, the city would be removing the snow to gain such access. Paragraph 5 and 6 will be cleaned up to reflect this. Also in paragraph 9, the easement would be attached to the property and would follow the property into the future. Sometimes, if the city would remove the pipe, the easement is considered abandoned. This is not the case with these easements and the language would need to reflect that. The other clean-up is in paragraph 17 which talks about authority. Attorney Marone would like to add a clause in which should the city allow sublet the easement to anyone, that the town would have to sign off on this sublet of because the town is actual owner of the property. Attorney Marone would ask the board to approve the easements with these alterations being made to the document with the understanding that these alterations are acceptable to both the city and the town. ***Motion by Drexler/Hamann to approve the easements with the changes suggested by Attorney Marone. No further discussion. Motion carried in a voice vote, 5-0.***

**B. Review and approve the proposed recommendations from the Planning Commission regarding**

**1. Reducing the speed limit on Omro Road.**

The board members received the draft minutes from last week's Planning Commission meeting along with all the materials that were given to the Planning Commission. Despite the recommendation from the Planning Commission, ***motion by Blake to reduce the speed limit on Omro Road to 30 mph. After three calls for a second, the motion died for lack of a second. Motion by Hamann/Kierszh to keep the speed limit the same, 35 mph, due to the survey by the Winnebago County Sheriff's and Winnebago County Highway Department.*** There was discussion on if a motion was needed if there wasn't going to be a change. ***AMENDED MOTION by Hamann/Kierszh to go with the recommend of the Planning Commission to keep***

*the speed limit the same. No further discussion. Blake requested a roll call vote. Roll call vote: Hamann-yes, Kierszh-yes, Blake-no, Timm-yes, Drexler-yes. Motion carried in a roll call vote, 4-1. .*

**2. Installing a four way stop sign at the intersection of Omro & Oakwood Roads.**

Blake stated that installation of a four-way stop sign at the intersection of Omro & Oakwood Roads passed last week at the Planning Commission unanimously. *Motion by Blake to approve the four-way stop at the intersection of Omro & Oakwood Roads per the recommendation of the Planning Commission. After three calls for second, the motion died for lack of a second.* Discussion ensued by Drexler explaining that there was a quite a bit of discussion at the Planning Commission indicating that this was the only option and she doesn't know that there's been enough time looking at all the options or doing a study of that corner. If we were dealing with the Highway Department and Sheriff's Department indicating that the intersection doesn't meet the criteria. Drexler called people who live in the area who don't want the stop sign. According to these people, the only time this intersection is a problem is in the morning, not even the afternoon. Drexler wants to consider a four-way stop that would be installed in the fall if another alternative hasn't been found at that time and enlist the help of the DOT to have another engineering study done on that corner, and also on each agenda from today until fall, to have input on a four-way stop to be installed at Omro Road and Oakwood Road in the fall of 2013. We can get more input and put more thought into this because Drexler is hearing a lot of people, who aren't at the meeting tonight are against the four-way stop. Kierszh has received e-mails as well. Hamann stated that there are 6,800 residents in the town and only 108 of them turned in a petition. Drexler thinks there may have been incorrect information regarding the survey in that it was believed the Sheriff made a recommendation and that he in fact hadn't. Drexler spoke to Amy Funnel who walks her kids to school every day. Drexler read Ms. Funnel's e-mail, a copy of which is attached to the record copy of the minutes. Drexler just doesn't think all the possibilities have been looked at. If there isn't another solution by fall of 2013, then the four-way stop is installed. There just isn't enough information and a study is needed. Blake reiterated that this isn't a school issue. These recommendations came from East Central Regional Plan Commission which has been around for a very long time. In Blake's opinion, why is the board stalling this when it could actually improve a problem area. Kierszh is not in favor of the four-way stop because he doesn't see how the four-way stop is going to alleviate any problems on the road except for at the stop sign. The road isn't going to get any wider, so if the kids are walking to school, vehicles are going to be travelling at 35 mph within 100 feet of the stop sign, which isn't going to change anything. Kierszh thinks there's going to be more congestion and more accidents at the corner caused by the stop sign because people aren't aware there's a stop sign there. The flashing signs are here now and will be installed when the frost breaks. Enforcement is also impossible because of Sheriff's staffing. Drexler reiterated that more time is needed to explore other ideas other than just a stop sign and she would like a study done by the DOT, at no charge to the town, on possible engineering options for this corner. More information is needed, the emotion needs to be taken out of the situation, there are others who haven't been able to make a meeting to comment on this, and it does impact the whole community. The community needs to come together as a consensus on this issue, and if no other alternative is suggested, then the stop signs are installed in fall of 2013. *Motion by Drexler/Timm to take the time to consider other options including discussion with DOT and also to have an agenda item each month starting with April, "Input on four-way stop to be*

Approved at the April 17<sup>th</sup>, 2013 Town Board Meeting.

*installed at Omro Road and Oakwood Road in the fall of 2013". Timm commended the Planning Commission and Mr. Savinski for gathering the information they did. **Roll call vote was requested. Roll call vote: Drexler-yes, Timm-yes, Blake-no, Kierszh-yes, Hamann-yes. Motion carried in a roll call vote, 4-1.***

**C. Resolution 1-2012, Sale of Fermented Malt Beverages for the Fire Department Picnic, Saturday June 1<sup>st</sup>, 2013.**

Motion by Hamann/Kierszh to approve. No further discussion. Motion carried in a voice vote, 5-0.

**5. Supervisor statements.**

**A. Recap of meeting between the Sheldon Nature Area and Oshkosh Area School District on February 28<sup>th</sup>. (Blake)**

Blake read a statement which is attached to the record copy of the meeting minutes. The statement indicates that Blake, along with Clerk Nelson attended a meeting on February 28, 2013 between the Sheldon Nature Area and the Oshkosh Area School District. The meeting was primarily on the land trust issue in which Sheldon Nature Area and the Oshkosh Area School District has decided to move forward without partnering with the town to put the Sheldon Nature Area into a land trust. A copy of Clerk Nelson's notes from that meeting was also distributed to the Town Board members. A copy of those notes is also attached to the record copy of the meeting minutes. No action taken.

**6. Receive Road/Drainage Coordinator Report March, 2013.**

**7. Approve Minutes of Previous Meetings.**

**A. Regular Town Board Meeting of February 20<sup>th</sup>, 2013.**

Motion by Kierszh/Hamann to accept. No further discussion. Motion carried in a voice vote, 5-0.

**B. Special Town Board Meeting, Stormwater Management, of March 6<sup>th</sup>, 2013.**

Motion by Hamann/Kierszh to accept. No further discussion. Motion carried in a voice vote, 5-0.

**8. Approve monthly disbursements for March, 2013.**

Motion by Kierszh/Hamann to approve. No further discussion. Motion carried in a voice vote, 5-0.

**9. Receive Treasurer's Report March, 2013.**

The Treasurer's Report was received.

**10. Adjourn.**

Motion by Kierszh/Hamann to adjourn. No further discussion. Motion carried in a voice vote, 5-0.  
Meeting adjourned at 7:35 PM.

Respectfully submitted,

*Charlotte Nelson*

Charlotte K. Nelson, WCMC  
Algoma Town Clerk  
Town of Algoma, Winnebago County, WI