



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

**WEDNESDAY, OCTOBER 23, 2019, 4:30 PM
CITY HALL, ROOM 207**

A. ROLL CALL.

Present: Ald. Jesse Brunette, Ald. Chris Wery, Ald. Mark Steuer, Ald. Andy Nicholson

Excused: Ald. Brian Johnson, Ald. Andy Nicholson at 5:28 p.m.

Others present: Daniel Van Kauwenberg, John Remington, Chief Andrew Smith, Chris Pirlot, Ald. Barb Dorff, Pat Buckley, Leanne Cramer

B. APPROVAL OF THE AGENDA.

Moved by Ald. Jesse Brunette, seconded by Ald. Chris Wery to approve the agenda. Motion carried.
Vote: Yes- Andy Nicholson, Chris Wery, Jesse Brunette, Mark Steuer, 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- Andy Nicholson, Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

D. REGULAR BUSINESS.

I. Consideration with possible action on report from request by Ald. Brunette on improving flooding issues by removing dirt in ditches and around culverts on Hillcrest Drive specifically near Westway Drive (referred to staff to develop a plan from the October 9, 2019 Improvement and Services Committee meeting).

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

Moved by Ald. Jesse Brunette, seconded by Ald. Chris Wery to close the floor for discussion. Motion

carried. Vote: Yes- Andy Nicholson, Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

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

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

Moved by Ald. Jesse Brunette, seconded by Ald. Chris Wery to refer to the Mayor's Office to direct Pubic Works to coordinate and enact a short term plan to avoid preventable flooding this fall, winter, and spring along Hillcrest Drive and Westway Drive to include but not limited to removing debris from ditches, pumping water to available storm sewers, and providing sandbags to residents to protect their property. Motion carried. Vote: Yes- Andy Nicholson, Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

2. Consideration with possible action on request by Ald. Steuer to study and report out on the feasibility of utilizing the “even-odd” residential address overnight parking scenario, as is done in Milwaukee, in order to relieve the parking problems at residences with limited parking spaces (held at the September 25, 2019 Improvement and Services Committee meeting).

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

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

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to receive and place on file the request by Ald. Steuer to study and report out on the feasibility of utilizing the “even-odd” residential address overnight parking scenario, as is done in Milwaukee, in order to relieve the parking problems at residences with limited parking spaces. Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

3. Consideration with possible action on 2020 Department of Public Works new and replacement equipment plans.

Moved by Ald. Chris Wery, seconded by Ald. Mark Steuer to approve the 2020 Department of Public Works new and replacement equipment plans. Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

4. Consideration with possible action on the review and award of the following contracts:

A. PINE STREET PARKING RAMP TOWER REROOFING

B. BAY BEACH WILDLIFE SANCTUARY OBSERVATION BUILDING RTU REPLACEMENT

C. DPW BOILER ROOM & UPPER ROOF REROOF, PARAPET FLASHINGS AND CHIMNEY REPAIRS

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to approve the award of contract PINE STREET PARKING RAMP TOWER REROOFING to the low responsive bidder, Northern Metal and Roofing Co., Inc., in the amount of \$56,935. Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to approve the award of contract BAY BEACH WILDLIFE SANCTUARY OBSERVATION BUILDING RTU REPLACEMENT to the low responsive bidder, Milbach Construction Services, in the amount of \$47,650. Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to approve the award of contract DPW BOILER ROOM & UPPER ROOF REROOF, PARAPET FLASHINGS AND CHIMNEY REPAIRS to the low responsive bidder, Weinert Roofing, in the amount of \$129,475. Motion carried. Vote: Yes- Chris Wery, Jesse Brunette, Mark Steuer, No- None, Abstain- None

E. INFORMATIONAL.

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

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

2. The next Improvement and Services Committee meeting is scheduled for November 13, 2019.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

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

VERBATIM MINUTES

- Improvement and Services Committee to order. Let it be recorded that Steuer, Nicholson, Brunette, and Wery are present. Johnson's excused. Approval of agenda, motion by?
- Move to approve.
- Second.
- Brunette, second by Wery, any other discussion? Hearing none, all in favor?
- [All] Aye.
- Nays, motion carried, approval of the minutes?
- Move to approve.
- Second.
- Motion by Brunette, second by Wery, any other discussion? Hearing none, all in favor?
- [All] Aye.
- Nays, motion carried. Regular order of business. One, consideration with possible action on a report from a request by Alderman Brunette on improving flooding issues by removing dirt in ditches and around culverts on Hillcrest Drive, specifically near Westway Drive, referred from October 9th meeting. Alderman Brunette.
- Eventually I would like to open the floor, but we should probably hear from staff first on what the present condition is.
- All right, Steve.
- Okay, following the last meeting I did approach staff to take a look at what we could do throughout the course of this Fall to try to clean those ditches out and get water flowing. Staff came back and reported that if we disturbed the ditch or any surface water flow path, erosion control measures will need to be put in place until all vegetation could be reestablished. That will be at least next April or May. The minimum required erosion control measures would include erosion control mat covering any disturbed soil and ditch checks. If you're not aware of what those are, ditch checks are rows of hay bales staked into the ground perpendicular to the flow of the ditch. They have to be established at a regular interval and maintained throughout the construction. The primary intent of those ditch checks is to back water up and slow it down. One thing to remember is if operation staff would be tasked with doing this that's the same staff who are currently out completing loose leaf collection and pothole maintenance. Engineering staff would have to get design files from the consultant and we would have to pull them off of existing projects that they are working on. One of the reasons that this project was sent off to a consultant for design in the first place was because engineering is busy

and working on other projects. So with all those items taken into account the highest probability is that we would create a situation worse than what the current existing situation is and we would be introducing additional potential for erosion in the ditch line. I did review this with the Mayor and we agreed that the plan going forward is the plan that we brought forward to you last time.

- I make a motion to open the floor to--

- Motion by Brunette--

- Second.

- To open the floor, second by Wery. Any other discussion, hearing none, all in favor?

- [All] Aye.

- Nays, motion carried. Okay, now the floor is now open. Just please raise your hand. I'll recognize you, and then come to the podium please and state your name and address for the record. Yes sir.

- John Remington, 3207 Westway Drive. I don't know how many times I have to come downtown here. This isn't the first meeting I've attended. We were just here two weeks ago, and I'm back here doing the same thing again. I live on the corner of 3207 Westway Drive and Hillcrest. And this is where this problem is with this ditch. I bought this home 15 years ago. The first couple of years I lived there I got a Zero Turn Dixon mower. I could ride my ditch right through the center and cut my grass. It's progressively been getting worse and worse and worse with water backed up because Hillcrest, that ditch in the 14 years that I've been there, has never been maintained. The silt has built up, it's higher than the culvert that crosses Westway at my house, for the water to go down Hillcrest. It's at the top of the culvert. The silt has filled in, it's just a big cattail wetland. Two years ago a gentleman bought the house just east of me. I live on the west side of Hillcrest on the corner. The conservationist came out there with their red tags, wetland. My front yard now is wetland. I used to ride my mower in the ditch. I'm gonna show you, if I can, show you a picture here. This isn't the culvert. I'm on the corner. At the stop sign, the culvert going north and south across Westway for the water to go down Hillcrest. That's the end of the culvert on the north side, that's it right there. And this is what the ditch is. Did it go dark?

- I have no idea.

- Must have just happened.

- It has the light now. So that's your front yard? Or the culvert next?

- [John] Yeah, we're at the stop sign of Westway, and the culvert crosses going north to south on Hillcrest.

- It would be nice to see it in respect to your property. Do you have a--

- Okay, I do.

- This could be any marsh anywhere.

- [John] No sense in me talking if you're not here. This is me right here on the corner. Okay, this is Westway, this is Hillcrest going north. This is Mason--

- Right, so we're looking at it, so that's south, there's north. Yep.

- [John] Okay. This is the end of the culvert right here that I'm showing you, and the top's like right here.

- And you are right there?

- [John] Okay, and these are all the residents here, all my neighbors, and a couple are here with me tonight. In the Spring of the year, I have here spring runoff, spring runoff, we have rivers, this is all uphill going south here. We have water this deep coming down here into this ditch. Everyone of us has sump pumps right now running either 24 hours a day or every two minutes to keep the water out of our basements. And this is uphill all the way from here to up here. All this water goes down here to the culverts, that you see in that picture right there. Now this was built up from here to this driveway right here. This is all that needs to be dug up. The ditch is about two feet deeper than this ditch right now. This ditch is above the top of this culvert. There's no water can seep through here. And then it goes down here, and there's a 30 inch culvert down here that I'll show you a picture of. Where this water's supposed to go and cross here and go down across Mason.

- Maybe show that to those two, if you want to show them the map.

- [John] To who?

- Show it to the other two commissioners.

- [John] Oh.

- Thanks.

- [John] This is Mason, Hillcrest, I'm here at the corner of Westway. At the end of that culvert, I showed you a picture of this right here, this water comes here, crosses here, it's supposed to go down here and go here. This has never been maintained. It's built up so high that the water just sits here. There's no water running. Jesse's been out there. Now this culvert, right here, it's uphill all the way from here to here. But this is the end of the culvert I want to show you right here. Where this water should go down here and cross Hillcrest, that's the end of that culvert right there. This was built up over the years and should've been dug out 14 years ago when I first started calling the street maintenance department and talking with Tony. Nothin's been done in 14 years. Here I am again, and I showed you the end of that culvert. This is all built up with silt and everything, I don't know how many years its been since this has been maintained.

- The drain, it runs this way?

- [John] This way, yeah. This is at Mason De Pere, this ditch. Going here with a big culvert here, there's a little crick runs through here with a culvert underneath and it goes to a settling pond down here.

- So that's not a problem?
- [John] I'm gonna show you, this is the end of this culvert. That's that end of that culvert.
- There's lot of brush in there and stuff.
- [John] Nothin's been done to this ditch in the 14 years that I've lived there, and it needed to be done. I've been calling and calling and calling, I've had people out there, and--
- The other night you were at the Board of Appeals. Was that with this in mind?
- [John] Two weeks ago.
- Or two weeks ago.
- Yeah.
- But last, just a couple of days ago, I thought you--
- [John] No, no.
- But you weren't there, okay, all right.
- And now real quick I'll just show you a couple of pictures here of this whole, this whole thing. This makes it hard 'cause you're not sittin' together. Okay, going back to here, that's me. This is the old farmhouse, Diedrich farmhouse. This whole area, before any of these houses were here, was a cornfield. This was looking south, you're gonna be looking this way. That's , south side of . This picture is from my living room window, looking north across Mason. Does that look like a wetland? Why this is a wetland is because the one east of Hillcrest here, fill this all in, put a big subdivision in here, dams all this water up and then this has never been maintained to keep the water drainage outta here. They created all this wetland. Now my front yard is wetland, it never was before.
- So is here?
- [John] What?
- There's one here too?
- [John] That's the house that Judah, the builder, he had this, this guy's got, I think 11 acres, and 10 acres of it is wetland.
- I think I've seen these. When I was last here.
- 'Cause Jesse, because you're familiar with all this stuff, I'd like to hear your thoughts on it.
- We're okay.

- We're good.
- When we got to regular session, John. Do you have anything else? Sorry.
- No, go ahead, I don't care.
- [John] I'll just finish by saying, for a ditch in the city limits of Green Bay, that should be regularly maintained. I've been there 14 years and I can't even, I've had people out there, I can't get nothin' done, to get the water outta the front of my house. And Westway to the west of me, all the water, rain, snow runoff, sump pumps, everything, comes and sits in front of my house.
- Do you have a list of how many times you've contacted the city over time? I mean, like--
- [John] Every year for the last 12 years.
- For how many times a year? Well, just asking.
- [John] Well at least once. And usually Tony would come out or somebody'd come out, and I'd walk 'em to show 'em this whole thing. Okay, I'll look into it. That's as far as it went, I'd never hear nothin' from nobody. So I hope I gave you enough information. Thank you.
- Okay.
- Anybody else? Anybody else? If not I'll take a motion to close the floor.
- Motion to close the floor.
- Motion by Steuer--
- Second.
- To close the floor, second by Wery, any other discussion? Hearing none, all in favor?
- [All] Aye.
- Nays, motion carried. Wery, did you want to speak on this?
- Not right now.
- Okay, Brunette?
- Yeah, Director Grenier, you've kind of put together a plan and from what I heard the plan, the best plan would be to wait until this road reconstruction is completed?
- Correct.
- In April of next year. Short of that, if we wait until that time, and water is in fact in the ditch, the ditch retains the water, I understand why we have ditches, but is there an alternative to letting it just

sit there and slowly rise, like pump it out to some area if the flooding gets to be a certain level and there's risk of flooding homes? Is there a pump or can we pump that to a city sewer or something, there's gotta be--

- I don't believe that there is a city sewer out there right now, that's one of the things that the road reconstruction project was hoping to resolve as well as correcting the ditching out there, that was all of part of the road reconstruction project.

- On the east side of Hillcrest though, that subdivision there, that's all sewer, could we pump the water, if the water is getting higher and higher, especially in the Spring, could we pump the water and put it to a storm sewer in the Sandia area?

- We could take a look to see if something like that is feasible. I don't know if it is or not.

- Okay, and then possibly to protect homeowners from being, facing damage to the property, could we put sandbags along property lines to prevent water from--

- The city does not go out and do that kind of sandbagging on private property. We can make sandbags available if residents would like them. We've done that for others. But to have staff go out and sandbag private property is not something that we're in the practice of doing.

- Okay, but that is a possibility? That could be--

- To have the sandbags available for residents, yes.

- Like drop a load of sand and bags so they can bag it on their own.

- Well I think we actually create the bags, right Chris?

- [Chris] Right.

- We drop off pallets of sandbags.

- All right, so that's a possibility?

- Certainly.

- Okay, how about private property, could they dig a ditch on their own property, a trench to collect water and flow into the street or something? I'm just thinking outside--

- We have no jurisdiction outside of the public right of way, that would be something to discuss with Community and Economic Services and the Zoning Department.

- Then could you just address that idea that nothing has been done for 14 years, I've heard that several times, and that's the--

- I would argue that that's not an accurate statement. We actually did bring forward a plan to reconstruct the road back in 2017, that was a pretty substantial something that the city did. We

invested tens of thousands of dollars hiring a consultant to design this road and brought forward a plan to do a full reconstruct. The residents were the ones who asked me to suspend and hold that work for some period of time. That was not us.

- At the last meeting you said that the ditch, well I don't know the word I'm looking for, but our policy on maintaining ditches. Has it been revisited or we don't currently have one?

- I don't know that it's been revisited in quite some time.

- Okay.

- The Mayor's not here, nor is a representative of his office, so I don't want to put words into anyone's mouth, but you've consulted with the Mayor, and the Mayor is of the opinion that the plan you presented just now is the plan that we should proceed with?

- When I discussed this with the Mayor, the Mayor asked my opinion if we thought we were going to make a bigger problem by trying to do something this Fall, and in my professional opinion, I said I think we are. So his response to me was, they tasked you with coming back with a plan, and it sounds like you have a plan, even if it's the original one.

- Mm hm. All right, no other questions at the moment.

- Steuer.

- Yes, thanks. Steve, I just noticed on a few of the pictures that there was a lot of branches, twigs, et cetera, in these areas. Is there, usually when I think of a ditch or a drainage culvert, usually it's free-flowing. Can you address that at all as far as, unless they're showing me something different, it just seemed like there were pictures that were showing impediments in the culverts. And is that something that if there is that type of refuse in a culvert that that could be cleaned out occasionally by a crew?

- Typically it's no different than if there is obstructions in a storm sewer inlet. We rely on residents to file a complaint, a request for service, something along those lines.

- [John] I did that.

- Well, that's what we're trying to get to.

- I can't speak to what former Superintendent Fietzer may or may not have done. And seeing as Tony no longer works for the city I can't even ask him.

- Well just from what I saw, and I think that's something where the citizens and the department would have to get together on it, but if there is something that is going to be happening in April, you still have six months of snowfall and all sorts of things that could cause flooding issues. I'm just looking at something that could be done temporarily to, if there's branches and impediments in these culverts, to at least get that out of the way. Part of that I suppose is on private property, you can't deal with that per se.

- Not necessarily, it might be within the public right of way, but how is that different than the right of way where a terrace tree is in front of somebody's house?

- Right, I'm just you know, asking.

- We would expect that if that's the case that a resident would take that branch and make a pile of brush at the curb line or along the road edge no differently than if a branch was down or they were doing some work on an urbanized segment of the city where they put their brush piles or leaf piles out.

- And there is something, and I'm talking to you, but as far as the citizens go, there is something online that you can go on and file a formal request, right online, and follow that through. A lot of times there's hearsay, you can call and da da da, I called in June, well when did you call, that type of thing. I think it just tracks it better and it helps them as well. So if there is a way that you could go online and go right to DPW, and there's a request form that you can fill out. Just send that to the city, that's a more efficient way of handling this rather than just calling your neighbors and complaining about stuff. But I would suggest that. So, that's all I have right now.

- Okay, anybody else? Yeah, go ahead.

- All right thanks.

- Wery.

- Thank you, Mr. Chairman. Director Grenier, the reconstruction for next year, that will address this entire stretch and solve the drainage issues?

- Again, providing the capital improvement program is approved or at least is part of it, yes. That was always the intent of this particular project, was to address some of those drainage issues.

- So there's no short term fix you're saying, it's just get through 'til?

- Well, and again, the short term fix may be worse than what the existing condition is. In addition to the ditch checks which are going to, that's what they're designed to do, is to back water up, okay? In addition to that, the design of the ditching, a lot of that ditch design is dependent upon the road project itself. So we may wind up creating unsafe in-slopes on the ditches which could create traffic problems should somebody inadvertently go off the road. There's all kinds of stuff that's going into this. It's not a decision that we reached lightly. But in our professional opinion, the status quo, until we can get to that road reconstruction project, is the better option.

- Okay, that's all I have right now, thanks.

- Okay, Steuer and then Brunette.

- Okay, Steve, you did mention that two years ago that the project was in line to go forward and the neighbors were approached. Is that, the whole issue of special assessments, I think that's what came into play, correct? Maybe at that time?

- Sure.
- That could've been one of the reasons?
- Yep.
- So it was presented to the neighborhood, but I'm just trying to put that in perspective as far as why possibly that it didn't go through at that time.
- Okay, well I'm glad you brought that up, Alder, because although the vehicle registration fee has passed, there were more than pavement assessments being levied out there. There were also, I think their assessments were--
- [James] Water main was a big one.
- Well, I know water, but I think there was also some storm sewer going in out there, was there not?
- Some minor I think.
- Okay. The vehicle registration fee is simply gonna address the pavement assessments that were out there. Anybody who was being assessed for water or storm sewer, those assessments are still in play, so we're still going to have assessments being levied against property out there, we're still going to have to have a public hearing. There's still financial impact to adjacent property owners. So we're not saying this one is a done deal by any stretch of the imagination. We, past practice, when a street comes forward for a resurface or reconstruct, and it is voted down, now this one hasn't been voted down, it's coming back. But in the past when a street has been voted down it goes to the end of the line.
- Right.
- Okay? Even if this one had been voted down in 2017, if we felt strongly enough about the validity of the project that with the change in assessments and not having to go through that part of things anymore, we were still bringing this one forward. Once the pavement assessment portion of it was, we feel this project needs to happen. We don't disagree with that.
- Well it's a unique situation in the sense that the zoning and that out there or the land use, it's different than a lot of other areas in the city, it's a little more rural. You've got Hobart on the west, there's a couple of factors going on with that, but it did seem I think a couple of years ago that the costs would be very high with all the different factors for this entire project for the citizens. I'm thankful in a sense that you didn't take it off the list, because I think it is an important project. But I think right now it seems like they're more concerned about the culverts and the flooding and the things that are going on right now. So if you work on the project in April, you have design specs that have to come into play in order to take care of that. And if you do something differently now, that may change that dynamic. That's kind of the word I'm getting from you.
- Well what would happen is the erosion control requirements that we would have to put out there would likely make the condition, the backwater conditions, worse than what they are right now. Because there's no growing season left.

- Yeah.

- Okay, we have to do certain things in accordance with the DNR to make sure we're compliant with our DNR permit. And those conditions would be maintained throughout the course of the winter and they would likely result in a worse condition than what currently exists. So we would be spending money to create a worse situation than what they currently have. It doesn't seem to make a lot of sense.

- Right, but this is flooding issues. That covers a lot of different angles. You could, I was just looking at the culverts with the refuse and the brush and all that kind of stuff, if that's something that can be taken care of. I don't know what else I can say on the matter, but, I defer to the Alder, too on this. Jesse, I don't know if you have anything on that.

- Jesse.

- Yes, we have at the last, first of all, the gentlemen that are at the committee now, you were not here at the last meeting, we kind of had a hodge-podge of a committee. It was myself, Alder Dorff and Alder Johnson, and they witnessed a kind of very rigorous and vigorous line of questioning from myself and I think it reached the cut-off point, and that's why we recommended Public Works look into this. So I asked quite a few questions to try to rectify this. One thing that I focused on was digging, actual major digging, getting some sort of equipment out there, which I'm being told that that's probably not an option. Short of that, though, Director Grenier, couldn't you just send some people out there to scrape, even if it's manually breaking, removing whatever debris, branches, leaves, that have accumulated through the years to alleviate some of the flooding, even if we remove six, or six inches to a foot of debris, loose debris like leaves and branches. That would make a difference. It would at least say to the folks here and people affected that the city did something this spring to hopefully alleviate some flooding that's bound to happen. That's a low cost, it's labor I know, but it's a lower cost option.

- Again, what you're then doing is you're going to direct staff off of what the rest of this city considers to be a very critical task that they're out there performing right now.

- I mean, I rake leaves at my house, and it's a little more intense, I know, you need equipment to haul it away, but that's a reasonable solution to, after this meeting, Supervisor Buckley of the County Board, who lives out there, on the way home, him and I corresponded, and he mentioned that on his way home there were leaves that were going into the ditch already, and he doesn't recall ever seeing any leaves removed from that ditch. So if there are years of accumulation of very loose debris like leaves. It takes time, anything in this city takes time, but are you stating that that is something you are opposed to, or would you allow the use of your staff to do that?

- Which staff would you like me to use?

- Any public works employee that's capable of taking some rakes and a truck to load it up and haul it away to the landfill or whatever it is.

- Okay, so you want us to maintain the right-of-way in front of the house?

- The ditches, that 40, however long that ditch along Hillcrest, that the gentleman, Mr. Remington, submitted.

- I think you're opening up a very, you're starting down a very slippery slope.

- To alleviate flooding?

- No.

- To prevent flooding?

- To have public works staff working in that area. The next would be having residents say that they don't want to mow the public right of way in front of their house, and then we've got public works staff out there mowing.

- Right

- This really is no different. There is an obligation to the adjacent property owner to maintain the public right of way adjacent to the property, that includes shoveling snow on public walks, that includes cutting the grass within the public right of way. If you have a ditch in front of your house, to rake leaves outta the ditch.

- So are the homeowners are responsible to remove debris from ditches in front of their home?

- I think in this case, if that's a problem, yes.

- That's an official statement of the Public Works Department?

- I'm saying there's nothing stopping that.

- Right, that I think opens up a can of worms, because if we don't have a policy or you're not aware what the policy of the city is to remove or maintain ditches, then that's troublesome. So, again, this is what happened two weeks ago, is we reached an impasse where it doesn't seem like what I'm asking is going to be met with any level of support. So would this, the Mayor's Office is planning a city budget to include a disaster coordinator, I forget what his position title is, to look at natural disasters, and things that could be prevented, and I know that's not like an existing position, but I would imagine that that position would be responsible for preventing these sorts of known disasters or flooding to occur. So I know that position isn't created, but surely we could look at what we're facing now and try to figure out a way to prevent what could be a serious flooding issue. And that's why I'm asking, removing the debris, it seems to be a reasonable situation in this exact moment. So how would I go about making that happen? Do I have to make a motion to refer to the Mayor's Office, or make a motion to refer the work to the Public Works Department, like what's the best way to do that? I'm not trying to be difficult, I just procedurally want to know what your opinion is.

- I don't know how you go about that.

- Okay. Any ideas from some of the Alders. Chairman?

- Yes?

- Any ideas about, as an individual city council member, I think my hands are tied. I can't direct city staff to do something that their department head is opposed to doing it, so, procedurally--

- It looks like two issues. You either support staff's plan, or as a council, you have council order our director to do whatever you're looking for in legal means. That's how I look at. I do not see any solution for any temporary relief. So either we, I mean, this is how I look at it. Staff's plan, or convince the council to order DPW to take care of whatever you're looking for, to take care of the situation. That's how I look at it, but, that's how I look at it.

- Okay, yep.

- Alderman Steuer.

- Well, looking at the pictures and understanding a little of this project over the last couple of years. It's a unique area. I understand some of the issues that public works is dealing with on this. I also understand the frustration of the citizens out in that area. And we're just trying to accomplish some kind of a solution. We're not trying to point fingers and say you're not doing it, and you're not doing it, and there should be accountability here. I mean, granted, my yard, I rake my leaves, I shovel, I do whatever, leaves are blocking up the street, when it flows, I keep the leaves up on my lawn. It's just common sense kind of thing. So I guess with some of the folks that live out here, they have 200 feet of frontage or more, they've got a long area, and they live out there, and they have the benefits of living in kind of a rural kind of nice area. I mean, I've been out in that area, it's pretty nice, parts of it. So trying to tell them to say, okay you've gotta maintain 200 feet or 250 feet of your property, that's quite an undertaking. But, if that's what citizens are supposed to do. We take care of, my yard's only 78 feet wide, so it's not all that difficult. It's harder for me now, it's I'm gettin' a little older, but I do it. so I'm not quite sure on this one. It seems to me that this is moving forward in April. And I'm saying if we can wait like six months, there's gonna be some issues of flooding and things like that in six months, but if the citizens can wait for this plan to take fruition, then I'm thinking that there's a six month window here that we have to deal with. So piggybacking on what Alder Brunette said, I could see something where if nothing else, when the trucks go out and pick up the garbage and the refuse and the recyclables, take a look at it and just say look, can we have a day where one of our trucks or somebody just goes out there and kind of helps clean that up a little bit, works with the citizens. I'm just looking for some kind of a, something where we both can work together. Very temporary, just kind of clean it up a bit. That's what I would propose.

- Are you making a motion?

- I'll make a motion to that effect.

- Do you have all that? Or do you want me to repeat it?

- I don't know what, you know what.

- I'm just gonna

- I don't know if that's--

- Steve, do you want me to repeat it?
- It might be a little loose--
- You wanna work on it?
- I'm gonna work on that if you don't mind.
- Okay.
- Can I make the motion to open the floor--
- Second.
- To hear from interested parties.
- Let's let--
- Motion to open the floor for interested parties by Brunette, second by Wery, any other discussion? Hearing none, all in favor?
- [All] Aye.
- Okay, the floor is now open. Just please raise your hand, state your name and address for the record, please.
- [John] John Remington, 3207 Westway Drive. In the Spring of the year, do I need to show you where my house is again on the corner of Hillcrest and Westway? And I showed you where the culvert crosses--
- We just saw that.
- And it's all plugged up?
- And I have neighbors sitting right here to verify this, and Mr. Buckley can verify it too. The water comes down to the stop sign in front of my house, there's no place for it to go. It goes, the ditch is four and a half feet deep. It goes over the road, it goes over the street. It can't go down through the ditch.
- And why? Because there's stuff in it?
- [John] Because of the silt, it's up to the top of the culvert, from the culvert, I can show you the picture again, there's a pool of water about that big, and you can throw a leaf down there and it don't move. Water will not go through silt. That's dead grass roots, cattail roots, everything else, it just builds up over the years, and it's full up, the water cannot seep through that. And that's what's created this whole wetland to start with. You're talking about cleaning the culverts out, I showed you that one with the limbs and everything in front of it, that crosses Hillcrest. Last year they came up

there, they jetted all of our driveways, and this one that crosses Westway, and they X-rayed 'em for when the reconstruction, so that they'd know what culverts would have to be replaced. That big culvert that's got all of that debris in front of it that crosses Hillcrest, where this water's supposed to go, they didn't do anything with that. Now, Mr. Grenier here, he's saying we should be responsible for cleaning the ditch out. I have access to a backhoe, is that's what he's saying? 'Caus I can dig it out. Thank you.

- Can he do that Steve?

- That's not what I said at all. Alder Brunette was asking me about removing leaves.

- Right.

- That's what I was talking about.

- Okay. They can take care of leaves in a ditch, can't they?

- Absolutely.

- Okay

- They mow the ditches, when they can.

- Well where do they put their leaves for the city to pick it up? Can they fill the ditches up with leaves? No?

- No, you can't fill the ditch.

- Where do they put the leaves then?

- Alongside of the road is where we prefer.

- Okay, got it.

- The shoulder.

- [John] I'd like to say just one more thing, and Jesse brought up a good point. This ditch is not, the ditch was there, that ditch has been there for, I don't know, 80, 90 years? It just hasn't been maintained and it's filled up and the water can't go down the ditch. Jesse brought up a good point. What I can see, Steve, if you take six inches of that silt outta there, our water problem would be over. We don't have to dig that much of a ditch out. It's just six inches, that's all that needs to be cleaned out, and that water can just flow through there to that driveway between my house and Mason, there's only one driveway on that side of that street. The water don't even get through the culvert right now, it don't even get there.

- The culvert's along? Just the one culvert you're talking about?

- [Man] Yeah, the east side of Hillcrest.

- The east side of Hillcrest?
- [Man] Yeah.
- Okay, there's one of them.
- [John] This one right here.
- I have a motion when we're done this.
- I have a motion.
- [John] The water don't even go to that culvert.
- Okay.
- [John] It don't go to this culvert from here. It don't even go to that culvert to go down through this deep ditch in front of it.
- All right, thank you. Anything else, Mr. Remington?
- [John] Okay, this is where the water comes down here, it comes down here, and this is downhill. It goes through the culvert, and it stops right there. It don't even go to this culvert. And this side's lighter, and this is a nice deep ditch where it's supposed to go down that.
- [Chris] You're talking about this section and this section here, or just this side?
- [John] Well, this has been backed up for so many years now, like when I first started, 14 years ago, I used to ride my lawn mower up through that just to cut it. Well it's been backed up now, this gentleman bought this property here and built a house, and they came out there and tagged it with red tags, the front of my yard's wetland now. That's how bad it's gotten, because of the water backed-up.
- Anything else, Mr. Remington?
- No, that's all. Thank you, gentlemen.
- Okay, thank you. All right, Buckley.
- [Pat] Thank you.
- Address please.
- 3249 Westpoint Road, also 3222 Westpoint Road. It's at the corner of Hillcrest and Westpoint. Again, for the ones that weren't here the last time we were here, with our stormwater management fees, that's what we should be using that money for is to take care of the stormwater management. When you charge for 'em and we pay 'em, that's what it should be used for. Now, I, I know this is

government, and we're right back here again to rehash this, and I did a little checking with some other people, and other communities don't seem to have a big problem getting this done on an every so many year basis. But we're at a point right now because it has been neglected for numerous, numerous years, even if the mowing was kept up, we'd been in a lot better shape, but even if you go out there right now, you can see how it just fills up with leaves and nothing gets done about it, and it just compacts and compacts and compacts. Now I'm told that if you take a surveyor out there, or a what do they have to do to shoot the grade, and you take a backhoe, on the wheels not on the tracks, so as not to wreck what's left of our road out there, and it's not that long of a project. It's rather a quick project. Other communities do it on a regular basis. I don't understand why the City of Green Bay can't take care of this so that we can avoid having basements flood out. We have enough flooding in the City of Green Bay, and we need to try to start being proactive about it. Otherwise I really feel that the city then should be responsible for the damages to the properties. And I look at, I understand Steve has a lot of work on his plate. We all are busy, we're all busy. But that's what his job is to do, to get this stuff done. So, I'd look at it as how much time would it really take? I mean, if you pull some of the guys that are doing the crack-filling on the far west side off, you've got six guys doing that. You don't really need that many guys, but, put 'em out there for a coupla days, this project would've been done. It does create a lot of problems. All summer long it's created problems, especially this summer, but especially in the springtime, when you're backing up water, blocks, and it goes into several blocks from there, it's a problem. And what do we have to do to get the city to do something?

- Pat I was going to--

- Question?

- Yeah I have one.

- Go ahead.

- Thank you, Chair.

- Mm hm.

- Pat, I was going to ask you, what the citizens were talking about, the leaf pickup and that, and Steve mentioned too, that that the leaves are pushed off to the side. In my neighborhood, the leaves are picked up and the trucks take them away somewhere. And you've lived out there quite a while. When it's leaf pickup time, where do the, in your understanding, where do the leaves go? Do they stay in the neighborhood, or are they picked up and delivered elsewhere?

- [Pat] On my road they're picked up and taken off my road.

- Okay.

- I think the biggest problem right now we have is with the unmaintained area. We've had a lot of development out there over the years, even since I moved out there back in the '94, '95 range. We've had a lot of development. And we haven't taken and considered the water management. But you do, you have all the leaves from the fall, and there's a lot of trees out there, that end up just falling right in the ditch, and it just raises that level, and backs up the water.

- So is there a better way that you think they'd pick 'em so that might not happen? You know, just avoid?

- [Pat] Well, the problem is the way it's at now, it hasn't been maintained in years. So it's either gonna be swampy right now, and full of crud, so you can't put a lawnmower down there. You really need a backhoe to dig it out. And it obviously can't be on the track, it's gotta be on the wheels. I'm not sure if the city has one. I know the county has one. Or they have to rent one. Does the city have one?

- [Chris] We have a backhoe, but it's not suited for that type of work, it's too small.

- [Pat] I know they can be, I was told they can be rented. And like I said, I'm not sure what the relationship is with the county, maybe they can borrow one from the county. But it just seems like we're making a big ordeal to try to prevent more flooding in the City of Green Bay when we should be working with the citizens. Thank you.

- Well, that's all I have.

- Okay, any other questions? If not, I'll close the floor. If anybody else wants to speak? Yes sir.

- [John] Do I say my name again?

- Yes.

- Try it, I don't care.

- [John] John Remington, 3207 Westway Drive. This stretch of ditch that we're talking about on Hillcrest that needs to be dug out, it's 450 feet. Just so you know the length of the ditch.

- Okay.

- [John] So they can figure out whatever the cost would be or whatever else. It's not a half a mile or a mile. It's only 450 feet, because I measured it.

- All right, thank you.

- Okay, thank you.

- Motion to close the floor.

- Oh, and again. There's a fire hydrant sittin' just up from the stop sign in front of my house. We had a fire out there about four years ago. If I try to get, I can't go within 12 feet of my ditch. If I go down in there, you're gonna go to your knees in black mud. You shoulda seen what them firemen had to go through with that fire hydrant, that's where they come and got the water for that fire that day. There's a fire hydrant sittin' right there in that muddy, swampy ditch.

- Okay.

- Okay, thank you.
- Thank you.
- Motion to close the floor.
- Motion by Brunette to close the floor, second by Steuer. Any other discussion, hearing none, all in favor?
- [All] Aye.
- Nays, motion carried. The floor is, we're in regular order of business, Brunette?
- Yeah, I'd like to make a motion, and I'll repeat it two times to make sure it's heard and entered. Motion to refer to the Mayor's Office a request to direct Public Works to coordinate and enact a short term plan to avoid preventable flooding this Fall, Winter, and Spring, along Hillcrest and Westway, to include but not limited to removing debris from ditches, pumping water to available storm sewers, and providing sandbags to residents to protect their properties.
- Second.
- Do I need to repeat it? It's received?
- Steve, do you want it repeated?
- We'll get it off of the audio in the video.
- Okay. Okay, there is a motion on the floor by Brunette, second by Wery, any other discussion? Wery--
- Well in essence--
- Brunette, take a number.
- I think at the Mayor's Office, we have rehired and reclassified a position to a Community Relations Specialist, I think is the title. He's helped me with these sorts of issues. I personally would like to approach the Mayor on this to see if something can be done. So that's the purpose of the motion.
- Okay, sounds good, Wery?
- Thank you, Mr. Chairman. I just found it, I Googled it, we have this Adopt-A-Ditch brochure from the City of Green Bay. I just Googled ditch on our website, and it does say the homeowner is responsible for maintenance of it, but it does say over time when it stops functioning properly due to silt buildup, the city comes out and fixes it and repairs it, and I know we're gonna do that with the road project, but it seems like we ignored it for a long period of time. And now we're in this gap between when we do fix it, which shoulda been a couple of years ago, but we're in this gap right now that we caused by ignoring it for so long that, and I'll support it, the motion, to try to find something,

whether we just take the loose stuff off the top and six inches just to get it flowing. Where there's a will there's a way, you know? It can't be--

- And just, if I may?

- Yeah.

- Go ahead, Steve

- The Department of Natural Resources isn't gonna care if we go six inches or four feet. If it's land disturbing activity in their eyes, and unfortunately we're covered by the MS4 Permit. We're really caught here, so. If DNR comes out and tells, if this goes through, and so and so forth and DNR tells us to put the bales in, and we wind up backing the water up, that's what's gonna happen. So I just want to be clear about it and why.

- Thank you. Okay. All in favor?

- [All] Aye.

- Nays, motion carried. So this is going to the Mayor's Office correct?

- That's correct. It'll go to the Council meeting on the 5th. But--

- Oh yeah yeah, this is a recommendation--

- I'll talk to the Mayor before then.

- But if it passes, it goes to the, okay, yeah, all right. I've gotta go to another meeting. I'll be back, so whoever wants to take over have at it.

- All right.

- I can, you'll do the next meeting.

- Oh that's fine.

- Yeah, that's fine.

- Yeah, then we're not doing meetings back to back.

- Alderman Nicholson is excused. We still have a quorum with the addition of Alderman Mark Steuer. Onto item two, consideration with possible action on a request by Alder Steuer to study and report out on the feasibility of utilizing the even-odd residential address overnight parking scenario, as is done in Milwaukee, in order to relieve the parking problems at residences with limited parking spaces. We held this at the last September 25th meeting of the I and S Committee. Alder Steuer.

- Well, I am sure Public Works will give me some information as well.

- Thank you.
- You just want to add some basic comments.
- You know, I'd almost like to open the floor first. A citizen is here, I'd like her to speak.
- I'll entertain a motion to do that.
- I'll make that motion.
- A motion made by Alder Steuer.
- Second.
- Second by Wery to open the floor to hear from interested parties. Ma'am, if you want to come up, and identify your name and address for the record.
- [Leanne] Sure, Leanne Cramer, 702 Neville Avenue, Green Bay, 54303.
- Okay, thank you for being here. Go ahead and share your thoughts.
- [Leanne] You're welcome. Thank you for letting me talk. I guess, you look at it, I've been a resident of this city since '89, and we bought our first house in '94. We had never thought about parking because we didn't have children, and we had a long driveway at the particular house. We moved to a different, to the Neville house, and the parking situation leaves you with spots, a double driveway that fits one car each. And a spot to park across the apron at the bottom. And after I started encountering all these issues I started being more observant driving around different neighborhoods. People probably think I'm a little weird, but looking at, oh, they have a short driveway, they have a long driveway, boy, they can park like five cars there, they can only get one there. And starting to think about, okay, do people when they buy the house and they have young children, do they really think about, oh wow, when they get to be driving age they're all going to want their own car, they're all going to have, what are we going to do with parking situation? And I'm fortunate the area that I live in. I love my house, and I love the neighborhood, the mature trees and everything else. But the thing is, you have to remember these houses were built in the 1940s, 1945. So back then people had one car. And one car only, and that was it. And now you have everybody in the family wants their own car. Mother and father each need their own car because they both work. If you have two children, they each want their own car. There's four vehicles. And you can ask for parking exclusions for two weeks at six times a year, which leaves you with, my math being correct, that's 12 weeks. And we have 52 weeks in a year. So what do you do, and they cannot be consecutive, what do you do for those remaining 40 weeks in a year if you have more than four vehicles. Right now I'm fortunate enough that I have a neighbor that says, hey yeah, you can park in my driveway, but if I wasn't fortunate enough to have a neighbor that was friendly, and I've been friendly with him, what do you do? Something needs, and I think, granted if we have a snowstorm, it's put out there that it's a snow emergency, all vehicles have to be off the road. I don't have a problem with that. But the problem I have is if I'm paying the taxes and I'm helping for everything else, why I can't park on the road? But, like Mark did the research, I'm willing to pay 35, 40, \$45 for a year permit, to have that luxury. I really don't think I should have to, but, if worst came to worst I'd be willing to do that, and that money could go back into the Parking Division, because if I paid 45, right now parking tickets are

\$27 for your first ticket. So you almost have it paid for by getting, if you get two tickets you've got it paid for. So I think we need to change with the times. This parking ordinance has been on the books for way too long. It's outdated, it's not with the current time. It would be almost like saying to the city, we're not gonna use computers to do work, and we're not gonna do this, you know, like we're gonna stay in the rock ages. Well, we've gotta move with the times, and the times are, families, everybody wants their own car, and we need to move forward. We need to change something, because I'm sure if you start going around your neighborhoods, unless you have, you're out on the far outskirts of town where you have a big huge house, a three car garage, you don't have a problem. But, if you're in the inner city, drive around town, you'll see the problems, you know. So I just want something done, I need something done. To have to sit and think about where are we gonna park cars is something I shouldn't have to be worried about. It's something so, in my eyes, minute, and should be able to rest easy on that whole subject, and put my energy towards more important things in my life.

- Okay, thank you.

- Sure.

- A quick question, Mark?

- Well, no I have, Leanne's in my district, and I actually got to meet her when, I think your husband pulled a car out at 4:18 in the morning, and you got a ticket, but he'd just parked it on the street, and he was moving 'em around. So, it was kind of like you were frustrated, I understand your frustrations. So I worked, along with Leanne, we've talked about this a number of times, and some other neighbors as well. But I grew up in Milwaukee--

- Sorry to interrupt Mark, but do you have a question for her?

- Oh, no, I'm sorry about that.

- Cause we can--

- [Leanne] But I guess one, going off of that point, the Parking Division, they're like Nazis. I don't know what else to say, because like they have given me tickets for the most stupidest things, and I don't like the word stupid, but that is the only word I can, my husband got a ticket for his motorcycle tire touching some grass. We moved a car out onto the street at 5:25 and got a ticket because it was five minutes. Now I sit there and watch the clock, and go okay, it's 5:30, we can move cars. It's ridiculous, really.

- Well thank you for speaking.

- Sure.

- Anyone else who would like to speak to the agenda item?

- Okay, I'll entertain a motion.

- Motion to close the floor.

- Motion to close the floor by Alder Steuer.

- Second.

- Second by Wery, all those in favor say aye.

- [All] Aye.

- Opposed? Motion carries. There are a few staff members here, Director Grenier, or Chris, or someone from your department want to speak to it first?

- Sure. At the last meeting what we were asked to do was to bring back some relevant data regarding the number of actual requests that were fielded by the Department of Public Works to determine how big of an issue this is. And then also we were requested to have police presence here so police could weigh in on their concerns with on-street parking during the prohibition hours. Mr. Pirlot did take and work with our GIS Department, that's the information that we handed out to your just now. One is a list of bullet points, the other is what we refer to as a heat map, the different colors, the more intense the color, green, blues are low incidence, as we start getting into the yellow and red, that's a higher incidence, and then the points, the red dots, are actual locations mapped geographically of where we've received these so far this year. As Chris has indicated in the summary document, so far, between the first of the year and the 8th of October there were 7,917 individual on-street parking requests. There are approximately 34,000 residences in the City of Green Bay. Overnight parking requests are relatively evenly spaced with I-41 on the west border, and Bader Street, Danz Avenue on the East side, so there is no data to support that the core of the city has a higher incidence. It's pretty well distributed even out as far as I-41 on the west side, and Bader and Danz on the east. Actual data identifies that there is an average of only 28 overnight on-street parking requests on any given night. If you look down under what we've determined as worst-case scenario, there are 26 available two-week on-street parking exemptions available for any of the 34,000 residences within the City of Green Bay, that comes out, if somebody were to use all six of them, there's 2.8 million opportunities for somebody to seek on-street parking, and we're looking at a projection of about 10,000 for the year. So if you look at 10,284, it looks like a big number until you compare it to the number of potential on-street parking requests at over 2.8 million. We really are talking about a pretty insignificant number. Now I get it that it's significant if it's in front of your house. But when we're looking at an area-wide or a city-wide kind of an approach, we're talking it statistically, only on a statistics basis, we're looking at a statistically insignificant number of requests. So even at a 5% overnight on-street parking request, the current on-street parking program is very manageable by the Parking Division without any modification. We do have an on-street parking that does allow for allowances. Now, Ms. Cramer did identify the six, but there have been folks who have come in and requested, appear before the committee and requested more than six. As a matter of fact, I do remember a business owner on South Broadway got a blanket exemption. So those opportunities are there. And Parking Division maintains that there's currently no need to change the city-wide on-street parking permit program. So that's the information you asked us to bring back. And again, if you've got any questions relative to police on this matter, we did ask, and the Chief is here.

- If I could, Alder Steuer, I know you have a question, but could I hear from the Chief first, and then?

- Yeah, that's fine.

- If I have questions for both, so Chief Smith, could you explain the public safety component of this.

- [Andrew] Sure, I talked to Director Grenier, and he asked that I come by here and talk a little bit about, I talked to my staff, many of whom have been here for many years working in this area, and what their concerns were with it. My concerns are broken down into basically three categories. One is public safety. Number two is complaints about people and the convenience. And number three would be blight. I've lived in cities that have on-street parking, I've lived in cities that don't. So I have a little bit of familiarity, in fact for six years I had to move my personal car, because I didn't have a garage, from one side of the street to the other side of the street back and forth every week to avoid that ticket that you get on a weekly parking if you're on the wrong side. One of the issues we have is that we have very narrow streets in many places in Green Bay. Those narrow streets are cleared most of the time at night because people aren't allowed to park in there. If we allow overnight parking on those streets, it'll significantly narrow the streets. One of the problems we have here is when the streets are, when the snow comes, the sidewalks don't get shoveled, and so people will tend to walk on the streets. We've seen incidents, and Mr. Kennedy, I believe his son, was killed in an accident that occurred because he was using his wheelchair and couldn't get on the sidewalk because the sidewalk wasn't clear. This would exacerbate that problem by moving people, not from the curb line, but eight or 10 feet out into the roadway, which is gonna be even more narrow. My officers were concerned that with a narrow roadway, even in a slight amount of snow, there would be more traffic collisions of cars skidding into cars that are parked right next to them as they're trying to make their way down the street. Several of my staff members talked about complaints, if you allow on-street parking overnight, people will start to bring in larger vehicles, people using plumbers trucks, or heating and air conditioning trucks, can park those cars, or those vehicles on the street. In other times they would say, well I'll leave it at the shop and I'll take my car, and we'll put it in the garage. Well now I don't have to, I can take the plumbing truck home or the HVAC truck home or the other commercial truck home and park that on the street. So those vehicles could be parked on the street. That blocks people's driveways and ability to see as they're getting outta their driveways, especially during the hours of darkness. But my personal biggest concern is that if you allow street parking, people will change their lifestyles to be accommodated by the ability to park on the street. And what I mean by that is this. My experience has been if someone has a garage, and they don't have a place to keep their car, they keep it in their garage. If suddenly they have a place to park their car on the street, they don't need that car to be in their garage, they can park that car on the street and use their garage for something else. Storage for to keep things, I've seen people rent out their garages as additional housing for people. I've seen people turn their garage into a man-cave, lock the door, put in a sofa, up goes the TV, and then you've got a man-cave, and your car's parked out on the street. The other problem is people don't get rid of cars that they should've gotten rid of and they buy cars that they shouldn't have because now they have a perfect place to park it right in front of their house. I've seen many many times a broken vehicle that has not functioned in sometimes years, moved weekly by two people pushing it across the street, make a U-turn, park it on the other side of the street on that day. Next day comes around, they push that vehicle back over this way. I ask you, have you ever seen anybody wash a car that's parked on the street? I don't see people wash their cars on the street. What happens to an abandoned car or a car that's parked on the street week after week after week? It doesn't get washed, it becomes dirty, blighted, you see spider webs on the bottom, the leaves collect on it, bird droppings on it, and it becomes one of those blighted things that we see on the street. I certainly feel for this woman in her plight trying to find four cars into a one car or a two car space, but I really don't see any upside to it, and I see a lot of downside to it. Public safety concerns, blight concerns, complaints about people parking commercial vehicles on the street, to me, it's really

tough to see an upside to it. And \$34 for a parking permit isn't gonna put much of a dent in the city's budgetary woes that we're having right now.

- Alder Steuer, do you have a question?

- Well, how do I follow that up? No, I appreciate it Chief.

- Sure thing.

- I have some just general comments, both with--

- I have a question.

- Go ahead, why don't you.

- Chief Smith, my opinion, when this has come in the past, and what I've heard from previous chiefs as well, police chiefs, is that when cars are parked on the street, within the cars could be, crime could occur within the cars, whether it be drug dealing, illicit activity, is that a concern?

- [Andrew] Well that is a concern, but also, and I probably should shared this a little bit more, we have a big problem in the city with people breaking into cars. It's a lot harder to break into a car if it's in a locked garage, it's almost impossible. If the car's parked on the street, we've seen many times, youngsters in the middle of the night will walk down the street and try all the car doors. If it's open, they're in. If there's something of value in there, they take it. We get a call the next morning, hey, somebody broke into my car and took my cell phone charger, took my purse, my sunglasses, my CDs, whatever they happen to have in there. So I think there's a lot more potential for crimes to occur when a car's parked on the street as opposed to it being parked in somebody's garage.

- How about at night, overnight cars going through and hitting the car that requires time from your officers to go to a hit and run, or whatever--

- [Andrew] Certainly, and that's why I mention, with the narrower street, there would be more propensity for someone to strike that car, and at night, especially if there's a snow emergency, I think we would see, and my staff also opine, that we would see more traffic collisions involving cars because of the narrowness of the street and the fact that there's a car parked right there.

- How about this from a neighborhood watch component that if I have a car parked in front of my house that I'm not familiar with, and it's there 2:00, 3:00, 4:00 in the morning, all of a sudden as a homeowner, a parent, you have concerns. Is that an issue as well, like general peace and order of neighborhoods?

- [Andrew] Certainly, people having a car parked in there, we get calls for that, hey, there's a strange car parked in front of my house, I don't know who it is, our officers would roll by there and take a look at it. Oftentimes, where I used to live, we'd get a call, hey, this car's been there forever, and they won't move it. Okay, well we'll put a 72 hour notice on it. We post it for 72 hours, 72 hours later we can go back and actually tow that car. But meanwhile, if the guy moves it around the corner or pushes it down the street or over to the other side, takes the notice off, then the car's not where it was, and we have to start all over with the 72 hour notice.

- Thank you. Very good explanation. Any other questions for the Chief?

- Well, actually, Chief? Thank you, Chair. These are all valid points. And I've talked to Director Grenier about this as well. Like I said, I grew up in Milwaukee. We allowed it in Milwaukee. The fact is Green Bay is a big city in terms of land area. I asked Director Grenier when I talked to him in his office the other day if we could have it so that possibly the citizen in a confined area could have a permit. So like is said, I'm just, and he said that it's all or nothing, that's basically what I got from him. So, you were talking about plumbing trucks and such. You know, I got a list, I looked up other cities too. I looked up 17 different cities around Wisconsin that 10 of them allowed it, seven did not. And I don't have that list right in front of me, but there were 17 different communities, larger sized cities. There's always going to be worst case scenarios when you're bringing up some of this stuff. And the whole thing about wintertime, we don't care about, that would be off the table.

- [Andrew] During the snow emergencies you're saying?

- Right, that would be off the table. The streets being narrower, I know I've gotta be asking you some questions on this, but I just, with a plumbing truck or something like that you could have it such that, okay, only the person's vehicle that lives in that particular house, they would wanna park by their house. They need to have a permit that they would pay for, it would be in front of their house. Any other car, they would have to purchase a permit. So if somebody had an abandoned car or was doing whatever, if they park on the street and they didn't have a permit, then it's a moot point. So I'm looking at it strictly from two standpoints. To relieve the pressure of people that have smaller homes, they have four cars, they only have room for two or three to park, that if they bought a permit, a parking ticket's \$27, you got two of those, it would equal the amount for a permit, and that's all I'm saying. I realize that there's police activity, you go back and forth. If they have a permit in their car that they paid for and have it parked by their house, even-odd, to me that's not a big issue. So I'm looking at it partly for that, and also partly to raise some money. As you mention that there many not be a whole lot raised. Last year in the City of Milwaukee, even though it's a bigger city, they raised \$4-1/2 million in revenue from these permits. Green Bay is 1/6th the size, it would be about 800,000.00, and that could be put back into the Parking Utility. We even asked about could it be used for improving roads, but Director Grenier pretty much stated that it would have to go back to Parking Utility. So, you can look at Stevens Point, Appleton, all these other communities that some of them do allow it. And there's others that don't. And there's valid reasons on both sides. I understand that you have a job to do, I understand Director Grenier has a job to do either. I'm talking about a citizen who has a distinct issue, and she's not alone, there are many in this city. The city has changed. You've got smaller houses, you don't have the room to park. So if you could buy a pass or a permit to take care of that, that would take care of one issue, and then the other issue would be that there would be monies that were being brought in as revenues. And with tight budgets these days, we're always looking for revenue sources, and I think that it would be a revenue source. So that's all I have.

- Okay, any other questions for Chief or staff?

- Thanks, Chief.

- Yes, sir.

- Alder Dorff?

- [Barb] Comments, but I'll wait for the Chief.

- Go ahead.

- [Barb] So, right now I'm really not in favor of allowing the parking on the street, because to me it seems like there's a small problem where there are some families that need a place to put their cars, and I don't think a solution should be open it up to the whole city and encourage it. So I'm wondering if we could look for a different solution. I know Director Grenier said that there have been some exceptions made, maybe looking at a program like that on a much smaller scale. I also think as far as the revenue, you need someone to enforce this, so I think some of that revenue is going to be taken away by people enforcing which side of the street the car is on, and if they're on the wrong side, or if they're there for a long period of time, if they have to get towed. I think some of that revenue would be eaten up by that. So I understand the problem, I just would like a smaller solution 'cause I don't think it's a problem, I'm sure it's not a problem out in my district very much, but it's a different district than your district, you know.

- Yeah, it is, it is.

- [Barb] So maybe a solution that would address people that really need it, like families' vehicles.

- And Alder Dorff, thank you for your comments, but I did talk to Director Grenier about that, and it seemed like it was an all or nothing type of thing. Now I know we have issues, we have issues, not issues, but we have a setup where you can have six events during the year.

- [Barb] I understand what we have.

- We have, you know I know.

- I know, I got that.

- But we have that, but I'm just saying that a lot of times those events are used up.

- [Barb] Got it, but I also heard Director Grenier say that there was someone on Broadway that managed to get one.

- That was one person, right, and I'm going to talk to him about that. And that might be the solution, that'd be fine. But I hadn't heard that before.

- [Barb] Okay, so maybe there's just a smaller solution.

- Thank you, Alder.

- Thank you.

- Appreciate it. Any other discussion, otherwise I'd entertain a motion.

- If I could?

- Director Grenier.

- Two things that I'd like to bring up. We're lucky to have one of the Assistant City Attorneys here tonight, so I get to impose on her just a little bit, and all I'm asking you to do is stop me from saying something that's incorrect. The discussion relative to the all or nothing, what I was trying to communicate to Alder Steuer is we can't be discriminatory. So the parallel that I said, that I drew for him, we can't have a rule that only applies in the core of the city and not on the outskirts of town unless there's a justifiable, defensible reason for that. Otherwise it could be determined to be discriminatory. And again, the parallel that I drew was we have a condition written into our zoning ordinance that allows people to park on the lawn on, essentially on Packer game day, okay, but that's not limited to the stadium district. I live on the far east side, Operations Director Pirlot lives out near Red Smith, okay. If Chris so chooses, he can charge \$15 a head and have people park on his front lawn out by Red Smith School--

- That's 10 days a year.

- For the experience of having a tailgate party on Packer game day, and that's allowed under ordinance because to geographically limit it without a valid reason would be discriminatory. That's what I mean by an all or nothing, okay? If there's a reason that's allowable under law to limit that area, that's okay, but just to say because it's needed downtown and it's not needed on the outskirts, that doesn't pass that same test. So that's why I want, and you don't really need to elucidate on that--

- [Lindsay] I tentatively agree with you.

- What's that?

- [Lindsay] I tentatively agree with you. But I believe that that is accurate.

- I just don't wanna, okay, and the other point that I just simply want to make is I know we keep referring back to snow emergencies, okay? we average less than one snow emergency a year in my 10 years as Director, I haven't called one every year. Yet we have anywhere from six to 20 plow events, okay? Don't get mixed up between a snow emergency and the need for us to plow. A snow emergency means everybody has to be off the street, and if you're not, we'll tow. When we do declare a snow emergency, we overwhelm the towing companies, there's still that many people, because it's no longer, the snow emergency is not 3:00 to 5:00 a.m., the snow emergency is the duration of the storm that we've dictated. And just so that we're clear on that, there is a difference between us plowing and a snow emergency.

- Thank you, Director. Any questions, any motion?

- Is the floor still open?

- No, we closed it.

- We closed it?

- Yeah, let's, we have Parks Committee next, so we have to--

- Yeah, okay, well like I said, I brought this up, and there's a lot of great information here. And I spoke with Director Grenier, and I listened to Police Chief Smith on this as well. As a representative, I came forward with something that I thought should be looked at, and you can throw holes into any kind of situation that comes forward. My thought is that there's some legitimacy for at least looking at it. So, there's other cities, other communities that have done it. It's not a perfect science. Milwaukee's a lot different city than Green Bay in terms of streets and such, but like I said, Green Bay has grown from the river. You got a near west side, a near east side, and then you've got my district, Alder Wery's district, among others, has an issue, we do have issues with parking. Now if we could work with Director Grenier on that, you mention that there was a blanket permission for one person to park. If there are some alternatives that we could look at where citizens could come forward and say, I need space, I need to be able to park, I will pay for a permit. If something could be worked into the system where that would be allowed so it's not discriminatory, I'm all for it, and I would definitely like to see something like that looked at.

- Do you want to make a motion, or?

- Do you want to say something?

- Alder Wery.

- It's been probably my sixth or seventh time discussing overnight parking. I have to admit, when I first came in, I was all gung ho and very much in favor of overnight parking back in the day, and my opinion's changed over the years honestly. I sent out an email, I have a 300 person email list, and only got 75 replies, I don't know, decent I guess, but it was 39-34, 39 change it, 34 leave it. And both sides very passionate about it, so, it's one of those issues where it's gonna be split down the middle, and whatever you decide is gonna make enough people upset. But I feel for the issues, because I have them too in my district, where you have enough room to fit a car, and maybe a garage to fit a car, and if you happen to need three, well you're outta luck, right, and I don't like the reasoning you tell people, well you're gonna have to move to a bigger house, that's too bad. You have this small house, maybe that's all you can afford, and you have a spot for one car, well too bad. But the reasons for having the on-street kind of outweigh the reasons to remove it. And I've seen that more and more over the years, and I never thought I'd see myself saying that. And I don't see a push, an overwhelming push, by people to change it. A majority so far from this very small sampling, but not a great outpouring. So for me, I would keep it the same, unless we can find some creative way to allow it for those circumstances. I haven't heard it yet, and I can't think of anything, but my motion would be to receive and place on file.

- Second, any discussion on the motion? All those in favor of receiving and placing on file say aye.

- Aye.

- Aye.

- Opposed?

- No.

- No, motion passes two to one. Ma'am, we've already discussed it. This will go to the full city council on November 5th, Tuesday, if you wanted to discuss it to the full city council, I'd encourage you to show up and we can open the floor and let you address the whole, this is just a recommendation. The full city council will make the decision.

- [Leanne] Oh, thanks.

- Okay? All right, thank you.

- I'll talk with you in a second.

- Item three, consideration with possible action on 2020 Department of Public Works new and replacement equipment plans.

- I'm gonna hand out a couple of documents to save myself a few steps for the next couple of items, top item that I handed to you is a table, it looks like this one. And that is the proposed DPW capital equipment expenditures. Historically, and I'm gonna let Chris take this away a little bit here, but historically, we have had a budget item that is city equipment usage. And basically what happens is every time we roll a piece of equipment outta the garage, we charge ourselves for that, and that money comes outta the budget, gets put into our 203 capital equipment fund, and that's what we use to do equipment replacement. The last two years, that equipment fund has been cut to make budget. It is proposed not to be in there again this year, but rather we've gone to bonding two of those three years, 2019 being the only year we did not actually bond. So these are the pieces of equipment for the operations division, sanitary sewage district, stormwater utility, parking division, that we are proposing to replace. Those that are in operations division would be bonded for with the bond issue in 2020. Those that are listed under the sanitary district and the stormwater utility and the parking division, those are non-levy supported, they are completely supported by those respective utilities, so they are part of the budget request that will be coming before the common council in a couple of weeks. So simply what we're doing is we're identifying exactly which pieces of equipment we are proposing to replace, what the anticipated cost is, and for those of you who have been around for quite a while, and I'm looking specifically at Alder Wvery here, this goes back to a discussion that we've had many, many times about the ranking process, and then score the number that's assigned, and getting above or below the red line. So with that, Chris, do you have anything else you'd like to add?

- [Chris] The only thing I have to add is that we presented it in the same format since I became Operations Division Director in 2005, for consistency. It's basically the same request that, with the exception of the utilities, the utilities did get new equipment this year because they're self-funded, but anything, sanitation, street, engineering, you know, the operations division and such, it's basically the exact same request as 2019, 'cause we didn't get any equipment this year, and with a couple of changes based on what we've learned over the last year, that maybe we need this more than that. So it's basically brought forward on the same request as the 2019 budget request.

- And essentially what we're doing is we're identifying the individual asset itself so you guys know exactly what we're planning on replacing and why.

- Thank you, any questions? Okay.

- Nice job.
- Appropriate motion would be to approve or receive and--
- Yeah, to approve would be.
- Can I get a motion?
- Move to approve.
- Second.
- Motion by Wery to approve, second by Steuer, all those in favor say aye.
- [All] Aye.
- Opposed? Motion carries. Item four, consideration with possible action on the review and award of the following contracts. A, Pine Street parking ramp tower re-roofing.
- Okay, this contract, the summary is actually in your packet, it was received, I think we opened the bids last week. We had one bid received. But it is from a qualified, competent bidder that we've used in the past, so staff is recommending award of the contract to Northern Metal and Roofing in the amount of \$56,935.00.
- Motion to approve.
- Motion to approve for A by Steuer.
- Second.
- Second by Wery, all those in favor say aye.
- [All] Aye.
- Opposed? Motion carries. B, Bay Beach Wildlife Sanctuary Observation Building RTU replacement.
- Okay, this is one of the ones I just handed out to you. This contract or bid was opened yesterday. We received two bids. Low bid is Milbach Construction Services in the amount of \$47,650.00. We did consult with the Parks Department, and Parks has confirmed that they do have the funding available to award the contract, so the recommendation is to award to Milbach at the price that I just identified.
- Move to approve.
- Second.
- Move to approve Milbach Construction Services by Wery, second by Steuer, all those in favor say aye.

- [All] Aye.

- Opposed? Motion carries. Item C, DPW boiler room and upper roof re-roof, parapet flashings and chimney repairs. Four bids received, low responsive responsible bidder was Wenger Roofing in the amount of \$129,475.00. DPW does have money in the capital account to pay for this, this was anticipated as part of the budget last year. So recommendation is to award to the low responsive responsible bidder.

- Motion to approve.

- Motion to approve the Wenger Roofing, is that the--

- Second.

- The low bidder, I just want to make sure.

- Or low bidder. All right, motion made by Steuer.

- Second.

- Second by Wery to approve Wenger Roofing bid. All those in favor say aye.

- [All] Aye.

- Opposed? Motion carries. Item E, director's report on recent activities of public works.

- Just to let you know we do have three vehicles, much as I hate to say this, we have taken three vehicles and converted them for snow already, just in case. We actually did have a couple of flakes falling a couple of weeks ago. Other than that we've got everything that we own and a couple of things that we don't assigned to leaves, and we are making our way through ending our first rotation through the city.

- [Chris] Right, just today or yesterday afternoon we started in the second round, basically just finished the first round.

- Pretty much finishing first round up. So far, knock on wood, the weather is cooperating with the cold temperatures and some of the wind it's actually starting to take some of the leaves down. Oaks are always the ones we worry about, they tend to hold onto the leaves a little bit longer. And the only other thing that I really had was a reminder for you to spread the word to your neighborhood associations, and if you have the opportunity to attend as well, tomorrow night there will be a budget roadshow open house, I believe tomorrow night's is at the Perkins Park shelter.

- And then next Monday is Triangle Hill.

- What time, 7:00?

- [Woman] 7:00 to 8:30.

- So we will be around to answer questions and definitely welcome folks to come in and talk to us about the budget.
- Thank you, Director Grenier. Motion?
- Motion to receive and place on file.
- Motion by Wery to receive and place on file.
- Second.
- Second by Steuer, all those in favor say aye.
- [All] Aye.
- Opposed, motion carries. Item two, the next I and S Committee meeting is scheduled for November 13th subject to change. Can I get a motion to adjourn?
- So moved.
- Moved by Wery to adjourn, second by Steur.
- Second.
- All those in favor say aye.
- [All] Aye.
- Opposed? We are adjourned, thank you.
- Good job.
- Thank you, Steve and Jim and Chris.