

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 11/28

BILL NO. AB 436

SUBJECT [check]

(NAME) Rep. Steve Dickett

(Street Address or Route Number)

(City and Zip Code)

(Representing) 57th AD

Speaking in Favor: [check]

Speaking Against: []

Registering in Favor: []

but not speaking: []

Registering Against: []

but not speaking: []

Speaking for information only; Neither for nor against: []

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms State Capitol - B35 South P.O.Box 7882 Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: 11/28/01

BILL NO. AB 436

SUBJECT [check]

(NAME) Pete Rusch

(Street Address or Route Number) 4802 Sheboygan Av

(City and Zip Code) Madison, WI 53707

(Representing) Wis Dept Trans

Speaking in Favor: [X]

Speaking Against: []

Registering in Favor: []

but not speaking: []

Registering Against: []

but not speaking: []

Speaking for information only; Neither for nor against: []

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SENATE HEARING SLIP

(Please Print Plainly)

DATE: 11/23/01

BILL NO. AB 436

SUBJECT [check]

(NAME) Tom Johnson

(Street Address or Route Number) 125 S. WATSON

(City and Zip Code) MADISON, WI 53707

(Representing) Dept. of Public Instruction

Speaking in Favor: []

Speaking Against: []

Registering in Favor: []

but not speaking: [X]

Registering Against: []

but not speaking: []

Speaking for information only; Neither for nor against: []

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms State Capitol - B35 South P.O.Box 7882 Madison, WI 53707-7882

SENATE HEARING SLIP

(Please Print Plainly)

DATE: November 28, 2001

BILL NO. AB 436
OR

SUBJECT ✓

JUDY SCHEMEL
(NAME)

10 E. DORT ST., SUITE 800
(Street Address or Route Number)

MADISON WI 53703
(City and Zip Code)

WISCONSIN COUNCIL OF RELIGIOUS
AND INDEPENDENT SCHOOLS
(Representing)

Speaking in Favor:

Speaking Against:

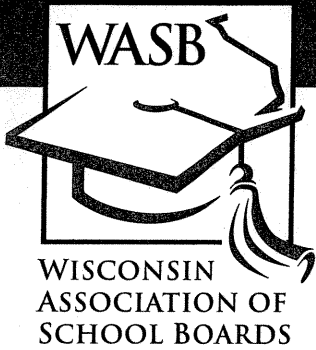
Registering in Favor:
but not speaking:

Registering Against:
but not speaking:

Speaking for information
only; Neither for nor against:

Please return this slip to a messenger PROMPTLY.

Senate Sergeant-At-Arms
State Capitol - B35 South
P.O. Box 7882
Madison, WI 53707-7882



122 W. WASHINGTON AVENUE, MADISON, WI 53703
PHONE: 608-257-2622 • FAX: 608-257-8386

KEN COLE, EXECUTIVE DIRECTOR

TO: Rep. Steve Wieckert

FROM: Sheri Krause, Legislative Services Coordinator

DATE: April 18, 2001

RE: LRB 1064/3, relating to requiring the department of transportation to provide transportation planning and assistance in reviewing the site plan of proposed school construction or enlargement and granting rule-making authority.

The Wisconsin Association of School Boards supports LRB 1064/3, relating to requiring the department of transportation to provide transportation planning and assistance in reviewing the site plan of proposed school construction or enlargement and granting rule-making authority.

This legislation would provide school boards, at their request, with the opportunity to receive guidance from the department of transportation when proposing a new building or an enlargement of an existing facility. Often, school board members do not have experience in regards to transportation-related matters and this guidance would help them to make decisions in the best interest of children's safety and minimize any adverse impacts on motor vehicle traffic.

Thank you for the opportunity to review LRB 1064/3. I look forward to working with you to advance this proposal.



Transportation Development Association of Wisconsin

22 N. Carroll Street, Suite 102
Madison, WI 53703
(608) 256-7044
fax (608) 256-7079
general@tdawisconsin.org
www.tdawisconsin.org

Executive Director
Philip J. Scherer

August 23, 2001

Representative Jeff Stone
P.O. Box 8953
Madison, WI 53708-8953

Dear Representative Stone:

Although I could not attend the August 23, 2001 Assembly Transportation Committee hearing at which you discussed AB 436, I wish to relay strong support for the bill. TDA and its members are committed to many of the objectives incorporated in the bill, including safety and good planning, as well as coordination and communication relative to land use and transportation.

Although the direct link between land use and transportation issues is well known to those of us in planning or transportation, it is all too often overlooked. Bill AB 436 will help make sure that the needed coordination between school districts and transportation planners exists. In reality, it could be called a common sense bill.

The bill would help assure that problems are averted and preventative measures considered in an area where the cost of failing to do so can be much more than just financial.

WisDOT and transportation stakeholders from throughout the state are committed to good planning and maximum coordination between land use issues and all forms of transportation. This is evidenced by the recently completed State Highway, Bicycle and Pedestrian Plans. TDA members were heavily involved in the preparation of all three and all clearly recognize the need for communication and coordination on land use, development and transportation issues. I especially call your attention to the State Pedestrian plan and its relevance to school-related activities.

Sincerely,

Kenneth R. Graham, President
Transportation Development Association of Wisconsin

cc: Rep. Wieckert
Members of the Assembly Transportation Committee

President
Ken Graham
Senior Vice President
HNTB
Milwaukee

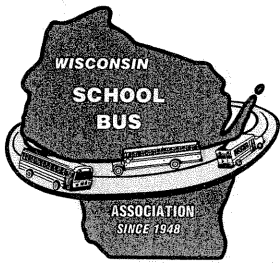
1st Vice President
Doug Pearson
Executive Director
CHAMCO, Inc.—The
Oshkosh Industrial
Development Corp.
Oshkosh

2nd Vice President
Ernie Stetenfeld
Vice President Public and
Government Relations
AAA Wisconsin
Madison

Secretary
Lee Crook
Director of
Transportation Services
Short-Elliott-
Hendrickson, Inc.
Chippewa Falls

Treasurer
Scott Mathy
Vice President
Mathy
Construction Co.
Onalaska

Past President
Dave Mumma
Transit Director
City of Janesville
Janesville



WISCONSIN SCHOOL BUS ASSOCIATION

P.O. Box 168 • Sheboygan, WI 53082-0168 • (920) 457-7008 • Fax (920) 457-5758

Robert W. Christian, Executive Director

August 23, 2001

Rep. Steve Wieckert
16 W. State Capital
Madison WI 53702

Dear Representative Wieckert:

Ref: AB436

The Wisconsin School Bus Association is in favor of AB436. As I have traveled the state the last nineteen years, one of the biggest problems schools have on their property is safe and efficient movement of traffic.

Specifically, school buses are not in many cases thought of in the overall transportation plan. This bill would allow school districts to tap the expertise of D.O. T. engineers to provide for safe transportation of Wisconsin School Children.

It has been my experience on school grounds that school buses, private vehicles and pedestrians don't mix well. Any help a school district can receive to help out during construction will save a lot of headaches later.

I urge the committee to pass this bill.

Sincerely,

Bob

Robert W. Christian
Executive Director

RWC/fk

CC: WSBA Board

AB 436 Testimony

By

The Wisconsin Department of Transportation

8/23/2001

The Department is pleased to support AB 436, a bill that will provide the opportunity to enhance the safety of school children and street or highway users in the vicinity of schools, whether newly constructed schools or the major modification of existing schools.

While Department staff from the 8 District offices have often provided services to school boards regarding building or expansion plans and the impacts thereof, there has not been a formal process to do so statewide. There have been successes where DOT districts and school boards have collaborated on site development and transportation issues, but there are also many cases where significant problems have developed because there has not been the desired coordination regarding the construction or major modifications of schools adjacent to major highways. The DOT and school boards have been left scrambling and sometimes at odds with one another to provide optimal solutions to problems that develop as a result of the lack of coordination on school site or highway development and the impact of one on the other.

AB 436 clearly demonstrates to the Department and School Boards that the interests and safety of school children, "precious cargo," are of paramount importance in Wisconsin and that cooperation between the organizations is essential to achieving the goals intended by the bill. In fact, the Department was a willing participant with the author of the bill, Rep Weickert, on the development of the language for the bill. The Department will annually notify school boards of the Department's obligations and services available. The Department will also make educational materials, safety courses and other assistance available upon request by a school boards. We expect that the immediate result of this legislation will be the beginning of the development of and the strengthening in many cases of strong and on-going partnerships with school boards.

Precious Cargo

**Testimony for Mark A. Ball to the Wisconsin Legislature,
Senate Transportation Committee**

Mister chairman, members of the committee, and distinguished leaders and guests –

Thank you for allowing me this time to visit with you about a growing problem – traffic safety near schools. While the experience we have had in dealing with this problem is specific to Texas, we realize that it is a problem throughout the nation. That is because the challenge becomes greater as we experience growth in our communities.

Consider, if you will, that for the first time in the 20th century, all states gained population from 1990 to 2000, according to the U.S. Census Bureau.

Consider also, that the increase of 32.7 million people in the U.S. during that time is the largest 10-year population increase in United States history.

That phenomenal growth has been exemplified in the Dallas region, where growth in population, registered vehicles and school enrollment exceeded 25 percent over the past decade.

This dramatic growth has resulted in the addition of dozens of new schools in large urban areas (in Dallas and in countless other cities). Many of these schools have been built in once-remote rural areas. In many cases, these schools are being built near high-speed two-lane highways that were not originally designed to accommodate the traffic volumes typically associated with a school. Poor communication and cumbersome bureaucratic policies have combined to create this potentially deadly situation.

The Texas Department of Transportation in most cases is unaware that a new school is being built until a school district contacts the department and requests (or often demands) traffic control assistance after construction is under way or complete. By that time, it's too late to take cost-effective actions. This lack of communication can sometimes result in tragedy.

Please allow me to relate a story that clearly illustrates why this problem deserves our attention.

In the fall of 1998 near Dallas, Texas, in a largely rural area of Collin County, a 7-year-old boy was fatally injured near his school when the car in which he was riding was rear-ended on a state highway where the speed limit was 65 mph.

In the days following the tragedy, school administrators and city officials called upon TxDOT to immediately lower the speed limit and install traffic signals and turn lanes. Other rural communities began to call for the same improvements near their own schools. State officials were unable to immediately respond to these requests, however, because of state

laws that regulate speed limits and the use of traffic signals. These laws are designed in part to ensure uniformity in the state's highway system and also to ensure that limited funds are put to their best use.

When logical arguments like these collide with emotional pleas from school administrators and parents of young children, the results can be quite volatile, as we soon learned. The level of negative public sentiment against the Department was evident in the news coverage immediately after the fatal crash. This sentiment grew quickly and was so fervent, in fact, that I personally received by telephone several death threats on myself and my family.

Clearly, the more effective way to solve school zone traffic problems is to address them before they happen. This is what TxDOT, through the Precious Cargo program, set out to do.

Our objective was simple -- To establish and maintain effective, ongoing communication between TxDOT-Dallas and Dallas-area school districts and communities, working to ensure the safest possible environment for schools located along or adjacent to state highways. The objective was simple enough, but how we were to achieve it would involve a sharp departure from the business-as-usual way in which virtually all public agencies operate.

First of all, we – both TxDOT and local communities – simply had to do a better job of communicating. So, we developed the Precious Cargo program and opened that dialogue by inviting the superintendents of nearly

70 area school districts to visit with us about how our proposed program would work.

Secondly, we had to come up with new solutions to this new problem. For example, in times of rapid growth, the need for a left-turn lane may arise long before highway plans and budgets can accommodate its construction.

This very problem presented TxDOT and one local community with an opportunity to demonstrate the type of partnership that Precious Cargo works to advance. In this case, the community had money for construction materials, but no equipment or employees trained in road construction. TxDOT, on the other hand, had equipment and crews, but no budget for materials at this particular location. After combining forces, it was only a matter of days before the community had the traffic safety improvement that it needed near that school.

Neither of these ideas – opening a dialogue or sharing resources – is altogether complex. They are, however, a bit revolutionary in the culture of state and local government. These ideas – and others I'm unable to share due to our limited time today – have produced a program that has been quite successful for us. I am proud to report to you today that since the launch of Precious Cargo, traffic safety has been improved near more than 160 schools in some 60 school districts in numerous areas of Texas.

In addition, Texas will be considering Precious Cargo legislation a year from now during its next legislative session. Other states, like Wisconsin, have moved quicker. Today the program is seriously being

considered in Oregon, North Carolina, West Virginia, and Florida, as well as in large metropolitan cities such as Chicago and San Diego.

My colleagues in Texas and I are honored and grateful that you would allow us this time to share with you our experience in successfully dealing with this critical transportation safety problem. As fellow public servants, we applaud you for giving this issue the attention it clearly deserves. It is our sincere hope that you will be able to benefit from our experience. And, it is our hope that you, too, will reap the benefits of the Precious Cargo program, and make the traffic environments near schools safer for the children of Wisconsin.

TxDOT is pleased to note that Precious Cargo has been recognized at both the statewide and national levels with numerous awards for traffic safety, communication, and innovation in government service. However, no award can compare with the knowledge of what Precious Cargo does.

It saves lives. It has saved lives in Texas. It can save lives in Wisconsin, as well.

Thank you.



SCHOOL ADMINISTRATORS ALLIANCE

4797 Hayes Road • 2nd Floor
Madison, Wisconsin 53704
(608) 242-1370 • FAX (608) 242-1290
E-Mail: kammerud@wasda.org

Jennifer A. Kammerud
Director of
Government Relations

April 24, 2001

An Alliance of:

**Association of
Wisconsin School
Administrators**

**Wisconsin Association
of School District
Administrators**

**Wisconsin Association
of School Business
Officials**

**Wisconsin Council for
Administrators of
Special Services**

Representative Steve Wieckert
PO Box 8952
Madison, WI 53708-8952

Dear Representative Wieckert:

Thank you for providing us with the opportunity to examine your bill, relating to transportation planning and assistance for schools by the Department of Transportation (DOT).

The School Administrators Alliance (SAA) feels that this bill will provide school districts with valuable and needed information from the DOT, as they go about planning their building projects. We are supportive of your bill.

Thank you once again for the opportunity to review this bill. If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'JK', is written over a large, faint, stylized graphic that resembles the SAA logo.

Jennifer Kammerud
Director of Government Relations

JK:jh

Wisconsin Council of Religious and Independent Schools
10 East Doty Street, Suite 800
Madison, WI. 53703
Phone: (608) 441-5150 Fax: (608) 441-5151
Email: judd.schemmel@wcris.org

TO: Senator Roger Breske, Chairperson, Senate Committee on Insurance, Tourism, and Transportation, and Members of the Senate Committee on Insurance, Tourism, and Transportation.

From: Wisconsin Council of Religious and Independent Schools (WCRIS)

Subject: WCRIS written testimony in support of AB 436 – Precious Cargo Legislation

Chairperson Breske, members of the committee, we appreciate the opportunity to submit this written testimony in support of AB 436. We regret that we are unable to appear before you personally as part of the public hearing on this important piece of legislation.

The Wisconsin Council of Religious and Independent Schools is an organization representing more than 700 religious and independent K-12 schools throughout Wisconsin. Enrollment in WCRIS member schools exceeds 135,000 students.

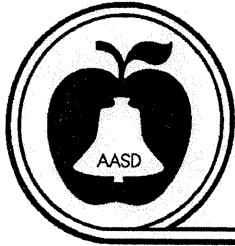
Nothing is more important in our schools than the safety of our students. It is with a great sense of commitment that our schools accept the responsibilities entrusted to them by our parents. At the center of these responsibilities is an obligation to create the safest possible environment both in and around the school.

AB 436 would require the Department of Transportation to, upon request, review the site plan for any proposed enlargement of school grounds, or proposed construction or enlargement of school buildings or facilities. The review would provide DOT with an opportunity access the impact these projects will have on the surrounding roadways and traffic patterns, and offer guidance to a school on ways they can ensure a greater level of safety both on and around the school grounds. The fiscal impact on the state, estimated at \$62,400 is minimal.

Wisconsin's religious and independent schools have been very fortunate. To the best of our knowledge, we have not experienced any recent fatalities attributable to traffic on our around school grounds. A portion of our member schools has indicated that they've had students injured in traffic related accidents occurring on or around school grounds. Many of our schools have experienced a significant number of "near misses" on school grounds.

There's no question that traffic safety is an important issue for all schools. By passing AB 436 we can team the schools with the experts on issues of traffic safety, and give our schools, children and parents the best opportunity to have safe school zones.

Again, Thank you for the opportunity to submit our written testimony in support of AB 436.



Appleton Area School District

10 College Avenue, Suite 214 • P.O. Box 2019 • Appleton, WI 54912-2019
Office of the Superintendent: 920-832-6126 • Fax: 920-832-1725 •

May 3, 2001

Representative Steve Wieckert
Fifty-Seventh District
State Capitol
Room 9 North
P. O. Box 8953
Madison, WI 53708

Dear Representative Wieckert:

I support requiring the Department of Transportation to advise School Boards on any planned development that might create safety hazards for children. At this time, the City of Appleton and Grand Chute share information and ask for our input for decisions that might impact our schools. This is not the case in some areas, and I believe that the proposed legislation, referred to as the "Precious Cargo Act" would be a positive step towards improved school safety.

Sincerely,

Thomas G. Scullen, Ed.D.
Superintendent

TGS:jak

Precious Cargo Testimony (AB 436)
Senate Committee on Insurance, Tourism, and
Transportation
November 28, 2001
Rep. Steve Wieckert

Thank you Mister Chairman and members of the committee for the opportunity to testify in support of AB-436 that I have authored.

Student safety traveling to and from school is indeed an important issue throughout the United States. Unfortunately, about 800 students lose their lives going to and from school every year in the United States caused by traffic accidents.

This statistic does not even include non-fatal injuries or other car accidents.

The legislation before you would help protect our students from accident and injury traveling to and from school. This would be achieved by allowing school districts to tap the

expertise of the Department of Transportation when planning new school construction or major remodeling activities. DOT would review the site plan and make recommendations on the best and safest ways to deliver students to school. Items to be reviewed would include road design, entrances to the school and parking lot, sidewalks, bike paths, bus lanes, bypass lanes, left-hand turn lanes, and any other area which the DOT feels would be helpful in providing for student safety and the reduction of traffic congestion.

The Department of Transportation estimates that the cost of review of these school site plans could be absorbed within the DOT budget. Additionally, both school boards and the DOT would benefit from the increase communication this bill would encourage. The DOT would benefit as it plans new roads and transportation facilities by knowing where new schools may be planned. School boards would be able to make more informed site locations for schools by knowing of

future road layout plans of the DOT. This is common sense. It happens to some degree now but I would like to see it applied more consistently around the state. DOT now offers this service for highway repair and bridge construction to municipalities. In many ways, this legislation would be an extension of that, allowing school districts to have their new school plans reviewed for student safety by DOT.

Texas has a very successful program to reduce traffic accidents near schools. Both the Department of Transportation in Texas and the school districts speak highly of it. The bill before you was modeled after this program. Mark Ball from the Texas Department of Transportation came to Madison to offer his support and first-hand knowledge when this bill was heard in the Assembly Transportation Committee. He is unable to attend today, but he has submitted written testimony. Mark's knowledge of this program is remarkably thorough and his testimony will

give you some idea of the scope and success of this program in Texas.

This legislation was developed over a number of months as a result of numerous meetings with Department of Transportation officials to develop a draft of legislation that would be efficient and practical to implement. I thank the DOT for their continued cooperation and open-mindedness on this issue.

This bill is also supported by the Wisconsin School Administrators Alliance, the Wisconsin Association of School Boards, and the Wisconsin Bus Association.

Finally, I thank Superintendent Elizabeth Burmaster and the Department of Public Instruction for their support of this legislation and their interest in protecting Wisconsin's students.

This legislation is proactive. It is not glamorous or glitzy, but it is good public policy that in the long term, as new schools are built, will help provide for student safety. Wisconsin has over a million students enrolled in grades K-12. We will never know the names of the students whose lives we save or whose injuries we prevent, but that is a far better predicament that knowing the names of those we could have saved but did not.

Thank you for this opportunity to testify. If you have any questions I would be happy to answer them.

Fiscal Estimate Narratives

DOT 6/7/01

LRB Number 01-1064/3	Introduction Number AB-436	Estimate Type Original
Subject		
DOT review of new school construction plans		

Assumptions Used in Arriving at Fiscal Estimate

The bill requires, that if requested, the Department of Transportation shall assist school boards in the review of the transportation impacts of proposed new schools or additions or modifications to existing schools. The Department is also required to provide information to schools on an annual basis.

Based on calendar year 2000 referendums passed by voters statewide, it is estimated that 14 new schools are constructed and 50 (38 in 2000) existing schools undergo major improvements/additions annually that would be impacted by this legislation. It is also estimated for the purposes of this fiscal estimate, that a school board would request DOT assistance for all of the new schools and for 1/2 (25) of the major reconstructions.

For new schools and major improvements, the Department would significantly benefit in it's review if the school board provides a Traffic Impact analysis (TIA) to the Department. Many consultants are becoming well versed in the understanding of the need for and the development of TIA's and could prepare TIA's for school boards upon request..

Long-Range Fiscal Implications

NEW SCHOOLS AND MAJOR IMPROVEMENT COST ESTIMATE

For a new school or major reconstruction, it is estimated that an average TIA would take four person weeks to complete. At \$80 per hour for consultant services, the cost per TIA would be $20 \times 8 \times 80 = \$12,800$. For Department review of these TIA's it is estimated that 4 person days would be required. At \$50 per hour the cost per TIA would be $4 \times 8 \times 50 = \$1,600$.

Total Costs

School Boards for TIA's - (14 new schools) x \$12,800 = \$179,200

School Boards for TIA's - (50 major improvements x 1/2)x \$12,800 = \$320,000

DOT Review of TIA's - ((14 new schools + 50 major improvements x 1/2))x \$1,600=\$62,400

156 person days - DOT

The Department, by Administrative Rule, is required to define Transportation Impact Analysis. It is estimated that 40 person days at a rate of \$50 per hour will be required to develop the rule. The cost for this effort is $40 \times 8 \times \$50 = \$16,000$.

The Department is required to make available to any school board safety courses, educational materials and other assistance related to ensuring the convenience and safety of children and motor vehicles in school zones. The Department may assess a fee not to exceed the cost of the services provided.

The Department is also required annually to provide each school board written notification of the Department's obligations and available services. The initial cost to establish a web based system to provide notice of these services is estimated to take 8 person weeks at \$40 per hour. The total one time initial start up cost for the web page is $40 \times 8 \times \$40 = \$12,800$. Annual costs for the notice of services is estimated to require 1 person week at \$40 per hour. The Annual cost is $5 \times 8 \times \$40 = \$1,600$

The obligation of the Department to provide safety courses, educational materials and other assistance as defined by this bill is considered by the Department as part of the normal cost of doing business. Many services

are now being being made available by the Department, but there has been only modest response by schools statewide to take advantage of those services.

Fiscal Estimate Worksheet - 2001 Session

Detailed Estimate of Annual Fiscal Effect

Original
 Updated
 Corrected
 Supplemental

LRB Number 01-1064/3		Introduction Number AB-436	
Subject			
DOT review of new school construction plans			
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):			
\$16,000 - Define TIA by Rule \$12,800 - Set up DOT Web Page for notification of services available from DOT \$28,800 - TOTAL ONE TIME COSTS			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes		\$62,400	
(FTE Position Changes)			
State Operations - Other Costs			
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category		\$62,400	\$
B. State Costs by Source of Funds			
GPR			
FED			
PRO/PRS			
SEG/SEG-S (62,400)		62,400	
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
		Increased Rev	Decreased Rev
GPR Taxes		\$	\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			
TOTAL State Revenues		\$	\$
NET ANNUALIZED FISCAL IMPACT			
		<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS		\$62,400	\$
NET CHANGE IN REVENUE		\$	\$
Agency/Prepared By		Authorized Signature	Date
DOT/ Peter Rusch (608) 266-0459		Carol Buckmaster (608) 267-6979	5/18/01

Fiscal Estimate - 2001 Session

Original
 Updated
 Corrected
 Supplemental

LRB Number 01-1064/3	Introduction Number AB-436	
Subject DOT review of new school construction plans		
Fiscal Effect		
State:		
<input type="checkbox"/> No State Fiscal Effect <input type="checkbox"/> Indeterminate		
<input type="checkbox"/> Increase Existing Appropriations <input type="checkbox"/> Decrease Existing Appropriations <input type="checkbox"/> Create New Appropriations	<input type="checkbox"/> Increase Existing Revenues <input type="checkbox"/> Decrease Existing Revenues	
<input checked="" type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Decrease Costs		
Local:		
<input type="checkbox"/> No Local Government Costs <input type="checkbox"/> Indeterminate		
1. <input type="checkbox"/> Increase Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	3. <input type="checkbox"/> Increase Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	
2. <input type="checkbox"/> Decrease Costs <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	4. <input type="checkbox"/> Decrease Revenue <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	
5. Types of Local Government Units Affected		
<input type="checkbox"/> Towns <input type="checkbox"/> Counties <input type="checkbox"/> School Districts	<input type="checkbox"/> Village <input type="checkbox"/> Others <input type="checkbox"/> WTCS Districts	
<input type="checkbox"/> Cities		
Fund Sources Affected		
<input type="checkbox"/> GPR <input type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input checked="" type="checkbox"/> SEG <input type="checkbox"/> SEGS		
Affected Ch. 20 Appropriations		
Agency/Prepared By DOT/ Peter Rusch (608) 266-0459	Authorized Signature Carol Buckmaster (608) 267-6979	Date 5/18/01

WHY WE NEED PRECIOUS CARGO IN WISCONSIN

Safety issues at corner near Horizons Elementary School trigger PTA concerns

Parents work to bring crossing guard to busy intersection

By Arnie Traylor
Staff Reporter

The area near the intersection of Schaefer Street and Appletown Circle on Appletown's east side is getting a closer look in response to concern about children's safety as they walk

for a safe crossing.

"Our concern for the children is after school without a crossing guard there," said Horizons Principal Karen Britz. "It's a heavy traffic area that's out of view from the school and from the Schaefer Street and Schaefer Circle intersection."

"We need a four-way stop sign at a

SUNDAY, AUGUST 8, 1999

High school adds to concern over County N traffic

Traffic lights may be required at several intersections

By Judy Mahoney
Post-Crescent staff writer

When the new Kimberly High School opens two years from now, it is a certainty traffic on already busy County N will increase more.

Even if two entrances into the school property were created, the traffic count on N would go way up. With the refusal of Combined Locks to allow Bonnie Lane to be used as a second access, the school's sole entrance at County N and Kennedy Avenue will be congested.

That's not the only spot on County N that concerns Out-Steatic County Public Works

CHAIRMAN Allan Diederich and officials are expected to meet to the north to meet their minds about school traffic issues.

Chas has a high school building on (County) N, and they have access only off N, to the school.

Board of Education to review the school's main entry point.

Without the plan to add from the site plan and rule on the commission's recommendation of emergency access only to the north to meet their minds about school traffic issues.

Chas has a high school building on (County) N, and they have access only off N, to the school.

Board of Education to review the school's main entry point.

Without the plan to add from the site plan and rule on the commission's recommendation of emergency access only to the north to meet their minds about school traffic issues.

Chas has a high school building on (County) N, and they have access only off N, to the school.

City takes measures to provide for student safety

By Chris Bahr
Staff Reporter

City of Kaukauna officials took two measures to ensure student safety is present at points where they walk before and after school.

The Board of Public Works voted unanimously to spend approximately \$10,000 on a street lighting project.

spending of between \$10,000 and \$15,000 to purchase the usual overhead flashing light.

However, the light which now is set to be purchased will be installed directly into the street.

Kaukauna will be the first city in Wisconsin to use such a light.

client since most people become accustomed to a light that flashes all day and, eventually, forget that it's there.

"It will provide the protection we need," he said.

According to Deputy Director of Public Works, a straight

Also on Monday, the board voted to authorize the painting of a crosswalk on Highway GE in front of Kaukauna High School.

Lamble said officials found that if the culvert is extended, a straight walkway from

KAUKAUNA

\$50,000 plan should ease traffic problems

A plan to alleviate after-school gridlock in the Kaukauna High School parking lot is estimated to cost the district more than \$48,000.

the reaction of local residents at a public hearing about 30 residents of Wallace called the meeting. The

At that time, Leitch said, school officials agreed there would be no access through the first site plan was presented to the Plan Commission three weeks later.

The mission was to study the proposed school site on County N, and the Wallace Plan. The building at the Wallace Plan.

Factions to meet about school site

Combined Locks official points north to ease fears about limited access from County N to new high school

By Greg Stamp
Post-Crescent staff writer

COMBINED LOCKS - Chairman Allan Diederich and officials are expected to meet to the north to meet their minds about school traffic issues.

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Traffic lights endorsed for high school driveway

be for entrance only, the other for exiting only. The intersection of Loderbauer and the exiting driveway would be controlled by a traffic signal that would be activated only during the hour after school dismissal.

Motorists leaving the school's parking lot after dismissal and following sporting and school events would

one of the two-lane roads would

one of the two-lane roads would

one of the two-lane roads would

one of the two-lane roads would

Council paving the way to Ferber

Safety concerns for pupils who now walk in streets prompt vote for sidewalks

one of the two-lane roads would

one of the two-lane roads would

one of the two-lane roads would

one of the two-lane roads would

one of the two-lane roads would

one of the two-lane roads would

one of the two-lane roads would

one of the two-lane roads would



Vote Record

Senate - Committee on Insurance, Tourism, and Transportation

Date: 11.28.01
 Moved by: BR Seconded by: Sch

AB: 436 SB: _____
 Clearinghouse Rule: _____
 AJR: _____ SJR: _____
 Appointment: _____
 AR: _____ SR: _____
 Other: _____

A/S Amdt: _____
 A/S Amdt: _____ to A/S Amdt: _____
 A/S Sub Amdt: _____
 A/S Amdt: _____ to A/S Sub Amdt: _____
 A/S Amdt: _____ to A/S Amdt: _____ to A/S Sub Amdt: _____

Be recommended for:

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> Passage | <input type="checkbox"/> Indefinite Postponement |
| <input type="checkbox"/> Introduction | <input type="checkbox"/> Tabling |
| <input type="checkbox"/> Adoption | <input checked="" type="checkbox"/> Concurrence |
| <input type="checkbox"/> Rejection | <input type="checkbox"/> Nonconcurrence |
| | <input type="checkbox"/> Confirmation |

Committee Member

	<u>Aye</u>	<u>No</u>	<u>Absent</u>	<u>Not Voting</u>
Sen. Roger Breske, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Richard Grobschmidt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Jim Baumgart	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Alan Lasee	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Dale Schultz	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Totals: _____

Motion Carried

Motion Failed