



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

**WEDNESDAY, APRIL 11, 2018, 5:00 PM
CITY HALL, ROOM 207**

A. ROLL CALL.

Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, Excused:

B. APPROVAL OF THE AGENDA.

Moved by Alderperson Dave Nennig, seconded by Alderperson John VanderLeest to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

C. APPROVAL OF MINUTES.

1. Approval of the minutes from the regular meeting on March 28, 2018.

Moved by None, seconded by None to approve. Motion carried.

Yes- None, No- None, Abstain- None

Moved by Alderperson John VanderLeest, seconded by Alderperson Chris Wery to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

D. NEW BUSINESS.

1. Consideration with possible action on a request by Department of Public Works to enter into a Professional Services Agreement with AECOM for Construction Services for the BRIDGE 1-18 (B-05-225: ATKINSON DRIVE OVER CN/WC RAILROAD) REHABILITATION project (held over from March 28, 2018 Improvement and Service Committee meeting).

Moved by Alderperson Chris Wery, seconded by Alderperson Dave Nennig to approve. Motion

carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

2. Consideration with possible action on a request by Department of Public Works to contract with Low Competent Engineering Consultant to update the City's Storm Water Management Plan by completing a City Wide Source Loading and Management Model Analysis.

Moved by Alderperson John VanderLeest, seconded by Alderperson Dave Nennig to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

3. Consideration with possible action on a request by Department of Public Works to perform a sidewalk study on East Mason Street from Main Street to the I43 Business Park.

Moved by Alderperson Dave Nennig, seconded by Alderperson Chris Wery to receive and place on file. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

4. Consideration with possible action on report of the Purchasing Manager.

Moved by Alderperson John VanderLeest, seconded by Alderperson Dave Nennig to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

5. Report the award of contract BRIDGE 1-18 (B-05-225: ATKINSON DRIVE OVER CN/WC RAILROAD) REHABILITATION.

Moved by Alderperson Dave Nennig, seconded by Alderperson Chris Wery to receive and place on file. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

6. Consideration with possible action on the review and award of the contract PAVEMENT REPAIR - 2018.

Moved by Alderperson Chris Wery, seconded by Alderperson John VanderLeest to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

7. Consideration with possible action on the review and award of the contract RESURFACING 1-18.

Moved by Alderperson John VanderLeest, seconded by Alderperson Dave Nennig to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

8. Consideration with possible action on the review and award of the contract SEWERS 2-18.

Moved by Alderperson John VanderLeest, seconded by Alderperson Dave Nennig to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

9. Consideration with possible action on Offering Price Reports for the Webster Avenue project and authorize payment.

Moved by Alderperson Dave Nennig, seconded by Alderperson Chris Wery to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

10. Consideration with possible action on Agreement(s) for Purchase and Sale of Real Estate for the Webster Avenue project and authorize payments.

Moved by Alderperson Dave Nennig, seconded by Alderperson Chris Wery to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

11. Consideration with possible action on Relocation Claims for the Webster Avenue project and authorize payments.

Moved by Alderperson Dave Nennig, seconded by Alderperson Chris Wery to approve as amended. The Relocation Claim for Parcel 9a was amended from \$83,211.00 to \$83,521.00. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

Moved by Alderperson Dave Nennig, seconded by Alderperson Chris Wery to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

12. Consideration with possible action on Deed and Temporary Limited Easements for the Erie Road project and authorize payments.

Moved by Alderperson John VanderLeest, seconded by Alderperson Dave Nennig to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

13. Consideration with possible action on Storm Sewer Easement for the Hillcrest Drive project and authorize payments.

Moved by Alderperson Dave Nennig, seconded by Alderperson Chris Wery to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

14. Consideration with possible action on applications for Concrete Sidewalk Builder's Licenses by the following:

A. Anderson Basement Repair Inc.

B. Holtger Bros., Inc.

C. Kurowski Const.

D. Martell Construction Inc.

E. Melnarik Concrete Inc.

F. Tom Conard Const. LLC

G. Loch Const. Co. Inc.

Moved by Alderperson Dave Nennig, seconded by Alderperson John VanderLeest to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

15. Consideration with possible action on application for a Tree & Brush Trimmer License by Beaver Tree Specialists.

Moved by Alderperson John VanderLeest, seconded by Alderperson Chris Wery to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

E. INFORMATIONAL.

1. Director's Report on recent activities of the Public Works Department.

Moved by Alderperson Dave Nennig, seconded by Alderperson John VanderLeest to receive and place on file. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

Moved by Alderperson Dave Nennig, seconded by Alderperson John VanderLeest to hold. The general meeting was put on hold until 6:00 pm at which time the Public Hearing will commence. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

2. The next Improvement and Service Committee meeting is scheduled for April 25, 2018.

F. PUBLIC HEARINGS.

Moved by Alderperson John VanderLeest, seconded by Alderperson Dave Nennig to open the floor for discussion. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

Moved by Alderperson John VanderLeest, seconded by Alderperson Dave Nennig to return to regular order of business. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None
Moved by Alderperson John VanderLeest, seconded by Alderperson Dave Nennig to open the floor for discussion. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None
Moved by Alderperson John VanderLeest, seconded by Alderperson Dave Nennig to return to regular order of business. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None
Moved by Alderperson John VanderLeest, seconded by Alderperson Dave Nennig to approve ordering the Improvements completed and to levy assessments on the following projects: ASPHALT PAVEMENT; Mather Street- Gray Street to Vroman Street, Smith Street- N. Webster Avenue to Eastman Avenue, St. George Street- Day Street to Eastman Avenue, CONCRETE PAVEMENT; Erie Road- E. Mason Street to 830' S/O E. Mason Street, STORM SEWER; Erie Road- E. Mason Street to 830' S/O E. Mason Street and SANITARY SEWER; Erie Road- Friar's Path to 805' S/O E. Mason Street.. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

1. Public Hearing 6:00 p.m.

ASPHALT PAVEMENT

MATHER STREET - Gray Street to Vroman Street

SMITH STREET - N. Webster Avenue to St. George Street

ST. GEORGE STREET - Day Street to Eastman Avenue

CONCRETE PAVEMENT

ERIE ROAD - E. Mason Street to 805' S/O E. Mason Street

STORM SEWER

ERIE ROAD - E. Mason Street to 830' S/O E. Mason Street

SANITARY SEWER

ERIE ROAD - Friar's Path to 805' S/O E. Mason Street

G. ADJOURNMENT.

Moved by Alderperson Dave Nennig, seconded by Alderperson John VanderLeest to approve. Motion carried.

Yes- Andy Nicholson, Chris Wery, Dave Nennig, John VanderLeest, No- None, Abstain- None

VERBATIM MINUTES MEETING WAS HELD IN COUNCIL CHAMBERS AND MICROPHONES WERE NOT IMMEDIATELY TURNED ON

- [Chris P] Basically all the storage carts can be stored anywhere if that's so desired, but the idea is they don't necessarily have to be hidden from view or stored out of sight or inside a building 'cause they have a more consistent look, provide a consistent look throughout the community. You don't have a hundred different kinds of garbage cans, they're more durable, with a thicker material that cannot be separated from their lids so there's always a lid on 'em, but of course that depends on whether the owner would close it or not. Generally they do. Their lid seals more consistently, and it's a heavier lid so it seals better. And they're designed to be harder to tip over, lower center of gravity, you know, higher wind resistance and they have wheels and handles to be able to move 'em around. But when you get right down to it, we have just short of 36,000 properties with tipper carts right now in the city of Green Bay. Since we start, went to full automation collection in '14 it's a big number, but comparatively through the end of last month we only had 1,153 locations that we had to deal with. And a lot of that was educational, where you're not gonna have overnight changes in compliance where people have to get used to it and so you're sending them a notice or you're relocating it and educating 'em and that type of thing. If you do the math that's like 3.2% of all the stops, all the locations. In a perfect world we'd love 100% compliance, but generally speaking you're never gonna get there, but you set that as your goal. At the end of the day, though, tipper carts storage, they can be stored in many different fashions. Some cities in the state of Wisconsin don't have tipper carts storage requirements, just put 'em out, put 'em where you can, conceal 'em if you can, just try to do the right thing. Each community's rules are based on aesthetics, how do you want your neighborhoods to look, and intended quality of life is kind of the aesthetic mix. How consistent do you want your neighborhoods to look, and then obviously the opinion of the ruling body. What do we want for our city? DPW has, we recommended the current policy ordinance for storage, we're not opposed to changing it or modifying it. We're happy to enforce it the way it is now. If there is any changes, we don't have any specific recommendations for changes tonight. We can keep enforcing it the way it is, or if there would be any modifications we're happy to enforce it, any changes. The long and the short of it is that it's really aesthetics. What do we want for our community? How do we want to help our residents to help themselves to deal with their garbage and recycling containers?

- Okay, Alderman Wery?

- [Chris W] Thank you Mr. Chairman. I brought this forward partly because I've had a plethora of complaints the last couple months about these in a couple neighborhoods and I think it might be more of an inspection issue because when I do go out, some of those that were cited or warned definitely didn't follow our guidelines, but some clearly did, and so I don't know if there's maybe a lack of communication maybe or some of our inspectors don't quite understand

the policy but if we could reiterate with them then I did want another, perhaps, discussion with the council and the committee, if we did want less restrictive or if we're fine the way it is. Has anyone had any feedback about allowing it perhaps in front of a garage, or is that something we want to shy away from? But I definitely wanted to bring this forward to see if we could better communicate with our inspectors maybe, maybe they're having a bad day or something, but when I went out they looked perfectly fine.

- [Chris] One thing I might add if I could, is we've had some residents, and I think there was one lady trying to do the right thing for our neighborhood, god bless her, and that's great, because if someone's not doin' the right thing we wanna make sure that our community's doin' the right thing. But there is also an understanding and it's written in our ordinance that carts are allowed to be in front of the house and or out to the street from noon the day before your garbage collection or recycling till noon the day after, and I think a lot of people don't understand that, so that's part of our education effort. So if my garbage day is Wednesday, technically I can put 'em out to the street, to the curb line, as early as noon on Tuesday and I don't have to put 'em away by ordinance till as late as noon on Thursday. So, and this, I've heard residents, hey it's Tuesday and their garbage day's Wednesday, well, if it's after noon it's legal. You may not like it, but that's the way our ordinance is right now, so they are not in violation and they have to have it back off the street by noon on Thursday. But that is 48 total hours for a very short time period of collection, but that's the way it's written right now.

- I'd just be curious if anyone else on the committee has any questions or any comments, otherwise I do have a motion.

- [Jesse] Well I do, but I'll start with Alderman Johnson.

- Johnson you got the floor.

- [Brian] Question, when you issue municipal citations, does that go to the occupant or does it go to the property owner?

- [Chris P] Well, A municipal citation goes to the property owner. And actually a lot of our activity is, for example, say someone has a garbage day on Tuesday or Wednesday but it's still out on Friday. We will take that, and if you issue a municipal citation it has to be served in person, which makes it kind of tricky and difficult. People work, people travel, people are maybe offsite landlords, so what we do more often than write citations is we have a fee for services. It's a relocation fee. It's \$33, that's the average, take the vehicle, persons, wages, all the overhead, fuel to drive out there, take that cart. We put a notice on it and then move it to a legal location, and then they get an invoice sent, still to the property owner. But you don't have to serve it to them in person 'cause it's an invoice. If it's not paid by I think it's around middle to end of November then it rolls onto their property tax roll, so it's still tied into the property ownership.

- [Brian] So when I'm looking at your report I see 1,153 cart storage issues. Does that translate into citations?

- [Chris] Probably predominantly fees for service, but yeah, activity fees, if you wanna call it that.

- [Brian] Okay, so all of those do involve some type of fee.

- [Chris] Right.

- [Brian] These aren't just complaints.

- [Chris] They were complaints and or observations by DPW directly that we acted on and had to do something about.

- [Brian] Okay, thank you.

- Chris, I've been in contact with you for a number of years on this issue and one of the issues that I have run into is that in district, the ward that we traveled through, garbage day is on Thursday, and they leave their cans out on Friday, and then when I call to get someone to come out there and take a look at it on a Friday is very difficult. So that's the issue, and then basically a lot of them that I showed you stay all weekend out on the street and I can't get a hold of anybody to take a look at that. So what would you suggest for that issue?

- [Chris P] Well, we did start, Alderman Nicholson, off and on, it's random, when we get those types of issues where it has to be off by noon on Friday, we have had some situations where we were able to go out between noon and three, before the end of the regular service week, and do something about it. We also have had randomly someone come in on the weekends and see what we can do but it hasn't been consistent. We also have had some that, of course this doesn't cover 100% of the situations, but some where we had the notice, we went out on Monday and we still caught 'em, but still they were out all weekend.

- Right. I had another question, I just can't remember. Well, Alderman Wery, you have a motion?

- [Chris W] I do, you know, some residents have pushed to have a more lenient, in front of the garage type situation, but I think most of theirs can be taken care of with the application for a hardship. I think most people have adapted, but they get frustrated when they've adapted and then they get warned that it's not in the right place when it actually is, so my motion is first, to have a refresher for all inspectors regarding these guidelines, and then secondly, to forward the cart storage memo to all council members.

- Okay, motion on the floor to that effect.

- [Brian] Second.

- Second by Johnson, under discussion. I remember my question now, Chris. Now who actually goes out there, you know, if the cart is left beyond the time limit of our ordinance?

- [Chris P] When we go out it's typically--

- The inspector states it's a department of public works issue, so we're gettin' a little confused with Mr. Wery's motion. Is it the inspection that goes out or is it DPW or is it both?

- [Chris P] There's somewhat of an overlap. Inspection department, which is not DPW, it's out of planning department, you know those are the building inspectors, housing inspectors, they deal with a lot of housing related issues

out there. When they see something like this, say, carts stored blatantly right in front of the garage, or right on the front porch, or something that's just not correct, they will let us know, inspection. They won't act on it, the people who act on it are DPW employees. We have lists, and we send someone out, they go around, and that employee, they drive around, oh yeah, I see it, yep, that's in violation, they're a Tuesday route and it's Thursday, it's still out. They relocate 'em, leave a tag, they get an invoiced fee for services.

- Okay.

- [Jesse] Chairman, I have a question.

- Oh, Brunette, Alderman Brunette.

- [Jesse] Chris, what I understand the city had a service agreement with the Oneida Nation and in my district that's an area of concern that many residents have, because when they're tax exempt federal trust properties that the city has no enforcement authority, or at least they didn't under that service agreement. So when there is a complaint about a property that's held in federal tax exempt trust do the inspectors go out, do we have any ability to do anything with those properties?

- [Chris P] As far as housing and building inspection I can't answer that question for you, I'm not sure, but our sanitation section superintendent Debbie Epping has kind of a one on one relationship with the head of the housing for the Oneidas, when we have DPW related issues, you know, cart storage or anything else like that, they'll call and talk and it ends up having to be a collaborative effort, because again, we can't invoice 'em, because it's Oneida Tribal property, it's not on the tax roll.

- [Jesse] Even though they're city of Green Bay homes, does DPW, or have they recently moved that storage tipper cart to the home like you would in a non-tribal--

- [Chris P] There have been some recently, and actually believe it or not, I don't recall a huge problem out there, but we have had some. And within the last month or two there's been some activity.

- [Jesse] And do we do the \$33 like we would in--

- [Chris P] No, I don't believe that, like I alluded to earlier, I don't believe the invoices were sent out because, we could send them out. It would be an honor system for them to pay it 'cause it wouldn't roll to any tax base or tax roll.

- [Jesse] Okay, thank you.

- Alderman Johnson.

- [Brian] Mr. Pirlot, reading your report here, and you alluded to this as well, that this is the only activity where the public works department is involved with issuing citations or getting involved on the compliance side? Let me cut to the chase. Is there a reason that housing inspection doesn't handle this? Why is public works department handling it?

- [Chris P] Because it's under the public works chapter, so it's public works' responsibility for enforcement, so we've taken it upon ourselves.
- [Brian] Is that the most efficient way to handle it, because it seems to me if housing is right there, on site, and then they're calling your guys to come move it when they're already there, I'm just trying to figure out if there's a more efficient way to handle our response time on this, and quite honestly, I mean the way we spend our time as staff.
- [Chris P] Yeah, that's something we can look into, a collaborative effort, I'm not opposed to that at all. We've always taken it upon ourselves in DPW because it's like I said, it's under the public works chapter, so it's our, the buck stops at public works, so to speak. But we can work with inspection department.
- [Brian] All right, so is the rookie here? Does that require action by us to do that or is that something you guys can figure out on your own?
- [Chris P] I believe we can work that out internally at the staff level unless there's something else ordinance-wise that might need to be done.
- Just a suggestion, I would give some reference to Pirlot's office for recommendation, I would, because that would basically get the ball moving what Alderman Johnson's lookin' for, and then you can report back to us so we can decide on it.
- [Brian] Absolutely. Should we finish up on Chris--
- Yeah, let's take care of Mr. Wery's motion, then we'll entertain another motion from Johnson. So, okay, on Alderman Wery's motion all in favor?
- [All] Aye.
- Nays? Motion carried. Now on to Johnson?
- [Brian] Then I would move that if department of public works would research or report out the feasibility of having the housing inspection department, housing inspectors take over the responsibility for managing complaints on tipper carts.
- [Jesse] Second.
- There's a motion by Johnson to that effect, seconded by Brunette, under discussion. Hearing none, all in favor.
- [All] Aye.
- Nays? Motion carried. Okay, moving forward. Number two, consideration of possible action on request by Alderman Wery to allow city council members to provide, with printed agendas and minutes. Alderman Wery.
- [Chris W] Thank you Mr. Chairman. I brought this up because when I voted for our new system, which is excellent, I mean it's a well maintained system with a lot of information, but I didn't vote to eliminate the option of paper agendas. I mean I like my paper agendas, I take them with me everywhere I go, whether it's kids' events, or other events for my wife or if my daughter is

practicing driving and I'm sittin' in the passenger seat I can read them and write notes on them and highlight things. I don't have to have a tablet, and if you have a tablet, if it's not charged. I much rather prefer paper. And to that end, it's not like paper's being eliminated, because when I asked for it, I was told well you can come into City Hall and go down to your little cubicle that we all share and sit down, hit the print button and wait. I have a lot of time to do that, you know. Some of us work full time jobs and that's the last thing we wanna do is come to City Hall and print our agendas when it can be just done for us. We're the board, we can't be given an agenda? Heaven forbid, so my motion is to allow council members to request and be provided printed agendas. These are to be placed in the council's City Hall mailboxes, so we can eliminate the mailing, I know that's a big part of it. We can eliminate all that postage. I'm simply fine with putting it in the mailbox.

- Okay, motion on the floor by Wery to that effect. Is there a second?

- [Brian] A little clarification, though. The motion he mentioned agendas, but the communication also says minutes. Is it just he's looking for the agendas to be printed?

- [Chris W] I think I wrote the, yeah, I remember that, you're right, I really just meant the agendas, you're right.

- Just the agendas.

- [Brian] Just the agendas.

- Seconded by Brunette, under discussion.

- [Chris P] Just for clarification are you only talking about Improvements in Services Committee? Because if you're talking about council-wide, I'm not sure that this is the proper venue or the group to get that to. As improvement in services committee support staff I would think when we get agendas out--

- [Chris W] I know, it had to go somewhere, so I started it here. I tried to go through Miss Jeffries, but pretty much met a roadblock there, right? You are not gonna provide written agendas?

- [Jeffries] You mean printed agendas.

- [Chris W] Printed.

- [Jeffries] Because we have provided a printer for you downstairs, that's correct.

- [Chris W] And you think that's a reasonable alternative for the board of directors to come in and print their own agendas? You know how goofy that sounds?

- [Jeffries] That's the point of going paperless.

- [Chris W] As an option, but I think if you want to have paper--

- [Jeffries] If you want printed agendas we can provide that, but I think you need to also be clearer about which agendas do you want. You want the entire Friday packet?

- [Chris W] Yes.
- [Jeffries] Which also included minutes?
- [Chris W] Just the agendas.
- [Jeffries] Okay.
- [Chris W] So is that something we can do without even--
- [Jeffries] Well, this will go to city council.
- [Chris W] Okay, yeah that's fine.
- It's just a recommendation, so anything else, Alderman Wery?
- [Chris W] No.
- Alderman Brunette.
- [Jesse] As long as we're on the subject, because I understand Alderman Wery's original communication included minutes, I do have a concern. If we just very recently go back to the public hearing on Hillcrest and Haven the road construction. This committee heard many comments from the public and when this was put in the minutes it didn't reflect the comments and the number of speakers, at least from what I saw before we went to the council, and I understand that as a full city council a lot of times they act on the decision of the committee, that's the point of committee work, but for all of those constituents that had a lot of really strong comments it would be nice to have some sort of recap in the minutes to reflect that for the speakers who could not attend the full council meeting. I understand the mayor's perspective and opinion that we are now recorded meetings, and I don't know how many council members will watch every improvement in service committee meeting, and I think the public should at least have that in the minutes, so. Maybe I'm missing something, but that's my opinion.
- We do have a second, you seconded it, right?
- [Brunette] Yes.
- Alderman Brunette, okay. Alderman Dorff?
- [Barb] Just to speak to Alder Brunette. So two of the newer council members had called me about that and I had watched the entire meeting, and then I went back and re-watched just the hearing part of it and recommended that they do that, and they did do so, and then came and heard much of the same things at the hearing. So I think you'd be surprised that there are those of us that take the responsibility to go and watch those videos. Minutes could not possibly capture the emotion and you know the feeling that you got from watching that hearing, so I think that it's a good topic to bring up to remind all of us again. But just so you know, two of the new council members had called me and I said yep, you need to watch that, and then I had actually called another Alder and suggested and he also did watch it.
- [Jesse] Thank you.

- Okay, Alderman Wery.

- [Chris W] Thank you Mr. Chairman. And partially to be in with Alder Dorff, but it's not really a matter of responsibility, it's more of efficiency, I think, is probably what Alderman Brunette's, you can breeze through the full minutes in 20 minutes rather than spending two hours watching a meeting, especially if you have a full time job and family. So when we discussed this, this was a point of contention, that all of the minutes still would be available, but in the full format for the hearing impaired, somebody had to go through and do them word for word.

- [Jeffries] That is accurate. So Alder Brunette, we have a service called rev.com which provides us verbatim minutes. Those are available to the public. You know, right now I can't get in my mind exactly how you access that, but I will get that information to you. So it is verbatim minutes as well as videos being marked so that you can go directly to that point in the video and listen to the testimony. We are no longer doing summary minutes. Which is what you're talking about.

- [Jesse] Yeah.

- [Chris W] I think that'd be great if we could just show everyone how to get to those verbatim minutes 'cause that'll do exactly what we're lookin' for and it's there, and you don't have to watch two or three hours of testimony of every meeting.

- [Jeffries] But remembering that the videos are marked so you can go directly to that point in the meeting so you don't have to watch the entire meeting.

- [Chris W] Right, right.

- Anything else, Chris?

- [Chris W] No.

- Alderman Johnson?

- [Brian] Just to speak directly to the motion. I guess I would oppose it in it's current format only because I see the inefficiency that is created when you're creating special circumstances for requests like this, and so I guess my recommendation would be, I don't like the idea again of like we're gonna create, print it for this person and not for this person, I think either you're all in or you're not. 'Cause when you put that burden on the staff to try to determine who we're gonna accommodate on any particular issue I think that creates a lot of inefficiency in tracking for the staff. So I think that's one point that I would make is either you're gonna do it for everyone or you're gonna do it for nobody.

- Alderman Wery can you clarify that? I was under the assumption that we would have it for everyone.

- [Chris W] I think it would be for whoever requests it, you know if half the council or three-fourths don't want it there's no need to print it off for them, that is waste, but if there are a couple who want it, as we've done for

the last hundred and some years, be given those printed copies and not require the board to come in and print their own off. That's ridiculous. Thanks.

- Okay, any other questions or concerns? If not, all in favor?

- [Chris W] Aye

- [Jesse] Aye

- Aye. Nays?

- [Brian] Nay.

- Okay, movin' forward, number three. Consideration with possible action on a request by Alderman Wery to allow City Council members a second parking permit. Alderman Wery, you wanna start?

- [Chris W] Sure, thanks. Thanks Mr. Chairman.

- Go ahead.

- And it's probably not so much a second permit as maybe a copy of your existing permit, so that if you have two cars you can have one in one and one in the other, 'cause I know those of us with active families often, you might not have the same car every day and your daughter or your wife is off with the other one and you're gonna get, I know Alderman Nicholson you've had a few tickets, right, by not having another permit? So I mean we've had two permits since 2002, as long as I've been on the council, is that 16 years, oh minus two, so 14 years? So my motion is to allow, however you wanna call it, a second permit or a duplicate of this permit, that way really only one of them can be used at one time. I have nobody else in my family who's gonna come downtown. Nobody has any reason to come down here for anything, business, banking, City Hall, the Y, nothing, they don't come down here, so it's not like we're tryin' to cheat the system, it's really a matter of allowing your board to avoid getting a ticket and then having to get it wiped out. And it's following past practice, something we've always done. We've always been allowed to have two, so I'll listen to the rest of the committee or staff on that before I make a motion, but looking for any suggestions.

- Alderman Johnson or Alderman Brunette you wanna comment or should we have our director?

- [Jesse] Yeah, I just wanna know why that practice changed.

- Okay, Director Pirlot?

- [Chris P] I'm not really sure exactly why it changed. Prior to our current activities, the Alderperson Council member passes were issued through the Mayor's office, not through parking division, but we're trying to consolidate to a consistent plan, where everything goes through parking, that's my understanding. Now, unfortunately our Director of Public Works couldn't be here tonight. He had a different commitment that he just had to make. Our only recommendation right now is to hold a decision up for two weeks so he has an opportunity to be here and we could collect some information and make it understandable to everybody.

- Okay, one second, you wanna open up the floor for interested parties?

- [Brian] So moved.

- A motion by Wery, seconded by Johnson to open up the floor for interested parties. All in favor?

- [All] Aye.

- Ayes, motion carried. Okay, the floor is now open.

- [Mary] Here or there?

- Right there, I guess. Just state your name and address for the record please. Let me see if I can turn you on here. Podium, i saw podium. Podium.

- To the left, up.

- Right here?

- Yep.

- Got it, all right.

- Mary Scanlon, 36 Nika Court, Green Bay. I am parking Mary, project parking since March of 1988, so I have a long history there. I recognize a few of you. Just so you know we have right now we have several different types of permits. Some of our permits are a hanging tag that hang in the vehicle, other permits are a permit that you use to get in and out of the parking ramps, those are computerized. In the city, we only issue one permit per person. We did go to a new system for the Alderpersons because we are looking for a more durable permit, but when you park at a parking ramp, you have your parking permit, and then you check it in and you check it out, and you check it in and you check it out. When we used to have the gates up all the time, we actually counted a downtown business that used 13 people to get in and out of the ramp with one pass. We saw this happen, so that's why we now keep our gates down and we require the in, the out, the in, the out. If you're in a surface parking lot and you have a permit hanging on your vehicle, we only give you one. If we gave you more than one, you could have a permit in that lot and perhaps a different lot and we would have no way of knowing other than strictly by luck of figuring this out. We have no other tracking mechanism. They are not bar coded or anything of that nature, so that is why giving multiple permits, to me it's more like if you give multiple permits to the Alders but you don't give it to everybody else you're kind of doing maybe something a little special. So that's all I have, we don't do it for anybody else and I know it was changed because we're tryin' to get you guys a more durable permit, something that hangs in the mirror, so.

- [Andy] Any questions for Mary? Alderman Brunette.

- [Jesse] Mary, thank you, you don't have to mention names, but your 30 years, your entire 30 years as a parking, work in parking division, have you ever run into any problems of Aldermen or women abusing the privilege? And no names necessary, but--

- Yes.

- [Jesse] There have, okay. More than five?
- A year?
- [Jesse] Total.
- Yes, more than five probably a year.
- [Jesse] Thank you.
- Thank you Alderman Brunette, anybody else? Any questions for Mary? Going once, twice, nothing? Thanks Mary.
- Yep.
- [Jesse] I'd like to make a motion to hold.
- [Andy] Let's close the floor unless there's someone else out in the audience.
- [Jesse] Motion to close the floor.
- [Brian] Second.
- [Andy] Motion by Brunette to close the floor for regular order of business, seconded by Johnson, under discussion. Hearing none, nays, motion carried. Okay, Alderman Brunette, you wanna entertain a motion?
- [Jesse] Yeah, I'd like to make a motion to hold for two weeks just for the purpose of letting Director Grenier log his opinion for the council.
- [Andy] Motion on the floor by Brunette to hold, I would suggest at our next meeting, because it's gonna be about three weeks. Could be in two weeks.
- [Jesse] Oh yeah, until our next meeting, that's right, yeah.
- [Andy] Okay, do I hear second?
- [Brian] Second.
- [Andy] Second by Johnson, under discussion. Are you gonna speak?
- [Chris W] No I would just hope that Director Grenier, thank you Mr. Chairman, would be ready, because I know that I have emailed him a couple times and have had no replies, which is sad. So hopefully he'll be ready this time. Thank you.
- [Andy] All right, all in favor?
- [All] Aye.
- [Andy] Nays, motion carried. Okay, movin' forward, number four. Consideration of a possible action and a request by Alderman Dorff to craft a proposal to implement the Municipal Vehicle Registration Fee Program, Wheel

Tax. Now, do you wanna speak on that Barb, or do you just want me to inform the committee what Director Grenier--

- [Barb] Yeah you should do that 'cause he's not here so we can't move forward.

- [Andy] Director Grenier called me last night and stated that he can't be at this meeting and he wants it held, so to that effect I'll entertain a motion to hold through our next meeting.

- [Brian] So moved.

- [Andy] Motion by Johnson to hold to our next meeting.

- [Jesse] Second.

- [Andy] Second by Brunette. Any discussion? Hearing none, all in favor?

- [All] Aye.

- [Andy] Nays, motion carried. Okay, movin' forward, number five. Consideration of a possible action to look at what other Wisconsin communities do with respect to overnight parking bans, with the potential to eliminate the overnight parking ban in Green Bay. Referred from April 25th, 2018. Director Chris Pirlot.

- Yeah, since the last meeting what I did is, Alderman Steur had asked for a certain limited amount of cities to be polled. What I did was took the liberty of polling the top 10 cities by population in the state of Wisconsin, just comparing from the biggest to the number 10, what does everyone else do, first of all, for overnight on street parking, and of those 10, it's summarized in this report, but there's little table on the fifth page of the report that I had put together. Everybody except Madison and Janesville, Madison is number two by population, Janesville is number 10, has some form of an overnight on street parking restriction. Milwaukee, being the largest, allows it as long as it's not on a connecting highway or on an arterial street in the winter or bus route in the winter, otherwise they allow it at other times, but you have to have a paid permit, it's \$55 a year per vehicle. Madison allows parking on street overnight, but they have 24 large residential areas that one side is restricted by permit, you have to have a permit to park on the one side, the other side is restricted by whatever it is, two hour, one hour, no parking, unrestricted parking, so there's definitely control, if you will. The other eight, Janesville being number 10 in population in the state, has no restriction, but they don't have any on street parking issues, they have adequate off street parking and they do not actively enforce their parking ordinances very strictly, so it's all personal honor system if you will, but they indicated they don't have any real issues. The rest of the cities have some form of overnight on street restriction. And there's numerous, this issue has been discussed many, many times in my 28 years being the parking manager, serving as a parking manager for our city. And there's basic general reasoning behind it. On the bottom of page three into page four, I can go through 'em, but 17 basic reasons why you would establish an overnight on street parking restriction program. A lot of 'em are quality of life, snowplowing ability, street sweeping ability. Police, including the city of Green Bay police, historically have said that they like it. It gives them the ability to identify suspicious vehicles, because you know there's no on street overnight

parking all night. 'Cause there's really just a two hour window, but of course you're not gonna get up at 2:59 a.m., put your car in the driveway, and get up at 5:01 a.m. and put your car back in the street, so it's really an overnight parking restriction. But it gives you flexibility for late night guests. We have, based on our comparison to the other cities to see if anybody has a very lenient, flexible overnight on street parking restriction exceptions policy. There's a hardship policy, of course for the exceptional hardships they can come through the Improvements in Services Committee. We had one two or three weeks ago with a disabled gentleman who needs 24/7 care, so we allow that. As long as we know what's going on we take care of it. But basically at the end of the day, and at least from our experience in the city of Green Bay, obviously anything can be changed, but I'd just like to read real quickly from our conclusions recommendations. Parking division understands the reason for this request to modify on street overnight parking. Of course no set of rules can satisfy every person's needs, however parking division believes that Green Bay's overnight on street parking rules are flexible enough to satisfy most circumstances. In addition, a process exists for those who need exemptions from the ordinance. So our recommendation from parking is it works well, it provides a certain level of stability for services, and we do sweep at night and we do plow at night. Of course you never know when mother nature's gonna give us snow, it always seems like we plow at night, though. And there's a lot of flexibility in our ordinance compared to other cities. But of course at the end of the day it is up to the council to decide what you wish to do, but our recommendation from the parking staff is that we maintain it the way it is. Of course, we'll enforce any ordinance as it's written, we'll gladly do that.

- [Andy] Is that it?

- That's it.

- [Andy] Thank you, Director Pirlot. Any questions from the committee? Actually, Chris, who brought this forward?

- Steur.

- [Andy] Steur.

- Yeah, Alderman Steur brought it forward, and my general recollection from the last meeting was his primary thing was what do other cities do, so that's where I started, we started with the survey of the other cities, and Janesville being number 10 in population doesn't, they just allow it, go ahead and do it.

- [Andy] Okay.

- But the other cities all have some kind of control over it.

- [Andy] Any questions from the committee, if not, entertain a motion. Mary Scanlon? You don't have to open up the floor, so just go right ahead.

- Mary Scanlon, 36 Nika Court, I'm probably a little bit closer to the topic than Chris is. I've been, as I said before, with parking for 30 years. I also did a 30 day stint over at the police department as a 911 dispatcher last century sometime, couldn't handle the night shift, but you would be surprised at the number of elderly in the community who will call because there is a suspicious vehicle out in front of their home. The other, probably one of the

biggest things I've seen change at parking during the time that I've been there is the amount of apartment complexes we are enforcing at for the night time. The apartment complexes seem to use the night parking ordinance as a tool for limiting the number of guests that can be at their residence. We also go through their private parking lots at night and we will ticket any vehicles that do not have permits, and again this is to keep the number of people staying at the apartment complexes down to what they want. Otherwise you can have apartment complexes that, if you took away a night parking ordinance and you took it by say, Humboldt Road where there's all those apartments and you had one guest at every one of those apartments, they would be blocking mailboxes and driveways, and there would be garbage and people don't necessarily always decide that they're going to block their own mailbox, so they block their neighbor's 'cause they don't get along. And it just balloons out of control and I really think this would be a huge mistake if the city looked at redoing this. It does keep down the street traffic and I think it actually, personally I think too it helps with the crime, the abandoned vehicles, we're towing vehicles all the time. We tow away more vehicles now than we ever did, and they're just left out on the street as junk. So that's all I have. Thank you.

- [Andy] All right, thank you. Any questions for Mary Scanlon, nothing? Okay, any comments, concerns, if not I'd entertain a motion.

- [Jesse] I'll make a motion to receive and place on file.

- [Andy] Okay, motion by Brunette to receive and place on file. Do I hear a second? Do I hear a second? I'll second it, so Alderman Brunette, you've got the floor.

- I remember this coming up my first time on the council and I worked through the issue, a few of the constituents had concerns and they appeared before, I believe it was the Improvement in Services Committee, and through that process I determined, as did they, that the city's policy for exceptions was rather fair, you know for the situations where a person needs a permit, a longer for out of state guests or out of city guests, and I thought that it was reasonable, the city's position on this. For me, my decision to make a motion to receive and place in file under what city staff provided a summary of the report. Number seven, and I'll just read it, and I think it's worded perfectly, it kind of really makes sense to me. It says, scrolling too fast. If I had a paper copy. So number seven, police departments use night time vacant streets as a tool for surveillance and law enforcement. Perpetrators typically park on the street, walk to the crime scene and return to their vehicle. Having few or no vehicles parked on street overnight makes it much easier to identify suspicious vehicles. I think that makes so much sense, that people who are going to commit crimes are lookin' to steal things from properties, this would be perfect for them to be able to park on the street at all hours of the night and then make a clean getaway, so the motion to receive and place on file is a good one unless I have overwhelming evidence or outcry from the public to reverse this I think it's reasonable to continue what the city's policy has been.

- [Andy] Okay, thank you Alderman Brunette. Anybody else, no? All in favor?

- [All] Aye.

- [Andy] Nays, motion carried. Okay, movin' forward, number seven. Consideration of possible action on a report of purchasing, nope, number six. Consideration of possible action on approval of memorandum of understanding bike sharing services between the city of Green Bay and LimeBike. Director Pirlot.

- Having discussed this with the Director of Public Works who is most directly involved in it, it appears to be very clear to me that there's been established a good understanding and an agreement to allow this to go forward, this program to go forward, the LimeBike program. I don't know if Matt would like to speak to it.

- Sure, I can give a quick presentation if you'd like. My name is Matt Buchanan, for those of you who don't know me. I'm on the economic development team for the city, so I've been tasked with this project. I'm working alongside many community partners for the past year. We've researched bike share systems out there in other communities trying to identify a good fit for Green Bay. So today we are ready to move forward with a three year agreement with the private company LimeBike. So by approving this MOU the city would be granting approval for LimeBike to operate bike sharing services within our right of way, that's why it's appropriate to bring this to the I in S committee, as this committee oversees activity within the right of way. So if this MOU is approved LimeBike would be providing this service at no cost to the city or taxpayers aside from the user fees which is just one dollar for 30 minutes. And generally, that is really the limit of our role in this venture, other than to help ensure that this dockless system is well managed. City staff would assist LimeBike in identifying preferred parking areas for riders to leave a bike, but otherwise the city would have no ownership or management responsibilities of the system. LimeBike is a private company that operates dockless bike share systems in dozens of communities across the nation. When they launch a system in a community they hire their own local staff to manage it. In Green Bay they're looking at launching, to start, about 250 to 500 bikes, which would be located community wide. They'd hire a team of about five to seven employees to manage and maintain the system. I guess a final point, I think bike share programs are becoming an urban amenity that people are coming to expect when they travel to a city of any certain size or prominence, even smaller places like Rockford, Illinois and South Bend, Indiana, these are places that are launching bike share systems. Green Bay is at that level and I think in order for us to remain competitive with attracting and retaining talent and to foster a high quality of life we need to consider these kinds of urban amenities. With that I will be happy to answer any questions.

- Basically yeah, the planning crew and DPW have worked together cooperatively, we recommend approval of the program. Again, like Matt said, there's really no impact on DPW or the city other than work with them to cooperatively identify locations for the bikes to be dropped off and picked up.

- [Andy] Any questions from the committee? If not, I'll entertain a motion. Oh, we have a question or a concern from the audience. Motion by Brunette to open up the floor for interested parties.

- [Brian] Second.

- [Andy] Seconded by Johnson, under discussion, hearing none all in favor?

- [All] Aye.

- [Andy] Nays, motion carried. The floor is now open, please state your name and address for the record, please.

- Hi my name is Laura Grovogel, 1030 McCormick Street. I'm here to talk about the bike share, and I think bike share is an awesome idea. I think it can work in Green Bay, I also welcome it, very much so. Biking is a lifelong activity, something that's healthy for everybody of all ages and something that draws in people to our community, both people who wanna work here to have a bikeable city, and people who want to have a tourism reason for visiting our city. However, I feel like we have to kind of think about when we have a bike share program in our city, what that might mean for the community as a whole. So I think that the discussion, and I know that there's discussion that I'm not privy to, is whether or not we should be doing a bike share program that is dockless or a bike share program that has a docking system. LimeBike is a dockless bike system like we had just learned, and it is pretty new, and I think that what is not being shared are the downfalls of a dockless system that have been seen in cities like San Francisco, and some other cities that are larger, obviously, than Green Bay. So when you think about some of those downfalls and combine them with the fact that Green Bay's not an overly bike friendly city at the current moment, I think that there's just things that we have to think about. I wanna make sure everyone knows that I am like 100% in favor of a bike share program, just knowing the difference between or the variety between a docking system and a dockless system. So I'd also like to point out some of the differences in the bicycles that come along with the different bike shares, LimeBike being a very low quality bicycle that's built to only last approximately two years, everything is out in the open on a LimeBike. The gearing, the brake lines, nothing is enclosed or encased, there's been situations in larger cities where brake lines have been cut, and there's been different safety issues with bicycles that are in the cheaper bike share programs, so I'd like to point out that Madison, a city that we all look up to in Wisconsin, has a very successful bike share program. It's the B-cycle program, which I believe had discussions with our city, having an interest to be in the area. Their bicycles have front and rear lighting, they have a display on the bicycle to show you turn by turn directions for where you'd like to go, especially for the tourists who come to our city. You can access the bicycle with cash, with the app on your smart phone, a credit card, and you can also use a transit card, so our citizens in town who don't have a credit card can hook up their transit card to utilize the bicycle system. They have enclosed brake lines to prevent tampering, and they also have extra fees that go to the customer when the bicycle is parked somewhere where it's not supposed to be. And that's a benefit that I think is huge and needs to be discussed because Lime bicycle has had issues with dumping bicycles in very hot spots, so we have Lambeau Field, we have the Broadway District, we have lots of breweries that we might have bicycles being dumped at and not returned to a spot where other people can pick them up and go biking. With a docking system you don't have that problem 'cause you have to put it back on the dock, and if you have a system that charges you for dropping it somewhere where it's not supposed to be it's gonna deter the citizen from dropping it somewhere where it's not supposed to be. So I would ask LimeBike how they would ensure that the bicycles are evenly distributed within our community, that they're not being dropped at hot spots. I'd like to know how they are gonna ensure safety and maintenance. I just heard that there's gonna be five to seven people hired, which is great, but I'm not sure that we have the ridership to sustain a staff of five to seven at the current moment, although in the future

I think that would be awesome to have that many people riding bicycles to hire people to maintain them. I'd like to know how LimeBike is gonna keep the image of cycling positive in Green Bay, 'cause we have currently all these great bicycle shops improving the image of biking in our town, and if we have a nuisance of LimeBikes thrown all over our community without a certain spot for them to be parked it could have a negative impact on the cycling community. And I also wanna know what the ridership market is. What's our goal? Are we tryin' to get tourism and have people ride our bicycles, the bike share for tourism? Are we tryin' to have it for our citizens who have enough money to afford their own bike but wanna bike around town on a rented bike for fun, whatever reason that might be? Are we targeting our low income citizens who need to use a bicycle for transportation to work? All of those questions I think relate to what vendor we should select for our bike share. So again, I am 100% in favor of a bike share in Green Bay, I think it will work. I think we just need to pick the right partner to utilize a bike share.

- [Andy] Thank you, any question? If not, sir?

- I live at 1270 South Quincy Street, my name is Jacob Juliet. I am also for a bike share system in Green Bay. I have a lot of similar concerns as she just pointed out. I actually just got back from Dallas, Texas, which implemented LimeBikes maybe like three months prior, and I witnessed too, the cluster that LimeBikes created. They also are on a larger scale than us, I believe they, you said the, you told me the amount.

- [Chris W] 20,000 bikes.

- Yeah, so larger scale, but I mean, I believe there just has to be some caution while we enter this. I see benefits to both systems, and I guess, I mean I'm concerned about the infrastructure and the safety, as bikes become available and people start biking around the city, there's a lot of areas that I could see problems occurring between downtown and Bay Beach, between downtown and Titledown district. I just feel there needs to be some sort of way to control that so we can prevent incidents from happening. I think that might be it. I guess the cost is a big thing between dockless and docked, so if there's a way to somehow cover the cost of a docked sharing system by maybe crowdsource funding or something, I believe that's a better answer, but I don't know what the future holds, I guess.

- [Andy] Anything else?

- I think that's it.

- [Andy] All right, any questions? Anybody else from the audience? Yes.

- Good afternoon, my name is Natalie Baumstead, 2455 Garden Park Terrace, Green Bay, Wisconsin. I'm here as a resident as well as the executive director of LIVE 54218 whose mission is to improve the health and well-being of our people and our places here in our community. I've been a part of this conversation around bringing bike share program to our area for a number of years. In the last year worked closely and had a lot of discussions with the staff at the city of Green Bay to really consider a lot of the things that have been brought forth here today. There are pros and cons between a dockless and a docked station. I think one thing that I know from working with a really active group of bike riders is that there is ridership out there. I think sometimes we are in a little bit of a chicken and an egg scenario in our

community. We're working very hard to have additional infrastructure to support the biking culture that's coming and really ramping up here in our community, but at the same time I think that what LimeBike brings and what a bike share program can really bring to our community is show that, and it's gonna be very visible, they're gonna be lime, very visibly show the momentum that there is for this in our community. I think it's an opportunity to really showcase the different areas, the different businesses in our community that are located along those areas that have that great bike infrastructure, and I think that as Matt discussed, this is an attraction or attention tool as well for our community. Other communities have bike share programs. I think we would really do ourselves a disservice if we did not look forward and try to compete in those same areas. This is kind of the momentum moving forward, so we would be in full support of this bike share program. Thank you.

- [Andy] Okay, any questions? No questions. Anybody else from the audience? If not, I'll entertain a motion to return to regular order of business.

- [Jesse] So moved.

- [Andy] By Brunette, seconded by,

- [Brian] Second.

- [Andy] Johnson, under discussion, hearing none, all in favor?

- [Andy] You wanna talk about--

- [Barb] No, no, no, no, no, I'm not,

- [Andy] After this?

- [Barb] After, yeah.

- [Andy] All in favor?

- [All] Aye.

- [Andy] Nays, motion carried. Regular order of business, Alderman Dorff?

- So I have been attending the active, Green Bay Area Active Community Alliance meetings for two years, and they had had this under discussion for the past two years. They've done a ton of research, we talked about it, we looked at all the different angles. Alder Galvin and I were the ones that were mainly coming to that committee and I am in full support of this idea. I know how much work and research they put into this, so I think they've come up with the best solution and there's other ways to do it, of course, but for right now I think this is the best possible solution. Thank you.

- [Andy] Okay, thank you. I'll entertain a motion. Oh, Alderman Wery.

- [Chris W] Thank you Mr. Chairman. This I guess would be for staff or Alder Dorff. Do you know how many bikes we're talking about? Not 20,000, I assume.

- [Matt] No, that's why they've had some issues in some of those larger communities where they've got 20,000 bikes and multiple providers, more than just LimeBike, and it's really hard to manage a system like that. So we're

doing a lot of things here early on to make sure we don't get into those sorts of issues. One, is making sure we have a smaller, manageable system. We'd be starting out with about 250-500 bikes. We haven't finalized that number yet, but starting out small, seeing where we are after the launch and then potentially growing from there. And also we need to take into account our neighboring jurisdictions and if they decide to partner in with us as well, De Pere, Ashwaubenon, Allouez, you know, the further we go out with those other communities the more population is served and we might need a little bit of a larger system, but yes, to answer your question, starting out 250 to 500.

- [Chris W] Now I understand, thank you for that. Did staff as well look at the docking system one as opposed to this one? Did you weigh both?

- [Matt] Yes, we looked at a number of different bike share providers out there, there's all sorts of different ways to doing this. We had meetings with Zagster, they have a docked system. There's pros and cons to both systems. For Green Bay we felt like the dockless system made the most sense for now, anyway. This was also by far the most cost efficient for our jurisdiction with no upfront cost to the city of Green Bay. We liked the idea of the docked system, but the dockless really does provide more opportunities for folks in the community, residents to use this because the docked systems really do anchor the systems to a few certain portions of the community, usually the downtown. With dockless you can go out further than that and really provides more flexibility for the user.

- [Chris W] Now I can see the benefit of the docking system in that they have a specific place to go and they'll be out of the way and it'll keep things pretty tidy. Have there been issues in other cities with the hot spots, you know, if people are going to Tittletown and you have 75 of them on the sidewalk, you know in the bushes next to the building, in the parking lot spilling over, what do we do in that situation? Do we contact these people and say have a couple hours to fix it, or 12 hours or 24?

- [Matt] Yeah, they do have staff on hand, local staff they would hire. Like I said five to seven starting out is what they said for a system of our size. There's potential for that, however I think partnering with the city staff, we have a smaller city here, we know what big events are gonna be taking place, we know what potential for piling up there is, so I think we can get ahead of those sorts of issues, we'd be much more, I think we'd be in a better position compared to like a Dallas or a San Francisco.

- [Chris W] All right and I know I had emailed back to you and you said they were well aware of our initial Green Bike program and how that went, right?

- [Matt] Yeah, they're aware of that. This would be a little different, there's accountability with this system.

- [Chris W] Now if they are in a hazardous place or a private yard or someplace we really don't want it or don't need it, it shouldn't be, what's the process for getting it moved? Do we move it and bill 'em? We don't want city staff, 'cause we're busy enough, we're stretched thin with all kinds of things, we're not gonna be moving it, right?

- [Matt] No, that would be the responsibility of LimeBike and yeah, we'd call them and they'd have their own staff tend to those issues.

- [Chris W] Are they given a certain timeline because I'm just tryin' to think ahead if one's reported on a terrace in front of someone's house, and they're like boy there's this LimeBike sitting here, who's gonna come get it?

- [Matt] In their MOU they do provide some information here on the last page. So responsiveness, within two hours during business hours between 8 a.m and 8 p.m. Monday through Friday. That would be their response time.

- [Chris W] Then what would be the response time on the weekends?

- [Matt] On the weekends, yeah, that's something that we might need to get on top of them a little bit more about to address those, I mean we've got games and stuff, so yeah, we'd have to partner with them to make sure--

- That might be something we need to look at because I think weekends they'd probably be used the most.

- [Matt] Probably so.

- I mean maybe during the week, but I think weekends people will be not working and they'll be out and about. And then I'm wondering why it's a three year agreement in case we have issues of hot spotting or safety and maintenance, you know, after six months we don't say hey this is not workin'.

- [Matt] So I'll send this document to you, it's a great document. It provides protections to both LimeBike and to us if we do start this and we do find that there's a lot of issues, and it's maybe just not worth our while, we do have the ability to send them notice of cancellation and it'd be a 60 month notice and then they will remove the--

- How many month notice?

- [Matt] 60 days.

- 60 okay, and where is that clause in the memo?

- [Matt] Page four.

- I'd be there already too if it was paper.

- [Matt] Number 15, termination.

- Okay, so, terminating this agreement for any reason or no reason, okay. That's pretty clear, I think that's all the questions I have right now, thanks.

- [Andy] Anybody else? Alderman Johnson.

- So I was part of the group of community stake holders as well, prior to being elected, that had worked with the city on this, and a couple of things that I'd like to point out. I do support this, and I do think Alderman Dorff's point, I do think that this is a good program and the city's vetted it well, and I also think it's a good program for the city. A couple of things when you talk about docking stations, one is, of course, they're costly. I think when we met if I recall, the number was \$70,000 per docking station and they expect the community to pay for that. So, when you look at a community of our size

and the need to have multiple docks, more than multiple, a lot of docks, to have your bikes equitably distributed throughout the community, I suspect you could be talking a couple million dollars to really set up a system like that in our community. Which of course is going to be a huge barrier for a community our size. Aside from that, I wanna point out another community, this goes back to pros and cons, 'cause I've done a fair amount of research on this, if you look at the reason why this, the dock system, failed in Seattle, it's because they didn't have the docks in the right place, so they spent a lot of money to put docks into a place and the reason they knew they weren't in the right place and why the system failed is because LimeBike came in, and LimeBike had all of the GPS data that they could overlay with the GPS data from the dock system and what they found is that the docks were located where people didn't need the bikes. And so that's ultimately what led to a huge investment up front and ultimately the failure of the program. The other thing I think that's important to point out is because this is all GPS tracked, and to Alderman Wery's point about kind of having a pileup of bikes, this is part of what the staff does, is they redistribute these bikes, and when you have data that's collected over a period of time, which is what they do with the GPS mechanisms, they know where the bikes are coming and going and when they need to be at certain locations. So if they know, for example, that hey, CityDeck is what we're seeing from GPS data is that there's a high demand for bikes at 7 a.m. in the morning or 5 p.m. when people are leaving work, they can redistribute bikes based on that data to ensure that there's an ample supply there when they do need 'em. And I think when we look at an example that Mr. Juliet brought up of Dallas, and I think this is an important point, 20,000 bikes but in three months. They haven't had the opportunity to collect the data to understand how to properly distribute the bikes throughout the community, so this is where I do like the idea of a three year program, because it gives us an adequate amount of time to track the usage and where bikes need to be distributed, and I think it does it in a way that provides, again, no cost to the city, which is really important. So we talk about a shift in biking culture, it's the chicken or egg scenario that Ms. Baumstead alluded to, and I think we need to take the first step here, and be able to provide a platform that the public can take advantage of, and I think it's really important to note that we didn't go to LimeBike and say we want you to come here. I mean sure, we engaged in those conversations, but this is a for-profit entity, they have to choose us. They don't have to choose us and they did choose us, which tells me that their business model suggests that Green Bay is a market that they feel, with this product, can work. And this isn't something that is being forced on them, and they have not failed in a community yet. And I'm sure that we don't want Green Bay to be the first and I'm sure that they don't want Green Bay to be the first either. And so I would just maybe wrap up with one final question perhaps. Matt, I know that there was discussion about other municipalities, and you said that they're not there yet, can you perhaps provide some information or shed some light on how those discussions have progressed?

- [Matt] Yeah, we've engaged with our neighbors, with De Pere, Ashwaubenon, Allouez, and with staff only at this point, they of course have their own process for approving these sorts of things, but generally very positive. I think some of them are just waiting for us to take that first step and decide to follow from there.

- Thank you.

- [Andy] Anything else, Alderman Brunette?

- Yes, Matt, I understand the reasoning why it would appear before this committee, the right of way, and traffic flow, things like that. Does this also appear before Protection and Welfare Committee?

- [Matt] I don't believe so. We checked with the city attorney and they said I in S is the appropriate committee to take this one through.

- Okay, so the city attorney said that, I'm not tryin' to paraphrase, but she is comfortable, or her staff is comfortable with it only appearing before this committee?

- [Matt] Yes, I think it might be an informational item to Traffic, Bicycle and Pedestrian Committee, but yes.

- Okay, thank you. For the committee, I'm in favor of this for many of the reasons Alderman Johnson stated. Typically I would expect to see this sort of agenda on Protection and Welfare 'cause they would look at it from a different perspective, but considering many of the council members, all four of those committee members are also on the council when we discuss this at the full council if we have to refer it to that committee I'm comfortable making the motion at that time, but tonight I'd be comfortable in moving forward with this MOU with LimeBike.

- [Andy] Anything else Alderman Brunette? Alderman Wery?

- Thank you Mr. Chairman. Matt, you did a nice job here, and everybody else who was on there. I'm cautiously optimistic, you know you knocked down pretty much all the concerns I had except the one which is the weekend coverage, I think that does need to be addressed and have it the same as during the week. There's no reason it can't be the same, you know, however they have to shift their deployment of people, I really just think as an Alderman I don't wanna tell someone who has somethin' on their front lawn somewhere on a Friday night you gotta wait till Monday morning, I'm real sorry, these green bike people aren't gonna come get it till Monday, that's not gonna fly. So I'm gonna vote against it right now, but if you shore that up by council I'll be glad to vote for it. Thanks.

- [Brian] Okay, it can be moved to approve with the provision or modification to the agreement that weekend coverage be included with the same hours as weekday?

- [Andy] Absolutely.

- [Jesse] I'll second that.

- [Andy] Motion by Johnson to that effect, seconded by Brunette, under discussion. Hearing none, all in favor?

- [All] Aye.

- [Andy] Nays, motion carried. Number seven, consideration of a possible action on a report purchasing manager a request approved to purchase a, tryin' to read it, is it stripping?

- [Rick] It's a striper.

- [Andy] Striper.
- [Rick] What do you call it?
- [Chris P] We call it the long line machine.
- [Andy] Oh machine, that's what that other word is. EZ Liner for 2,000, is that an eight or a six?
- [Rick] 267,000
- [Andy] 514, okay, Rick?
- [Rick] We entertained two bids for this piece of machinery and we're recommending the award to EZ Liner for the \$267,514.
- [Andy] Okay, any questions? If not, entertain a motion to approve.
- Move to approve.
- [Andy] Motion to approve by Wery.
- [Jesse] Second.
- [Andy] Second by Brunette. Under discussion, hearing none, all in favor?
- [All] Aye.
- [Andy] Nays, motion carried. A request for approval to purchase a truck chassis from Quality Truck Care for \$101,000, Rick?
- [Rick] We looked at three different bids, and we're recommending the award to the low bidder at \$101,000. This is the chassis that will support the body that we just approved.
- [Andy] Okay.
- [Jesse] Move to approve.
- [Andy] Motion to approve by Brunette.
- Second.
- [Andy] Second by Wery, under discussion, hearing none, all in favor?
- [All] Aye.
- [Andy] Nays, motion carried. Okay, discussion with possible action on the award of a contract for Televised Sewer Basin Inspection for an amount not to exceed 2018 budget amount of \$600,000, Rick?
- [Rick] So I just handed out, when we put these together these bids had not come back from the vendors yet, so what I have in front of you are the final results. And so on item number three, the contract recommendation is to award

the contract to Northern Pipe Equipment for \$505,953, which is well below the budgeted amount.

- [Andy] Okay, any questions? If not, entertain a motion to that effect.

- [Brian] So moved.

- [Andy] By Johnson, second by

- [Jesse] Second.

- [Andy] Brunette, under discussion, hearing none, all in favor?

- [Jesse] I have a quick question, Chairman.

- [Andy] Alderman Brunette.

- [Jesse] On the four vendors, I notice there's quite a difference, low end of 505 to the high end of 2.2 million. Is that common for this?

- [Rick] This National Power Rodding Corporation, they bid every year. They're always a million dollars higher than anybody else, I don't understand it. Matt could probably tell you, but the Green Bay Pipe and Northern Pipe do the majority of work in the city and those bids come in fairly close each year.

- [Jesse] Thank you.

- [Andy] Okay, all in favor?

- [All] Aye.

- [Andy] Nays, motion carried. Discussion with possible action and award of a contract for televised standard sewer inspection for an amount not to exceed the 2018 budget amount of \$165,000, Rick?

- [Rick] Again the bids have come back. We received five bids, they were opened today and we're recommending an award to the low bidder, which is Green Bay Pipe and TV, LLC for \$159,420.

- [Andy] Okay, entertain a motion.

- So moved.

- [Andy] Motion to approve Green Bay Pipe and TV, LLC, is there a second? Brunette?

- [Brunette] Yeah, and also a question.

- [Andy] Under discussion.

- [Jesse] Yes, same situation, this particular vendor went way over the, one of the losing bids was nearly a million dollars, now in future practice why are we continuing to, they see the bid request and they're submitting it?

- [Rick] Yeah, we publish a bid request on a national bid network, you know, it's an open competitive bidding process, so we don't prevent anybody from bidding.
- [Jesse] Okay, thank you.
- [Andy] Okay, entertain a motion to approve.
- [Jesse] So moved.
- [Andy] By Brunette, second by?
- [Brian] Second
- [Andy] Johnson, under discussion. Hearing none, all in favor?
- [All] Aye.
- [Andy] Nays, motion carried. Eight, consideration of a possible action on the review and award of a contract Superior Road Storm Water Pond, director--
- [Rick] I'll speak to this one.
- [Andy] Okay.
- [Rick] If you remember, there is a subdivision going out on Sitka Road, part of that, for that subdivision to go forward we need to put this storm water pond in first. With I in S being on Wednesday, we're going to bid this project tomorrow, so what we're asking for tonight is to contingently approve the bids that we receive tomorrow, contingent upon having adequate funds in the program to do this. What we will do after we receive the bids tomorrow, is we will send out a summary to all Alders before you go to council on Tuesday.
- [Andy] Any questions, if not, entertain a motion.
- So moved, move to approve.
- [Andy] Motion to approve by Wery, seconded by,
- [Brian] Second.
- [Andy] Johnson, under discussion, hearing none, all in favor?
- [All] Aye.
- [Andy] Nays, motion carried. Number nine, consideration of a possible action on an agreement for purchase and sale of real estate at 1012 North Webster Avenue for the North Webster Avenue Reconstruction Project and authorized payments, Director Pirlot?
- [Chris P] We have a written, signed offer to sell with the property owner in question, all the terms and conditions are satisfactory to all parties and we recommend approval.
- [Andy] Any questions, concerns? If not, entertain a motion.

- I move to approve.
- [Andy] Motion to approve by Wery, second by Brunette, under discussion, hearing none, all in favor?
- [All] Aye.
- [Andy] Nays, motion carried. 10, consideration of a possible action on relocation claims for the Webster Avenue Project and authorized payments, Director Pirlot?
- [Chris P] There are two items, both for that same property identified above 1012 North Webster Avenue, one in the amount of \$41,900 to Roger G Delarwelle, and that is relocation costs, and again to Mr. Delarwelle, \$305, and that is, I believe that's filing fees. Yeah, filing fees, and we recommend approval.
- [Andy] Okay, questions or concerns, if not entertain a motion.
- Quick question.
- [Andy] Alderman Wery you got a question.
- Director Pirlot, how close are we to the end of these relocations, we must be at least halfway done.
- [Chris P] No.
- No, okay.
- [Chris P] I think we've got about six or eight, six or seven properties that are purchased, so I mean we're on our way, but yes, we have a long ways to go yet. There's 24 parcels total that we're acquiring the whole parcel.
- We have a deadline, or are we on schedule?
- [Chris P] We're trying to get 'em all purchased this summer so we can take 'em down. Part of our sewer project next fall relies on having that first two blocks from University north down, because there's relocated sewers going in that area, so it's crucial that we get these people going.
- Appreciate it, thanks.
- [Andy] Our real estate agent is working as efficiently and furiously as possible. Any other questions or concerns, if not, entertain a motion to approve.
- [Brian] So moved.
- [Jesse] Second.
- [Andy] Motion to approve by Johnson, seconded by Brunette, under discussion. Hearing none, all in favor?
- [All] Aye.

- [Andy] Nays, motion carried. Chris, on number 11 can we take A through E together or you got an issue with one?
- [Chris P] We have an issue with just one.
- [Andy] 11, consideration of a possible action on an application for concrete sidewalk builder's license by the following, A, Brian's Quality Concrete.
- [Chris P] We recommend approval.
- [Andy] Okay, entertain a motion.
- [Brian] So moved.
- [Andy] Motion by Johnson,
- Second.
- [Andy] Second by Wery to approve, all in favor?
- [All] Aye.
- [Andy] Nays, motion carried. B, Carter Trucking and Excavating.
- [Chris P] They are new to us, so we're looking into their reference, background checks right now and we would approve them contingent upon successful reference checks.
- [Andy] Okay, I'll entertain a motion to that effect.
- So moved.
- [Andy] Motion to that effect by Wery, seconded by Brunette, under discussion. Hearing none, all in favor?
- [All] Aye.
- [Andy] Nays, motion carried. Evraet's Concrete Construction, LLC.
- [Chris P] If you would, the rest of them, C through E, we would recommend approval.
- [Andy] Approval of C, D and E I'll take all three of them together.
- [Brian] Move to approve.
- [Andy] Okay, motion to approve Evraet's, Precision Flatwork, and Ray Jaeger Construction, Incorporated.
- [Brian] So moved.
- [Andy] Motion by Johnson, second by Brunette. Under discussion, hearing none, all in favor?
- [All] Aye.

- [Andy] Nays, motion carried. 12, consideration of possible action for tree and brush trimmer license by Urban Tree Service, Director Pirlot?
- [Chris P] We recommend approval, we've worked with them before.
- [Andy] Entertain a motion to approve.
- So moved.
- [Jesse] Second.
- By Wery, second by Brunette, under discussion. Hearing none, all in favor?
- [All] Aye.
- [Andy] Nays, motion carried. Informational, Director's report, Director Pirlot?
- [Chris P] No report tonight.
- [Andy] Great, I'll entertain a motion to receive and place on file.
- Now's your chance to just talk and talk.
- [Jesse] So moved.
- [Andy] Motion to receive and place on file by Brunette, second by Johnson, under discussion. Hearing none, all in favor?
- [All] Aye.
- [Andy] Nays, motion carried.
- Move to reconsider.
- [Andy] I will not, I will not entertain that, I will not entertain that at all, Mr. Wery.
- I didn't think you would.
- [Andy] No. Next Improvement in Services meeting is scheduled for May 30th, 2018. Is it a Wednesday? Back on the regular schedule, I believe it is a Wednesday. Well, can everybody make that one or do you wanna get back to me?
- We need you majesty.
- [Andy] That's what I wanna hear, Wery. Mr. Johnson?
- [Brian] This one follows Parks, correct? So what, I mean.
- [Andy] It'll follow parks, but I'm guessing we'll probably try to make it at four or 4:30.
- What time do you need?
- [Jesse] Later works best for me.

- [Andy] Later like what, six?
- [Jesse] Five would work, after Parks, but I don't wanna hold everyone else up.
- [Andy] Is everybody okay with five?
- Five is right after Parks.
- [Andy] Parks is, well who's the chairman of Parks? No one will recognize him over there, they'll get rid of him. So what do you want, 5:00 Parks? And then Improvement in Services will meet right after it? Okay, 30th, 30th, that's two weeks from.
- [Jesse] Actually three weeks from Wednesday.
- [Andy] Okay, all right, sounds good. If there's a change of plans with anybody just please give me a call and we'll see what we can do. So, entertain a motion to adjourn.
- [Jesse] So moved.
- [Andy] By Brunette, seconded by,
- Second.
- [Andy] Wery, under discussion, hearing none, all in favor?
- [All] Aye.
- [Andy] Nays, motion carried, we're adjourned.
- This time I'm gonna leave the meeting.
- [Andy] Hit stop?