



MINUTES OF THE PARKS COMMITTEE

WEDNESDAY, NOVEMBER 18, 2020, 5:00 PM

Virtual Meeting. Public may join via Zoom.

A. ZOOM MEETING INFORMATION.

I. This item contains documents which provide call in information and instructions for the Zoom Meeting.

B. ROLL CALL.

Parks Committee Present: Alder Randy Scannell-Chair, Alder Chris Wery-Vice Chair, Alder Jesse Brunette, Alder Lynn Gerlach

Others Present: Alder Bill Galvin, Alder Barb Dorff, James Andersen-Assistant Director, Kaurie Mihm-Parks Planner, Emma Browne-Parks Civil Engineer, Jared Koeller-Parks Staff, Garritt Bader-Whitney Park Neighborhood Association, Holly Baseman - Baird Creek Preservation Foundation, James Olsen - Baird Creek Preservation Foundation

C. APPROVAL OF THE AGENDA.

Moved by Ald. Chris Wery, seconded by Ald. Lynn Gerlach to approve. Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None

D. APPROVAL OF MINUTES.

Moved by Ald. Jesse Brunette, seconded by Ald. Chris Wery to approve. Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None

E. REGULAR BUSINESS.

I. Consideration with possible action on the staff summary of the research and cost estimates for the necessary flood-way studies to reopen the East River trails within the City limits on both sides of the East River.

Moved by Ald. Lynn Gerlach, seconded by Ald. Jesse Brunette to open the floor for discussion.
Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None
Moved by Ald. Jesse Brunette, seconded by Ald. Lynn Gerlach to close the floor for discussion.
Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None
Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to refer to staff to organize a collaborative meeting between area agencies and municipalities to explore ways to mitigate flooding concerns along the East River Trail. Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None

2. Consideration with possible action to accept the donation of garbage receptacles, light pole banners and up-lighting from the Whitney Neighborhood Association for installation at Whitney park.

Moved by Ald. Randy Scannell, seconded by Ald. Lynn Gerlach to open the floor for discussion.
Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None
Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to close the floor for discussion. Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None
Moved by Ald. Lynn Gerlach, seconded by Ald. Jesse Brunette to approve to accept a donation of light pole banners and up-lighting from the Whitney Neighborhood Association for installation at Whitney Park. Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None

3. Consideration with possible action on the use of fat tire bikes at He-Nis-Ra Park.

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

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None
Moved by Ald. Jesse Brunette, seconded by Ald. Chris Wery to close the floor for discussion. Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None
Moved by Ald. Jesse Brunette, seconded by Ald. Chris Wery to refer to staff to work with the neighborhood, stakeholders and fat tire bikers and to report back at the first Parks committee meeting in January for discussion with possible action on the use of fat tire bikes at He-nis-ra Park. Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None

4. Consideration with possible action to accept a donation of \$15,500 from the Navarino Neighborhood Association to fund the entire cost of the installation of 4 new Wisconsin Public Service owned lights in Navarino park.

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to approve to accept a donation of

\$15,500 from the Navarino Neighborhood Association to fund the entire cost of installation of 4 new Wisconsin Public Service owned lights in Navarino Park. Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None

5. Consideration with possible action to approve the request from the Baird Creek Preservation Association to facilitate a controlled burn in the Baird Creek Greenway.

Moved by Ald. Jesse Brunette, seconded by Ald. Chris Wery to approve the request from the Baird Creek Preservation Foundation to facilitate a controlled burn in the Baird Creek Greenway. Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None

F. INFORMATIONAL.

1. Director's Report on updates and recent activities of the Parks, Recreation & Forestry Department.

Moved by Ald. Lynn Gerlach, seconded by Ald. Jesse Brunette to receive and place on file the Directors report. Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None

2. The next Parks committee is scheduled for December 9, 2020.

G. ADJOURNMENT.

Moved by Ald. Chris Wery, seconded by Ald. Jesse Brunette to adjourn. Motion carried.

Yes- Chris Wery, Jesse Brunette, Lynn Gerlach, Randy Scannell, No- None, Abstain- None

VERBATIM MINUTES

- The first committee meeting for 11/18/2020, is now in session. Let it be noted for the record that all who have joined us, committee members are present. Alder Gerlach, Alder Wery and Alder Brunette and the chair Alder Scannell, of course speaking. With that, I'll take the motion to set the agenda.

- I second.

- Motion by Alder Lynn second by Alder Gerlach, all in favor? Aye. Opposed? Okay. I will now take a motion to approve our minutes from our last meeting.

- Minutes approved.

- Second.

- Moved by Alder Brunette, second by Alder Wery. Any changes we need to make anyone, all in favor?

- Aye.

- Aye.

- Opposed? We have our own minutes, approved. Okay, let me know when we can go on to regular business.

- Okay.

- Okay, regular business. Number one, consideration with possible action on the staff summary of the research and for assessments for the necessary flood ways studies to be open the East River Trail within the city limits on both sides of the East River.

- And I didn't know if... I know Alder Galvin is in the line, do you want me to go over the summary first, Alder Galvin, or do you wanna say anything?

- Sure, I say if I change.

- Okay. So this topic, as you know, was discussed at a previous Park Committee Meeting. The committee directed staff to research the costs for completing the necessary floodway studies to rebuild the areas of the East River Trail that have had reoccurring flooding occurrences over the last two years. In addition, we were asked to reach out to the surrounding communities to see if there was any interest in working together for a regional flood study. So, we did inspect the trails and realized there were seven areas within the city that occasionally flooded. Some of these areas have standing water longer than others and some of these areas, also, are used by user groups more than others. There are maps in the agenda packet showing where the trail issues are located. We have also included a cost estimate in the agenda packet. So, the cost estimate you see is broken down into three sections. The first estimate is to complete the initial survey work and flood way studies in each of the seven areas. The total cost for the engineering is \$194,200 for all seven areas. There's currently no funding available for this engineering. If you wanted to move ahead with this engineering, the city council would have to bond \$104,200 through the 2021 bond request. We could also look at grant opportunities, but it could take close to a year before we would know if any of these grants are approved and maybe these grants would require a matching funds. And then you go to phase two, which is the engineering. Which would consist of the hiring of the consultant to design and engineer the bid plans and specifications. This engineering scope of work would entail stormwater management engineering, trail engineering, permitting and potential wetland mitigation. The total costs for this engineering would be 560,000. This cost assumes that the all seven floodway studies, indicate that

they were able to fill in the floodway in all seven locations. This amount can be reduced by \$60,000, if the FEMA mapping is completed for all seven locations at the same time. So, the final anticipated construction costs is \$1,161,300, but it's very early to give an accurate construction cost. So these are more, I mean, our best approximation at this point. But we had based our construction estimates on the ability to get permits, which will allow us to raise the grade of the trail and repave it. So, with all three phases, the total project costs would be \$1,915,300. So, a few other points to point out are during phase two engineering, we could possibly explore the feasibility of building some boardwalks. This option would likely cost more money to construction and would require additional maintenance. At the last Park Committee, we stated that it might be difficult to complete a regional flood study as these flood studies are very site-specific, to determine the impact filling in the floodway would have in the adjacent property owners. So, Director Ditscheit, I did have a meeting with the Park directors for Allouez, Bellevue, De Pere and Ledgeview, and only two of the four communities indicated that this is a problem in their community and thought there would be support from their councils to study this further. They also all agreed that it would be hard to do this as a regional study, because each study is so site specific. The only benefit would be a potential slight decrease in the engineering fees due to a larger scope of work and possibly it might be easier to secure grant dollars for this type of work. So, only one location currently, which is Emily Park, connects to an adjacent community. So, our estimates only reflect the path in all adjacent projects that would need to occur as a result of change in the grade of the path. So, example, grade in Optimist Park to maintain positive drainage instead of, right now what we have is one Park, because of the flooding that's been essentially not being able to be used over the last couple of years, because of the flooding. So, we also have a staff recommendation, if you'd like, based on kind of what we see as the priority if we wanna tackle these one section at a time. I can go over that if you'd like, otherwise we can open it back up for comments or other questions.

- Well, Alder Galvin, is there anything you can add in at this point or...

- Before I make any commentary I'd like to open the floor for the interested parties' well maybe some people would like to make some comments or ask some questions.

- Well, maybe we should give more information then.

- Yes.

- Sure.

- Chair, I should ask you what the staff is recommending or...

- Yeah, let's finish the staff report and then we can look in at that as well.

- Sure. So, based on our staff recommendations, which is all our maintenance staff along with our recreational staff and looking at our design development staff also, just looking at the whole picture of use and also the amount of flooding. So, we would rank Sullivan Area by the Riverside Ballroom back behind East High School there by the Riverside Ballroom, as our number one priority. Number two would be Optimist. Number three, Emily. Number four, East Riverbed De Pere. Number five, Duenas. Number six, Sullivan School site, and number seven, Meyer. And it looks like I've frozen your screen a little bit, but you can still hear me hopefully.

- Yeah Randy, go ahead. Is there anything else?

- Nope, that's it.
- Okay, I will take a motion to open the floor.
- Motion to open the floor.
- Second.
- Thank you Alder Gerlach, Garritt Bader, Brunette, all in favor?
- Aye.
- Opposed? The floor is that open, please. Just state your name and the address and you can address the committee. Anyone chair for this?
- Well, I'm James Olsen.
- And your address?
- 310 Bader Street.
- Okay, thank you.
- I'm a member of the Baird Creek Preservation Group and I've been working a little remotely with Alvin Galvin, on the issues of the flooding particularly, down in your first priority placement there behind the Riverside. I'm wondering, the first question I have is for James. I'm wondering what the presumptive rise in water height is that you have used for the studies that you're doing or are you expecting that you are going to get that from the study itself?
- Oh, that's a great question. I think we have Emma on the line, which she was, she is our Park engineer, and she did most of the research on the study. Maybe she can comment more details of that question.
- Yeah, sure I'm Emma Brown, I'm the civil engineer for the department, can you all hear me okay?
- Yeah.
- All right. So, as far as the flooding level we're looking at, studies to determine what level, I guess we would review the Park and to change the elevation by obviously that's very dependent on each site and we would be working with FEMA to help determine what that level would be. And then we would have to have to be broadcasted to the future of what future flooding they would expect, and then I'll be able to make an adequate design.
- All right. Of course the flooding is being caused by the rise in the level of The Great Lakes at historic levels right now. And with the presumption of climate change and the change in which precipitation levels are being experienced throughout the upper Midwest, we really don't know where this level is going. I mean, historically of course The Great Lakes have gone up and down in ways that have been fairly predictable. And now we're at a state of unpredictability with that. And I'm

just wondering Emma, do you have an idea about some sort of protocol that they're using for the way in which they might determine that ultimate rise?

- No, I apologize. I do not know what that would be, that's something we would look to FEMA to help establish.

- All right. Is there anything else you can add Mr. Olsen, or?

- Well, I guess there was one other thing that I've thought of as I've studied this myself. I'm wondering if you've looked at the possibility of dunking along the flooding areas, as opposed to the rise in the trailway itself.

- After we considered that at all, or?

- No, I don't believe that's something that we've currently considered.

- I don't know what all that would entail but we make...

- Yes, sir.

- As it pertains to the recent plotting, this year or last year, along the East River the meetings of the Marydale Residence. Well, Marydale suggest that was taking process along the East River and according to De Pere Valley records.

- Can you turn off.

- I'll turn it off right away.

- Larchmont waters in that area are forcing them to zodiac waters along the houses that stays in the wrong areas and swept away. So I think at that time, it was hard to get in the area. It wasn't considered feasible after that as it would cause worst ever outcome last year overly.

- Mr. Olsen.

- That's awesome Bill, yes.

- You see me?

- I see you buddy.

- Anyone else here for this?

- [Holly] This is Holly Baseman of gatekeepers' recent foundation but also activists in this East River Trail. Just three questions for James or Emma, what do we got since speaking on between a boardwalk and I can't speak to what the best thing to do obviously is in this situation, but have you guys considered this, we want to plant watts and results, again, concentrate them but you should even do it each spot at once, not at one time, but at least find visual science and cut the cost to be able to stay the same at East location?

- Okay.

- Can you guys hear me right now?

- Yep. You good.

- All right, we're having a few of the room here, the microphone blanked out on us but I guess we would consider, I guess, all possible options based on what the study I think and what you guys approved going forward. I mean, like we said in the summary though, the costs for boardwalks and those kinds of things would just increase, potentially increase the cost of this overall project. So once again, I mean, we consider anything. We're always looking for creative solutions to provide to help out with situations like this but, with anything, it comes down to a budget and it would maybe be based on us going back and figuring out what the budget for those boardwalks and what that project would entail.

- [Holly] I guess the only reason that I bring up the boardwalks because of this point saying is if we raise the grade of the channel and then causing more flooding in other areas, then we're just hurting at camp. So, we thinking is at least the water is just water issue but at least making the trails still usable. And I know that is the class, but maybe it doesn't in the long-run if it doesn't cause flooding somewhere else.

- Just one response to that volume is to build a dyke as another solution then you would raise the trail you would have a dyke slightly underneath the raised trail that would allow water to flow back and forth in its natural positions. Is that correct?

- Yeah, I guess I wouldn't... I'm not a flood study engineer and, or would I want to speak on behalf of anybody. I don't know the answer to your question. If it's something that we'd have to study, go back and revert to the experts on those things. I guess, like I said, I mean, we all, you don't quite know until you work with FEMA and some of these experts to see if you will fix this location and what it would potentially do to this other location. And I think to your point, James, is until we do something and nature takes its course. I mean, we, in reality, we don't know what's actually gonna happen, so...

- Right, right.

- The presumption would be that if you got for some culverts underneath the race. Yeah, of course that then act as a dyke itself, a raised trail that could allow the water to flow back and forth.

- Yeah, if we choose to go forward on any of these and we have the budget we wanna approve to go forward with any of these, that'd be part of I'm sure the conversation, the study to see what the best possible solution for these things are.

- Sure.

- [Holly] James, did you get a budget number for zip lines?

- That's in a different meeting that we're talking about Zip lines. Don't ruin my.... Don't steal my thunder on that one. Okay?

- Is there anyone else on this item?

- Yeah, the zip line could be a revenue producer, we zip line across these river and raise revenue for the project, right?

- You said you have a trail instead of zip line. Any motion to close the floor?

- I support the motion on the floor.

- Second.

- Seconded by Alder Brunette, all in favor?

- [Both] Aye.

- All opposed? The floor is now closed. Anything Mr. Galvin, you care to.

- Yes, thank you chair. I love what to see the city has going with the by trails that it has right now. And I was progressive to try and connect to a trail for partial. The city has spent a considerable amount of time, the money and effort over the years to make this like a sort of a toolbar. And then I'm hoping we can have more. Like we might consider right now, right now is the East River Trail. And I mean, I've been resolved still last week, I went off for a ride on the East River Trail before then the week before, and then I ended up coming home, it was 11 degrees outside, like it was covered in ice, because there were so many bottles that ended up... So, it was a fabulous experience fun experience in my life. But I still saw while I was out there, I still saw many people trying to use one river trail. Because it is a, just a an eve way to get from so many parts in our community and get from neighborhoods, residential areas and everything else and irritable flood of fear, and honestly I've seen... And I see these rivers crowded up, and then they got as it felt you don't put events for the water. We've got a real gym here and livestock this year. We'll never know last year especially this year, it's about your stuff I understand that. But I just think it will start and bond together with the other communities along this trail. I think we can work with each other more. If we work at the East River Trail, there's a lot of signs that dedicate that trail to various individuals and organizations that put time, money and effort in building the trails as it is right now. It's almost, I think it's just over 10 miles long. I also want to start seeing a lot more insulation. And three hours long, and then there's some individuals in this community and organizations through that tribute, and I just think big, big Green Day should be a leader in this, to get this initiative going. And we a line right now, to see where the places are. So, we have was a good idea of what is the cause. One of those grants, they might be matching with the funds from the state, but Federal Government to do some of this work. I just would like to see this community, somehow get all the way to get the process to start a process of planning through that five years. Once again at least now, and maybe ended up in a long way, if these changes made. I think a lot of work is certainly maybe more expensive and still be racing the trail, but as Miss Browne said, "We don't know how high this will actually result." And I've seen Dorff and Krumholz just sit there, unable to raise something as we work through this out. This, maybe is more expensive in the long run, we're gonna keep to see rising waters or logs that we can raise up to keep the trail open. By eruption and if you would want, you would just be more on cleaning up Park and Elway, they have a large section of world war II evidence around under water, and inevitable change across the trailer. Who's like me from riding their bikes and walking on it. I just got over to the community center got interested in this for... To the leadership there. Then maybe we might get them onboard along with some of the other out-state that are leading season. They will a better bet.

- James, you did mention there were two other municipalities that did after this table this. They were...

- I don't have the details on which two municipalities those were, I just was in conversation. I just heard two-

- Why did you say that?

- Yep.

- Look and Brown County is also available. I realize they already have the statement that there's no philosopher this around. This is not a state trail, that might be an option to look at. If we were to make it out of a city trail and this might mean that people here use it, compared to our community, they use the main Gables Trails. I mean, it was just like I think there's a lot of things and it's unfortunate it's gonna take funds, time and effort do research to this and put it together. But we've got people in the Baird Creek Preservation Organization that is interested in this. And I'm sure there's others out there that maybe just, want some kind of a relationship. I think we can just work through that there just sitting back and waiting for climate change or whatever it was six or eight years ago.

- Okay, anyone have any ideas? Can we just refer this back to staff to take a look at the, at the possible meeting each other in the County and all, James.

- I don't believe from my knowledge, I don't know if we've had a conversation with the County or not.

- Okay, and they call me every week. As you know, we can lead the way, but I would almost prefer a higher organization to get all of us in order, we can't give authority municipalities, we have no, he, he asks, pull it all together. 'Cause I think, we gonna do our part, we needed another new tube, but then price of the trail are just... They're still gonna be having problems, because the Spanish are going to step up for whatever reason. It's easy to be sassy, you want right to do the whole thing, and that's, we'll be on our asset.

- All ready, I'm not sure of this but Brown County boss or supervisor for that area, by Stern.

- So the schools on that measuring point out was worn out on the trail and it granted that it would be nice for the County to step up or for the State to step up. But sometimes it takes a little guy to lead the way. And, I think if we can arrange some kind of a meeting with parties that have a best trust in this, maybe just on a government level and see watch some kind of an agreement that we are all willing to work together, for the common good and see where we have to go. And then start looking at some of the NGO's and other organizations like CAA if they're willing to get on board. And again, granted you look at a very small part of this trail in actuality is every day. But looking at the triangle length of Fox River Trail, through this East River Trail. I think it would be all of us to try and be the leader in this. At least until this point in time, I don't think it would hurt us, to see what we could manage to work together. She, has eyes and we're like, Let's get organized, then we start looking at the money end of it, see what's available, because by experience with the say Federal Government, the more leaders municipalities that are involved with those grants that they give out, the more they will be willing to grant those moneys to us. I've seen this so many times with Christopher, we have applied for grant in the state of business sale. You can have this money and you gonna share it with Brown County in the swampland, and even in some cases other adjacent counties. And so, I think

we're stronger together, than we are as individuals. And I think we can accomplish more together than just trying to work it out on our own taking care of our own backyard.

- I like that. So James, if we lead the motion to effect from the staff to the other remaining of any of these pieces as possible, and back to the give them era, forward to help this out innermost valleys or whatever to help, these parks and apartments to the surrounding communities-

- Yeah, most do.

- Speak to.

- Yeah, most do. I mean that, maybe something that you refer back to staff to collaborate with area agencies and all municipalities to look at creative ways to.... or look at ways to reopen these river trails within on both sides of this river. Something to that effect.

- Well, my fellow Alders, any other thoughts or that sounds good, or...

- Just go ahead.

- Alder Wery.

- Yeah, thanks Mr. Scannell, I think that sound good. I would like it to obviously come back in three months, six months, two years, he sat down saying, yeah,

- James would probably reach out to me. I know the Baird Creek Preservation Society will like to put on some kind of a meeting together outside the river trail, with any possibly with the city and the DR, so you can get a grasp on it. And indeed they've done a lot of work, a lot of good work at Rivera Grand Parkway. I mean, so this is what they've done, they've got a lot of knowledge and experience in some of these situations where your waterways and is... Their employee I think would be very valuable, and I'm sure there's a lot of organizations off their genes and simulator. I cannot remember what will sprout out but there's an initiative to look at the East River, from very various different aspects. And so, I don't know James, if you could help facilitate a meeting like that. Where we are socially distance, but kinda should recap together what we're trying to accomplish and then we move on.

- Yeah, I think that's a definitely something that we can do and we can set a timeframe on it to update or just say bring back the Park Committee for an update, and I can discuss with you on kind of the timeline and how I can let you know how that's going and where we're at.

- Absolutely.

- Yeah, chair I think the motion.

- I want you to repeat the motion you said earlier.

- So, I'll clean this up. I'll clean this up, but what I have is to refer back to staff, to organize and collaborate a meeting with interested and affected organizations, agencies, municipalities, I'll clean this up a little bit, but, to look at ways that we can jointly open East River Trails within the both sides of East River, something to that effect. I'll clean it up a little bit, but I'm trying to think of-

- Is there a second?
- I'll second that.
- And to level motion Alder Wery and secondly Alder Brunette, any further discussion? All in favor?
- [Both] Aye.
- Aye.
- Oppose?
- Nay.
- Right back at you.
- All right, we're good.
- Considerations of possible actions to except for donation of garbage receptacles, light pole banners and up lighting from the Whitney Park Neighborhood Association, installation at the the parks.
- All right, over the last four or five years, Whitney Park has been proactive. And because of their efforts, their recipients have some nice upgrades and also hosts a multiple annual events, over the last four or five years. This has helped increase the usage of the Park, and it wouldn't have been made possible without multiple partners all working together with the Parks department, to continue the vision to come to fruition on this Park. So, some of the recent improvements of the Park in the past four or five years include, the Leadership Green Bay Project, which they did that nice stage. That's there now when you Park that post, well and typical I don't know not this year, unfortunately, but on a typical year we would host the concerts in the Park and other events that have an entertainer or a concert presenter. We had a dog Park, back in November of 2017, and that was with included various donors including the Whitney Park Neighborhood Association, and then we put in the conduit an anchor basis for lights in 2018. And then we had the light poles and fixtures that were installed this past January, in 2020. And that was funded by Green Bay Neighborhood Leadership Council, and Whitney Park Neighborhood Association, and other various donors. So, we now come again to the Parks Committee to continue to shape this Park's future, by hopefully accepting a \$10,000 grant, made possible through the United Way of Brown County, to the Whitney Park Neighborhood Association. Which will fund tree up lighting on four lampposts, and also provide two pairs of banner arms on all seven lamp posts. So, I did, unfortunately I did on the motion, and I mean, on the agenda item I said garbage receptacles with a budget of 10,000, we couldn't wait, they couldn't quite afford the garbage receptacles at this time, so that's something they'll look to, as you see in your Park and if you read through that, they'll look to fund in the future with those, kind of upgraded garbage receptacles in the future. But these amenities will be installed by our Park crews in the Spring, and we wanna have a special thanks to go up to United Way of Brown County to, follow this grant, and we look forward to continuing to work with, the Neighborhood Association to continue the upgrades of the Park. So, we're looking for an approval to accept the... Or accept the donation of the outlining on four lampposts and also the two, the pair of banner arms on all seven lampposts. And then we also have-

- You didn't have to accept, I mean, this is your recommendation to accept suits and this are really nice, I know I wouldn't.

- Yeah, we met with Think Urban and we've had many conversations and we definitely think this fits in with the vision of what we talked about earlier with the Park, and we really appreciate their energy on doing this. We do have somebody here, as part of the project, if you wanna open the floor, but otherwise, we'd definitely fully support this.

- I think we are ready to vote.

- Thank you, James.

- Open the floor.

- Second.

- I'll second all in favor?

- Aye.

- Aye.

- Opposed?

- Nay.

- In part of this year load initiative right.

- Sorry.

- Offered up to \$10,000 for a grant. Two different rules we applied and they really gave us a lot of ease, ideas we had in mind, banners, planters, lighting, trash cans, a number of sites, engineering site was also set up. Yeah. Whatever, all want, we'll fund it. And you're really creative ideas. We have manners planters lighting, the trashiest. Yeah, we'll start there.

- Motion to close the floor.

- Second.

- Who else want to second, Alder Brunette in favor?

- [Both] Aye.

- Opposed? If it's not opposes, start a discussion.

- I have a question.

- You can go ahead, Alder Gerlach.
- So, we're approving within city well duty installation, does Parks have to approve this?
- We're are approving-
- No, I'm just gonna say we're just approving the donation of the up lighting and the banner arms on the lamppost, traditionally anything over \$5,000, we usually bring to Park Committee for approval.
- Okay, thank you.
- So, is there a motion?
- We have a motion. Any second?
- Yeah, the motion I think would, might be to accept the donation of light bulb banners and up lighting from the Whitney Park Neighborhood Association for installation at Whitney Park.
- All in favor?
- Aye.
- Opposed. Thank you very much. That's all maybe, Whitney Park Neighborhood Association. We're ready for three?
- Almost.
- Okay, we're ready.
- Item number three, consideration with possible action on the use of factor fare bite, on this park, Beth.
- Alder Brunet, would you want me to go first with the summary?
- Sure that will fine, James. Thank you.
- Okay. As you recall, back in the late winter of 2020, we discussed He-Nis-Ra Rev Park usage and the use of fat tire bikes on the trails. So it was decided at that time that we work to grow the cross country ski trails, and the fat tire bike trails to allow the users to utilize the trails for both recreational opportunities. So the first department since then, has been in touch with the cross country skiers, and also the fat tire bike patrons, and overall we have had minimal concerns. But in order to be proactive and provide the best possible experience for all our users, we have taken some of those concerns as well as some of the positive feedback into account, and made an effort to improve the trail system signage within the park, and also raise more awareness, while being condescend to limit any potential concerns going forward. So because of that, we have actually updated our map and the use of the trails accordingly, which we're going show you as part of this agenda item. So the map of He-Nis-Ra that you would have seen in the past would have just marked out all of the trails and both users would have been able to view our cross country ski trail and a fat tire bike trail right next to each other, essentially going down the same trails and users using the

same trails. But, the map on the screen that we'll show you will actually provide both users an opportunity to have the trails dedicated and groomed, just for cross country skiers, and just for fat tire bikers, respectively. So there should really be minimal interaction when it comes to using in this report for both these uses. This will be a both users and opportunity to focus on their leisure preference, and we will continue to monitor the usage and give this vision kind of a season to work through and we'll modify accordingly if we need to. I did wanna point out that within the last month, we actually had a donation from the Fat Tire Bike Group, for it's called a Snow Dog, it's actually a grooming machine that will actually groom trails for fat tire bikes, and this will have that machine that our Park staff can use to groom the fat tire bike trails, and then we also have another machine that we have used for many decades actually, I think, to do the cross country ski trails. So, we think that the new map which if you want we can bring it up on the screen.

- [Gerlach] I think that we're seeing it.

- [James] Oh, it's on there.

- [Gerlach] This is interesting.

- [James] Okay, have you see the map on the screen at all? Not yet? They don't see the map.

- Oh, okay, here we go, okay.

- All right, we're gonna share the screen now. We're gonna share with you now, actually.

- [Gerlach] Okay, so,

- [James] Actually it is here. The first map will show you is the existing,

- [Gerlach] Okay.

- [James] Which shows, and I think you guys see it now, it's still not?

- [Brunette] Nope.

- [James] Okay they still don't see.

- [Gerlach] Okay, let me check that map. It say, share on the screen.

- All right, there we go.

- Okay, that's working. That's working.

- That looks like it's working now, yes.

- Okay, this is the existing?

- So if you see the map now you see where Lombardi Middle School is, South point is on the bottom of the screen. So you can kind of get orientated to where this map shows. So this is the existing map

with all of the trails marked out that were utilized this last Winter Season, for both cross country scheme and fat tire biking. So, there were a few areas that, had a little bit of concern addressed to them. So what we did is we actually updated the map and we marked fat tire bike trails and ski trails separate. And then we'll bring that map up for you to see the difference. Any second?

- No.

- Yeah.

- So this is the new map, which will mark out the various trails. So users will have, really, essentially, not a lot of interaction, not interaction with each other, but less potential for any kind of concern between the two users. And I guess our viewpoint would be, we've worked with, we've had some, some cross country skier communication and also we've talked with the fat tire bike group and, we feel between the two groups, there's been minimal concerns and we feel like we can go another season, try this new map out and see if it, and also raise awareness for what's going on at the park, and we feel most users can be accommodated accordingly. I guess, any questions before? Yes.

- Shawn's phone is muted if it's okay.

- Okay, all great, all right.

- Thank you James, the last time at the committee, you were back up just for a refer I'll just mention, in February of this year. Oh, yeah we received quite a few calls and contacts from constituents, seven, eight, often 10, perhaps. Our folks who live in the neighborhood, call frequent the Park, were either walking or cross country ski up until that point, the fat bike use was not really designated. It was as, June, you said, winter 2020, did you mean, January, 2020?

- Yes.

- I think that's when it started.

- That's when we, kind of, I mean, it sometimes would happen organically, people would go and fat tire bike there but it was never groomed for a fat tire bike and until January of 2020.

- Right, so January 2020, February 2020 is when I had started receiving quite a few complaints and concerns with the neighbors on what was going on at that slow down when I see this stuff that, how your bikers had no opinion were rather aggressive, riding too close to the walkers, not showing good care for the walkers, and when I asked from them for the moment, was that you have multiple user groups try to use the same Park. And historically it has not officially been used for that purpose. And so, it appears before this very committee, in February, you were not part of the committee at that time, I think Alderman Wery might recall. And June, director did say, he mentioned, that they had not really heard anything negative that a lot of the feedback that you have received the purely positive. And I believe our recommendation at the time was okay let's try to move forward for another year. Well, now it's November, and this is the time where a lot of that news will be picking up, especially as we enter the cross country ski season, and I'm just trying to stay ahead of it. I did receive more than two concerns so far, but then I reached out to a handful of my constituents who have expressed concerns in the past, and at this point I would like to make a motion to open the floor to hear from the interested individuals.

- Mr. Alder Brunette, do you second? Alder Wery, all in favor?

- Aye. Oppose. Okay, if you could just state your name and address? Anyone would like to speak to this?

- [Matthew] Good evening, my name is Matthew Berg, my address is 3090 Sand hill Drive. I wanna say that any users have been enjoying the park for many years. I love the idea of having separate trails, I know it's fantastic. I do live in the neighborhood and make great use of the park throughout the year, biking and hiking socially, then most recently fat biking, across for ski there, we use it all. I try to understand is a fat biker the concerns of individuals walking and sharing trails, it can seem that, on me happy is in control as we are, additionally, I would like to point out that as a cross country ski trail, the majority of uses is actually flipped trapping, walking across those moon ski trails, so taking the effort that the city put into grooming them and trouble made, so that it is already usable for part of the skiers on the East Forest, I started mountain biking four years or three years ago, I was ice skiing there, and most times I would get there and it would not be groomed. Or what having would have been will the best example with the bike. In road people walked through the Park with no respect for what the city has done. And I'm looking forward to enjoying another season of fat biking there, and I'm most pleased with the efforts, City has put into this. And I wanna applaud again most of part of Brown County 1095, which helped with the signage, of the ski trails a couple of years ago, and the new boardwalk that was just installed, the last couple of weekends, the Southeast corner was included as part of the ski trails, with the goal of a small neighborhood group to add additional footage road walk on that Red Diamond Ski Shelter, the Webex. And that's the last question, it would have than happy to answer the trailers.

- Oh, thank you very much, anyone asked here for this? Okay, I can see their...

- [Andersen] I will like to speak. My name is James Andersen, I live in 8206 Bradley Road.

- Yes, go ahead.

- [Andersen] Well, I have a couple of concerns, or I should start with questions, or concerns, but I will start questions. First going back to the previous question that talked the skis, see my problem is I use it more every day and I never been conducted by anybody involving intentional change with the destination or on the Park. I did realize that there are some skis pulling up in sides and looking mostly the signs that indicate that's where to start the skiing trail, which kind of make me suspicious, and my first question would be, If you retrospectively, historically, have you ever clearly and effectively tried to communicate with the community members, regarding this change? Is there anybody who could answer that question?

- Sir, are you referring to the change of how we're going to allocate these trails for both fat tire bike and cross country skiing? Is that what you're referring to?

- [Andersen] Yes.

- So, I mean this essentially as our venue, one of our venues, I guess, for communicating that, is taking it through our Park Committee, taking it through City Council and getting this updated, mixed use trail map approved.

- [Andersen] Okay, so, well, from the representative that talked just five minutes ago. It looks like only one side of the whole story was actually presented, and so you mentioned that nobody complained about it, recently we complain about it is, because most of the people didn't know about it. And the thing is, when you start pulling signs, not clearly, I've lived here for 12 years and use that park every year for cross country skiing, not like a previous owner who decided to switch to the fat tire biking. I have to tell you that I make my own trails every year, and here like real realm, I this the issues are kinda not respecting us very much, but I would say it's the city, it doesn't respect us very much either because the trails are easily on average, removed about twice a year. So, I would say if you have.... If you see the deteriorating trails in those ski they review, and you know they have a significant effort to significantly inform the public that this is cross country skiing, yes, the trail will eventually fall apart, but that is a lot of reason to just kinda saying that there was no more interest in it, like I said, I made my own trails and I honestly believe that if you decide to make a big change like that, you should communicate with the community by, I don't know, at least try to community neighbor, before you actually start making the decision on this game. Because if my wife would be walking there every day and I would be walking every day and seeing the sides being pulled out and there is a shed being built over there, I would have no clue that some leaders are gonna be group of bikers running down the hill. And that's my second question. The second question, if have you assessed already tried to perform, any third party subjective assessment of the safety of creating a bike trail in this conditions. My biggest concern is I do my sharable, did my biking at different places and I grew up in different States, and I can tell you that most of the trails that are designed for bikes are simply only designed for the bikes, and there is little instance on that trail. Also, the nature of our park is that the pathways are simply narrow, and were you talking about implementing a new plan of a new grooming machine that's gonna start like wider, I assume, wider trails. I'm just not imagining what is like to experience with the skis, because those, pathways are seemingly narrow. So, when I cross country ski basically, I usually hit my face at least 10 times, every time I go through the park by the branches of the trees, and I have no, I don't believe that there's any way that this trail can be saved for fast moving vehicles, and I do by so I, outside, so you can go and I know how fast you can go downhill on those hills. So, I'm really concerned about the safety, because I actually liked that video that you want to share, which I agree with, we should all share, but the thing is, I believe there's gonna be a huge liability, because neither from bikers or from cross country skiers, is gonna be possible to suddenly move out of the way. I don't know if you do cross country ski? I know the previous person that talked, he did cross country ski two years ago, but I can tell you moving out of trail at a very fast pace is pretty much impossible unless you basically fall. So, I was just wondering, I mean, looking close to my question, if you guys had any type of assessment, done in this valley different parts, because I know park and preferred station are, which I visit for park for bows, cross country skiing and biking, they're separated. Either white or they actually, those guys should actually accommodate two different venues on the same trail. But in this park, it's either the extreme and I'll say this and I just wanna know if in case of incidents, who's gonna take the responsibility? Who's gonna have the right to decide whose fault it wasn't? We already have rules, as long as the traffic increased with the bikers on the trails, we do see occasional, I don't even show speeding bikers going down the hill, probably 20 miles an hour, yelling that we have to jump off of the trail, because they're coming. This trailer has, I think the longest trail is two miles. I bike every weekend, I do about 30 miles in 15 lots. If you are marking this route in this Park, and you wanted to pull out of an hour of biking, you probably gonna go run up that bike in trails, 15 times. So there's gonna be a lot of interference between cross country skis are slow and completely safe for other uses of the park, but I just can't imagine that the bikes are gonna be safe for that specific trail. So, as long as, there's any plan that will connectively assess the safety these trails.

- And that, Alder James, I think, which are the trails of the concern? And the multiple uses of the trail, how exactly?

- Well, a couple of things, couple of things I just want to be clear that this new map and what we're doing this year does separate the cross country skiers and the fat tire bikers on different trails. So I wanna make sure you're clear about that 'cause I thought you were saying that, you thought it was the same trail. We are raising awareness and working with the fat tire bike group too, 'cause a lot of people will end up walking, we hope people stay off the country, cross country ski trails. We realize a lot of people will hike and walk on the fat tire bike trails 'cause it will be groomed. It's about, I don't know, I would say a 20-inch wide path. So, it's not incredibly large, and we do have the luxury of having both cross country skiers and fat tire bikers on our staff, for the Parks department. So, and also we've worked with both groups, cross country skiers, my son is actually on the Schwab Men Cross Country Ski Team, and also we brought in the head coach for the cross country ski team, as well as we work with the fat tire bikers to make sure that some of those safety concerns are addressed. Now, we do have to educate, I think this is part of the initiative that Alder Brunette was talking about, is raising awareness and educating people. So, we do come up with a customary... What happens when two users come and they know with each other? Now fat tire bikers should be going one way, and walkers technically should be going the opposite way. So you're never coming up behind a walker and having them jump out walker should be in clear view when fat tire bikers are coming at them. So there are certain things that we are doing to educate people as well. So, I don't know if that answered your question specifically, in terms of a consultant or somebody coming in and doing a safety study, that would be a budget issue, and if you'd like us to look into that, we definitely can. But at this point we feel we didn't need to.

- Well, I do, I actually, I work in healthcare and I do a lot, I have a lot to do with safety, I'm actually a school therapist. I do, basically my biggest interest is in risk of falling, so basically I would study damage and study effects of falls, and honestly, I do agree with you that dividing up the trails is a good idea, but when I go back to the size of the park in an amount of, I'd be there for an hour, and a half, then I moved to around that park at least in joints. I mean, I can't believe you would go less than 20, and the thing is, even though they are divided, there are gonna be some intersections. And my biggest concern again, is the space and speed. So I would say for the liability, facility liability, I'm assured for the last 26 years, but I do not know exactly what a city like Melanie is in the park, but I believe that if anything, that we have happen, I would say it would be interesting to have some kind of study that would likely objectively recognize that this is our safe set up, because as long as I've been on there just skiing trails in Michigan and other like, I never seen one that would actually have holes. So, that we'll be running basically intersections every half a mile, because that's how often we probably gonna meet on that trail. So yes, I do kinda almost insist on, on everybody knows thing that some, people that live around the park are concerned that safety and the risk of incidents is gonna be very high. So, I guess that's my comment, it's not really a question, I just believe that something in that kinda situation should be done, and before at least to regiment, who should stop it, what is the speed limit for body? I understand that skis are not very okay, any faster than 20 miles, eight miles an hour, but I have to ensure the ski, that the bikers are gonna go as to almost 30. So, if you are not a biker 'cause I know you do biking on that trail, so the trails are just on the, so the ski generally on those trails, are gonna be tremendous.

- [Matt] Well, excuse me sir, I can tell you that if you could just more

- Well, if you have make any comment here at least be--

- [Matt] I understand, I'm sorry.

- Well, I'll take the comment, yeah.

- [Matt] Thank you, staff. If you can do more than four laps along that park, you gonna ski professional. And at no point in like riding the fat tire I've ever kept 20 miles an hour, and I'm very confident with my skills. So I'm not sure who will seek health care, but the park is not that fast.

- Downhill on the longest,

- Gentlemen. Gentlemen. We really need to adjust the committee and we need the information respect to Dough be fine, but now is there anything else you'd care to add about the safety, and is someone else who want to speak now.

- No.

- Well, Jared Koeller I I I O Baker Drive as well Baker drive, I help with all the trends a little bit of configuration and the two things we try and redress earlier, such as around me on the trails. Now there are only two intersections where the bikes and skis would cross, both of those instances, the bikers are traveling uphill. So they are going to slowly to speed. We also did our best to eliminate the two big downhills from the bike loop. So the bikes circle longer, peak Bobbie those big, long sustained hills. It will be eating those fees anymore. So I hope that kind of obviously you see

- Thank you, that is helpful.

- Alder this is Holly Baseman, permission to speak.

- Certain.

- So, I'll be I guess speaking on the afterload the preservation foundation. I'll speak from the Vericut green rate and the experience that we have out there. Most people will know that we have multi-use on all of our trails. So, we definitely have an issue with biking, walking and then in the winter, cross country ski. And I will just say that honestly, if there's going to be something that happens out there it's on an individual basis. We do not have trails separated for use, every single trail out there is multi-use. Of personal mentor, we ask that cross country ski, 'cause, it's a matter of an end of visual on average that roles. So, if you're separating trail usage then it's up to the individual to respect how they use it.

- Thank you. Anyone else want to speak on this?

- Well this individual-

- I feel, in 2006 board. I will kind of table the commerce but I would like the, they are not represented. We bought the bikers and the ski probably don't like him very much, because they are... The trails, but they are there. They are there in the highest numbers. So, the thing is they take their dogs out there we ourselves, and we have a dog now we got off, get out there. And I just want to have was another concern that a lot of those people that are, neither on a Crosstown to skid or on the bike are gonna fall on the trails. They know, we're in a movie having dogs with them on a leash, which again, with a big rooms of people that I will admit that I guess that the map was new to me. I

also know the laws, all those trails are... I'll see you on the, I checked the board to see if there was any out of regulation, but there's a lot of information about the, how are fast you going. And I will like to just be concerned for those users too because those dogs are gonna be with deletions. They gonna all over the place. And that will be another concern for the pedestrians and dogs mostly. And I guess if that trail is said that in schools I use, I mean, we're not gonna be able to automate for us, pedestrians are going to be the highest numbers. I also would like to ask if the bikers that are biking on the streets are inviting the groups or are they gonna be more gonna be. Do you have any control of that to group? If you're managing individual.

- Most of the trails, like you mentioned, sir, are single track, I'll call them, where only one bike can fit at a time. You can't really bike next to anybody. So if it is a group, it still would be single bikers, going on the trail. It'd be the same as we do have cross country ski groups that show up just like the fat tire bikers. So, yeah, there may be groups that show up or parties of bikers or skiers, or pedestrians that show up and walk the trails. I guess I will say that we will continue to monitor the situation and make sure that we, modify anything accordingly. Or we can always address it again. That would be that'd be part of the motion, I guess, going forward is that we would continue to receive updates or I give updates to the Park Committee on this.

- Thank you. Anyone else gonna speak on this?

- Hi, I'm Jamie. I had a video on but the chat works, I'll leave it on. My name's Jamie, I live on 2 Drive, right across the church, and a frequent user of the park again, I live right next to the park, and a selling point for us buying this house was the realization of that park. My husband and I are very active people, the river walkers, and the other ones that have been noted that we've announced the increasing with that Edgar's that was a great idea. We'll utilize for both uses. But I guess my concern, if they're going to use the park for both uses would be the purpose of your general pedestrians that are easy on Park department in the middle of neighborhoods. There's a church right next door. There's a school right next door. So, you have a lot of people using that park. Again, I ran out there in the morning before I go to work. I use it at night when I come home from work. So I see a people day in and day out. I've noticed the fat tire bikers again increased their speed is, they're going up and down hills, they are going fast. I have noticed that the kinds of expectations that walkers or runners need to get out of their way, again, I ran out there, as long as you can see my headphones. And you see their lights. If it's at nighttime, I can see that. But other than that, I'm not always hearing you right behind me, but I guess general respect the trails is for... Give a heads up or hey, that listening to me, I'm blaring loud, but the general respect of the trails to me has not been there. Maybe that'll change with the utilization of them utilizing a different trail system. But again, I don't think you're going to keep walkers and daily usage people off those trails. So, you're almost taking this park and cutting it in half first, specifically biking and specifically utilization or purposes like running bars. But as I said, it is a neighborhood park. So, a lot of people are out there walking on a daily basis and those trails do get slick in the winter time. When, again, the bikers are going around multiple times, having that trail down last year again, with the increased traffic, the trails were very icy and not just the cross country trails, it was every trail in the park. So, you walk down icy trails, again, that's 80 point of it. I guess that would be a big concern of mine. But I guess might be standpoint is you're taking this part that people you realize for years. And I was cutting in half for walking in utilization and moving out of the way for bikers. And from my standpoint, there are plenty of other parks within the Green Bay city to utilize, specifically for biking. Bear Creek is a large park, I know that, that's used for biking. The walk out there frequently the reforestation camp is just north of Green Bay is almost 100% utilized for biking. They're bigger trail systems which causes you to not be as overrun, because they have more

space to go, you're not doing a hundred glass or all in one area. So again, not getting that icy and worn-out trails. I guess another thing is in the winter time and it's going to get slushy and you start to get that bond season. So, I don't know what the actual season of that fat tire bikers is, because I haven't seen them as frequently in the summertime, but obviously noticed the pickup. So, I don't know what their season is, but at the end of last year, you get that buying season and our trails are just turning glare ice because fat tire bikers are out there. They're turning muddy, they get slushy and it's like ice skating out there. So I guess that would be my biggest concern. And some of those key points is for people utilizing this park for just daily walking or running aside from cross country skiing and even all the biking. How are you gonna have a taper those people that have lived and use this part forever for that purpose?

- Thank you. We'll take it up for discussion. Anyone else wanna speak? Trail just marked off, for walkers. Skiing.

- So walkers can walk on the fat tire bike trails, they can also walk wherever in the park. I mean, the park is, you don't necessarily have to stay on the trail if you don't want to.

- Hey, wow. Well, is, whatever, they have.

- Did your department do any kind of?

- I'm having some difficulties with the internet connection right now, just so you guys know. And I'm actually

- I'll see if I can.

- See if this will work? Yeah, I got...

- Should be able to ask the staff to collect information put from the neighbors and use just the current time.

- Can you guys still hear me now? I lost my, I lost my... I'm sorry about that. Am I back? That was fun. Trying to decipher that by the way.

- Yeah.

- There's two of you.

- Okay.

- I'm gonna leave the meeting on this one, there. Now there's only one of me, that could get weird right there. So, you were asking, did we reach out to any of the neighbors or people around the park? Is that what you were asking?

- Input on this, before as a plan.

- So, the communication was to approve the use of fat tire bikes at industrial Park. So, we really just focused on the use of fat tire bikes and also cross country skiing, stemming off of our conversation. We had late winter last year like Alder Burnett and Weary were a part of it. I believe in January or

February of last year, of this last year. It seems like a year ago. But overall, we took an old account thinking about pedestrians, I will say, as a citizen, I also frequent the park probably if not daily, at least every other day. And you know, so I honestly monitor the park all the time, myself as well but, we didn't send out any letters, or there's not a neighborhood association in that area. There's not a... We didn't go out and knock on doors or anything, if that's what you're asking. But, we did meet with the cross country ski parties involved, address any concerns. We also met with fat tire bikers multiple times to address any concerns. And as a staff, we also went out and tried to come up with the best plan moving forward for this year that we could think of.

- Thank you.

- Because I know the department have been, tire bikes have another location. Like they have a location on East side and then final location on the West side can your park for Northwest side of the city was considered over. Heart was considered, but didn't work out forever. I thought out of Carson, Marshall is you place it at this rock heart which is in my district. One thing I realized I love that park, the way you really should be for all city parks is that the neighbors ruined at this beautiful park, wildlife, other natural growth wetlands, trash asset for my district and my constituents. So, as I was, I didn't change your feedback yours. I think that's better. Sorry. There's just a little distracting. So, that's what I come up with quite often. I thought is although I live in the district adjacent to it, I've lived miles away, perhaps. So, I thought then was ashes is, as it were on the street you certainly don't realize how nice it is back there too. We actually walked through. So, I proposed a lot of things and I did. And what I noticed was the Parks department had tried different things there and they had because it's such a nice park. So, any changes or any adjustments to the park we have to have purchasing property around the beach question was similar to where it was. and lets the community know about this, you informed the neighborhood, and the response to the person that you have the resources that they have to notify the college and notified me that the people on that district, but it's not always easy to do. So going forward that is, because I don't want that have things happen in their parks, that they were not aware of any policy, that's a discussion for another day. But I did when as has it was explored, keep in mind this the trial basis is wasn't, in my opinion, my understanding, wasn't after it was approved that he did at work. And there's a lot of reasons why he could be at work. So, it is my intent now, when my folks reached out to me in February, I had been going door to door with my literature out of a March before this neighborhood with this new information holding it. So, I hadn't had us going door to door to spread the word and you all have usually in the neighborhood, but I don't want to necessarily knock on people's doors, even the highly contagious pandemic. And so, I try my best to spread the word how I can help one correction. This led correction who said that, there's not a neighborhood association the neighborhoods in that general area there are neighborhood association whose members are although it might not be covered with any, we certainly have equal Rhonda neighborhood. Who would you use this park that we have reached out to them in February and put the hard things going? And really hadn't been a whole lot of negative feedback to the Parks department. So, now really this work is personally is from March, April, and then through the summer months I've actually spent quite a bit of time in the park, and I'll get a lot of time to observe the cross country ski and how it delivered is that fat tire bike group. It is my belief that if it doesn't work, and there's quite a reason to say, listen, he tried to this just isn't your work, and this is why. You can't do it unless it visually witnessed that. And now that I don't believe my constituents, I do, they were very active and probably received emails and a lot of really valid concerns as a sort of, policy that the bot either works or doesn't work. So, that's a long, has random where we at in the process. But what I would recommend my discussion with James was having harks environment were very closely with the, that tire bike group, their members. To say, okay, we're

going to try it here, maybe it doesn't work. What I've realized with these different groups is you screw this up for us, let's make this work. So, I'm not convinced that long-term this is the right idea. What I would recommend is we should move forward with how we're doing things this year. Work back to this committee. The first meeting in January is that I can kind of witness with my own eyes and do a half a dozen that I've ever seen. So, to refer to the person and work closely with the neighborhood interested stakeholders that report back or at this first meeting in January the person where. Hopefully you can review the video of that James's visited and to do it. Evidence if it's not gonna work. But also it's an opportunity to revisit it.

- Is there a second to that?

- Right here. Alder Brunette, seconded by Alder Wery.

- So I have a motion to refer to staff, to work with the neighborhood and interested parties along with the fat tire bike group to... And then report back to Parks committee with an update the first meeting in January for use said initial part or whatever.

- For discussion with possible action. What I like to do is keep open the possibility of this going forward. It's just not a good idea, wanna keep that option off the table.

- Okay.

- Alder Wery,

- Thank you, Mr. Chairman. First off, I was wondering why we discussed that and tire bikers. And then I had a different and just for the record we have emotion.

- Alder Gerlach.

- I just wanna be clear, so what you're proposing is that we allow this to start and monitor ours.

- Sure.

- Record, Walk there every day. Any further discussion on this? We have a motion and a second. All in favor?

- Aye.

- Opposed? That passes unanimously and I feel I should say that,

- Okay we're ready for number four.

- Number four. Considering possible action to accept the donation, of \$15,800, from the association. The entire cost of installation of all the service home place.

- No. Well, just to go over a few details about it, but big kudos to the NAB Marino Park, neighborhood association. Over the past few years, they've been very proactive with trying to enhance an Aboriginal Park. We've been lucky to put in a new playground in there. They also put a big Adirondack chair that's been in the park now. And we also just completed a 300 meter asphalt

loop that has been installed in the park with the storm water management going in there, as well. And in the winter now we've been also having an ice rink in the park. So, that park has really taken shape, because the efforts of the neighborhood association. So, we really appreciate them. But now I know they're coming back again with a donation that we would like you to hopefully accept at \$15,500 from them. There's currently two light poles located in the central area of the park that are owned by Wisconsin Public Service Corporation. And the Parks department does pay a monthly fee to WPS for the use of licensing electricity. So, there was a desire from the neighbor association to add more light to the park. And the neighbor association has acquired \$15,500 which includes funding received from the Brown County United way to install four additional lights, which will help illuminate the entire park. So, the new light poles and fixtures will also be owned by WPS and there we I'm going monthly fees associated with use of them, which is approximately, \$30 per month per light. So, to avoid any increased costs due to winter installation, the lights are planning to be installed by Wisconsin Public Service in the spring of 2021, which we reviewed with the neighbors association, and they are okay with that. So, that is the item,

- Anybody wanna move the motion?

- Motion to accept.

- Second.

- Motion accept by Alder Wery, second by Alder Brunette. Is there any question? All in favor?

- [Both] Aye.

- Opposed?

- All right, you good.

- Okay.

- Sir? One more item.

- Aye.

- Thank you. Considering approved, control.

- So, the Bear Creek Preservation Foundation hired NES to perform both arm removal in the very Creek Greenway just south of triangle hill in an effort to restore the area to native plantings. So, I included a highlighted map in your packets of the area, it's about 18.5 acres, total. Burning the area will to ensure that the buckthorn is not able to reestablish in that area where the buckthorn removal has already taken place. And then Fox Valley Technical College has recently conducted to control berms in the Greenway successfully. And we have reviewed the berm plan with our fire Marshall, Kevin Joel, Gabe and he has approved the berm plan for work to be completed. So, if possible, and you guys approve this berm plan, then they would hopefully get a berm this winter yet, but possibly if they don't get it in, and they would do it the spring of 2021.

- Any questions?

- Yes, we have done these types of berms, the exact... We do, I think, have Holly on the line from Bear Creek Preservation, she would give you details on exactly when we did. I don't have them right in front of me, but yes, we have done these berms in the past.
- That's fine . Okay. I just wasn't sure.
- Anyone else?
- Motion to approve.
- All in favor.
- [Both] Aye.
- No, Alder Scannell. We can go onto the director's report, if you'd like.
- Director's report. Is there any comments or questions directors? Alderman, anything else? Alder Lynn.
- I just wanna say I thought it was excellent. It always is excellent. It's all very inspiring. So exciting for us to meet in Zoom.
- I concur.
- Have a normal year and they just exceed expectation that's all. I agree with Alder Gerlach.
- Thank you. For everybody. All our staff.
- We can't give you more money, but we can give you more compliment.
- We'll take what we can get. We'll take what we can get, it's a holiday session.
- Motion from Alder Lynn, all in favor.
- [Both] Aye.
- Okay. Our next meeting will be December 9th, 2020, Thanksgiving. If there's anything else.
- Take care everybody.