



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

**WEDNESDAY, JULY 10, 2019, 6:00 PM
CITY HALL, ROOM 207**

A. ROLL CALL.

Present: Ald. Johnson, Ald. Brunette, Ald. Wery

Excused: Ald. Nicholson

Others present: Celestine Jeffreys, Ald. Lefebvre, Ald. Steuer, Chris Pirlot, Rick Jensen, Don Mjelde, Samantha Maass

B. APPROVAL OF THE AGENDA.

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

C. APPROVAL OF MINUTES.

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

D. REGULAR BUSINESS.

I. Consideration with possible action on request by Ald. Johnson on the authorization of the installation of crosswalk art at the intersection of Broadway and Hubbard Streets.

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to open the floor for discussion. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to close the floor for discussion. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to open the floor for discussion. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to close the floor for discussion. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to hold until the August 14, 2019 Improvement and Services Committee meeting the request by Ald. Johnson on the authorization of the installation of crosswalk art at the intersection of Broadway and Hubbard Streets. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

2. Consideration with possible action on request by Ald. Scannell, on behalf of Jon-Thomas Korntved, for 8 additional overnight parking exemptions at 868 1/2 Dousman Street (held over from the June 12, 2019 Improvement and Services Committee meeting).

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to approve the request by Ald. Scannell, on behalf of Jon-Thomas Korntved, for 8 additional overnight parking exemptions at 868 1/2 Dousman Street. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

3. Consideration with possible action on SafePark Program to temporarily lift the on-street overnight parking restriction for those vehicles participating in the program that display the appropriate program hangtag.

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to open the floor for discussion. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to close the floor for discussion. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to open the floor for discussion. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to close the floor for discussion. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to approve the SafePark Program to temporarily lift the on-street overnight parking restriction for those vehicles participating in the program that display the appropriate program hangtag . Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

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

A. Request approval to purchase a Televised Sewer Inspection System for the Sanitary Sewer Department from Aries Industries for \$91,073.

B. Discussion with possible action on the award of a contract for Televised Inspections of Sanitary Sewer Basins to be performed in 2019.

C. Discussion with possible action on the award of a 3 year contract for Televised Inspections of City Wide Standard Sewers to be performed in 2019-2021.

Moved by Ald. Jesse Brunette, seconded by Ald. Chris Wery to approve the report of the Purchasing Manager:

A. To purchase a Televised Sewer Inspection System for the Sanitary Sewer Department from Aries Industries for \$91,073.

B. To award a contract for Televised Inspections of Sanitary Sewer Basins to be performed in 2019 to Northern Pipe & TV in the amount of \$305,124.20.

C. To award of a 3-year contract for Televised Inspections of City Wide Standard Sewers to be performed in 2019-2021 to Northern Pipe & TV in the amount of \$136,790 for the first year and then two option years for \$136,790 each.

Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

5. Report of actions taken by Department of Public Works

A. Award of contracts

I. To approve to award contract SEWERS 3-19

Part A to the low responsive bidder, Dorner Inc., in the amount of \$307,450.

Part B to the low responsive bidder, Insituform Technologies USA, LLC, in the amount of \$437,425.90.

2. To approve to award contract SEWERS 4-19 (MINI-SEWERS) to the low responsive bidder, Highway Landscapers, Inc., in the amount of \$152,034.50.

3. To approve to award contract BRIDGE 1-19 WIESNER STREET PEDESTRIAN BRIDGE to the low responsive bidder.

B. Granting of Licenses

I. Sidewalk Builder

- a. Delahaut Custom Concrete LLC
- b. Dorner Equipment Sales & Service LLC
- c. Paul Conard Construction Co., Inc.
- d. Ramco Construction Services LLC

2. Tree & Brush Trimmer

- a. Basic Tree Service
- b. Consciously Fresh Tree Service

3. Underground Sprinkler System for Conserva Irrigation

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

2. The next Improvement and Services Committee meeting is scheduled for August 14, 2019.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

Moved by Ald. Jesse Brunette, seconded by Ald. Chris Wery to approve to adjourn the Improvement and Services Committee meeting. Motion carried. Yes- Brian Johnson, Chris Wery, Jesse Brunette, No- None, Abstain- None

VERBATIM MINUTES

- Permit services committee meeting at 6:02 PM. Let the record reflect that Alderman Wery, Alderman Brunette, Alderman Johnson are present and attained a motion to approve the agenda.
- So moved.
- Second.
- Is there any discussion? Seeing none, all those in favor say aye.

- Aye.
- Aye.
- Opposed? Motion carries, approval of minutes.
- Motion approved.
- Motion by Alder Brunette, second by Alder Wery. Any discussion or amendments? Seeing none, all those in favor say aye.
- Aye.
- Aye.
- Opposed? Motion carries. Regular business. Item to regular business number one. Consideration possible action and request by Alder Johnson in the authorization of the installation of crosswalk art at the intersection of Broadway and Hubbard streets. So you just want me take it?
- Absolutely.
- I just had, the On Broadway design committee had put forth this request to install crosswalk art. So I think what I would probably do at this time is entertain a motion to open the floor for interested parties.
- Motion to open the floor.
- Second.
- All right, is there any discussion? Seeing none, all those in favor say aye.
- Aye.
- Aye.
- Opposed? Motion carries. Sam if you just wanna approach the podium. State your name and address for the record.
- Samantha Maass W 1942 Vandenberg St., Freedom, WI 54130. I'm good?
- Yep.
- I'm gonna pass these out real quick. So as I said my name is Sam. I work with On Broadway
- Sam if you could hand that to staff too.

- And I'm also lead of the design committee from our staff. And what we are proposing is the approval of doing crosswalk art in the Broadway District. So as you can see from this handout, our goal is to do two items of crosswalk art. They would be on the corner of Hubbard and Broadway on the Hubbard Street areas in between the white crosswalk lines. You can see in the picture. We do have an artist lined up. His name is Peter Corey. He has not drawn out a design yet because we wanted to make sure that if we had this approved then we aren't wasting his time, that kind of a thing. But we do have an artist lined up. Some details about the crosswalk art if you are not familiar with these done in other communities. The art would be between the transverse white lines. In our community we have in that space at least just two lines to mark the crosswalk. So it would be in between that, not covering those lines. We would use street grade paint, non-reflective so it's not something that's gonna be any sort of traffic signal, if you will. We're open to whatever paint the city would like us to use on that space. Typically, talking to other communities, any street grade paint is usually the most effective in this space. We want to keep it a little bit more simple, not adding any words, ads, logos, promotions, 3D, anything like that. We don't want this to be something that's gonna cause any issues. We just want to add a nice, aesthetic piece to our Broadway District. Again, no patterns that are going to be confused as traffic control devices. As far as implementing the crosswalk and putting it in, we estimate that it will take about four to five hours to complete one crosswalk when we are actually having our artist paint it. According to other communities this seems to be an ideal time frame. These are a little bit shorter life spans. They're gonna get about one to two years, so it's not gonna be something that you're gonna see when your grandkids are around. But it's still gonna add a nice piece to the district. And ideally we would love to install these before winter hits. You might ask why those Hubbard Street intersections. We specifically chose that space because there is a stop sign on both sides. The lines are also already drawn, so cars have to stop no matter what. Those are crossing spaces. Vehicles in that area are traveling under 30 miles an hour. This is one of the requirements in many of the other communities in Wisconsin and other areas as well. It's not quite as heavily trafficked as other areas. It's also highly visible to pedestrians and people visiting the Broadway District. It is not considered a state, federal, or county highway and it's a smaller space, one lane going each way. You might wonder why we want to do crosswalk art instead of maybe some of the other forms. We've done a variety of art in our Broadway District and we think this would be a neat, unique piece to add on to those art pieces. It would beautify our district. It matches our branding and identity. Broadway District is starting to work towards being a more artsy culture vibe, so that would definitely match what we are trying to brand ourselves as. And then it also makes Broadway a point of interest. In other communities these draw a lot of attention from travelers, tourists, all that good stuff. And we wanna see if this is something that will draw people to Broadway and to downtown Green Bay. Some of the obstacles that you might think of when we do a project like this. Obviously, funding is always the first red flag that comes up. This is an On Broadway funded project, so we will cover the costs associated with making this happen. We would have to work with DPW to close the space during painting and also during prep. Other communities usually work with their city officials and close during a time that is slower or during events. So those are some options, like some have said Sundays are slower when they're downtown, so they do it then. We're definitely willing to work around the traffic schedule and other things going on. Some communities have had the concern of the paint being a slippery surface. We were recommended to put sand in the paint if that's something that we need to do for safety reasons for people walking. And then just making sure that the design that we are gonna put on is approved by all of the necessary people. If we have this approved we will need to get the artist's designs approved. We will work with him to get some samples out and ready to go. Choose a date for the setup and installation so we can start planning towards the final piece. Secure the necessary permits to close down the area so that we can safely paint the crosswalks. Work with DPW for those street closures so that we have all the correct items

in place for that. And then promote so that way people know that this neat, new art installation is gonna be happening in the district. The last little piece of the handout is other examples, specifically in Wisconsin. There are some pieces from Milwaukee, from Wausau, Reedsburg, and Waupaca, so you can see some examples. Some are more simple, some are more elaborate. We are open to working with the city on what makes the most sense for our downtown community. But that is everything that I had to say, if anyone needs to say anything else.

- Any questions?

- Boy, you pretty much covered it didn't you?

- Well presented.

- How much does it cost? I guess it doesn't matter since we're not paying for it, but is it something you'd be willing to do as it wears out so it doesn't look bad? Let's say in two years it's wearied out and looking...

- It kind of depends on how much it wears in that space. I think ideally that space is a great location 'cause it's not gonna have quite as much traffic on it. Other communities have said that usually where the tires run is where it wears out. I think we're definitely willing to keep an eye on it and touch up as needed based on the city, obviously, on making sure it's safe and closing when we need to do that, but other communities once it starts to wear down they power wash and things like that too. So it really depends on what paint we end up using. Some of them do last longer than others. Some of the quotes would be around, I think it would be around \$1,000 to \$3,000 for one. But again, that kind of varies on the crosswalk, the design, and the paint because some of the asphalt and depending on the paint type does absorb a lot of it. So we've definitely reached around and got a lot of tips on what works best.

- Okay, thank you Sam. Anybody else here who wishes to speak to this item? Seeing none, we'll entertain a motion to close the floor.

- So moved.

- Second.

- The motion by Alder Brunette the second by Alder Wery. Any discussion? Seeing none, all those in favor say aye.

- Aye.

- Aye.

- Opposed? Motion carries. Staff.

- Well, quite simply crosswalk art is prohibited within crosswalks by the Federal Highway Administration. What we did prior to the meeting was give you a handout that includes an email from the Institute of Traffic Engineers. The next item that's in there is a memorandum from 2013 from the U.S. Department of Transportation Federal Highway Administration. The last item in there is chapter

three, section two, subject 18, crosswalks, from the traffic guidelines manual from the Department of Transportation. What they do allow... Examples of aesthetic pavement treatments that include brick lattice patterns, paving bricks, paving stones, cobbles, or other simulated types of paving and they have to be in acceptable colors: red, rust, brown, burgundy, clay and/or other similar earth-toned equivalents. Anything that attempts to communicate with any road user, that being a pedestrian, bicyclist, or motorist, or otherwise degrades the effectiveness of the legally marked transverse crosswalk lines is simply not permitted by FHWA. And FHWA has indicated that any agency knowingly violating the MUTCD risks losing funding for highway projects. FHWA will not fund projects or roadways which have noncompliant traffic control devices and they may withhold funds for other projects within that jurisdiction of those markings. We were granted a experimental crossing, I believe that's at Gray and Dousman, back in 2007. That one is wearing out and will not be refurbished 'cause it's inconsistent with the FHWA requirements. The ones that were installed in 2009 on Main Street are simulated brick and they are white in color so they are consistent with what FHWA has approved. So DPW, with the examples that have been provided and the handout that Sam gave us, I'm not necessarily seeing anything in here as far as crosswalk art that we could support. Specifically, this Milwaukee, Wisconsin piano key, that is the installation that's referenced on page two of the ITE, the first document in the handout that we gave to you. So DPW simply given what we know from FHWA and Wisconsin Department of Transportation, we can't support crosswalk art. If there is some sort of a pattern crosswalk that would simulate some other type of paving like paving stones, cobbles, that type of thing that would be done in a muted earth-tone color that's something that we would be open to discussion on.

- So how did these other cities do this? I mean, you've got cities all across the country that do it.

- There are very few cities within the United States. Most of the examples that you see are actually overseas. And that's why most of the examples that you see come from overseas. We do have some communities in the U.S. who have done it. They are inconsistent with the FHWA and they do run the risk of not only losing FHWA funding, but because they are inconsistent with the MUTCD they have put their own communities at risk for lawsuits if an accident happens. That could include anything from a pet being hit by a car to a car accident, car versus car, because a motorist was distracted by the crosswalk art. Matter of fact, just recently there are some simulated 3D crosswalk treatments that were installed on an experimental basis because the 3D nature of it would instinctively cause folks to slow down as they approach the crosswalks. Those 3D treatments caused enough accidents that FHWA has subsequently rescinded the experimental approvals of all of the other types of treatments and now we're left with just what they've described in the documents that I've provided to you.

- So you talk about these experimental approvals, including the one on, was it Gray and Dousman?

- Yes.

- I mean, how did, I guess, what are the guidelines or basis for approving experimental?

- Well, again, the Dousman one actually does simulate a brick paver design. It's circular pavers instead of more of a linear paver type application. The experimental nature on that was because of the color that was involved. They were muted colors but there was more than just earth-tone in there. It was red, orange, brown

- Yeah, terracotta type--

- Yeah, more in the terracotta range but it wasn't one consistent color across there. A community would have to write a petition to FHWA seeking approval of something and have FHWA respond in the affirmative.

- So that could be an option.

- It's an option that if the council wishes us to pursue it's something we could do, but based on everything that we know of conversations through ITE with FHWA we are very confident FHWA will come back and not grant that. Like I said, they've recently rescinded all of their experimental approvals.

- Okay, I guess I'm just trying to figure out and I agree you see a lot of them overseas, but I've also seen them in just about every major city that I've visited in the U.S. I've seen them in Seattle, I saw them in Kansas City, I saw them in Los Angeles, saw them in New York. Obviously, we've got four cities here in Wisconsin. It's just a bit puzzling to me that that many cities are doing it... And to be honest with you, I even went to the National Main Street conference and somebody there from South Dakota had presented about how they are legal. I didn't quite understand all of the specifics behind that, but there's a particular code that she referenced that sometimes is interpreted one way but it's been determined that it could be interpreted to allow it as long as certain guidelines are met. And again, I'm just, unfortunately I don't have that in front of me. I was at a conference I was at a few months ago but... I don't know, I guess, do you guys have any thoughts? Feedback?

- A few, yeah. Thanks, Mr. Chairman. The memo mentions highways. Does that mean even cross streets and cross street?

- The highway is defined in state statute actually takes it right down to a local street.

- Now, that would be for the through street but I'm talking about the street that goes across it.

- Any local street, yes, right down to any residential street. Any street.

- Okay, the street we're talking about, Hubbard, is not the highway though.

- Yes, Hubbard would be considered a highway under state statutes, as would Broadway.

- It's a singular term used for all transportation roads.

- Yes, as opposed to using roadway, they use highway.

- Okay, I see what you're saying. Even though it's a cul de sac at both ends?

- Yes.

- So do you know if Milwaukee still has the piano keys or--

- They very well may.

- Or Waupaca.
- Wausau definitely has their color treatment.
- Reedsburg.
- Waupaca just posted theirs recently. I saw that pop up on social media.
- Where there's a will there's a way. There's gotta be a way to do it.
- I don't wanna, obviously, put the city in the position that compromises things, so I wouldn't force it through if we weren't comfortable that the city was absolved from risk, but at the same time I think that maybe there's a little bit more research that we could engage in to determine exactly if these cities have done additional leg work to get that pound of approval or compliance or if they have authentically put themselves at risk.
- Are we just ignoring Sam for or?
- Yeah, I see Sam wanting to speak again, so I'm just gonna motion to open the floor.
- So moved.
- Second.
- Talking about--
- Will you just come up to the podium Sam.
- Sure.
- Oh yeah, I'm sorry, all those in favor.
- Aye.
- Aye.
- Opposed? Motion carries.
- I was just going to mention when you're talking about other communities who have done this and having some of them done more recently, I know when I was doing my research many cities like, I believe it was Austin, Seattle, and Milwaukee, I think, if I remember correctly, all have on their city website a form for their requirements for a crosswalk and crosswalk art and then if you would like to apply and do one for the community so that's something to research too. But they have these directly partnering with the city and on their website and they're still valid. When calling around they're still being used and some of the communities like Wausau, for example, had such a great response rate to these recent ones that the city is actually hoping that they do more vibrant colorful ones and more in the continuing years. I know I was a little concerned when I had seen what you had read earlier so I

wasn't sure exactly where that fell but it caught my attention that there's that. Then there was also these efforts going on with the other communities through their City Halls and through Department of Transportation so I just wanted to throw that in there.

- Steve do you have an extra copy of this?

- Mm-hmm.

- Could Sam have a copy of that?

- Absolutely.

- Thank you.

- Thank you.

- All right, anybody else wishing to speak?

- Motion to close the floor.

- Second.

- All right, any discussion? Seeing none, all those in favor say aye.

- Aye.

- Aye.

- Opposed, nay. Or excuse me, opposed? Motion carries. Alder Brunette.

- Yes, I think public art is growing. It's a growing trend and it's a good trend. On Broadway's done quite a bit, not just On Broadway but other areas in our downtown area and so I don't wanna be quick to discourage it or to say no if we can find some way to keep it alive a little bit. And in the end if it's public safety and we're gonna lose, put ourselves at the risk of losing highway funding, road funding from the federal or state governments then I think that's an easy decision to make at that time. But I think there's just gotta be something, even if it's much muted and proper signage, and I just don't wanna vote it down tonight. I'd just rather refer to staff or hold it even. Maybe if we hold it and group with On Broadway. Sam, if your group decides maybe we're not gonna move forward with this, we'll push through something else or work on something else then at least you have that option. But I just think denying it right now is just not something I'm prepared to do.

- Okay, I think maybe what I would recommend is that we do hold it, I think would be where I would favor this if the design committee, you know, if this truly is a project that they want to advance, I think they could take some time to comb through some of these rulings, maybe understand a little bit better what other communities are doing. Sounds like, referring to staff, it sounds like staff is pretty clear in your position, unless I'm mistaken.

- That's consultation through myself, Mr. Pirlot who's the operations director and parking manager, also the former traffic engineer, and also working with the current traffic engineer.
- Okay, so referring it to staff wouldn't really get us any further is my point. You guys have done your diligence.
- Yeah, we've done our research and--
- In which case then I would say let's take the information you provided. Put it on the shoulders of the design committee over at On Broadway, and if this is something they wanna advance, come back with something new in a month if you have anything new or you could communicate to director Grenier if it's something that you wanna pull. You could let him know that too. So I would entertain a motion to hold.
- So moved.
- Second and just til it's ready to come back?
- Yeah, I think so. Or maybe hold til next meeting. Would a month give you enough time?
- Yeah.
- Okay, so we'll hold til the next meeting then.
- So I mean, just doing a quick Google search here there's a Milwaukee article about 20 cities across the U.S. have done these rainbow crossings to celebrate something, so obviously there's a way to do it but we'll find it.
- Okay, all those in favor.
- Aye.
- Aye.
- Opposed? Motion carries. All right, item number two, consideration of possible action request for Alder Scanholt on behalf of John Thomas Cortbid for eight additional overnight parking exemptions at 868 and 1/2 Dousman Street held over from the June 12th 2019 permit services committee meeting. Director Grenier.
- All I have is an email from Alder Scanholt that indicates that Mr. Cortbid has requested eight more overnight exemptions to allow family and friends to park on the street. There's no indication
- Is there a timeframe or--
- As to why they would exceed the six. If it's a situation with limited driveway capability and multiple cars, if it's children home from college, I mean, there's really nothing, just the request itself.
- Move to approve.

- But he did request eight.

- Second. There's gotta be a reason.

- We have a motion to approve. We have by Alder Wery, second by Alder Brunette. Is there any further discussion? Seeing none, all those in favor say aye.

- Aye.

- Aye.

- Opposed? The motion carries. Item number three, consideration of possible action on safe park programs to temporarily lift the on-street overnight parking restriction for those vehicles participating in the program that display the appropriate program hang tag.

- Okay, Don, please let me know if I butcher your last name, Mjelde, who is the president of the Brown County Tavern League, approached us to work on a safe park program, which would allow individuals who have been frequenting establishments of the Brown County Tavern League to utilize some sort of a placard or marker on the car which would be issued by the tavern that would allow that person to leave the car parked on the street without violating the ordinance and receiving a ticket, to encourage folks to exercise responsible judgment and utilize an alternate form of transportation to get home if they've been at the bar. Don and I had the first meeting and what we looked at was some sort of a placard or a ticket that would be issued by the bar. The Tavern League would be responsible for the costs of preparing and printing up those placards. They would have to be in a consistent spot. What we're looking at is lower left-hand corner of the front windshield, so that parking enforcement agents have the ability to view that when they're out doing their rounds. What we have talked about providing to the Tavern League as well, is a map of locations throughout the city where off-street parking at no cost is available, because currently we do not charge for parking in lots or ramps between the hours of 6 p.m. and 6 a.m. daily and then from 6 p.m. Friday to 6 a.m. on Monday. One of the things that we had asked for through the Tavern League was with the placard that's given out if we could have an identifier on there for not only the establishment that's granting the placard but also the server who's granting that. And then we have the ability to monitor those placards that are handed out to see if we have a particular establishment or a particular server who's constantly handing these things out and is that a responsible server issue, not for the purpose of penalizing the establishment or penalizing the server, but more so that if we see something then we can approach the Tavern League and say, "Hey we're seeing this trend at this bar with this server," and then have the Tavern League intervene on our behalf for educational purposes so we can get responsible serving as a component of this. Subsequent of my first meeting, I turned it over to Chris Pirlot to work with Don and they've had a couple of meetings since so I would throw it over to Chris to have him add any comments that he may have and then after Chris is done would ask you to consider opening the floor because Don is here as well.

- Yeah, as the parking manager for the city of Green Bay we've talked about these things in the past on numerous different occasions throughout my years with the city. Finally going forward it's a good program. My comments are more supplemental to the... Well, Don leading a group, including the police department, parking division, Alderman Johnson, and of course the Tavern League put together for a pretty simple and straight forward, easy to identify the vehicles and enforce. Parking division,

we've gone right down to our enforcement staff, our field staff and the proposal as Don will shortly lay it out, like I said, very easy and straight forward, is it's a no-brainer for parking division to identify and say, "Okay this is "a safe-parked vehicle, we're gonna leave it alone. "Someone acts responsibly, we're not gonna "worry about citing them overnight. "They got home safe," you know, that type of thing. And of course, throughout this program we'll keep in touch with each other and you live and learn. It's a brand new program that I'm sure other communities or entities have but we have no experience with it, so you build it and tweak as you go and just make better if there's anything that we need to make better. But with that I would very much ask that Don share. He's a good speaker. It's a great program and he got us excited in it so we would like to go forward with it.

- Entertain a motion to open the floor.

- So moved.

- Second.

- Any discussion? Seeing none, all those in favor say aye.

- Aye.

- Aye.

- Opposed? Motion carries.

- Thank you.

- State your name and address for the record, sir.

- Don Mjelde, it's Mjelde, M-J-E-L-D-E. 641 North Street, Fountain, 54115. And yeah, basically what these gentleman were alluding to is kind of creating a situation to where if somebody is making a responsible choice, they're not gonna be punished for it overnight and it's going to not put other people at risk throughout the community. So this is pretty much the final draft. There's a little tweak I'm gonna do to it. Above the month is gonna be a set of years right here. And it'll be a placard that you can hang on your rear-view. So if you put it on your dash it's not hiding anything from it. It'll still be visible for the parking division as well. It will have the months and the day to circle, so nobody's scribbling anything out. Any alterations voids this form, so you have to put it in specifically. It shows the time that they put it out there and it has the bartender initials. 'Cause when it comes to a bar name the initials is all you need for us to figure out which bartender it is. This overrides on the street overnight parking restrictions from 3 to 5 a.m. only. It doesn't override any metered downtown parking restrictions, we're talking about side streets. It's void during times of extreme weather, like snow emergencies or flood warnings. Obviously, it's common sense approach. Through the Tavern League, I'll have a committee drawn up through our board of directors that's going to oversee this monthly. On the top right there's going to be a code so we know how many we give to each tavern and see if they use it in their specific location. I've been working with the police department on this as far as printing costs. We're going to use the Brown County Crime Prevention Foundation to cover all the printing costs, which we are also a member and donate to as well. Let's see, there was one more thing I was going to mention. Oh yeah, with that interactive map that we would receive through them also we would put it on our website and probably the CPD website as well and get moving forward

with that so people can tell that there are places to park overnight, not on the streets. You don't have that false sense of security if you went out for a couple at night. We don't see this as being something that's gonna be used a lot, like at an expeditious rate. We just see it as something that somebody's making the right choice, let's not punish them for it.

- Any questions? All right. So I guess that's it then. Thanks.

- Okay, thanks.

- Entertain a motion to close the floor.

- Moved.

- Second.

- By way of motion Alder Brunette, second by Alder Wery. Any discussion? Seeing none, all those in favor say aye.

- Aye.

- Aye.

- Opposed? Motion carries. I do wanna at least--

- I wanted to ask him a question.

- Oh sorry, that's what that was?

- Yeah, that's...

- You gotta speak up, sir.

- Well,

- He tried .

- I tried.

- I thought you wanted to speak to the item.

- Well, just--

- All right. Well, we'll entertain a motion to open the floor again.

- Okay, motion to open the floor.

- Second.

- Okay, motion by Alder Wery, second by Alder Brunette. All those in favor say aye.
- Aye.
- Aye.
- Nay? Motion carries.
- Don, I applaud you for this, for working on this. What was the question I was gonna ask?
- Oh, come on.
- Better think of one now.
- Oh man.
- Here comes the president
- I'm sorry.
- No pressure.
- I'll have to come back. As soon as he sits down I'm gonna remember.
- Thank you for saying, for the compliment. It takes a one for everybody around us right here and then that so. Thank you.
- I apologize .
- Can we do that?
- I don't think it matters.
- Just mumbling to bide time mark.
- Oh, I know what the question was.
- There we go, see.
- Just stall him til
- There we go, good job.
- I don't need a watch.
- Good thing Andy's not here.
- Yeah, Andy.

- In your research were there other communities that you saw that have this?
- Not this specifically. Kind of road off of the idea of what they do in other municipalities like Seattle, Boston, Colorado Denver area. They all have overnight parking regulations there around their busy areas where people are having too much to drink and it's curbing drunk driving in that area so if it saves one, it saved plenty.
- Then there all to be designated areas like parking ramps or different things that you might work with public works as far as--
- There are places where you can park for free overnight and that's where we're gonna do that interactive map so we can let the community know where you can park to where you're not gonna get a ticket and if you do find yourself on a side street and you don't feel comfortable getting in your vehicle we don't want that to be punished, basically, for taking a responsible means home.
- Right, thanks for your patience.
- Motion to return to the order of business.
- Second.
- Motion by Alder Brunette, second by Alder Wery to return to regular order of business. Any discussion? Seeing none, all those in favor say aye.
- Aye.
- Aye.
- Opposed? Motion carries.
- I guess I would just add that Don had brought this program idea to my attention and it seemed to make a lot of sense to me. We had a great meeting, I think, as Chris alluded to. This was after Don had met with Steve and then we met with Chris and the police department and a number of other organizations and I think we really vetted this out. Like, what if this happens? What if that happens? And we tried to really come up with a set of rules that really delivered answers on those unique situations and circumstances and to me, at the end of the day, this isn't about rewarding people who got into that condition. This is about keeping the people who don't have a choice safe on our streets. And if, I think to Don's point, if one person is saved from an unfortunate accident, I think it makes the program worthwhile. And I think the other piece that's important to note is that while this policy might be more of a reactive approach to that situation, we are also heavily advocating for a proactive approach by promoting ahead of time to those individuals that are thinking ahead that, "Hey, I may find myself in that situation "so I can park in the ramp, I can park in this lot "and not have to worry about this "irregardless of the safe-park pass." And one of the things, I guess, that if this is adopted that I would encourage city staff to do is to have that be a page in our website that's clearly marked that this is how the program works. This is where you can park beforehand so it's not an issue.
- That is our intention to.

- Yeah, so those are my comments. Alder Star.

- Thank you chair. Don did speak at the protection policy meeting the other night as well and spoke very well on this as well. And I'm just wondering, Brown County Tavern League, and I might have to ask them that, but if you remember the conversation that was there the other night. Every bar, every tavern in Brown County is not part of the Tavern League so, I guess, I would like to just have someone touch on the other taverns that are not included in the the Brown County Tavern League and find out if they're thus incorporated as well.

- Yeah, I mean, I can speak to that, Alder Star. That was a conversation that occurred during the broader meeting that we had as the Brown County Tavern League with the volume of members that they have seem to be an easy entry point, as a third party, to help us manage a program like this. I think when we start looking at the second iteration of this program, it would be nice to find a way to include non-members as well, but they have the governing structure and the oversight that can help us work with staff and to monitor any challenges that might arise. We can take corrective action and then we can perfect the program before we roll it out to those that really don't have that additional level of oversight.

- I'm sure it's not a matter of saying, "Hey, we want "to incorporate you other taverns into the league," but it is a starting point so I agree with that.

- And I would just add too, Alder Star, I originally had put this, this is just really a point of clarification, I originally put this to protection policy because I thought it would require an ordinance change. Turns out that it doesn't. This is just a policy change that parking division can adopt which is why it's in front of this committee today.

- Can I?

- Alder Wery.

- I think it's a great idea, Don. Looks excellent, Alderman Johnson. I know I tried to do this a couple years ago. Got squashed right away, but you've put it together and thought of every angle so it's much easier to think it through and approved it. So it's well done, it's over-due, love it.

- Okay. All right, looking for a motion.

- Motion to approve.

- Second.

- Motion by Alder Wery to approve, second by Alder Brunette. Is there any discussion? Seeing none, all those in favor say aye.

- Aye.

- Aye.

- Opposed? Motion carries.

- Item number four, consideration of possible action on report of the purchasing manager, item A, request approval to purchase a televised sewer inspection system for the sanitary sewer department from Aries Industries for \$91,073. All right.

- I believe that the summary of the quotes is included in your packet for this one. This is a photo camera system that'll be utilized by the sewer department to check on conditions on an as needed basis. I don't know if there's anything else you want to add to that equipment, Steve.

- Not particularly right, as needed is pretty much daily.

- Any questions or discussion?

- Entertain a motion to approve.

- Second.

- Motion by Alder Brunette, second by Alder Wery. Any discussion? Seeing none, all those in favor say aye.

- Aye.

- Aye.

- Opposed? Motion carries. Item B, discussion of possible action on the award of a contract for televised inspections of sanitary sewer basins to be performed in 2019.

- I am gonna give you the handout for both the B and C. When we did the agenda for this meeting these bids had not been finalized so I'm bringing you the recommended results . So these are two different contracts. The basin televising, again, we hire a contractor to go in and provide the closed caption T.V. inspection of our storm and sanitary sewers. The basins are segregated because they are earmarked in advance. We know each year which basins need inspections and so that money is set aside for those specific basins. The other contract is kind of an ad hoc contract, section C, that the city would utilize, again, on an as needed basis. For the basin televising we had five bids and we're recommending the award to Northern Pipe & T.V. at \$305,124.20 as the low bidder.

- I know who we're not giving it to.

- I think they were rebuilding the whole street.

- Entertain a motion to approve.

- I move to approve Northern Pipe & T.V.

- Second.

- Motion by Alder Brunette, second by Alder Wery. Any discussion? Seeing none, all those in favor say aye.

- Aye.

- Aye.

- Opposed? Motion carries. 4C, discuss a possible action on the award of a three-year contract for televised inspections of city-wide sanded sewers to be performed in 2019 to 2021.

- This again, is for the as needed inspections. As it was described to me, we would order this work to be done prior to going in and doing any road construction or renovation and that may just be the tip of the iceberg but. This we did as a three-year contract. We're recommending the award for year one to Northern Pipe & T.V. for \$136,790 with the options for years two and three assuming they perform satisfactorily in that first year.

- Motion to award to Northern Pipe & T.V. as explained.

- Second.

- All right, we have a motion by Alder Wery, second by Alder Brunette. Any discussion? Seeing none, all those in favor say aye.

- Aye.

- Aye.

- Opposed? Motion carries.

- Thank you.

- Item number five, report of actions taken by the department of public works. A, award of contracts, item one to approve two awards contracts, sewers 3-19, part A to the low responsive bidder Dorner Incorporated in the amount of \$307,450.

- So sewers 3-19 actually has two parts to it. Part A is to Dorner Incorporated in the amount of \$307,450. Part B is to Insituform Technologies U.S.A, LLC in the amount of \$437,425.90. We have two bidders for the part A project and four bidders on the part B part of the project. Very happy with the bids that we received. This is our basin repair, so as Rick was alluding to in the previous item, when we go out and do basin televising that's each drainage sub-basin on the sanitary sewer system. So we go through and we will inspect, using closed circuit television cameras, we will inspect all of the sanitary sewer mains within that basin for the year. Whereas the three-year contract that Rick was talking about, that's the streets that comprise our program for the following year, so those streets are scattered across the city, not necessarily within a basin. So that's kind of the as needed, if you will. When we find through the basin televising so the basin televising we're gonna do in 2019 will create a program for repairs in 2020. So the contract that we're talking about here, the sewers 3-19 project, is those repairs that we found last year during the basin televising. The difference between

the part A and the part B, the part A is essentially open cut dig down type repairs. Whereas the part B is cast in place pipes, so we're doing liming work.

- So this is just inspection?

- No this is actually the

- Oh, this is the repairs. Got it.

- repairs from the televising we did last year.

- Okay.

- So it's repairs to the sanitary sewer system. And this money, the money to perform this work was identified in the capital improvement program. It's a combination of sanitary sewer supported borrowing and transferred to capital fund within the sanitary sewer rate itself.

- Okay.

- But there's no levy. In fact, it's completely funded by the sanitary sewer system.

- Okay, if it's agreeable to you Steve, maybe we'll just march through this list and accept the report all at the end.

- Okay.

- So we have item two to approve, to award contract sewers 4-19 mini sewers to low responsive bidder Highway Landscapers Incorporated in the amount of \$152,034.50.

- Three bids received. We were really shocked when we saw the Highway Landscapers bid come in. We've been talking to you folks over the past couple of years about the escalation of price, especially on the mini storm contract, and it's because the, number one it was due to traffic control. Number two, because we had a requirement to hold streets open to traffic, which we have now allowed local traffic only, not allowing paths through traffic on some of the streets. And number three, this particular contract, like our resurfacing sewers contract, involves a lot of jumping around. So you may be putting in 50 feet of mini storm on a street and then jumping over putting 150 feet on another street that's a mile and a half away. So there's a lot of mobilization, demobilization, and moving equipment around. Highway Landscapers not being a large sewer contractor, but definitely capable of the work. This is their first foray into the mini sewer contract. And these are prices that we were seeing four years ago so having had conversations with them, they're standing behind their bid. They think they can do it for this. So we're very happy with the pricing we saw. Last one that we have is what we handed out to you before the meeting. That would be item number three. That would be to approve the ord for bridge I-19, the Weisner Street pedestrian bridge. That would be to the low responsive bidder, Highway Landscapers in the amount of \$78,145. I had a conversation with the assistant city engineer and the civil engineer in the special projects division. We have five contractors pull plans on this, three of which had multiple full conversations with our engineering staff right up to the day of bidding and at the end only Highway Landscapers submitted a bid. What I can tell you is the bid was below our engineering estimate so when we go the bid back, even though there was only

one, it's a good bid. And this is the kind of, it's a small pedestrian bridge. Be locally fabricated, brought up to the site, then assembled and erected on site. Highway will probably need to hire a subcontractor with a larger crane because they have more along the lines of smaller wheeled backhoe type equipment. So they're gonna have to subcontract out just for moving the bridge once it's assembled, but other than that, this type of work is definitely in their wheelhouse so we're very confident in that bid as well. Nice to see Highway bidding on some other projects here with the city. So staff was pleased with all four of these contracts and have made those awards.

- Okay.

- So again, I'll just keep moving down the list and we'll just take five all at once unless there's objection. But we'll go item B, granting of licenses. Number one, sidewalk builder, item A. Delahaut Custom Concrete LLC, Dorner Equipment Sales and Service LLC, Paul Conner Construction Company Incorporated, Ramco Construction Services LLC. Steve, any comments?

- We have approved the licenses for Delahaut, Conner, and Ramco. Dorner Equipment and Sales we do anticipate being able to sign off on that one. We're just waiting on one reference check to come back on that so we don't see any problems there. So we'll go ahead and execute the licenses and get those guys all--

- Okay.

- Especially the sidewalk builders. My word, we've usually got 20 to 25 sidewalk builders approved within the city at any given time and residents who are looking for approved flatwork contractors never can find one who has availability. So it's definitely in the city's best interest for the capable and qualified to do the work, to get them approved as soon as possible so we can get sidewalk work completed.

- Okay. And then two, tree and brush trimmer. Item A, basic tree service, B, consciously fresh tree service.

- Again, both of these are returning contractors that we've been pleased with the quality of the work so we've gone ahead and approved those at staff level.

- Okay, item three, underground sprinkler system for Conserva Irrigation.

- And again, that's a returning contractor who's worked for us in the past. They do good work so we've gone ahead and executed that one.

- Okay, I'd entertain a motion to accept the report.

- So moved.

- Second.

- Motion by Alder Wery, second by Alder Brunette. Any discussion? Seeing none, all those in favor say aye.

- Aye.

- Aye.

- Opposed? Motion carries. The informational directors report of recent activities of public works department.

- Just two things I wanted to make you aware of very quickly here. First of which, east on wall Mason Main Street area we have had, we've given all the data over to the consultant and the consultant has completed a preliminary run with the storm information and provided a copy of that output to us. When we were reviewing the output we did discover some issues with the model so we made revisions to some pipe information relative to length, slope, and diameter of pipe and resubmitted that back to the consultant. They are revising the model and re-running it and we hope to have some sort of recommendation relative to that Main and Mason area for you at the August meeting. Didn't get it necessarily rostered on the agenda but we did want to make you aware of that. Second item is relative to the metro boat launch. Don't know how much of this you folks have been exposed to but at public works we've been hearing about it for months. With the high water levels on the bay significant damage has occurred with the launch facilities up at metro due to wave action out there. We had to pull a couple of launches out of service and by three weeks ago, or two weeks ago we pulled everything out of the water except for two launch facilities. Normally we have five plus eight pedestrian accessible long dock. The pedestrian accessible long dock we've got barricaded off. It's simply unsafe. The connection point to get from the land out to the floating docks is what's being damaged. The way that the docks out there are constructed and how they were designed the floating docks, especially for the boat launch rails, there are a series of pilings that are driven into the bed of the bay and the river there and the floating docks mount to those pilings. From the piling closest to shore back to the concrete ramps that you back your trailer down, that is more of a fixed segment, so there's a point on the piling that it bolts onto and then there's actually a fixed point in the concrete that it bolts to. And the water levels being so high, those things are under water and they're being battered by wave action. So what we were able to do is sewer section is also responsible for all of our boat launching and docking facilities. We issued the challenge to those guys to go out there and take a peek at what you see. And what can you come up with to fix this? How could we get some launch rails back in? And true to form, they responded very quickly and came up with a fantastic idea. They were able to salvage sections off some of the broken facilities and get two of the docking facilities back in order. They were able to take existing floating docks. We have guys out there coming towards us and welders hacking things apart and creating new mounting pieces and all that kind of fun stuff, so it was all field designed and fabricated by the guys. They were able to extend the floating section closer to the shoreline and then rather than the fixed piece that normally goes between the first piling and the concrete, actually goes between the floating dock section and the new mount location on the concrete above the waterline. So we've got two of the docks back in operation. We're hoping to continue work out there and possibly get a third one out of the five back in operation for this year. We've gotten some preliminary feedback from some of the folks who are out there using the launch facilities. They're very appreciative that staff was able to get something done. They really like how it turned out. The biggest problem that we're seeing is because the ramps are so long by the time you can actually get the ramp, you get the trailer back you get the truck almost underwater before you get the boat off the trailer. But that's a function of how the ramps are built and the water levels. So again, we're trying to retrofit a third launch if we can get that done yet this year and then I've been talking with Director on this. The metro boat launch is kind of another one of those areas in the city that DPW and Parks overlap on area responsibility and there is a metro

boat launch fund that's primarily just the revenue that we receive from boat launch passes. So what I'm working with Dan on, Dan also asked you fund the maintenance of that building that's out there where the restrooms are and all of that kind of fun stuff. For the bulk of the year the Coast Guard property has been underwater. The kiosk that has the rules and the tickets, has the envelopes and where you actually deposit your daily boat launch deposits, that's underwater so it's difficult for users to get to it. So we're looking at moving that stuff over and then checking to see how much money's in that fund and seeing if there's some way we can start purchasing new floating docks to make this a more adaptable docking facility. Those existing boat launch facilities that are out there are over 30 years old right now and they're primarily wood, not light-weight materials. It's very, very difficult and very unsafe for the sewer section to go out there. We kind of have to do a lot of this work with cranes and you have to put the floating docks together then with a barge move them out into the river and slide them in between the piles, so you can launch off of both sides. And we're hearing reports from boaters that there's not enough space between the pilings. The boats are banging off the pilings. So we may go to a single-sided launching type facility more indicative of what our docking facilities down at city dock are. But again, all that stuff's gonna cost money so Dan and I are working on a plan to do that sequently over the next couple of years so it funds itself and hopefully we won't have to go and borrow for it. So just wanted to let you, let everybody know that we were able to get two of those launching facilities and so there is accommodations for up to four trailers at once right now.

- Going to ask Steve, has this been going on for a while now? 'Cause I know you were late putting in, the reason I'm asking is for the that, looking at that big wave site and the saying that there haven't been a lot of people registering and buying . And he's thinking that well, then we don't need it because it's down so much but now it sounds like metro's been having a lot of problems that not a lot of people, and I have not seen a lot of people around the bay this summer which I'm surprised, the fishing and usually we see a lot out there. Is it because--

- Well, we've been having issues at metro for about the last two to three years because of the high water conditions.

- Okay.

- We weren't late getting in this year. That's what time we have established as the boating season. We're not out there as early as the wildlife fishermen want us to be.

- That fishing outfit, yeah.

- But again, wildlife fishermen wanted us to be out there in March and when I contacted them, responded to them earlier this year we told them that in March or April of 2017 the ice was ten miles out and when we got that snow storm in the middle of April we had ice damage to our facilities. This year when they were screaming for us to get the docks in the water we only had ice two miles out, so it was eight miles closer. There was no way I was gonna risk damage to the docks or injury to the staff by trying to go out there with a crane and a boat. And one of the things we do here is, well you guys need to get in quicker if the pier was able to get in quicker. Well, if the pier has more modern docks which don't require the same exposure of their staff that ours do and they're several miles upriver. They're not subject to the wave action at the mouth of the bay like we are. So I mean, there are some big differences between our facility and the pier's.

- Yeah, right.
- But, you know, these things have been good docks. They've served their life and they've done a good job but they're wearing out. Talking to the folks out there when they were doing the retrofits, one of the problems we had salvaging some floating pieces to adapt and reuse for this purpose, again, they're primarily wood-frame structures with the floats underneath. We've replaced so much of the boards over the years that there's really not a whole heck of a lot there to screw into. The wood is starting to rot and dry rot. It's just, it's time.
- Motion to proceed to the file.
- Oh, sorry.
- Just have one quick comment. We've been, like I said, email Ted Buck at off the Caroline where there's a large tree that fell and took out a chunk.
- Yeah, we've got that on the--
- I was gonna give you a map 'cause I was asking him where it was.
- I physically, yeah I'll take your map, but when we're done here.
- Yeah, 'cause there's a hole and people keep driving through it.
- Yeah, and it's on our to do list to fix that.
- Okay, good.
- The resident got that tree removed.
- Yeah, he did. Thanks.
- Okay, we have a motion by Alder Brunette to proceed--
- Second.
- Second by Alder Wery. Any discussion? Seeing none, all in favor say aye.
- Aye.
- Aye.
- Opposed? Motion carries. We are adjourned.
- Thanks. I know we were playing kind of email back and forth