



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

**MONDAY, JULY 30, 2018, 4:00 PM
CITY HALL, ROOM 207**

PLEASE NOTE TIME CHANGE

A. ROLL CALL.

All present and voting.

Ald. Nicholson, Ald. Johnson, Ald. Brunette, Ald. Wery

Others Present: Ald. Scannel, Ald. Galvin, Ald. Lefebvre, Celestine Jeffreys, Brittany (WBAY),
Jonathon (Green Bay Press Gazette)

B. APPROVAL OF THE AGENDA.

Moved by Ald. Brian Johnson, seconded by Ald. Chris Wery to approve. Motion carried.

Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

C. APPROVAL OF MINUTES.

Moved by Ald. Brian Johnson, seconded by Ald. Chris Wery to approve. Motion carried.

VoteYes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

D. REGULAR BUSINESS.

I. Consideration with possible action on request by Ald. Galvin for Department of Public Works to develop and implement a five year plan to inspect sidewalks and repair or replace them to code.

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to refer to staff to study request by Ald. Galvin for Department of Public Works to develop and implement a five year plan to inspect sidewalks and repair or replace them to code . Motion carried. Vote: Yes- Andy Nicholson, Brian

Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

2. Consideration with possible action on request by Ald. Lefebvre for partial reimbursement (or temporary waiver of wheel tax) for residential properties that paid road improvement assessments in the past three years.

Moved by Ald. Brian Johnson, seconded by Ald. Andy Nicholson to receive and place on file the request by Ald. Lefebvre for partial reimbursement (or temporary waiver of wheel tax) for residential properties that paid road improvement assessments in the past three years. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, No- Jesse Brunette, Abstain- Chris Wery

3. Consideration with possible action on request by Ald. Lefebvre on behalf of a resident at 1855 Eastman Avenue for a review of the overnight parking ordinance related to multi-family residential property.

Moved by Ald. Chris Wery, seconded by Ald. Brian Johnson to receive and place on file the request by Ald. Lefebvre on behalf of a resident at 1855 Eastman Avenue for a review of the overnight parking ordinance related to multi-family residential property. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

4. Consideration with possible action on request by Ald. Scannell to install monument in public right-of-way on the north side of Main Street at the Fox River Trail.

Moved by Ald. Chris Wery, seconded by Ald. Brian Johnson to approve the request by Ald. Scannell to install monument in public right-of-way on the north side of Main Street at the Fox River Trail. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

5. Consideration with possible action on request by the Department of Public Works to replace sewer combination truck 95.

Moved by Ald. Brian Johnson, seconded by Ald. Jesse Brunette to approve the request by the Department of Public Works to replace sewer combination truck 95 as amended. Motion carried. The Utility must replace the funds borrowed from the replacement fund for this purchase. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

6. Consideration with possible action on a request by the Department of Public Works to have approval to award contracts associated with the construction of the Big Wheel ride at the Bay Beach

Amusement Park, including site work and foundation construction, and to report out any contracts awarded at the next regularly scheduled meeting of the Improvement and Services Committee.

Moved by Ald. Jesse Brunette, seconded by Ald. Chris Wery to approve the request by the Department of Public Works to have approval to award contracts associated with the construction of the Big Wheel ride at the Bay Beach Amusement Park, including site work and foundation construction, and to report out any contracts awarded at the next regularly scheduled meeting of the Improvement and Services Committee. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

7. Report of actions taken by Department of Public Works

A. Award of contracts - None

B. Granting of Licenses

1. Concrete Sidewalk Builders

- a. Complete Flatwork Specialists LLC
- b. Malcore Concrete Inc.

2. Underground Sprinkler System by RainMaster Irrigation Inc.

C. Real estate acquisition for Webster Avenue

1. Agreement for Purchase (Parcel Number, Address, Owner Name, Amount)

13, 1002 Harvey Street, Beverly Moeser, \$108,000
14, 1001-05 Day Street, Brown County, \$8,457.31

2. Relocation Payments (Parcel Number, Address, Owner Name, Amount)

7a, 1108 N. Webster Avenue, Anthony Shea, \$569
22a, 1005 Berner Street, Regina Donaldson, \$89,376
24a, 1008 Vanderbraak Street, Don Lecher, \$360
24a, 1008 Vanderbraak Street, Don Lecher, \$500

3. Administrative Revision (Parcel Number, Address, Owner Name, Amount)

16, 918 N. Webster Avenue, William L. Moehring, \$37,000
17, 1024 N. Webster Avenue, Debra L. Mlezvia, \$85,000
20, 1002 Reber Street, Crooken Wood Corp., \$86,000

Moved by Ald. Jesse Brunette, seconded by Ald. Brian Johnson to receive and place on file the report of actions taken by Department of Public Works. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

E. INFORMATIONAL.

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

Moved by Ald. Jesse Brunette, seconded by Ald. Brian Johnson to receive and place on file the Director's Report on recent activities of the Public Works Department. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

2. The next Improvement and Services Committee meeting is scheduled for August 29, 2018.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

Moved by Ald. Brian Johnson, seconded by Ald. Jesse Brunette to approve to adjourn the meeting. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

VERBATIM MINUTES

- No comment.

- Are you good?

- Yeah.

- Okay, let's bring Improvement and Services to order. Let it be recorded, Johnson, Brunette, Nicholson, Wery are present, need a motion to approve the agenda. Motion by Johnson, second by Wery, under discussion, hearing none, all in favor?

- Aye.

- Nays, motion carried. Approval of the minutes by Wery, second by Johnson, under discussion, hearing none, all in favor?

- Aye.

- Nays, motion carried. Regular business, number one, consideration and possible action on a request by alderman Galvin for department of public works to develop and implement a five-year plan to inspect sidewalks and repair or replace them to code, who wants to take it first? Alderman Bill?

- When I got elected, my first term, I talked to Steven about the sidewalk issue, it was a problem that I had people talking to me about, you can come around my neck of the woods, you'll see mothers that walk children in streets with strollers, elderly people that are walking the street, joggers trying to jog on the sidewalks, and come winter time, because of the pitch of the sidewalk and all the damage, water collects, freezes, turns into ice and some people struggle trying to get it cleaned up and it's not easy. So I looked and Pier has got a plan in place, they're going through the city, section by section, year by year, and they got the money set aside and the press has sent a letter to all the residents notifying them, it's one way of knowing about it that they have to take notice of problems in their sidewalks and get them fixed and repaired, they want a call. I had an elderly lady this spring, I guess something that pushed her, one of my constituents, she sent me an email, she tripped on a sidewalk that was buckled, she fell, broke a bone in her face and tore a rotator cuff in her shoulder. We got something working on the roads, and I think we need to start addressing the sidewalks as another means of transportation for our community, and I think it reflects how we feel about our community, when we make it a good place to live and easy to get around or urging people to get more active, get out and walk around and I think sidewalks should be up to code, we have a code and I think it should be used and we've got a plan in place. So if it can't be done in five years, six years, whatever, but just a sort of a plan, there's some improvements that are in place. Thank you.

- Okay, Steve, you got any comments or concerns?

- I've got quite a few concerns about it, first and foremost we are not staffed for this. So if this is something that the alder considers to move forward with, we're gonna be asking for the same consideration about two months and we're gonna go forward with a budget discussion. This also has the ability to have negative impacts on city liability. Right now, we enjoy legislative immunity, the program is run on a complaint basis and until we know that there's a problem, there's no obligation to remedy the problem. Seems like having a sane way to doing things, but when you're talking about exposure of the city liability, it becomes a very consequential issue. We had a proactive program years ago, that program generated if memory serves, it was about seven years worth of sidewalk issues the first year that it was in place and now that those sidewalk issues were identified, there was an obligation to remedy them if the people didn't take care of them on their own, then that obligation fell back to the city and both from a cost perspective and the timing perspective, there was not

enough contractor workforce available to get all that work done. So we could very easily overwhelm the contractors who are in this area by taking a five-year plan and going out proactively inspecting all these sidewalks instead of taking the approach that we have taken in the past 20 or so years. And again I simply don't have the staff to be doing what the plan is calling for if this is something that the council deems as necessary and you guys want to move forward with it, we are gonna need additional staff to do this.

- How much?

- If you're talking about doing physical inspections on sidewalk on a five-year rotation, I would have to quantify what we've got as far as miles of sidewalk out there, we're looking at least one person, possibly two to do nothing but sidewalks.

- All right. Anything else, Steve?

- No.

- Any questions or concerns? Cathy, Cathy and then alderman Johnson.

- I do agree that we have to take care of the sidewalks because people, they might see the sidewalks bad, they might fall sometimes or take the time to do it and that's the problem I think, for a long time they just get really bad and for safety sake too we need to get the sidewalks done and that's gonna cost, there's always a cost in everything, but that's something you really should look at. As you said, adding one or two people, it's something that we need to do if you want to keep your city looking nice and have nice sidewalks, roads, things are very important to people living there, so I would support it.

- What was the liability again Steve?

- Liability, if once a problem has been identified, then there's a legal obligation to correct it. And right now the sidewalks are still levied back against the property owner, that's one of the biggest complaints that we hear now that special assessments will be going away, we still hear quite a bit from folks who are responsible to repair the sidewalk in front of their home, we get a lot of requests to relieve the property owner from that burden and it's no different than pavement special assessments, we've got folks who are living in a home, who are on fixed income and they don't have money to be replacing the sidewalk in front of their house, they feel like that should be a government responsibility and so forth. Or they want the sidewalk that was damaged by the tree fixed but not the other sidewalk that's damaged in front of their home, that would be their responsibility. So once that sidewalk has been noted, and some folks simply, one of the other things that we hear about is when a private individual tries to contact a contractor to get a contractor on board to do the work, the contractors don't call them back because they don't want to take on all these little jobs, so it winds up getting rolled into a city contract, but we might bill the property owner back for that. But from a timing perspective, there's a very real possibility that we may overload the available contractors in the area and it would be a liability issue for failure for us.

- And you stated that we were in this program at one time?

- At one time back in the 90s or early 2000s, we adopted a forward-looking proactive and part of the problem was we overloaded the program and we had no way to pay for it. And we wound up with some liability issues associated with that.

- If we do go down this road, do you think that would repeat again or what would you do different?

- I don't know that there's anything you can do differently, and right now it's on a complaint-basis and until we get the complaint there is not an issue, it becomes an issue once a complaints pursue.

- Alderman Johnson?

- I think I fully understand what the policy is, but I'd like to maybe just have an open discussion about it, just for clarity sake, so when we look at, when we do receive a complaint, what's the basis for that complaint, is it three quarters of an inch? Is that how city ordinance defined it? Okay, so three quarters of an inch, but when there's a complaint, you don't just go and look at that one cake, you look at the whole sidewalk.

- From property length to property length.

- Okay, and if the damage is caused by a tree, that's in the right of way, the city pays for the replacement of that?

- Yes.

- Everything else is the home-owner's responsibility?

- Not necessarily. If it is, if damage to the sidewalk was caused by the utility, renewing their facilities they are obligated to replace, but if it's just simply aged, deteriorated, or due to weather effects over time or there is heaving or movement of the slab and there are other external causes, like a tree, like the utility contract, then it becomes the property owner's responsibility.

- Okay, and so I understand this number can fluctuate from year to year, but can you ballpark for me what the average price is to replace a cake?

- Right now it's about a \$150.

- Okay and so how many complaints do we receive a year?

- Oh geez.

- I know I'm catching off guard with that question.

- Couple of hundred.

- Couple of hundred right now, okay. And do you have any sense in terms of, I think I know the answer to this, but do you have any sense about how much of our sidewalk space is currently not in compliance?

- Off hand, I wouldn't have any--

- Without doing the inspections.

- Not even a guess because compliance can be related to a number of things. The sidewalk may, there's the slope running along the length of the sidewalk, there are maximum grades that that sidewalk can be at to achieve compliance with the disabilities act so similarly there are cross hold requirements, there are requirements at the curb ramps, they're a trip hazard which is a three quarter inch offset that we're talking about, and then there are other features where the sidewalk is a 100% in compliance but there are still issues that are perceived by the public like alder Galvin spoke about where either there is terrace trees or whatever happened over time that the sidewalk is intended to drain from the property lane back out towards the road and if there's a grass terrace between the front edge of the walk and back of the curb, and that's higher than the sidewalk is, there's potential to pond water through short periods, during winter sometimes, there are short periods of time that are enough to allow for ice to form so the sidewalk can be a 100% in compliance but it's still ponding water. That's not necessarily a city problem, that's a grating problem in front of somebody's house. That could be caused by a tree, it could be caused as the sidewalk settles, it could be

caused because somebody decided to renew their grass and they brought in a couple of inches of top soil and just built things up. But if there's enough profile along the slope of the sidewalk, that should drain and eventually get to the dry way and leak out but a lot of times you end up with small little duck ponds and they invite us over. So there's a million things that's not necessarily a code requirement.

- So when we go out and do some of these repairs, I mean they're complaint based again, I get that, so if we go out there, do you have any sense on average what percent falls to the city versus the home owner, and the reason I'm asking this is because if we were to proceed with a plan like this of course, in addition to the need that you're talking about for the inspector, we'd also have to budget additional money, I would imagine to fix the city's portion of damaged.

- On complaints basis, I would say that we are running about from a budget perspective, we're running about two to one. Private versus city responsibility.

- What do we currently budget?

- We budget about a \$100,000 a year for sidewalk complaints and I think the actual contract amount is trending about three, 325, so we're in the neighborhood, also, bear in mind when we budget for city related sidewalk, that's not simply the five by five square in front of your house, if we get to a corner and find out that we have pet ramps that are not compliant that we need to bring into compliance, you're talking all that area of the pet ramp as well, so it comes in our financial 100,000 that we spend every year.

- So what is the requirement on the pet ramps?

- We're part of the requirement. If you read the 88, there's quite a bit that has to go in, and it varies based on the pet ramp itself, because there's eight different types of pet ramps, but the landing, there has to be a landing atop of the ramp that's at least 42 inches in the direction of travel, 36 inches transverse, or if you get two sidewalks coming in it's 42 by 42 at minimum, that can be only 2% at any one direction from the edge of that landing down to the curb ramp, the curb opening at the bottom of the hill, that can only be a maximum of 8%. The sidewalk itself coming into the curb ramp can only be at 5% in the direction of travel.

- And let me broaden this up Steve, I wasn't necessarily aiming for the technical aspects of it, by my concern is if we were to proceed with this plan, are we gonna end up fixing a bunch of pet ramps as well?

- Absolutely.

- Any idea what percentage of those might not be in compliance?

- Well, we may have a pet ramp that's in compliance but the only way to fix the sidewalk is to change the grades on the sidewalk and now we've created a trip hazard with the pet ramp with the landing, so we're gonna have to fix the landing, but the landing is integral to the rest of the ramp because it's a centered discharge and we're gonna have to rip the entire ramp, and it's conceivable that we could have a ramp that's just constructed as part of the resurfacing project two years ago, we go out and inspect the sidewalk and find out that a tree damaged the sidewalk, as he bent that up, we can't cut the tree, so we're gonna have to modify the sidewalk, in order to modify the sidewalk, we're gonna lift the ramp and to rip off a ramp we just put in two years ago, and it's brand new detectable warning fields and everything.

- As it stands right now, is the ramp city responsibility or the property owner?

- Ramp is city.

- Okay. Okay, that's quite enough, thank you.

- Brian, just for example, I've been out walking for the last two weeks, every night I've been going out, walking about two miles with my wife throughout the district and I think you'd be hard-pressed to find one block that doesn't have some kind of violation or code violation with the sidewalk, some are so old that the tree that caused it is gone, the stump is gone, the terrace is back to normal and the city never took care of the problem. There are some heavings that are six to eight inches where the property owner is not knowing that the city is responsible have gone and done their own actual work with asphalt and mixing a pocket of cement and putting it in place, trying to make it at least not as dangerous as it is, and I would challenge you to find a block in anywhere in my district where there isn't some kind of damage that needs to be fixed.

- I know it. My district obviously has a lot of that too and it's just that aging infrastructure. One more question, what is the timing on that, when the complaint is issued, if it's deemed that it needs to be repaired, what does that timing look like?

- It's less than a year in all cases. Once we get the complaint we try to investigate as soon as possible. If we can get to that investigation within a week, we're doing really good because the individual who's responsible for the sidewalk right now has other programs and responsibilities. But what we want to do is go out and do at least the initial inspection to determine whether or not a problem exists. Just because a complaint is received it doesn't mean that the complaint is a valid complaint. So somebody may complain that there is a trip hazard, and we go out and we measure it, it's only a half inch, not three quarters, it doesn't meet the definition and therefore it's not an actionable complaint so we won't take action on it, but it was a complaint received. If we find something that is a trip hazard, then we will immediately work with the operations division to try and remedy that, a lot of times what that involves is putting a small asphalt wedge in there to eliminate the trip hazard, now that's only a temporary fix. Then it gets marked down as a spot that needs permanent repair, we will evaluate whether or not there is any city contribution to that for factors like trees or if it's 100%, we'll make the portion between the private property owner and the city. That gets added to a list and once a year, typically in May we bring forward the sidewalk resolutions where quarters are cut and residents have 60 days for the motion to apply.

- So currently that's only done once a year, then?

- Correct.

- Okay.

- It's done once a year city-wide based on the complaints, additionally, historically, we have taken care of city-required remedies in L.A. line areas again in September using money that's provided under CPBG funding because as you know the community development block money has to provide an area benefit and public sidewalks are a definable area benefit.

- And individuals, if ordered to replace parts of their sidewalk, they can still privately contract that owner and do it themselves?

- Absolutely, they don't have to wait for us to come to doors to do that, if property owner goes on and notices that their sidewalk is cracked, it's swollen, there's exposed aggregate, there is heat, it's whatever, they have the ability to go ahead and do those repairs at any time.

- And if given the order to repair, how long do they have to complete that?

- I believe statutory it's 60 days. I would have to go back and take a look at the resolution, but it's written right in the resolution that goes to town council.

- So if not completed in 60 days, that's when it goes on our contract?

- The city will arrange for our contractor to get over there.
- Okay, thank you.
- [Man] So they 60 days to comply, but we have a year to comply? If I understand your process?
- Not necessarily, we will schedule, they have 60 days to comply, if they fail to comply, we will schedule it as soon as we can prep.
- [Man] When you get a complaint, and someone goes out and looks, how soon will the city comply? If they find that it's--
- Again if it's something we can do to temporarily eliminate that we do that as quickly as possible.
- [Man] But if not, how long will it be till it gets replaced?
- It depends on how big the program is and when we receive the complaint.
- [Man] I call in, the tree has heaved two sections in front of our house, your guy goes out there, you can't temporarily remedy it, how long will it take the city to replace those two sections?
- I can't give you an order of months, it depends, we typically bring a sidewalk resolution through in May.
- [Man] Right, so that's what I'm saying, so my complaint is in October?
- Then you have to follow up in May.
- [Man] What will we do with a home owner with a complaint in October? They just get 60 days?
- No, they get 60 days until we pass the resolution in May.
- [Man] So all those complaints wait till May?
- Yes.
- [Man] And then they have 60 days after it's passed in May?
- Right.
- [Man] And the city will have the same thing done, so May, June, July, by the end of July all the repairs will be done?
- They will. We statutorily have to give them 60 days, I can't go there and fix the problem they didn't fix if I didn't give them the 60 days in which to comply.
- [Man] Okay, so let's take this back again, I complain, there's two blocks that are city's problem, same section, there are two blocks that are home owner's section. Come May, you do the owners that the home owner has 60 days, so in 60 days they have it done. When will the city have their two sections done?
- Depends on what city of the city we start on, how quickly we get across?
- [Man] Let's assume the soonest it will be done.

- Soonest it will be done is 60 days.

- [Man] And what's the latest it will be done?

- November.

- [Man] Okay, thank you, that's all I wanted to ask, thank you.

- Cathy?

- No, that's about it.

- Anybody else? Any concerns? Bill, I thought you raised your hand, Randy?

- I think this is a big issue, I think it's concern, but I know when I was out, knocking on doors, I'd get complaints about the sidewalk, the owner and I'd say you're responsible for that and they didn't have the money for it. So if the city is gonna do it, that'd be great, city is not gonna do it? They didn't have the money for it, so if we go through and do this I'd be concerned about putting an arch on a lot of people, I'd like us to have some availability to help people out, if there's grant money, something we can point them to and help them cover their cost and if we decide this can't be done now, this is not something you should just turn off and forget, it should be on the back burner, as soon as we've got the wherewithal to do it, we should talk about it.

- I would ask that we don't hit someone with a letter 60 days to get your sidewalk fixed, and the kind of complaint we had about the roads, hey, we're coming through this summer, we're gonna redo your roads, here's your assessment, so there's got to be some forewarning out there, like I said, I'm not looking for a set that it's got to be five years, but a program, how is the Pier doing this? I don't hear any stories about pitchforks and burning torches and that kind of stuff at the Pier, but certainly this has got to be impacting quite a few people that would listen in that I saw in the paper. So we can look around in other communities to see how they're doing this so what works best for the home owner, that they don't end up with the bill and also so the city can get a program in place so it's not impacting us, I'm not actually gonna say we got to have in place by next spring, but let's get something moving so there is some change that takes place in this community, that's what I'm looking for.

- Bill, do you know what the procedures are for city into Pier?

- No, I don't, and I was gonna reach out to them, when I saw that article in the paper, I thought that was very interesting, in fact they might be doing a seven-year location, you can't quote me on that, but that's what I thought they were doing. And I look a lot in our community, we have brand new subdivisions, we have areas with no sidewalks, so there's no problems. It's not like the entire city which has 400 and something miles of road, and we don't have a comparable amount of sidewalks, so I think there's something like that. If people, that that's the response for it, and we can let them know far enough in advance that this is coming, that this has to be fixed, I think we have to do that. How many injuries and close calls and falls do our citizens have to put up with? How many people have to push your kids out in the street because they can't get through in the sidewalks? That's not the kind of thing you want to see in neighborhoods and it's not safe.

- All right, thank you. Steve, if Bill has huge amount of problems in his neighborhood with sidewalks, I mean can't you get that down on a list?

- Yeah, the city has got \$100,000 for sidewalk replacement that's about 500 cakes roughly if my rough math is good, and I haven't seen much replacement anywhere, other than I think there's one place down the street where a guy did the entire stretch, and I don't think the city, I think he took it upon himself. But I haven't seen

a lot of sidewalk replacement personally. Unless it's been a road project or something that's been done as part of a parcel with that. And if you think about it, 500 is not a lot for a community this size.

- All right, Cathy?

- Maybe we should ask Steven and his staff to look at what potentially the cost would be if the city helped some residents with the cost of sidewalks, you don't know until you look at the figures, trying to figure out what you're looking at and see if you want to do it if you can, what is it gonna cost the city itself, and you said the liability, the different things, and look at all these different parts of it and then bring it back to committee. We need to know what the real costs are, I suppose, you need to know what you're looking at before you can say let's go ahead and do it, let's do this, so that might be an option to discover. You can start something like that too.

- Sure, I mean, you have to have a plan, you have to have information to formulate a good plan. And if it's gonna require more resources from the city and let the neighbors know that maybe they should start marshaling their resources to cover their end of the bargain, we have to be fair and that's why I didn't think we'd have a plan that would just be, next spring we'd be out just replacing tons of sidewalks, but if it takes another year to get it, when we get the budget set and everything, because I know we're kind of getting late into the budget season, but I would like to see a plan or something if the council can get behind it, we can implement and start working on that.

- Okay, thank you. Steve you have any comments or? Anybody from the committee? Chris?

- Thank you, Mr. Chairman. I'm glad you brought forward alderman Galvin, it's something I've been looking for a long time and initially I also had someone who fell and broke their elbow on the sidewalk and you can put it in your newsletters, you can put it in your Facebook, go to neighborhood associations and tell them over and over and over to report sidewalks, but it doesn't get done, they forget how. So something I'd like to at least hear, the Xs and Os and the details of, so I'd make a motion to refer this to staff to investigate and report back all the particular staffing expectations, budgetary effect, pros, cons, review other communities, et cetera or anything else.

- Motion by Wery, second by Brunette, under discussion, hearing none, all in favor?

- Aye.

- Nays, motion carried. Moving forward. Two, consideration and possible action on a request by alderman Faith for partial reimbursement and temporary waive of wheel tax for residential properties that paid road improvement assessments the last three years. Cathy?

- After the council meeting we talked to Steve, I put that in because people have been calling me especially this year that now they've been paying more tax and a lot of them are older and they're not gonna see for themselves any benefit from it because those roads will last for 20, 25 years, so we talked a little bit, and there's probably too much cost to try and do something. I feel terribly for these people, but we talked to them a little bit, maybe we could do a different thing, 'cause I had one lady ask to have it extended for 10 years so we can put it out to the people that if they pay this year, they can do a five-year or a 10-year, so that will make it much easier for them later, in assessment and it sounds like that's the only thing we can do without...

- Steve is that what you suggested to Cathy?

- What we talked about was the pluses and minuses of trying to have some sort of reimbursement program. When you go into a potential reimbursement program, one of the things that you will struggle with is how far back you go, do you go one year, do you go five years, do you go six years because there's always somebody that one year beyond would be getting paid. Some of the things that we struggle with, other communities have

dealt with unsuccessfully. There are an astronomical number of properties that change hands that are on these streets, so it could be anything from an arms length transaction because somebody moved from one house to another, moved out of state, due to a death in the family and with those, who do you reimburse? Do you reimburse the new property owner, do you reimburse the property owner who paid the assessment, how do you track them down, how much resources do you spend trying to get that reimbursement back to somebody? And then there is a cost of that reimbursement, we'd have to codify what that cost is and how are we gonna pay for that 'cause is that money we're gonna borrow and pay interest on? Because if you're translating the budget, I'm here to tell you it's not there. So you're gonna have to come up with some way to pay for it and as the two of us talked, alderman Faith said she understand there are some severe limitations on that, but is there anything we can do especially for those residents caught just in 2018 because there had been discussions last fall relative to wheel tax, it was talked about early on this year that we passed a handful of projects, we didn't go forward with some other projects, and then wheel tax discussion came up again, so we have a small number of projects that are actively being built in 2018 that may or may not have been adversely impacted had a wheel tax been implemented earlier and one of the things I did suggest to alderman Faith was the way things are currently set up, there are a couple of options for property owners. If property owners are able to demonstrate indigency, there is a deferral on pavement, special assessments until property is sold, if you are able to demonstrate indigency, because the property owner literally has to get into net worth and provide bank statements and if that demonstration has to be made in front of a committee and again in front of a council, a lot of folks simply choose to not go that route. Standard policy for special assessments for pavement constructions provide that when the assessment comes due, it's due net 30, which means 30 days after the receipt of the invoice, you are obligated to pay any, all or none. Any unpaid balance resulting after the 30 days of receipt expires, goes onto your taxes and it's automatically put into a fine equal to yours that's what we refer to as your standard five year plan. Because business special assessments occur at a higher rate and typically have a larger amount of frontage than a residential special assessment for pavement, there was a proper input in place many, many years ago, it was a policy statement adopted by the common council that a business owner has the ability to come in and petition on a case-specific basis and request a 10 year payment plan from the Improvement and Service committee. We know that there were a couple of folks on the Military Avenue project in 2010 that made that demonstration, referring to the 10-year payment plan. The reason that payment plan hasn't historically been offered as a standard is because it becomes a very onerous cashflow issue, but what I did state to alderman Faith is for a one-kind deal, for those projects here in 2018, that cashflow issue becomes my cashflow issue, but I would have no problem trying to manage that for the 2018 projects if we wanted to offer a 10 year plan. And not everyone is gonna take advantage of it, but there are some people out there who are gonna say, hey I know a lot of you with headaches, that's over many, many years, I just want to be done with it and pay the special assessments in full. I would say that probably more than half of all folks historically have done that, I would expect the same thing, but if there are folks who are in a situation that we want to be able to offer something, I would have no problem with a 10-year payment plan for those folks.

- It seems like the best thing we can do, I can understand the people feeling and all that, they're caught paying this, the streets couldn't be put off because they tie in to the Webster street and that's why they're on this year too, but where's the money gonna come from? So that's the issue, I think if we can allow certain people, some that can apply for a 10 year extension.

- Okay, thanks, Cathy. Alderman Brunette and Johnson?

- I appreciate the comments and explanation of Director Grenier, but I think we're gonna get back to the motion, not the motion, but the agenda item, the agenda item is the partial reimbursement of wheel tax for those who paid a special assessment but that's really what we should be discussing and it's a difficult discussion because as you said, Director Grenier, where do you draw the line for properties and even in the last two years since the wheel tax was first proposed, some projects passed, some projects did not pass. The Hillcrest project that was in my district, we delayed the decision for a year, I thought that the wheel tax would be discussed as it was and for my constituents the wheel tax passed and it passed into the final law. And in about a year and a month, so you got to draw the line somewhere, so I think that for those who just paid the special

assessment maybe since the wheel tax was first discussed two years ago, or whenever it was first discussed that maybe we have a program in place for those folks, so they can appeal to this body for reimbursement for the wheel tax, for the wheel tax, taxes that they paid since that was first proposed to when it was enacted in January. I'm not saying I support that, but I think it's worth considering that as a compromise to get us into a fair, level ground for those who did pay the special assessment. And now have to pay wheel tax.

- Anything else, Jesse?

- No.

- Alderman Johnson?

- I know that I had talks with Director Grenier and a few others about a rebid on this as well prior to this committee taking this issue up and I decided not to bring it up here simply because of the administrative challenges that presents. I look at something like a \$100 child tax we write, and the state of Wisconsin spent a \$180,000 just to send postcards to let people know that they'll give them money. And so, I'm not, you know, just going through that dialogue, you start to understand too of course that there are administrative burdens that come with tracking down \$20 refund checks and I again personally don't like the idea of wheel tax and I supported it, but I do want to see us kind of, I supported it as a bridge to catch up and eventually I would like to see us come up with a policy that allows us to resend it. And so when I start looking at trying to create a special scenario of refunding \$20 checks, I just think the administrative cost to do that would outweigh the benefit and when you make difficult policy decisions like this, meaning we're used to doing something one way, we're now gonna do something another way, inevitably there are people that that doesn't benefit and that is a very difficult decision in time, and I think that's simply the case of what we have here. It doesn't make me feel good, but I think we have to look out obviously for the overall good of the city, so I'm gonna make a motion at least on this, unless somebody else wants to say anything, to just receive and place this on file and to Jesse's point though, if we need to bring up that other item as a separate agenda item in a future meeting, to be amended, the agenda, we could certainly do that, but for this particular item, I would say motion to receive and place on file.

- There's a motion by Johnson to receive and place on file. Is there a second? Is there a second. I'll second it. So we're still under discussion, Cathy?

- Should I then make another request for the next meeting again or are you extending the payments?

- That's an option, that's an option. Does that work out with your timing, Director Grenier?

- Oh absolutely. We don't send out the invoices for the assessment until we accept the construction so usually our first invoice for the year go out in October or so.

- Okay. We're still under discussion, any other concerns or questions? Okay. All in favor. Aye. Nays?

- No.

- And it sort of passes two to one. Silence is a virtue, right, alderman Wery?

- Silence is descent.

- All right, so two to one, it is received and placed on file which is a recommendation by the city council, August, what's the date?

- I believe 21st.

- 21st, okay, all right, moving forward, thank you. Number three, consideration and possible action on a request by alderman Faith on a behalf of a resident 1855 Eastman Ave. for review of overnight parking ordinance related to multi-family residential property. Cathy?

- Actually, I talked to Steven--

- Steven Grenier?

- I talked to the gentleman and he, the first couple of times when we talked, sounded like he had two spots to park and he signed his lease in May, no, April and he was upset because he ended up from Illinois and he had his parents come and spend the night and they parked in the street and they got a ticket because I found out that overnight parking is only allowed for residents, not apartment buildings, they have no spaces there as well, and they only got two spots. Two cars, so that's not fair, and the first time I talked to him I found out that he has three cars, he has two garages and he has parking space in the lot. He has an old corvette that he just keeps in the garage. I talked to Steve about it and I wouldn't say he'd deny this because there is no, I don't think any apartment builder has to provide more spaces, there is plenty there, and I will call him, there are three options that you can do.

- Excellent, okay, I'll entertain a motion to that effect by...

- To receive and place on file.

- Yes, by Wery, second by Johnson, under discussion, hearing none, all in favor?

- Aye.

- Nays, motion carried. Number four, consideration and possible action on request by alderman Scannell to install monument and public right of way north side of Main street at the Fox River trail. Randy?

- Yes, I brought some of the materials up there to share. Dennis Downs is an artist from Chicago, he's actually been here a number of times, he's actually made some of those trees up by East High school, the actual trees, ancient markers and couple of months ago he went to the Whole Junk Nation and proposed this statute which the local government, for \$50,000 he's asking, and the local government granted it and now we're waiting on the tribal legislature to pass it. So we're kind of in a holding pattern, but we'd like to be able to move on this when we can, so what we want to do is to have the permission that when we're ready to roll and if something should happen, I still like this enough and hopefully we can come up with other funding sources if necessary that we can put that marker in where that trail marker is now and move the trail marker over. So I just want to get things set up so that when the project is ready to go we can go.

- Okay, any questions or concerns, Steve?

- As things sit right now, alderman Scannell is not looking at a financial commitment on behalf of the city, what he's simply looking for is because where the marker would go in the public right of way, approve the use of the right way for this purpose and there's an existing printed word sign on the north side of the Main street bridge by the Hampton Inn, if you come off the sidewalk for Main street and go under the bridge on the east side, there is a green sign there and that is where one of the original trees, 200 years ago or what have you, one was in that vicinity, so we're simply looking to move that sign over to give the monument a more prominent logical place next to the trail, we'll move the word sign over so we just need to have approval to utilize railway for this purpose.

- Randy, are you gonna be looking for any finances in the future for this?

- I don't think so. The only cost would be in moving the sign, he's gonna be paying, the 50,000 should cover the base, that heel install and the monument and so you know.

- Brunette?

- I just browsed through the article and it's very interesting now and if I'm not mistaken, the monument and that trees are markers for the Chipola tribe?

- A number of Native American and a whole chunk who used to be in this area used them as markers as well.

- Okay, it's a good opportunity to write that part of our city's history, our community's history, thank you.

- Cathy, and then Johnson.

- If you're talking about trees, there's nothing the city should get into, there are trees that generally cover, have you ever seen any of those? I saw a program a number of years ago, they are made out of metal and everything, but they actually

- Cathy, how is this that related? Okay, alderman Johnson?

- Just one question, did you talk to downtown Green Bay? About the installation of this or moving of signage?

- No, I'm not sure, we're not gonna take the sign down, we're just moving it 30 feet, 20 feet.

- A lot of times I ask, because a lot times these districts have master plans as well and so I'm not trying to speak for outside of Green Bay, but I think that's a worthwhile conversation to have to make sure it doesn't create any interference with something that they might be planning as well. Okay, any other questions, if not, entertain a motion.

- Move to approve.

- Motion to approve by Wery, second by Johnson, under discussion, hearing none, all in favor, aye, nays, motion carried. Number five, consideration and possible action on request by department of public works to replace sewer combination truck 95. Director Grenier?

- Our combo trucks are the very large, round tank on the back sewer trucks that you see, they have the ability to both vacuum and jet, hence the name combination truck. We have in the 2018 equipment replacement program a new combo truck for the sewer section. As we've been going through the course of 2018, existing combo truck 95 is a 2010 international, it's got an international 7500 chassis with a Wagner 2100 jet-vac body, we put over 1,100 hours per year on that combination truck and we have accumulated in excess of \$115,000 in maintenance costs on the vehicle. It's currently eight years old. As I'm sure you're aware from me telling you constantly, sewer section folks have been doing a phenomenal job over the past couple of years, stepping their game up and really getting on inspection of the sewers and we're starting to move that way towards our storm sewer as well. We have had problems with abrasive debris ruining the containment floor in the tank on the back of the truck, we had issues with the blower housing, the suction pipes have been wearing thin, within next year, we're anticipating over \$35,000 worth of additional repair and two to three weeks downtime to have some of those repairs taken care off on an eight-year old vehicle. We did take the opportunity to reach out and talk to Bruce Municipal who is one of our equipment suppliers, they are the folks who are the low responsive bid for the new combo truck we're getting with 2018 funding and asked if they would be willing to honor the same price if we ordered two trucks and they indicated that that they will, the purchase price is \$428,269. With recent tariffs and violent year increases, we're anticipating that a new vehicle next year would be between 15 and \$20,000 more than the same vehicle ordered this year, so that's the price increase between 65 and \$85,000. The city does have money that's in our reserves for equipment purchase, for the

sanitary and storm utilities, it has no taxpayer impact, it's 100% funded by those two utilities, we do like to keep those reserves at a workable level, but staff feels it would be in the city's best interest to go ahead and make the purchase out of those reserves and then replenish those reserves as part of our budget for 2019. So staff is requesting the ability to add a second combination backer truck at a cost not to exceed \$428,269.

There is a very good possibility that we can realize up to a \$100,000 in salvage value on the existing truck, which would then bring that number down to 328,269, we're asking for the full value, so we have that there and whatever money we realize in salvage value on the old truck, that will automatically go right back in the equipment replacement fund, to replenish those reserves that we're using on the initial purchase.

- Any questions or concerns, if not, I'll entertain a motion.

- Alderman Johnson with a contingency that the amount that is replaced in the reserve is equal to what we take out.

- Absolutely.

- Meaning that if the truck sells for less, that we're still replenishing the amount we took out.

- Yeah.

- Do you have everything Steve?

- Absolutely.

- Okay, motion to that effect, second by Brunette, under discussion, hearing none, all in favor?

- Aye.

- Nays, motion carried. Moving forward. Number six, consideration and possible action on request by department of public works to have an approval to award contracts associated with construction a big wheel ride at Bay Beach amusement park, including site work and foundation construction and report out any contracts awarded at the next regular scheduled meeting of INS. Director Grenier?

- You're gonna be hearing about this at your next park community meeting as well. This is the same type of request we put in for the projects that are in the CIP, the only difference is the big wheel because it's mostly being funded by the friends of Bay Beach, that was not part of the parse, CIP for the year. We told you folks that we're only gonna award contracts that are meeting certain criteria and because this one is not CIP, it doesn't meet the criteria, so we're seeking a separate approval with that. Speaking with code director Gechai, they're anticipating these bids to be ready, I believe at the end of August or first week of September and if we don't award them immediately, they're worried that they may not have enough construction season left to get the foundations in a curative time for winter.

- Any questions?

- Motion to approve.

- Motion to approve by Brunette, second by--

- Second.

- Wery, under discussion, hearing none, all in favor?

- Aye.

- Nays, motion carried. Seven, report of actions taken by department of public works, A, award of contracts, none. B, granting license, concrete sidewalk builders. 1A, Complete Flatwork Specialist LLC. And 1B, Malcore Concrete, any issues with these two companies?
- No, again this is just a report of actions we've already taken, so we're reporting out to you.
- Okay, so what's the proper motion then?
- I think the proper motion would be to receive and place on file the report.
- So the whole report then?
- That would be 7A through C3.
- Okay. I'll take a motion to that effect by Brunette.
- Second.
- Second by Johnson, under discussion, nothing, all in favor?
- Aye.
- Nays, motion carried.
- Just for your knowledge, that's why we report about the way we did and that's why we listed on the agenda the way we do, that way everything is on the agenda, everybody gets a chance to see it, so if you just accept it and receive and place on file the report, that's been in the public already.
- Okay, thanks Steve. E. Edward Informational director's report on recent activities of the public works department, Steve?
- As alderman Faith mentioned, we have the projects up on list on St. George right now, going pretty frantically, trying to get that work taken care of, before snow flies, that's tying in a larger project on the North Webster project. The North Webster should be going out, is it out? Okay, we're receiving bids on that tomorrow, we're gonna line up on that North Webster quarter with a lot of activity going on at the same time, people tripping over each other, we now have about eight, 10, full acquisitions and people moved out of the houses, so the special projects division is working on contracts that are willing to do the inspections on the home to check for lead, paint, asbestos and those kind of things, so we can get the demo work done, get the houses knocked down so we can start building utilities. So there's a lot of activity going on that's gonna be headquartered around that, that North Webster corridor and also with the private work that Remia Packaging is doing, we're gonna have a half-mile stretch of road, there's gonna be a lot of work going on over there. Other than that, staff is knee-deep in budget, so we're expecting updates on the budget as time goes forward, so we're working pretty frantically on that.
- Thank you, any questions or concerns?
- One question.
- You got the floor, Johnson.

- I was thinking about that new construction on University avenue there and of course, not University, I'm sorry, Webster and the potential with all of that truck traffic to build a \$500,000,000 facility, I mean, is there any concerns that that truck traffic could prematurely deteriorate the condition of that road?

- No, that's one of the beautiful things about concrete pavement, concrete, asphalt being a flexible pavement, it deteriorates a little bit with every wheel load that goes across it. Concrete being the ultimate stress design, you either break it or you don't. So as long as it's designed to handle the truck traffic, there is a certain amount of repetitive wear that you have to factor in, but it's not like what you have to do with asphalt, generally speaking, concrete, you break it and it's over, you don't break it, it will leer forever, kind of thing. So we're very comfortable with having that detour running on Queensy for the period of time.

- Okay, thank you.

- Cathy?

- Can I ask how many properties does have to be purchased from Webster?

- We have paperwork in process for everything. I believe that we have in the neighborhood of 10 fully acquired, an additional six that are that close to being acquired and the last eight, they have the offer and we've either negotiated the offer but haven't set the closing date yet.

- Because how do you feel how it's going for getting that portion done?

- All we're really worried about as far as the utility contract, getting the sanitary and the water done is I think the southern most blocks immediately north of University, I got to make sure I get those houses out because there could be a conflict between the sewer and the house. Everything north of that, the houses need to come down before we can do the construction of the pavement, but it's not gonna impact the sewer project. So we've got all winter to knock those down and we expect to have full acquisition on everything, closing dates, payments made, maybe not the relocation payments, but everyone will have been paid for their property by the end of September.

- Motion to receive and place on file.

- Motion by Brunette to receive and place on file, second by--

- Second.

- Johnson, under discussion, hearing none, all in favor?

- Aye.

- Nays, motion carried. Motion to adjourn by Brunette. Second by Wery, under discussion, hearing none, all in favor, nays, motion carried.