



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

WEDNESDAY, AUGUST 24, 2022, 5:00 PM

Immediately following Parks Committee.

AMENDED

A. ROLL CALL.

Present: Melinda Eck, Mark Steuer, Chris Wery, Steven Campbell

Excused:

B. APPROVAL OF THE AGENDA.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the August 24, 2022, Improvement and Services Committee meeting agenda as amended taking Items 1, 3, and 12 first. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

C. APPROVAL OF MINUTES.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the minutes of the July 27, 2022, Improvement and Services Committee meeting. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

D. REGULAR BUSINESS.

I. Consideration with possible action the numerous railroad crossings in the City of Green Bay that are in need of repair and to include railroad companies, including the Canadian National Railroad, in these discussion efforts. (Ald. Steuer)

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

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Steven Campbell to close the floor for discussion.

Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None
Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to refer to staff to prepare a report on condition and associated repair schedule for the numerous railroad crossings in the City of Green Bay that are in need of repair and to include railroad companies, including the Canadian National Railroad, in these discussion efforts. (Ald. Steuer). Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

2. Consideration with possible action on request by Ald. Stevens on behalf of Shane Zirbel to install two streetlights along Van Duren Street between Newtols Street and Spinnaker Lane (referred to staff at the Wednesday, July 27, 2022 Improvement and Services Committee meeting). (Ald. Stevens)

Moved by Ald. Melinda Eck, seconded by Ald. Steven Campbell to receive and place on file the request by Ald. Stevens on behalf Shane Zirbel to install two streetlights along Van Duren Street between Newtols Street and Spinnaker Lane (referred to staff at the Wednesday, July 27, 2022 Improvement and Services Committee meeting). (Ald. Stevens) Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

3. Consideration with possible action on request from the property owner at 1146 S. Maple Avenue (Parcel 1-756 Lot 1) for general deferment of pavement special assessments associated with the reconstruction of S. Maple Avenue in 2023, due to unbuildable lot of inadequate size for any proposed improvement, in accordance with Ordinance Sec. 34-41 (a)(3).

Moved by Ald. Melinda Eck, seconded by Ald. Steven Campbell to open the floor for discussion.
Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to close the floor for discussion. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

Moved by Ald. Melinda Eck, seconded by Ald. Steven Campbell to approve the request from the property owner at 1146 S. Maple Avenue (Parcel 1-756 Lot 1) for general deferment of pavement special assessments of 134.43 front feet associated with the reconstruction of S. Maple Avenue in 2023, due to unbuildable lot of inadequate size for any proposed improvement, in accordance with Ordinance Sec. 34-41 (a)(3). Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

4. To approve a Professional Services Contract with Modjeski and Masters for the design of the West Leaf Mechanical Rehabilitation for the Main Street Bridge over the Fox River, B-5-311, in the amount of \$253,095.

Moved by Ald. Melinda Eck, seconded by Ald. Steven Campbell to approve the Professional Services Contract with Modjeski and Masters for the design of the West Leaf Mechanical Rehabilitation for the Main Street Bridge over the Fox River, B-5-311, in the amount of \$253,095. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

5. Consideration with possible action on request by Department of Public Works to enter into a Professional Services Agreement with Multimedia Communications and Engineering, Inc. (MCE) for fiber optic (TDS) installation inspection services.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the request by Department of

Public Works to enter into a Professional Services Agreement with Multimedia Communications and Engineering, Inc. (MCE) for fiber optic (TDS) installation inspection services. Motion carried.
Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

6. Consideration with possible action on request by Department of Public Works to award the East River Trail & Canoe/Kayak Launch project at a staff level.

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the request by Department of Public Works to award the East River Trail & Canoe/Kayak Launch project at staff level. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

7. Consideration with possible action on proposed 2023 Parking Division rate structure.

Moved by Ald. Chris Wery, seconded by Ald. Steven Campbell to approve the proposed 2023 Parking Division rate structure. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

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

A. WSG 2-22 REROOF

B. SEWERS 2-22 MINI-SEWERS

Moved by Ald. Melinda Eck, seconded by Ald. Steven Campbell to approve the award of the following contracts:

A. WSG 2-22 REROOF to Northeastern Roofing in the amount of \$949,981.00

B. SEWERS 2-22 MINI-SEWERS to Kip Gulseth in the amount of \$479,179.55

Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

9. Report the award of the contract PAVEMENT 5-22 ELIZA STREET RECONSTRUCTION.

Moved by Ald. Steven Campbell, seconded by Ald. Melinda Eck to approve the award of the contract PAVEMENT 5-22 ELIZA STREET RECONSTRUCTION to Vinton Construction in the amount of \$725,447.37. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

10. Consideration with possible action on acquisition of rights-of-way required for the reconstruction of the pedestrian ramp at the southeast corner of S. Washington Street and Crooks Street.

<u>Part of Tax Parcel #</u>	<u>Interest Required</u>	<u>Owner</u>	<u>Amount</u>
13-11	Fee	Second Wind Auto Gallery, LLC	\$400.00

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to approve the acquisition of rights-of-way required for the reconstruction of the pedestrian ramp at the southeast corner of S. Washington Street and Crooks Street.

<u>Part of Tax Parcel #</u>	<u>Interest Required</u>	<u>Owner</u>	<u>Amount</u>
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13-11 Fee Second Wind Auto Gallery, LLC \$400.00

Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

11. Report of actions taken by Department of Public Works.

A. Granting of Licenses

I. Sidewalk Builder

A. Lakefront Flatwork & Construction

B. BMD Concrete Innovations

C. DeLeers Construction

D. TC Concrete Products LLC

E. Al Dix Concrete Inc.

2. Tree & Brush Trimmer

A. Fox Valley Tree Care and Landscaping

Moved by Ald. Melinda Eck, seconded by Ald. Steven Campbell to receive and place on file the actions taken by Department of Public Works.

A. Granting of Licenses

I. Sidewalk Builder

A. Lakefront Flatwork & Construction

B. BMD Concrete Innovations

C. DeLeers Construction

D. TC Concrete Products LLC

E. Al Dix Concrete Inc.

2. Tree & Brush Trimmer

A. Fox Valley Tree Care and Landscaping

Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

12. Consideration with possible action on the request to consider alternatives to overnight on-street parking ban ordinance to allow overnight on-street parking (held at the June 22, 2022, Improvement & Services Committee meeting.) (Ald. Wery)

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

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to close the floor for discussion. Motion

carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None
Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to open the floor for discussion. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None
Moved by Ald. Melinda Eck, seconded by Ald. Steven Campbell to close the floor for discussion. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None
Moved by Ald. Chris Wery, seconded by Ald. Melinda Eck to receive and place on file the request to consider alternatives to overnight on-street parking ban ordinance to allow overnight on-street parking (held at the June 22, 2022, Improvement & Services Committee meeting.) (Ald. Wery). Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

E. INFORMATIONAL.

1. Discussion on utility installation projects City-wide and impact to residents.

Moved by Ald. Melinda Eck, seconded by Ald. Chris Wery to receive and place on file the discussion on utility installation projects City-wide and impact to residents. Motion carried.

Yes- Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

2. The next Improvement and Services meeting is scheduled for September 14, 2022.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

Moved by Ald. Melinda Eck, seconded by Ald. Steven Campbell to adjourn. Motion carried.

Yes- Steven Campbell, Melinda Eck, Chris Wery, Mark Steuer, No- None, Abstain- None

VERBATIM MINUTES

- Are we good?

- Yeah, we're all good.

- We're good.

- Okay, we're ready? What about recording?

- I actually have my notes here. You figure you can get him to start on over here.

- All right, welcome to Improvement and Services Committee for August 24th, 2022. The roll call. Alder Steuer, I'm here. Alder Wery.

- Present.

- Alder Eck.
- Present.
- Alder Campbell.
- Here.
- All accounted for. Entertain a motion for the approval of the agenda.
- Motion to approve.
- Second.
- Motion by Eck, seconded by Campbell.
- Make a motion to amend it. If you can hit 1, 3, 12, and then the remainder.
- So we'll move up 1, 3, and 12 to the beginning.
- So 1, 3, 12 and the remainder.
- All right, any other discussion on that? All in favor, please say aye.
- Aye.
- Aye.
- Aye. All oppose. That passes unanimously. Remind me if I miss any of this stuff. All right, next we have approval of the minutes. Entertain a motion.
- Move to approve.
- By Wery.
- Second.
- Seconded by Eck. Any other discussion? All in favor please say aye.
- Aye.
- Aye.
- Aye.
- All oppose. That passes unanimously. On to regular business. Number one, consideration with possible action the numerous railroad crossings in the city of Green Bay that are in need of repair and to include railroad companies, including the Canadian National Railroad in these discussions,

these discussion efforts. I brought this up. A citizen of mine, Richard Parins brought this up as well. Alder Wery's talked about this, so. I think what, initially I'm gonna go to Alder Wery and then I'll hope get the floor open. So Alder Wery, you had looked at this as well.

- Yeah, I think we've all kind of, Steve, Director Grenier kind of exchanged emails and think thoughts over the years about how frustrating it can be to get the railroad to fix their crossings. And so I'm glad to keep this on an agenda that we can keep talking about it, and get timelines, and see the grading of the different ones. And just, you hear more about it in here from public.

- Director, could you add anything to that? I realized it's.

- Sure. For those new to the committee, you may not be familiar with what the requirements for highway grade rail crossings are, but the repair of that grade rail crossings is addressed under state statute, 86.12 and 86.13. The railroad is obligated to keep crossing in good and safe condition for public travel. The governing body of a municipality may by resolution require a railroad company to repair a crossing to such condition. If a railroad company fails to complete those repairs within 30 days after receiving the resolution, the governing body may file a complaint with the Office of Commissioner of Railroads. The Office of Commissioner of Railroads then shall investigate and determine the matter in controversy as provided for under chapter 195 Wisconsin statutes. Green Bay has a longstanding policy, decades long. I've got files up in DPW that go back into the fifties, addressing rail crossings. And that policy that we have, a rail crossing, the minimum that's required is referred to as adapt timber header with asphalt as the crossing material between the headers. They are required to keep that type of a crossing at high volume streets on truck routes, things of that nature, the city requires an upgraded crossing. So it's a rubber panel, a concrete panel, a full timber panel, or a composite type material. Obviously those cost a lot more than a standard crossing does. So it has been the city's policy that the city will purchase those upgraded crossing materials and the Canadian National, or wherever the real company is, will install them at their costs. That's the cost share arrangement we have. The city has within the last 10 years, since I became the director, we have expanded that program to the point where the city actually funds the asphalt crossing repairs as well. And that puts us into a different bucket with the rail companies where we're actually able to get crossings completed a lot more quickly than most other municipalities, cuz we're willing to help offset some of the funding. So we provide the asphalt. Some of the time we actually install the asphalt. Canadian National provides the insurance and they provide the flaggers. Flaggers are running

- [Jim] 1,300 bucks a day.

- \$1,700 a day and.

- 15.

- 15?

- [Jim] 13.

- 13. So, well the one up on Atkinson 17. And maybe because that's the rail yard.

- [Jim] Probably because, yeah.

- And that's a requirement. It's a federal requirement that we have to have a flagger from the rail company, and we have to pay them whatever that charge is. We have no choice in that matter.

- Is that for like a day or more?

- Usually it's at least one day. Sometimes it's two, depending on how long it takes us to get some of the old crossing materials off, so. It has been very beneficial for the city. Not only does it keep our costs in check, we're throwing some money at it, but it keeps our costs in check by not having to take on the railroad insurance and pay for the flaggers. But again, we're also getting a lot more of our crossings done than other municipalities. As a matter of fact, the public works liaison from Canadian National used to be stationed in Steven's point, she's now in Duluth. She actually goes around and talks to other government agencies. She's got a five state territory and they use city of Green Bay as a case study in how to get things done.

- Good job.

- Interesting.

- Okay.

- Well, and with that being said, okay, we still have crossings here that are in need of repair. So we do work on a yearly basis. So Jim is in contact with CN right now. By September we're trying to identify the worst crossings in the city and get the regular repairs done. And then again, we'll buy the crossing materials. So we're hoping to have, we wanted, one of the worst crossings in town right now is on Oneida street near the west side garage. And we wanted that one done this year. CN just simply doesn't have the funding and the availability. They've got crews that have gotta go across five states to do the crossings. So we weren't able to get that one in. We're talking to them about potentially putting an asphalt patch over there, pull the timbers out, just put an old fashioned asphalt crossing in to buy us a year or two until we can get that one programmed. Those types of negotiations or workarounds, they're willing to do with us cuz we're willing to invest some money. If committee simply comes in and says, "No, you're crossing's in bad shape", and they start going through the OCR process, then you wait and find out what the OCR has to say. And unfortunately there's no appeal process with Office Commissioner of Railroads, they are the final arbiter.

- Alder Eck.

- So I'm just trying to understand exactly what type of motion we'd make on this.

- Well, you know, I guess what I wanted Director Grenier to kind of speak to where we're at, the situation that we do have. And I've learned information now, him talking that's worked with the railroad and that we're willing, the city, to put some money up front that will work with them. So it sounds like we are moving forward. Although I still get from citizens like, oh wow, this railroad crossing's terrible, it's unbelievable. You know, blah, blah, blah. Which is probably true, but it's better than I thought it was. But we still need work to be done, so. I think the big thing I would like out of this would be to have staff eventually get back to us, you know, talk to us about the timeline, maybe. Have a map or something out there describing the various crossings we do have, and the state that they're in. Do you grade them? You know, you could say that's a B minus, that's a D plus, whatever.

- We actually derive just an internal, because there is no standardization.
- Correct.
- But we developed an internal, I dunno if it's 1 through 5, or 1 through 10.
- [Jim] 1 through 10, just like the PASER rating.
- 1 through 10, just like the PASER rating.
- Okay.
- And when we're out every other year doing our PASER ratings on the streets, we do the ratings on the rail crossings as well for prioritization.
- So the PASERs are done every year. So they'll be done next year, correct?
- Correct. Every other year, on odd number years.
- So, I mean that, so that would be done along with the roads.
- Correct.
- Okay. Well, that's big, that's good to know.
- [Jim] We do those on even number years.
- Oh, Jim said we do the rail on an even number years.
- Oh.
- So, we'll be doing railroad ratings this year.
- Is that something that could be brought back to the committee in a timely fashion? Or how long might that take?
- It depends on when we are actually doing them. I don't know if they're going on right now or if they're still slated for the fall. But definitely by the end of the year we would have around ratings done. We be able to tell you what crossings are open, and what the ratings are.
- Just what we can expect.
- Sure.
- Okay. Does that help a little bit?
- Yeah. Is there somebody that wanted to speak too.

- Oh, there will be, yes.

- Okay, I just wanted to make sure we open for.

- Yes, Alder Campbell.

- Just to add detail to Alder Steuer comments, like you said, a map, I know you like the maps. But even if it's just a individual list of each district, just maybe mailed to me. But I don't need to know about his, or his, or his. But, just in my district, I know there's a couple too that, like, the boards are popping up. Now, I know they shoved a bunch of quick patch in it, but now it's all over their cars, you know. Argument goes on. I know we talked about that one there, and you said it's way down the list, well.

- Yeah.

- Is it gonna get done as I'm a Alder, or? Or is it, you know, what's the process? Now there's a phone number that's on the sign that you're supposed to report something to there. I was literally gonna call the, I don't know if that'd do anything, but, there's a number.

- Oh that's true.

- There's a number right there. I thought I would say, see how my Alder magic power would do on it. But, I didn't really expect too much. I just, the phone numbers there, literally.

- So I think just waiting to the end of the year or when you get that information and report back to committee would be sufficient. One other question I'm gonna ask over the floor. Steve, so we we've got 24 communities in Brown County, so there's a lot of railroad crossings in other areas. Have you talked with any of the other municipalities as far as issues with them? We're concerned with the city, but let's face it, we do travel in other areas nearby.

- We have not had any meaningful discussions with the other municipalities relative to rail crossings in about the last five years or so.

- So you're not sure what they may be doing themselves?

- To the best of my recollection, I don't know that anyone has changed their process. They're still using the standard OCR processes prescribed under state statute.

- Okay. And that may work, or not depending.

- Yeah, to the best of my knowledge, we're the only ones who are,

- Being proactive.

- who are taking the approach, the one's who can.

- Okay.

- Now, there are differences as to where that rail crossing happens to lie as well. If that crossing happens to lie on a state truck highway, then Wistock gets involved. And typically Wistock's programming money. So when you bring money to help offset the cost of the crossing repairs, they happen much more quickly.

- Okay, there's a few of those. I would entertain a motion to open the floor.

- So moved.

- Second.

- Seconded by Wery, seconded by Campbell. All in favor please say aye.

- Aye.

- Aye.

- All opposed? The floor's now open. Come on up. Right up here.

- Richard Parins, 1402 Kellogg Street.

- Okay.

- There are important arterials in the city Oneida being one of the real big ones. And Mr. Grenier spoke to that. My wife was, someone charged her with their big truck last week in a road rage kind of situation, when she slowed down for that crossing. I no longer go there. I haven't driven over that in a couple, a few months, because it is so terrible. So if there's any way to bring even a short term repair, that would be very desirable. The other part that I always thought, it's right by the city garage, our city vehicles are trashing their undercarriages, and everything else driving over that. And that's just an added expense to the community. But when, whoever that was that charged at my wife's car with their truck, because she slowed down to cross that, then it becomes a whole nother situation, so. I would just say, get that one repaired in any way possible, as soon as possible. Because I've had people honk at me and carry on because I slow down for it. I don't wanna trash my vehicle. I don't go over that thing at the normal speed. So I am gonna say the upside to this, the crossing over on Military, just north of Elk was just replaced and they did a beautiful job. So I know it's doable, and there are other streets that are less well traveled that they've called on, and they've done, such as, oh not Taylor, but Taylor's, one of them. But anyway, to the point, I did call the number on the sign. They called me back. Thank you very much for your call. That was all I ever got from them. Because, you know, I thought, well, what the hell?

- Let's try it.

- I got time. So, get on that one. And I'm glad you're identifying the rest of them, because it really is a hazard. Especially in a community that has a lot of winter travel. Thank you.

- Okay, thank you. So, anybody else to speak to this? Otherwise I entertain a motion to close the floor.

- Second.
- And I'll motion to motion.
- Second question.
- Kinda said that already.
- I normally don't. I'll do it this time. Seconded by Campbell.
- He doesn't usually do it as.
- All in favor?
- Aye.
- Aye.
- Aye.
- I'll probably get called on that.
- Oh, okay, so next we've got three, correct? We're moving up to number three.
- We need to do the motion.
- Didn't do the motion.
- Oh, yeah, go ahead. Yeah, go ahead, go ahead.
- I'll make a motion to refer to staff, to report back the railroad crossing ratings and replacement time table.
- Okay, we have a motion.
- Second.
- We have a motion by Wery. Seconded by Eck. Any other discussion? All in favor please say aye.
- Aye.
- Aye.
- Aye. All opposed? Thank you for that, Director.
- And, if I could, Mr. Chairman, I.
- Yep.

- Steve, you said we were gonna try and do something temporary with Oneida. Cuz I know that's in my district, so I get obviously the most calls about it.
- Yep.
- Okay. Yeah, whatever you can do, work your magic over there. We greatly appreciate it.
- All right.
- West side first.
- Starting from the west, going to the east.
- Is it just a simple request? Or do we have to have something written to get a temporary one done?
- No, that's a matter of us just working collaboratively with CN to make sure that they're in town. Again, that track crew is covering five states. We need to get them back here. But I've had a conversation with the track supervisor already,
- Yeah.
- and he knows what I want to do. And we're trying to get that scheduled.
- It's a temporary fix.
- Were you asking about the temporary?
- Yeah.
- Yes.
- The temporary?
- So we still need to work with him on the temporary? We wait for their crew to be there. Is there anything we can?
- Correct. No, there's nothing, unfortunately there's nothing we can do.
- Put a jump over it?
- Well, this is where, little ol' Green Bay, we have to start worrying about federal, okay. Railroads are governed by the federal, the Interstate Commerce Clause. So you are literally dealing with constitutional law when you start messing with the railroad on federal property. And their right of way is, for all intents and purposes, the way we should think of it, that's sovereign territory, we can't enter that under penalty. And we would get sued.
- But we can beg, cajole, plead.

- Well, we've already done all that.

- You know what, call the number?

- Season ticket box, what do you mean?

- Yeah, like I said, I've already been in contact with the track supervisor. He knows that I want this done this year, and he's trying to swing the crews back here.

- You've been so creative on how to do it already, maybe you can think of the next step. What's the next thing that we can do to make things easier?

- Packer tickets?

- The Committee wants it too, so, anyway. All right, thank you Mr. Parins, for your testimony. All right, we're gonna move on to number three. Consideration with possible action on a request from the property owner at 1146 South Maple Avenue, Parcel 1-756 lot 1 for general deferment of payment, special assessments associated with the reconstruction for South Maple Avenue in 2023, due to unbuildable lot of inadequate size for any proposed improvement, in accordance with ordinance section 34-41, subsection A, subsection 3. So I know we have somebody here to speak to that, but Director, do you wanna start this?

- Well, and this may actually, depending on how the conversation goes, this may preempt the petitioners request to speak. But, what I handed out to you prior to the meeting, the small map with kind of the triangularly shaped Parcel. The triangularly shaped parcel is parcel 1-756. Previously that had been two parcels. So what is shown in there in red as lot 1 and lot 2, those had been separate parcels. Had they remained separate parcels and not joined through a CSM, lot 1 would've been exempt from payment assessment because it is too small to build on, it becomes an unbuildable lot. By combining the two parcels, the combined parcel is buildable, because lot 2 obviously has a building on it. However, the frontage in front of lot 1 still remains unbuildable, it only benefits lot 2. So, pursuant to section 34.41 of Green Bay municipal code general deferments of special assessments, sub A, undeveloped lands, sub 3, deferments may be granted for street improvement assessments if the property subject to the levee is determined by the council to be unbuildable due to inadequate size, or area, or development, or an elevation preventing reasonable access to the proposed improvement. Staff concurs that the area that's described as lot 1 does remain unbuildable, and we concur that as such this should be considered by common council for a general deferment. What that would mean is when South Maple Avenue is constructed in 2023, parcel 1-746 would show an assessment front footage of 69.72 feet and a deferral on 134.43 feet.

- So when was this

- I believe that this is not a residential parcel. So there is a partial assessment for other than residential that would not be covered by the vehicle registration fees, which is why this is of concern to the property owner.

- So when did this become a CSM?

- That, I don't know.
- You don't know, okay. Okay, unless the committee has something else, we do have somebody here to speak to that, correct?
- Mhmm.
- So I would have a motion made to open the floor.
- I would make a motion open the floor.
- Second.
- Seconded by Campbell. All in favor, please say aye.
- Aye.
- Aye.
- All opposed? All right, thank you for coming in. State your name and address for the record, and then we'll get to it.
- Okay, my name is Steve Tohe and I own the property at 1146 South Maple. When I bought the property.
- Is that your address? What's your address?
- Oh, well, no. My address is 330 Miramar drive.
- Okay, go ahead.
- When I bought the property, there was two separate parcels. And they combined them when they rezoned it. And.
- When was that? That's fine, go ahead. Some time ago.
- You know, some time ago. And again, that property is just, unbuildable. It's a little corner piece that goes all the way to the end of the road. And originally it was just a separate lot. And so I feel like it, I shouldn't have to pay the commercial rate for the street improvement because it's.
- So.
- You can't do anything with it.
- Are you paying, so you're paying taxes on both of those?
- Right. And they combined them basically, just so I wouldn't get a separate tax bill. You know, I had talked to somebody and they said, why don't we just combine them while we're doing this?

- So you're okay with that in a sense?
- Yeah.
- Yeah, okay.
- Go ahead.
- And you heard the explanation how you'll be exempted now in your?
- Yeah.
- That's what you wanted?
- That's what I want.
- That's what you want?
- Yeah.
- You were smiling back there. Yeah, I did see it.
- If you change your mind, just go the other way.
- Does anybody have any comments? Questions?
- I mean we'd have to close the floor first. Is there anything else that you wanted to add to that?
- No.
- Okay.
- Okay, great. Well, thanks for coming in.
- Okay.
- Motion.
- To close the floor.
- By Wery.
- Second. Seconded by Eck. All in favor, please say aye.
- Aye.
- Aye.

- Aye. All opposed? Committee, I don't know, it sounds like it's been taken care of.
- I just wanted to clarify.
- Yes.
- Do we need to vote to do that? Or this is what is going to happen?
- Nope, nope. This has to be an action by the committee, which is approved by the council.
- Okay.
- So.
- I make a motion to approve the deferment of the payment special assessment.
- Okay.
- As listed on.
- All right.
- Motion.
- Is that good enough?
- Yep.
- Okay.
- We have a motion by Eck. Seconded by Campbell. Any other discussion? All, all in favor, please say aye.
- Aye.
- Aye. Aye, all opposed? And that will go to city council on Tuesday for final approval. But you know, if you care to, but generally speaking, it goes pretty well, normally. So thanks for coming, thanks for your patience.
- All right.
- All right, so number 12, correct?
- Yep.

- Number 12. Consideration with possible action on the request to consider alternatives to overnight on-street parking ban ordinance to allow overnight on-street parking held at June 22nd, 2020 to Improve and Services Committee meeting. Alder Wery. You start and then we'll get staff involved.

- I know we've discussed this and talked this one to death, but I know there's people here to talk, so. If it's all right, I'm just gonna move floor. Make a motion to open floor.

- Second.

- Okay. By weary, seconded by Eck. All in favor, please say aye.

- Aye.

- Aye.

- Aye, all opposed? Okay, the floor is now open. So if anybody would like to speak to this, come on forward.

- Okay to get up here?

- Yeah.

- It's been my place to go up.

- Wait till she gets up here then I'll close the floor.

- Huh? I said, wait till you get here, then motion to close the floor. Nah, I'm kidding.

- Well, by time I get there.

- He's he's a funny guy.

- Well, maybe not.

- Hi, my name's Annette Chavez. 1070 Shiloh Lane. We were here last month. The only I have to add from last month, 'cause I'm you sure you have all that. Mrs. Eck is that how you say your name?

- Mhmm.

- You know how you were saying, cuz you want, and I know you talk about having the parking cuz you're family is getting older. See, when we bought our land, nothing against anybody, when we had bought our area, we all loved that area, we lived right by the Packer stadium, you know. We're a block away. We never saw the changes. When you go out there, there was restaurants there, clothing stores. The last 10 years it changed to all these bars that are there. And now these houses, people are leaving their properties. We don't even know who our neighbors are some of the time because everybody's selling their houses now, for these Airbnbs. So they driving away all the good homeowners that we had that we knew. We never saw that coming. We didn't have a crystal ball. We never thought it would ever change. 10 years ago, you couldn't even sell, because people didn't

even wanna buy. They sat there empty for a long time. So anyway, you have older kids, when you bought your house, you knew your kids were gonna grow up, right?

- Oh, of course.

- And you don't want to move now, I gather, right? Cuz you like your area, you like your neighbors? It's like we do like our neighborhood. We love our neighbors. But you knew your kids were gonna grow up. They weren't gonna say, well hold on. You knew they were gonna get driver's license. So like, you know, if I had said to you, why didn't you just move? Or why didn't you move before your kids got to that thing? You know, not to be sarcastic of this, because you know, but this is an example. And we don't wanna move either. We love our neighborhood, you know. We never saw the changes. But we just need something with this crazy parking. If you want, I can show you a picture of how crazy it gets on some of these parking lanes. This is just one example. I have hundreds of pictures in here, people on the grass, over the sidewalks. This is one picture, if you wanna see. Am I allowed to come up?

- Yeah, go ahead.

- This is one picture how our street gets on the weekend. We know none of these neighbors, none. These are all these party houses that crazy. And they block everything that we have. They park in the middle of our area. We can't even have a get together.

- Do they stay overnight sometimes?

- Yes, oh yeah.

- All right.

- Okay.

- So, there you go.

- I mean, do you guys need to see?

- Oh, we're familiar with that.

- Yeah.

- We're prepared for practice.

- I think Steve's car was there.

- I mean that is only one incident. And it's almost like every weekend. We can't even enjoy to go outside. I have people videotape of cussing and swearing all day long, and all night long. Cuz they drink all day, and they party all night, you know? So we don't know what to do about the situation either. Like I said, we like our neighborhood. We don't wanna move. I wanna retire pretty soon. And enjoy my time.

- So are you looking for just a parking period, or?

- Like I said last time, I like to have longer parking from two to six. I wish it was even longer. You know? And I know even last year I had called the police department. They told me to park there to come through. And one officer said she wouldn't give any tickets out for the parking three to five, because they weren't making any noise, it wasn't a nuisance. Even though it's the law, she wasn't gonna give any tickets. Then the Parks and Utility had to come through and they talked and then he did come down and give the tickets. I had come a little bit later in my neighborhood. But they park in the grass. And I don't know. What is the rule for parking? How much can they be parked on the grass before they get a ticket? Is it a wheel of a car?

- You mean for a ball game?

- No, even any weekend.

- Anything, any event?

- Any, how much are they allowed?

- [Jim] I could give you our rule of thumb. By ordinance if purely no black and white, you cannot touch the grass with the wheel. But, our parking people, you know, for the front yard setback, if you're off an approved, improved, paved driveway, and say with two wheels, and it's not rutted up, we'll issue a warning. Cuz it could be, okay, they just happen to get off the grass, or it's just like a one night thing. But if we can tell, and you can tell if it's a routine, the grass starts getting mashed down. It's this long compared to, you know, the grass next to it. You know, that they're driving on. Or it's rutted and muddy. Two wheels or not.

- Then I have a list for you.

- [Jim] Would they get a citation?

- I have a list for you for just that.

- [Jim] For a setback, or ordinance.

- So it is, okay. I know they can't get every house. And I do appreciate they have been coming a lot more now, even during the week. Like the other day there was Wednesday, and the cars are parked outside. So I just asked that they could come Thursday. I sent kind of past an email person. I sent the email saying this car was parked. These cars were parked already on the Wednesday night, overnight, already, you know? And one had a trailer and a car, trailer and a truck. And they take up the whole spots. And it's not in front of the place that they're renting. That's the thing, it's not where they're renting. It's in front of every everybody else's place.

- The right people are hearing you.

- Yeah, I mean.

- Very responsive.

- Thank you.

- Is there anything else? Otherwise, anybody else to speak to this?

- Hi. Thank you for the opportunity to address. Oh, sorry, my name Trisha Garrison. I live at 1260 Thorndale Avenue. It's Thorndale Street in Green Bay. Thank you to the committee for allowing the opportunity to speak before you tonight. So I am the homeowner at 1260 Thorndale Street. My family has owned this house since 1959. So we're one of the first houses in that greater Green Bay Packer neighborhood, if you will. So again, thank you for the opportunity to speak tonight. As you know, the neighborhood has evolved a lot over the years. Which is great for economic development for the community and such. I would tell you that, you know, there's many Airbnbs that are popping up, but there's also families. I've got a daughter, who's in high school. There's other families on the street as well. There's a school at the end of the street. So I guess I would offer that I would be opposed to unrestricted parking at all times. However, I saw the news today that there are concerns of certain families in certain parts of the city. And that must be awful for them that they don't have enough parking. So I guess what I would offer is that, my point of view is that I would kindly request that there not be unfettered, unrestricted parking due to safety concerns for the families. However, I would offer an alternative that perhaps you could consider offering a permit to those homes, which would need parking. Cause I completely respect, I don't know what that would be like if I didn't have a garage at our house. I really like this alternative option of offering a permit, which would be tied to a homeowner, because I feel that that would have a piece of accountability back to the homeowner. As my neighbor was just pointing out, we do have a number of visitors in our neighborhood on a quite frequent basis who are from out of town, right? No accountability. My home, I did have an attempted break in at my home a few years ago during a Packer game. It was a drunk. We chose not to prosecute because he was from out of state. It wouldn't have gone anywhere. So what I'm telling you is that there are increasing safety concerns, which come from these large events and these large, you know, attractions, which bring people from out of town. So I really feel very strongly that there needs to be accountability tied to the homeowner. So I would just kindly offer that as maybe an alternative to consider allowing if you guys feel this is a really important issue that you need there to be parking, I totally respect that. Just offering that alternative that maybe you do permits. So there would be accountability. And that would out of respect for the safety of the families that do live here.

- Alder Eck.

- It sounds like, as I said, last time, this there's like a whole bunch of issues going on with both of your situations. And I'm not sure how a permit would help if these are people from out of town that are parking on the street and they don't care, you know, they're just parking. And anybody can park all day long and it's not a problem. You showed the picture, and it looked like it was during the day. So it's like it's during the day. So you have a lot more issues to deal with on your street in your area. But, I don't see how the permit would help that, that's all I'm.

- For the overnight. I should have clarified. I'm so sorry, for the overnight. Yeah, the daytime, we are making peace with it and we just, it is what it is. The overnight would bring significant more security concerns with our families.

- But a lot 'em are out of town is what I'm saying.

- Well, and if you allowed overnight. I guess my point I'm trying to make is about overnight parking. So, you know, because right now daytime parking is allowed, and that's fine. You know, I get that. But if you are to move to allow overnight parking, I would request that alternative be considered to have permits, so that there is an accountability piece that ties back to the homeowner.

- Okay, I think we're gonna be looking at a few things. But, Alder Wery, is there something else on this right offhand?

- No.

- This has come up several times over the last number of years for different reasons. But I think we understand the acute issue around the stadium area. We do understand that. And it's kind of evolved differently. So that that's just part of the equation. You know, and the thing is, I've talked to Director Grenier about this too, and it would be kind of an all or nothing type of thing, if we did this. You know, it'd be the whole city, not just areas, you know. Sometimes you could look at central city, for example, smaller lots, single stall garage, three cars, very difficult. But you know, if you did it for that area, you'd have to do it for the whole area. And to monitor that would be very, very difficult. So that's one of the issues that were coming up with. But we'll discuss that. So any other questions for Trisha?

- Thank you. Thank you for coming.

- Thank you very much.

- Is there anybody else to speak to this?

- I wasn't, oh, Janet Angus, 1403 Shirley Street. I was not planning on speaking tonight. However, I was approached by a number of people over in the Lombardi area, close to the stadium, who asked if I would come down cuz they were not able to be here, so. I think the overnight on-street parking ban is interesting. And I haven't been privy to any of these any of these meetings beforehand. So I apologize if I'm going over something you've already considered. I do know that in high density areas, in other cities, I know how that works. And what other cities, specifically Chicago, what they do down there is they have a parking permit that you can get if you live in that area. So if you live in area, resident area, number one, say, hypothetically, you can purchase a parking permit for X number of dollars a year. Minimal amount, 50, \$100, \$25. Or maybe you can even get a free permit. And then that would be for the cars that are located at that home that you feel are going to be parked on the street. And then what happens is if you have guests come, you can come down. And in Chicago Bay, Alderman jobs are full time, and they have a full time office. You go to your Alderman's office and you are given a packet of passes. And you can use those for a year. So if you have people that come to your house and you live in district number one, if you're in a very popular district, those packets are worth, you know, they're golden. People really like you if you're in a popular district. But you can get a pass, put it on your car, and then that car has the ability to park on that street for 24 hours. So if you park at 3:00 PM, you have the ability to park on that street till the next day at 3:00 PM. But then there's the snow removal rules. Because, you know, if you go to like no more overnight parking, or people can park overnight, what do you do about snow? You're gonna have a lot of problems. Just my humble opinion. You're gonna have towing. You're gonna have cars. Your cars will be buried. You're gonna have people going out there trying to shovel their cars out because they're buried by the snow plows. And, and then, you know, how are you gonna move 'em, and how are you gonna get around

those cars, and then. I can go on and on about the snow, the snow is just gonna be an issue. And then they do have some streets in each district or each area that you can park on for 24 hours. So in Chicago for instance, a lot of people will come in, park close to an L stop, park there for free all day on those free streets and take the L into the city. And they avoid paying 20, \$30 parking, you know, parking costs for the day. Just, just an idea of how another community, especially in a high density area, such as downtown, our downtown might do it, so. But you know, do you wanna charge people? Maybe? I mean, it would be a revenue building thing. If you wanna go down that way. But maybe give everybody who lives in the house, they apply for a permit. They get a permit, they put it on their car. And then that's a way to monitor people that can park on the street because they're part of that neighborhood or that area, so. Otherwise, you know, what do you do with people who just wanna park there? And we could go over 20 different scenarios, but that's all I had. I thought I would add.

- Well, Janet, I was gonna ask when you said the 24 hour pass, are they color coded like for per day? Like if it was the next day, what if they decided to stay another day?

- You just put another one?

- You have to change the pass.

- Right, so it's a different.

- But you have to have access to the pass. So, yeah.

- So, there's ways to follow that.

- And then they do have to put up parking signs everywhere to say, no parking on snow days. Because you know, we're gonna plow the snow on Tuesdays and Wednesdays, you know? So, Tuesdays you can't park on this side of the street and Wednesdays you can't park on that side of the street and if your car is there then it gets towed. I mean, it's a nightmare with signs. So, and what are you gonna do about snow removal? I mean, we have a lot of snow in Green Bay sometimes. So if you're gonna allow overnight parking, I don't know. I mean, right now you don't have to really deal with the cars, I wouldn't think, but. If you have people that are parking on the streets.

- Most of the issue, oh, Alder Eck, go ahead.

- As far as the pass for 24 hours, it seems extremely inconvenient. I'm just gonna say to have to go down and get a pass for every time I wanna do that, cuz.

- No, they give you a packet of them of like 20 or 30. And then when somebody comes to your house to visit, you go, oh, here's your pass otherwise you can't park on my street. So on popular streets, you might have to have, you know, passes for, for those things. But yeah, it's an issue. But in a high density area, I mean, I think where I live on the west side, it's probably not an issue. Downtown Green Bay where one, people might not even have parking or they might have, you know, a garage or I don't know, then, you know, how do you address that? I mean, all of a sudden somebody has five cars. Are they just gonna take up five spots on the street continuously and cars are never gonna move? I don't know. It just seems like it's gonna be complicated.

- A lot of it was the, some of smaller homes in the central city with the single stall garage, three cars, that type of thing. That's usually where it's come up with these issues, so.

- Well, as far as the snow, that would, that's something.

- Yeah, the snow, that's a whole different animal.

- But the permitting at least, you know, over in the Lambo district area, I could see where people would bring a car over, park it a day ahead of time. Take up all the parking on the streets over there. And you might not be able to get in and out of your houses for those particular days, because that's kind of what people do. You know?

- Well, maybe this isn't, not a question for you, but Director Grenier. So, I guess I'm gonna wait and ask him.

- Yeah, is there anything else?

- I just brought up the passes and the permits cuz I thought it was an interesting.

- Okay.

- You know, interesting thing to kind of look at to maybe at least keep neighbors and neighborhoods safer with, you know, the passes and still giving people the opportunity to have those passes. But you cuz you have to call in right now. So if you wanna park more, and you know, you have to call, you have to call the number and you get the ability to like park your car there overnight so or something. But then instead of calling, you can put the little tag in your thing and then the meter lady can come along and give everybody tickets if they don't have the parking pass on. Could be a revenue generating. I don't, but anyway, for whatever it's worth. Thank you. Thank you.

- All right, anybody else to speak to this?

- I have one more thing to

- One more, okay. One more, for the second time.

- I just have to ask a question. Last, think it was last week, week and a half ago, we all got letters in the mail about parking in that area, you know, Lambo? You said, right?

- That was.

- So do all the homeowners get that?

- That goes out to about 1200 houses in that immediate impact area.

- The greater stadium district.

- So, those Airbnbs, they should be passing that on to their renters, right?

- Should be.
- Cause I know that's in bold letters.
- People staying in the house.
- That's in big bold letters. Cause I know the one across the street tells 'em three times about parking.
- About not parking on game days, right?
- Anytime.
- That, oh.
- Anytime, anytime. Parking on the street, parking over the sidewalks, parking on the grass. She tells three times, you know, it's not just any.
- Because that was gonna be my question about, I thought that there was a policy you can't park on the, oh you know what, that's Ashwaubenon. They put out streets saying you can't park here during the day.
- Yeah. So I'm thinking they have these things and cuz a person last week got upset cause he got a ticket for parking, a ticket for parking on the street at 1081. So then they pulled their cars on the grass. And I know you told us this from, so the game was on Friday night, so it's 12:00 PM. Thursday night until 12:00 PM. Friday night, right?
- Correct.
- Day of the game.
- Right. So they were still there all night, Friday night. And then Saturday they said that they won't be in. They park there all night Friday night and all night at Saturday night they were on the grass, so.
- So what, you know, I mean, what happens in a case like that? I mean you sent the letter out. If you get license number, you can go out.
- Yeah, a case like that, if it's a Friday night game or if they're playing the Sunday night game during the regular season, strict interpretation would be midnight on the day of the game. But our staff is trying to be reasonable as well. If it's somebody staying that night, get your car off the lawn by eight o'clock or 10 o'clock the morning after the game, if they're there throughout the entirety of the next day.
- And they were, this last weekend they were.
- That's where we'll have them work on, definitely.
- You would call then maybe if the city's not around or if you're working or whenever.

- I sent emails over, I'm a pain in the butt.
- Okay. Okay, well do we have any other questions otherwise? That's it?
- Okay.
- All right, I would entertain a motion to close the floor.
- Thank you.
- Second.
- Motion.
- You make the motion.
- Oh, sorry.
- You don't wanna speak? Oh, okay. So we're in, close floor.
- Second.
- Seconded by Eck. All in favor, please say aye.
- Aye.
- All. Okay, that passes. All right, we're back to open session. Well, not open session, closed.
- Closed.
- In a way we're open, right? All right, go ahead.
- Okay, so we've again provided you today a copy of the four page report that Operations Director of Parking drew up, put together. You know, what it really boils down to is, on page four we identify what the probable consequences are of eliminating on-street parking ordinance. It would increase on-street parking volume around the clock. Businesses and apartment complex may not provide adequate off street parking per the zoning ordinance because their guests and residents could then park on the street 24, 7. Resident complaints regarding elimination of quarter for the city's hunt street parking program, the need to modify snow removal, citation and towing processes. You know, you've heard from some of the residents tonight, snow removal would be a problem. More often than not, in the 10 years that I've been the director, snow removal operations have started between 11:00 PM and 3:00 AM. One of our more frequent starts for plow operation is one o'clock in the morning. Sometimes between midnight and one we'll start a plow operation. Figuring right around two and a half to three hours for the snow fleet to complete their primary assignments. By about 3:00 AM, 3:30 we are redeploying those assets and we're entering residential districts. And that's where this would be most problematic. Folks have mentioned towing. The only time that we are legally authorized to tow is when a formal declaration of snow emergency has been made. That is a declaration that comes from our office. We don't take that responsibility lightly. So it has to be a

major event before we declare a snow emergency. Because it carries the threat of towing the vehicle. And once that vehicle's towed, it goes to impound, you gotta pay to get it back. What you will wind up with is vehicles plow in. What you will wind up with is vehicles damaged, as the plow are trying to go around it. Either from the snow coming off or accidental strike because when we've got a grater out there with a wing between the boat board and the wing, we're hanging almost 14 feet of iron off the side of that piece of equipment. It's kind of hard to see that outboard edge. And we are trying during every plow event to get everything back to the curb, as close as we can. Cuz as that snow sloughs back off of the pile, we start plugging up the gutter and the road starts getting narrow as accumulation gets in there. Once we're done plowing, we have to come back and do cleanup on subsequent days if there are vehicles parked on the street, we've had to plow around. And if we get a one heavy snowfall, or a snowfall, that's either preceded by, or followed end of the event, we get freezing rain. And then the temperature drops that stuff's gonna adhere to the street. And if we plowed around a vehicle, we're not getting it back up. And now we've got a mess to deal with that we're gonna have to live with either until we get a thaw enough that we can scrape it, or until spring. So there's a lot of issues relative to snow and we can't just call snow emergency every time we get two inches. Increasing the sight distance obstructions at driveways and intersections, it makes it very unsafe for people backing out of driveways. Increased number of vehicle pedestrian and bicycle conflicts. A lot of times that outer most portion of the roadway, especially in residential neighborhoods, that's where people are riding bicycles. If they've gotta pop out to go around parked vehicles, that increases the incidents for motor vehicle, bicycle strikes. Reduced roadway traffic movement space, affecting emergency movement, emergency vehicle movement on narrow streets, especially in a dark condition like 3:00 to 5:00 AM. If you have an emergency vehicle like a fire truck or an ambulance, even an ambulance coming down the street, trying to dodge through those cars makes it difficult. Increase chances of block mailboxes, driveways, trash, and recycling temper carts due to vehicles being parked on the street. Our sanitation section starts at 6:00 AM. Several Alders call me on a weekly basis. Not everybody, every week.

- Not here. Not us. One Alder may call this week, another Alder calls a different week. Saying that they've received a call from a resident that their street was missed for garbage or recycling pickup.

- It wasn't me.

- A lot of. No, it happens to a lot of Alders.

- No, I know, I'm just saying it wasn't me.

- The residents are calling and we go out and we'll respond to that. But a lot of times when there's a miss, either the resident didn't have the cart out early enough or when we came to pick up, there was a car parked and we couldn't get the truck in there. So we can't get in to grab those carts when we've got vehicles parked there. And again, we start at 6:00 AM. So homeless and intoxicated people, sleeping in cars, going unnoticed, that does happen. Complaints from residents of unknown vehicles parking in front of properties. Increased on-street parking volume in residential areas, near large employers at night. Same thing, we'll have parking of convenience. So, an area that I can give you as an example would be on Elizabeth and Moral. There's a large employer there in the middle of a residential neighborhood. Rather than parking somewhere inconvenient, you'd be able to park on the street in front of somebody's house, and then go in for shift work. Difficulty in identifying abandoned vehicles. We can't enforce our abandoned vehicle ordinance because we don't know if the vehicles abandoned disabled, if it's parked on-street, it would be parked there for three weeks. And we don't

know if it moved during the day or not. If we go out between 3:00 and 5:00 AM and we see the same vehicle more than three days in a row, good probability, especially if there's three tickets on the vehicle, good probability that it's inoperable. And it gives us the ability to at least have police or inspection, follow up with the property owner to find out if it's an abandoned or inoperable vehicle. Police department has identified their ability to identify suspicious vehicles during that three to five. They're not supposed to be there. So if a vehicle's there, first thing they do is check to see if there's a permission granted. If not, it gives police the opportunity to investigate why that vehicle is there. There is a higher opportunity of theft, for vehicles on the street are a lot easier to get to versus in a driveway. And then the 800 pound gorilla that's in the room that we don't like to talk about, but we need to acknowledge, Parking Division is a special revenue fund. Which means we are not taxpayer supported. We balance our books on the activities that we do. So there is no levy support that goes into the parking division at all. Parking citations for vehicles on-street between the hours of 3:00 and 5:00 AM generates about \$270,000 a year in citation revenue. We would've to find a way to offset that. In addition to what we've talked about, we talk about snow. And one of the things that gets lost in the conversation pretty easily is summertime activities. We do a significant amount of our residential street sweeping at night as well. We have a full suite of street sweepers who work exclusively at night. And the reason that they do that is because at night there's no vehicles on the street. We can get to the curb at gutter. And we pick that material up. That is to help us achieve compliance with our MS4 permit with Wisconsin Department of Natural Resources. So all that fine material that we don't want getting into the storm sewer collects in the gutter and eventually tries to work its way down towards the inlets. That's where the street sweepers are operating at night, picking that material up so that we don't get those pollutants going into storm water, and the rivers, the bay, what have you.

- [Chris] I might, add, well like Ashwaubenon and other of our satellite communities are around here don't have the same requirements because they're smaller communities. But we have those state, federal requirements for streets sweeping so that it is very important to have our streets accessible for our sweepers.

- Would there be a problem, let's say, if you had parking on one side of the street and you came through with your street sweepers, I suppose you might think it's inefficient because you can only do one side of the road. You couldn't do the other side. You'd have to do that at another time. You'd have to adjust your routes, blah, blah. Things on that order too.

- Correct.

- Alder Eck.

- I have a lot, in response. Well, you listed a lot.

- I mean, you have a lot?

- I have a lot to say.

- 30 seconds.

- 30 seconds?

- No.

- I thought I had five minutes.

- We have more go.

- I think our street sweeper goes through at midnight, so. Or around there anyway, seems like it wakes me up, but. So cars could be parked at times when the street sweeper's going out because the ban is only from three to five. But far as snow, I looked up a lot of different municipalities just to get an idea of what other, you know, municipalities are doing about that. Some say no parking between November 1st and either March 31st or April 1st. And, you know, I thought that's a good idea. Or doing the even odd, something like that. And then of course the snow emergency. Or on days of snow, use your common sense people.

- Common sense.

- But, and as far as the tipper carts and things like that. Again, you know, it's a common sense thing. They shouldn't be parking in front of their thing or the neighbors in front of, you know, it's one of those things. But I, just, there was a lot to unpack with what you said and trying to, you know, think of each thing in response to it. But I think that there's a way to do it. But, as far as the revenue building, well then, and I believe you had asked, Alder Wery about wouldn't that then have less of a need for staff, and so therefore reducing those costs?

- I don't think we would have a lesser need for staff. Relative to the garbage carts, one of the things that we keep coming back to is in the core of the city where you've got, okay, those smaller lots have 50 feet of frontage. Our garbage truck is, we're still using the, a lot of Peterbilts, right?

- [Chris] Right.

- So Peterbilt 320's. Peterbilt 320 has a turning radius of about 60 feet. Which means it drives like a truck, okay? If you've got 50 feet of frontage and your car is 17 feet long, and you have two of them out there, I need about 35 feet for the truck itself. I need the maneuvering room to get it in, I need the maneuvering room to get it back out, and I need at least three feet to grab the garbage cart, and I've gotta grab the recycling cart. I've used up almost the 50 feet that I need just to get the garbage truck to swing in there. So it's not like you're taking a car and swinging in and then throwing the garbage by hand and then swinging back up, we're dealing with a garbage truck, okay? You'd mentioned other municipalities with their winter hours. I'm glad you brought that up, because what we're hearing, what we hear as justification for eliminating the on-street parking ban, is there's a need. And our point always has been if there's a need, does that need suddenly disappear on November 1st and reappear on April 1st? If not, then that need needs exists year round, right? So either the need is there, or it's not. We currently have a process and I think people have alluded to that. There is a process where if you call in, you get up to six instances per year. Each instance could be as much as two weeks, as long as it's consecutive. Where you can simply call in, report your license plate number, and you get a free pass, okay? We're not handing you a pass, it's a, it's a virtual pass. But you get a pass and it's free. One of the individuals who spoke tonight talked about some accountability for the person who's parking on the street. Well, that's it. You have some skin in the game, you have to call in. There's some responsibility that that person requesting to park on-street has to exercise. In addition to that, anyone who has a true need for more than the six instances per

year, has the ability to petition the Improvement Service Committee, come in, demonstrate that need, and the committee can take action to provide an exemption. Now we provide those exemptions for a one year basis. And every year you have to come in and re demonstrate that need, because we've had folks say that it was for a caregiver and the individual needing the care was no longer resident in the home, okay? But we're not gonna continue to allow that to happen if the need is gone again. Chris, I think we indicated that those blanket exemptions, there are between 33 and 38,000 residential properties in the city of Green Bay. And I think right now we have five.

- [Chris] Five, city wide.

- Exemptions that we've printed. So I mean, it's out there, and there have been a number of folks who've come in and said, we have somebody providing in-home care for my mother. And they've been granted that exemption. And then we follow up, and either mom has moved somewhere else, or situation has changed where they no longer have the caregiver coming over. And then that permission has been rescinded, so. We feel it's Parking Divisions contention that the processes that we have in place, we're able to manage the requests that we're currently receiving. So we see no need to change the larger ordinances.

- [Chris] So a quick addition to what Steve just mentioned. A couple years ago, I did a call your neighbor, see what they're doing type of scenario, Green Bay, Metro area. And Green Bay appear as it is year round banned. It appears 2:00 AM, 6:00 AM, or three to five. But Bellevue, Howard, Allouez, and Ashwaubenon, all private not overnight on-street parking. Basically, you get two to six, two to six. Yeah, all those four communities are two to six during winter months. In addition to that, it was interesting to find out that Allouez says we grant no exceptions. So I don't care if you have your family coming in for a funeral, so to speak, you cannot park on the street at night. And the other three communities said, few to rare will we grant an exception. You gotta be bleeding out. So, again, just to mimic, copy what Steve was saying, parking, it's taken us a lot of years to develop our program for exceptions. And we get up to up to 90,000 calls a year on, hey, ABC 1, 2, 3 on parking in front of 1, 2, 3 Smith Street. It's my house and granted, but we accommodate that. A license plate surveys, you know, work, actually going to getting a license plate recognition software to help identify the vehicles quicker as you're going out of there. Yep, they're legit, it's 4 AM, leave him alone. So, but you know, we'll go down a street and right now it's just not punching it into the pads to understand that they're there. They don't need the tag. It's a virtual tag.

- Not for winter though, right? Winter is taboo all the way around?

- [Chris] No. No, for us it's year round, we do this year round.

- Okay, so I'm just saying if they park on the street and then there's a snow emergency of some sort.

- [Chris] Well, snow emergencies are always a different animal in every city.

- And again, be careful with what you're referring to, snow event versus snow emergency. A formally declared snow emergency.

- Yeah, sorry about that, snow event.

- If it's a snow emergency, I just wanted to clarify.

- Different animal.
- Snow emergency, if I see a vehicle on the street, heavy duty's got it, and it's being towed.
- Towed.
- [Chris] We've had some light winters. It's probably been three years since we've declared a snow emergency during winter, so.
- Thanks.
- Really?
- Where's that wood?
- [Chris] Yeah, just jinxed it by talking about it, I'm sorry.
- That wasn't wood, was it? Oh yeah, it was, okay.
- [Chris] But during a snow emergency, all bets are off because we're getting typically a dump. It's an eight inch, it's a 10 inch, we need the streets clear. We want to service the community and get the streets open.
- But yes, during just a regular snow event, it is problematic.
- [Chris] Cause we do have to go back and clean up.
- Sure.
- Alder Eck, were you still?
- Yeah, I just, so do you agree that the situation that they've shared is like, it's a different animal, if you wanna say, and is there a way to do more enforcement, things like that, for the problem that they're having over in the Lambo district?
- I think there are other than 3:00 to 5:00 AM parking issues that need to be addressed over there. And yes, I do think that there can be some additional efforts put forth on behalf of the city. One thing we do have to be careful about is, I would wanna make sure that we're not exposing ourselves to excess liability by being considered a targeted neighborhood.
- Can raise revenue.
- Yeah.
- Right?

- But that is somewhat similar, but also different. You know, that there particular area, there aren't really in the other areas of the city that we deal with like that, when you think about. I mean with the number of cars and all that. Alder Eck, you still?

- I'm good, yeah. Thank you.

- Alder Wery, that's your district. You got a few notes, you've been writing for a long time there. Are you ready to?

- Oh yeah, it's a city-wide issue. So it's not, I mean, yeah, that definitely is, it's changed a lot in my 20 years. Really did, I mean, you know that. As I'm sure you guys will agree, this issue will drive you to drink. Not even kidding.

- It's water.

- It's a 50/50 issue. And I send out surveys and talk to people, at least in my district of people who get back to me, it's a 50/50. And used to always say 50/50 issues are political loser issues for elected people. Doesn't matter which way you go you're losing. But, that doesn't mean you still try to do the right thing, but. We've brought this up numerous times and I've moderated my position from where I was in my earlier days where I really would've allowed any overnight parking. I really thought that was the right thing to do. And I still get lots of feedback as all of us do, stridently wanting that. It's my street, I pay taxes for it, I wanna park on it whenever I want. I get it, right? Fine. But then you get strident opinions on the other side. Very much is because of all the reasons given. And more people I talk to and see other cities, there's a lot of validity to some of the reasons for not allowing overnight parking. However, there are a lot of people who could use the extra and that's the part, if we could find a magic middle here. And I know we kind of have it, but I don't think it's very well known. You know, the fact that we only have five, right? I don't think people know they can appeal for a family situation where they need more. And so if we could hash that out more, I'd be open to that, I.

- Do you think part of it is that, you know, it's kind of a hidden gem there. Maybe you're afraid if you open up Pandora's Box. Kind of.

- It could be. You know, maybe you have a lot more people applying, but you know, you have an application process. It's not just, willy nilly, you know.

- There a reason why there's an application process.

- Yeah.

- Administrative wise.

- Maybe we can develop official little more permit policy, an application process, something like that for a homeowner, you know, and maybe duplex, I don't know. We don't want to open it up to multiplex's too big, because we're supposed to build it to accommodate people who live there, right? Otherwise we're going to force it all on the street.

- [Chris] Anything that's above two is required to provide off street parking, correct?

- Right, yeah, two. Because that's not our lot anymore.

- [Chris] Right.

- So duplex and bigger?

- Duplex and under would be eligible.

- Okay, yep, that makes sense.

- And for the.

- For any type of on-street parking.

- Okay.

- It's something I'm going to explore. And I just wrote a note down here is, maybe I know we do give out the permits for the Airbnbs, right? We kinda have to issue by the state note, but we can take 'em away. But I think we give out a permit. Maybe we can increase our fee a little bit to fund another overnight parking person around the city. It doesn't necessarily to be this area, but I'm gonna bring that up in the future. If it goes to planning, or through us, or who that might go through, but maybe that's a way to generate some extra revenue to help patrol the areas that they're causing the problem, you know.

- Without targeting that.

- Yeah.

- To just have a person there.

- That just came to mind here. There's gotta be another way to get some more help because you can't send all the forces over there to ignore the rest of the city, but a lot of the issues are in these areas. So I talked a lot and I don't know if I made any sense. But yeah, I have so many emails, and notes, and phone calls, and right? I'm sure you do too.

- I got my share, I got my share. I brought this up a couple years ago.

- Yeah, I found when I did the research on it, you came up being interviewed as the one proposing it in 2018.

- Was I starring at people or was it?

- And we bring this up and I know Alder Wery brought this up again. And I think the fact that there are opportunities, you know, I've had a few citizens who, one citizen, her husband took the car out at 4:15 in the morning, put it on the road. It was warming up. Went back in the house, he got a ticket. Just so happened that Parking Utility was coming by. It was a freak incident. However, you know, and they don't have enough room for three cars, so. This person has requested and sounds like she's very happy with working with the city, with the process you have in place, so. I grew up in Milwaukee. And

Milwaukee was even on, you know, a bigger city, more density, but we just did it. It was just the way it did it. So, the fact that Green Bay is a smaller community, you know, we still have, you know, we have density issues here. I mean, a lot of the buildings that we have, you know, a lot of cities, they build up. In Green Bay we kind of build this way. We don't build this way as much. So you have a lot of concentration in the central cities with cars, you know, with people with single stall garages and three cars, things like that. But you'd have to pass the policy for the whole city. Far east, far west side, they got four garages, you know, four stall garages and all that. So I've tempered my emotion, my feelings too over time with the fact that there is an alternative. That's helped me understand, like, okay, there is this one solution. It's not nothing. So I'm happy with that. And if it gets to that point where that's what it's gonna be, you know, I guess I'd be okay with that. So that's it for now. Anybody else wanna to chime in? Alder Campbell, you're frowning. Or not frowning.

- Yeah, I think you guys did a good job. I mean, I see both sides of it. I see them maintenance and I see, you know, and I live, you know, I love a clean street, without a doubt, you know. I think, you know, keeping the waterways clean and clear and the roads dry. And I mean, there's a lot of, which one do you want, you know? You know, on overnight parking, I mean, I don't have that issue, but a lot of people in my district do. And for the most part, from what I've seen, looks like the parking utility doesn't even bother 'em in some parts of the town. Whether or not they that's correct or not, I don't know. Or they're always getting tickets or they're always calling it in. But whether it be a seasonal type pass. I mean, it sounds like winter's the biggest issue, but again, like you've opened my eyes up too. So I might have switched the other way to the fact. You know, what do you want? Do you want clean streets? I mean, you've got litter. I mean, overnight parking is gonna make your town dirtier, I don't care what anyone says. In my point of view, it's gonna make it not as safe, it's gonna make it. But, you know, like, and the stadium and the whole parking on the grass. And I mean, that's kind of, if they didn't park on the grass, then they really have to park on the streets, you know? So that's even a separate issue. So, and there's not one size fits all here. I think a seasonal type pass. Like I said, we have a call in process. Maybe we gotta expand a little bit on that, you know?

- Educating.

- Well that, and I mean, every, I mean, look at everybody last year, or two years now, they stayed at home. So, there wasn't even any commuting anymore. So that had to create a lot of overnight parking, you know. Or a lot over day parking to where that gives all the utilities enough to do. But I dunno, it's a tough one.

- Okay, well.

- I think there's up gotta be some stuff.

- Yeah.

- So, Alder Wery, you brought this forward, so I don't know how you wanna.

- Yeah. Do we have, and I'm sure we do, the policy for overnight parking? Do we have that as a written document?

- It is a written document, yes.

- I don't know if it would be best to refer this to staff, to either, I can't say develop, but to refine the permit policy and application to allow on-street overnight parking? I mean, we do allow it, but. Do you see where we're trying to get it to.
- Just to have parking information?
- Let me suggest that because on-street overnight parking, the parking ban between 3:00 and 5:00 AM is actually an ordinance. So are you looking to amend the ordinance? Or are you looking to potentially refine the exception policy?
- I guess it would be refine the exception policy.
- Okay. So, my suggestion would be, the item you have on the agenda is actually to talk about the ordinance. If you're not looking to change the ordinance, receive and place on file this item. We, between Chris and myself, we can get you a copy of what the current policy is and bring a communication forward to provide suggestions on modification of the exception policy.
- Yeah, you're right, it is. I did see specifically ordinance in here, so.
- Well, all right, I want you acting on the right thing so that somebody doesn't subject you to criticism.
- Now, no matter what we do here.
- And before that we could, we can sit and eat.
- That would be good too. We can hash out something.
- Sure.
- Cause the goal is to accommodate the people who really do have an issue. It might only be like we discussed before, something that lasts for a couple years, while their kids are in driving age, and then they're out and they no longer need it. So, that's what we're trying to help here without turning over the apple cart.
- Yep.
- No matter what we do, the people are going to be after you for something.
- Yeah, so the criticism thing. It's gonna have to.
- We're going to have to open the floor. Motion.
- Oh, you go already?
- No, no, no, no.
- I'm sorry.

- No, no.
- No, no, no.
- I'll make a motion open floor. It's just when we're up here, have to open it up. So you can talk.
- Just a question, Chavez.
- Second.
- Okay, hold on a minute.
- Declare the motion.
- Second.
- Motion clear.
- Hold on a second. Okay, all a favor, please say aye.
- Aye.
- It's just.
- We have to do this.
- Procedural.
- Procedural, your name and address again.
- Juan Chavez 1070 Shiloh.
- Okay.
- Okay. Why are we trying to make it more complicated? He said you already has the permits. All they have to do is go on the laptop, apply for the overnight parking, give them your license and you're make, and everything else, and you're good. What are you trying to do here?
- Well, I think those are the temporary ones. Like if you just need it for a weekend or a couple days, like we're talking more about maybe a family who does have an extra car because they have more drivers than they did, and they have a small lot. And they might need it for a year or two. Make that process more visible and written out. So it wouldn't affect everybody, would just affect the ones who need it.
- Oh, the ones that.

- And it's more, it does apply more to the middle of the city cuz as you go out, lots are bigger, garages are bigger.
- Okay, what if down on the Packers district, all those party houses, can they apply for that?
- Well, that's where we could look at the policy. It would have to be, I think the homeowner. Or maybe a renter at a duplex. Yeah, I wouldn't be in favor of that. And they should be building and only renting to an amount of people who could stay there, right?
- Well they're not, well.
- Yeah, I know.
- They should, they should.
- We've all called and emailed. And I'm gonna explore that idea of extra enforcement for that cuz. And that's something we have to keep calling on. Cuz when their permit comes up for renewal, that's something we can use against them, and say, hey, you need to respond.
- Is that a yearly permit that they need to do?
- Yeah, it is.
- Yeah.
- So call in everything, that's my.
- That, might be the meeting you want to get the neighborhood at.
- Honestly call in everything, cuz it builds a record. I always just.
- Oh yeah. We've been trying.
- Yeah.
- Thank you, that's all I had.
- I mean first time was just Packer houses, now it's Airbnbs and.
- Well they call 'em Packer houses, Airbnb. I mean, we got those on Shiloh. But they're down Thorndale, they're down like three or four streets down from us. They're still there.
- Maybe them houses have to be tightened up, I dunno.
- Some are good. I mean some are very good, and they're very careful about who they rent to.
- Yeah, some are good, but.

- Some aren't, I know.

- We're we're gonna look at this. You know, we're not just, I mean we've brought it up several times and this is just another addition that we've talked about with the Lambo Field area more so than we did last time. So it's just something else we will look at. And we'll work with staff on this.

- Okay, appreciate it. Thank you guys, that's all I have.

- Miss Angus, you wanted to.

- I like Bret Farve.

- Mrs. Angus?

- Just additional information. As a landlord who has a number of tenants over the last, I think I started doing this stuff when I was 10 or 11 working in these buildings. Like I work a lot.

- Geez. Okay, you have to paint, you have to take care of things, but what you will find out, is that when you have a lease, you tend to write into the lease no RVs parked in your parking lot, no boats parked in your parking lot. You limit parking to two automobiles or you end up with five automobiles and then you can't plow your parking lots. If you can't plow your parking lots, then the other tenants call and they yell at you cause you don't get the plowing done. Even if the streets are still, you know, six feet tall. So, with snow. So you have to, I mean, are RVs gonna be able to park on the street? That's a whole nother. Are van's gonna be able to park on the street? Are you gonna have people living in the RVs? I mean you have people who live in RVs and then they use the bathroom of your rental unit to go to the bathroom in violation of some city code, I would imagine. It goes on, and on, and on. And you know, when you're doing this, you tend to look at people in a very negative viewpoint because you have to really, people are not all nice. You know? I mean, and if they end up parking five cars in your parking lot, three of which don't run, it's a whole nother issue.

- So you're saying some landlords will be good with that and others, they won't care?

- Well, I'm just saying, if you're gonna change the parking, you know the ban on the parking, you're gonna have to look at like people parking three cars that don't run on the street, because they can park overnight. You're gonna have to look at, are they gonna park RVs? Are they gonna park vans? Are they gonna live in the van? I mean, as I was sitting here listening to Director Grenier talk about his issues, you know, all of a sudden I was like, wow, you have some very valid points about the security and, and our community. So I think, and then the snow removal. Can you imagine people calling Director Grenier after they have six feet of snow around their car? And then they make the city go out and, and dig em out. That's what's gonna happen.

- I think that's why we're trying to hone it down

- I know, but I just thought I would.

- To people who need a spot clear. A car, or.

- I know I'm probably like beating a dead horse to death, but.

- No.

- No.

- But it's just really, really a problem. And then I had one. Oh, and then about the Airbnbs, don't be so negative about the Airbnbs. You know, people buy those and put a lot of money and bring a lot of good into a community as far as like, there's a lot of bad stuff that happens too. But I'll tell you, you know, you go down some of those streets over Shiloh Lane, there's some beautiful homes there. There's some homes that were very run down that have been, people who put a lot of money into the homes in that area, so. I think it's a balancing act. Everything in life is a balancing act.

- I don't think anybody wants to be negative, but it's more of a enforcement of what the laws are.

- There's good landlords, there's bad landlords. There's good Airbnb owners. And you know, sometimes you just have bad people that stay there and you just don't know what you're gonna get, so. Who knows. But anyway, I'm sorry I took up more of your time, but consider the RV issue, I'm telling you. All right, thank you.

- Okay.

- Thank you.

- Okay. Motion.

- Could be like a.

- To close the floor.

- Motion to close the floor.

- By Eck. Seconded by Campbell, well.

- He got enough.

- Did he?

- Yeah.

- Enough. I got quiet.

- That was a be quiet.

- Okay, set by Campbell. All in favor please say aye.

- Aye.

- Aye. All opposed? Okay, we're back to it.

- Alder Wery.
- I'll make a motion to receive and place on file with the acknowledgement that the policy, we will work on the policy and bring that back to accommodate. What we talked about.
- What we talked about.
- Don't repeat everything he said.
- No.
- I second it.
- You second that?
- Are we ready for a second?
- Yes.
- Were you still going?
- Yeah, no I was say there's a happy middle ground here somewhere.
- Okay.
- Dammit, we're gonna find it.
- Right? Well we keep trying.
- So we have a motion by Wery, seconded by Eck. Any other discussion? All in favor for this, say aye.
- Aye
- Aye
- Aye. All opposed? Thank you, staff and citizens for your input.
- Just cause your items over though, you don't have to go. We've got, You might wanna talk about tree and brush trimmers. Anybody?
- Can we like run some trailers or something on the next meeting?
- Let's take three seconds to get our breath.
- We're moving back up to number three.
- I think the rest is pretty technical. So if I don't think anything's in your area.

- All right, yeah.
- No under the table stuff?
- Well, you wanna look.
- That stays under the table, yeah.
- Well, that's all the time.
- Did you wanna look? I have a copy of the agenda if you want read it.
- We just wanted to know that stuff was on the table, you know?
- Yeah.
- I'm sorry.
- Okay, here we go.
- No, I don't do that.
- It's all public, so not under the table.
- And we did move everything up for everyone.
- I don't do under the table stuff.
- Yeah.
- You're being recorded.
- Only, cuz I'm really tired and I can't stand up.
- Very tired, so.
- Okay, number two.
- Can we continue here please, folks?
- Yes.
- Yeah.
- You mean there's more?
- There's more.

- Yeah.

- Number two. Consideration with possible action and request by Alder Stevens on behalf of Shane Zirbel to install two street lights along Van Duren, spelled wrong by the way, Street between Newtols Street and Spinnaker Lane referred to staff at the Wednesday, July 27th, 2022 of Improvement Services Committee meeting. Alder Stevens, is not here. Staff?

- Okay. Subsequent to the July 27th meeting of the Improvement Service Committee, staff did go out into the field to take a look at where street lights may be appropriate. This particular stretch of Van Duren is one block south of University Avenue. And if you're familiar with the University Avenue Market, it would be the backside of the University Avenue Market. While staff was in the field, looking at potential candidate sites for street lights, we noticed that the wall pack lighting mounted on the backside of the University Avenue Market was not working. So in addition to reaching out to Mr. Zirbel and having a conversation with him, staff reached out to the University Avenue Market. They have gone back, replaced and updated their wall pack lighting. And subsequent to that, Mr. Zirbel has indicated to us that there is quite sufficient amount of light on Van Duren and has requested to rescind his request, so. Staff recommends to receive and place on file.

- Motion to receive in place on file.

- Second.

- Since it's the barter of my district, I will second it.

- But it was dark back there.

- Seconded by Campbell.

- Yeah.

- All a favor, please say aye.

- Aye.

- Aye.

- Aye. Are you crying over there?

- No, it's not that often we get a, everybody's happy.

- You made him leave, now.

- Okay, that was quick.

- You made him leave. That was divine intervention there. You made him leave, now.

- No, not really.

- What do we have here?
- All right, number four. To approve a professional services contract with Modjeski and Masters for the design of the West Leaf Mechanical Rehabilitation for the Main Street Bridge over the Fox River B-5-311 in the amount of \$253,095. Staff?
- So we have been working with Modjeski and Masters on investigation on the Main Street Bridge. This is again for the hydraulic replacement over there. So they have been working with us on diagnosing what we have and what options would be available to us. So if we have looked at things like replacing the hydraulic system with a full electric system using electric motors to lift the bridge. So they've gone through and done a lot of the diagnostics, finding out what's wrong and providing an approach, a pathway for us to move forward. And the best part of that is the pathway that they have provided to us is a phased approach. So we don't have to borrow \$2 million all at once. We're kind of taking this in maybe half million dollar chunks over three or four years where we can afford to do it a little at a time.
- There's.
- Go ahead.
- Weren't we kinda holding our breath for some more federal money, right?
- We still are.
- Okay.
- Well, one of the nice things about the segmented, or phased approach, is if we're successful in acquiring money, we can do two phases at once. But it's broken up into individual components, so. Through the investigative phase, and I think at the July meeting we had an amendment to that investigative phase. We've completed the investigation. We would like to continue with M and M to do the actual detailed design and generate plans and specifications. So we're asking to enter into a contract for the actual detailed design of the replacement components.
- Alder Eck, and then Alder Campbell.
- I just wondered, is this in your budget?
- Yes.
- Okay. That's all I got. Okay, thank you.
- Alder Campbell.
- Just clarification, that's Main Street Bridge, right?
- Correct.

- That's the one that we own, that the city owns?
- Correct.
- The city owns, right.
- Okay, that's the only one, right?
- Yes, sir.
- Okay, just clarifying that. Pick that up the last time.
- Now, is that an issue then with, cause you mentioned federal monies, Alder Wery? You know, I mean it's owned by the city, but we could still apply for grants.
- It reside, any bridge over 20 feet. That's the span of 20 feet designates the difference between culvert and bridge. So if it has over a 20 foot span, technically just about any bridge in the state qualifies for the state bridge program, it's a matter of sufficiency rating and load restrictions when you get the money. This one, because it happens to reside on a state trunk highway, no, no state trunk highway.
- [Chris] It's not.
- That is a federal primary aid highway. That is US Highway 41. And it also comprises part of what's referred to as the NHS or the National Highway System. Because in the event of I-43 being inoperable when the Frigo Bridge collapse happened, the official route of I-43 was Webster Avenue, to University, to Monroe, to Maine, to Broadway and out. So this does reside also on alternate I-43. So, it is eligible for federal funding. And what we are attempting to do when we get into the actual construction, there is a local, or there is a lift bridge program that the state offers that's a reimbursement program. We will apply for as much reimbursement as we can, but that's a competitive program that you're in with, I believe eight other bridges across the state.
- Do we have? Oh, just one quick and then I'll get. Is there, you know, with the bridge that we have here, and we've had issues over the years just with repairs and things like that. Does your department, what is your feeling about this bridge at this time? Generally speaking workable? I mean, you feel, I mean, it needs work obviously.
- All the bridges do. And one of the thing. I shouldn't.
- I mean, can you.
- Well, I shouldn't take joy in it, but the last couple of bridge problems that have happened, we had a gear slip and vast pinion failure on Tillman, which was Mason Street.
- Oh Tillman. Just this summer, we had a pavement swallowing issue due to concrete expansion that caused a jam and damaged the bridge on Walnut. So those are the other two bridges. It's not just Nitschke that we're having issues with.

- So your joy is that it's not.
- I should, I don't, I don't wanna wish. The last couple of ones weren't our bridge for once.
- Okay.
- Joy.
- I was just gonna make a motion to approve.
- Okay. Motion by Eck?
- Are you?
- Yes, I am.
- Motion by Eck. Do we have second?
- Second.
- Second by Campbell.
- Any other discussions?
- Money.
- It's in the budget.
- All in favor, please say aye.
- Aye.
- Aye.
- Aye. All opposed?
- That was really one for joy.
- Yes.
- That's good, I like that.
- Shared that.
- Yes.
- See what all the other committees are missing.

- Yes.

- This in person stuff is something.

- All right, Number five. Consideration with possible action on request by Department of Public Works to enter into a Professional Services Agreement with Multimedia Communications and Engineering Inc MCE for fiber optic, TDS installation and special services. Staff?

- As we've talked to you about in the past with the TDS project that's going on across the city, that will be going on for the next three to four years, they're installing in excess of 505 miles of fiber optic cable. We want to make sure that that's installed correctly. As it relates to public right of way or easements. We are understaffed. We cannot provide our inspection services. Plus, inspecting fiber optic, we can inspect to make sure that things have been covered up directly, but we really don't know if that fiber optic is gonna cause problem with something else we're not trained in fiber optic. MCE was the contractor who had installed, I believe they installed the City County Fiber.

- [Chris] Correct.

- So when the City County Fiber Project went in in 2008, 2009, they were actually the contractor to put that in. This is what they do for a living. We're fortunate enough to get one of the individuals from MC and E to act as our inspector. So it's not a full time job. And we'll use our standard, you've seen our professional services contract, when we contract with somebody, it's the same professional services contract form. I believe he is charging us 8 cents per linear foot when it's installed in a right of way and 13 cents per foot if it's installed in an easement area.

- [Chris] Flip Flop.

- Flip flop? Okay, 8 cents in an easement, 13 in a right away. We estimate that the contract will be worth \$135,000 a year. Next question is, how do we pay for it? We have, because this project is so large, rather than charging our standard excavation permit fee every day we get one, we've broken the area up working with TDS into what they call DFN's

- [Chris] Yeah, nodes.

- So there's a node, then the DFN that serves that node. We know how much is in each of the nodes, and we've estimated what it's gonna take for our permitted cost. What it's gonna cost for inspection? What it's gonna cost for locating all of those things? And that's what we've charged in permitting fees. So the permit fees actually cover the cost of the inspector. For the city, it's revenue neutral.

- Move to approve.

- Second. He knew we were gonna ask that. So I appreciate that you know we're very fiscally responsible.

- All right.

- Thinking ahead, thinking ahead.

- I was going to ask a questions, but I think I like that.
- That was better than the bridge then? That seemed like a motion right right there.
- So Alder Wery put motion, seconded by Eck. All in favor, please say aye.
- Aye.
- Aye.
- Aye.
- All opposed? Great, that's fantastic. Just an aside on this, and I don't know, Director, I talked to you about these obstruction permits that these utility companies are getting. And I don't know if you Alders get, I'll get calls and somebody says, they're digging up my yard, who is it? Blah, blah, blah. And I go, I don't know. So I don't know if that's something that maybe doesn't totally pertain to this, but somewhat. So is that something that we can talk about?
- Under E one.
- There you go, you're right.
- Thanks for reminding me.
- We've only been here two hours and five minutes.
- Whoa,
- Thank you.
- I'm good.
- All right, next number six. Consideration with possible action on request by Department of Public Works to award the East River Trail and Canoe/Kayak Launch Project at a staff level. Staff?
- Right now, trying to get projects, bid and constructed yet this year, every day is critical. So this particular project is gonna be coming in during September. And there's a oddity in the September schedule where there's gonna be like a two week gap between a committee and a council. And we're actually receiving the bids in the middle of that gap. It would result in a three week delay for us to come through committee and get council approval at the next council meeting. So we're just asking for staff.
- Approval at this time.
- Yep.
- So we would have that authority.

- We award the contract if there's money, if it makes sense, if it's not overpriced, you know, same thing that we're gonna be talking about in our area.
- That's that's happened before. Where we've had time frames.
- We're actually doing it again tonight.
- Yes.
- I think I'm fine with that. Cause I've seen you kick out bids cause it was just crazy. So, I mean, you guys are reasonable in this.
- Okay, so we have a motion?
- Motion to approve.
- Motion by Wery. Seconded by.
- Second.
- Seconded by Eck.
- I feel like we compete. All in favor, please say aye. I know you're like.
- Aye.
- Aye.
- All opposed?
- Aye.
- Aye.
- You're jumping through it.
- I know.
- We're good.
- All right.
- New Randy.
- All right, number seven. Consideration with possible action on proposed 2023 Parking Division rate structure.

- So I'm gonna give you a brief overview and then I'm gonna, Chris, take this over. Chris has again, provided you with a very nice eight or so page.

- Yeah.

- Yeah, I know.

- This is a big packet.

- It will cure your insomnia.

- In your spare time?

- Yeah, we have to.

- Six page document.

- Recalculate it without 270.

- And what it does is it gives you a history on what goes into our rate fees and what we've done historically. The big ticket item here, if you will, is the conclusions and recommendations. Taking a look at how things have rebounded since the pandemic. Now, we were lucky that we had a decent cap reserve fund built up in Parking Division, because we sure tapped into it over the last two years.

- Oh yeah, it's been raining. A rainy day fund, so.

- As people weren't coming downtown as much, especially our ramp counts and our, our meter counts went way down. Now that's starting to recover and things are looking up, but we're not getting too crazy optimistic just yet. So based on what we're seeing as trends here in downtown Green Bay, we are recommending that we increase rental rates by 5% rounded up to the next dime. So that would be anybody that's both surface lots and.

- [Chris] Ramps.

- Ramps that have monthly rentals with us. Maintain the meter rate at 95 cents per hour, maintain the Adam Street lot and river ramp hourly rate at a \$1.10 per hour. Maintain the ramp hourly rate at 85 cents an hour. Maintain our current citation rates overtime parking and expired meter at \$22. No parking and overnight on-street parking \$32. No stopping or standing hydrant fire lane or bus stop violation at \$42. A one week late fee is \$12 added to the citation face value. And a one month late fee is \$22 added to the citation value. And it's one \$12, in addition to the \$12 one week late fee. There is also a larger citation rate history that's provided on page six of six that talks about off truck route and disabled plate. Remember back in 2020, we made a rather significant change. We went from 150 to 302 for parking to the disabled stall. It's not a widely abused privilege, but it does happen. So what we wanna make sure is if it happens, somebody knows about it, so they're not gonna try it again. So that's kind of just a higher level overview of the information that Chris has provided.

- 302?

- I see the citation rate and Chris, maybe you can. The truck off the truck route. You know, the \$50. You know, we're having, you know, in my district Bond Street is being redone and a lot of citizens are worried that people are gonna be driving trucks down that road again. And, Director Hansen, you know, Dave Hansen mentioned that there's some no parking, you know, no truck, route signs. And you know, I see him, but it's not like, wow, you know? But I would think truck drivers would realize that, you know what? We're not supposed to drive on these roads. And I thought I understood, according to him, he stated that a driver can lose his CDL license possibly, if he breaks the law on that.

- That violation of.

- Is that one of the.

- Violation of truck road restrictions is something that a CDL insurance carrier is definitely gonna look at.

- So seems like a lot of times people don't say, hey, I'll take the chance, I'll just kind of go down these few blocks, no problem, if there's nobody there. Then here's what he told me.

- Have them call it in.

- And this is another point. You know, we have four traffic officers for the entire city. He said, if we had 16, eight on each side of the, it would deal with speeding, it would deal with all this stuff. It'd be a lot more efficient, but that's another point.

- Have them call that trucking, whoever the trucking company is. We had that problem in Oneida for a while. And there was an ex city employee who lived down there who religiously would call it in. And it worked.

- And it eventually

- Yeah.

- Now with that in mind, if there is a destination that is not on an established truck route, a trucking company has the right to take the most direct path immediately to that destination and immediately back to the nearest truck route. So there are opportunities where trucks are allowed to be off the truck route, but they can't use Bond Street as a cut through between Taylor and Military.

- Thank you.

- I have that on Western, people complain that.

- But, your house.

- On Western, yeah I suppose.

- Okay, your house on Steven. If an appliance company was delivering a washer and dryer to your house, they gotta get off the truck route to get there.

- Oh yeah.
- But they have to take the most direct route to your house then the most direct route back on.
- Okay, that was just one point, but.
- Yup.
- Chris, I don't know if you have things to add to this?
- [Chris] No, just a quick FYI, though, I don't wanna drag it out though. One of the main driving, reason for this significant, if you will, you could see the history of rates have typically been two, 3%. Some years zero, I don't know if we're gonna ever see that again.
- Yeah.
- [Chris] Is the supply, demand, price of steel, which would lend to vehicles and equipment, parking equipment, electronics. You know, we live in that world now we're never gonna get away from it. Fuel and, you know, more fuel and electricity, we have a lot of lights in the ramps and lots.
- Oh yeah.
- No, we understand that. That's why in a way I was surprised that things didn't really raise all that much, except for that rental. That was the only thing that really.
- Well, and then just one other thing we do want to make you aware of, I've been having a conversation with the mayor's office. As we have been going, we have an annual contract for ramp repairs. If we spend about \$650,000 a year, doing maintenance work on our ramps to keep them functional and moving forward, because cars parked there during the winter, cars drip, there's salt in there, salts bad for ramps, okay. There's a lot of things that go on in a ramp. It's not a real hospitable environment. So you have to be up to date on your maintenance.
- Wow.
- I believe the Cherry Street ramp was constructed in 2002 or 2004.
- [Chris] Five.
- So 2004, 2005. We are getting up near, we're nearing the 20 year mark. Okay, that's when you start to see some significant maintenance activities. Main Street is our oldest facility and it's starting to show its age. And we are anticipating that over the next several years, we could be putting as much as a half million dollars a year into Main alone. If you remember, for those of you've been on the council for a while, those of you who haven't, this would be new information to you. When Schreiber Foods Incorporated decided to locate their Global Technology Center and home office in downtown Green Bay, there was an option in that development agreement that no later than August of 2031, the Main Street ramp goes away. And they have the right to purchase that property. 2031 is only nine years from now.

- Yeah.

- Okay? The first 11 years of that agreement went by really, really quickly. And now we're looking at expending a half million dollars a year over each of the next nine years, just to keep that thing functional so we can tear it down. I don't know that the expenditure of four to four and a half million dollars on something I have an intent to rip down in less than decade is the best use of money. So Jim and I have had conversations with our Assistant City Engineer in Special Projects that we are gonna do an in-depth evaluation over the course of this winter on into the spring to find out is it time that maybe we no longer have our Main Street ramp? We may decide to pull the trigger on that one sooner rather than later.

- Is that a problem for Schreiber then?

- No.

- In the agreement?

- Because really, there are a very few number of people who are parking that ramp daily. It's when there are events at the KI Convention Center.

- [Chris] Drivers in Pine Street ramp.

- Drivers primarily in Pine.

- Okay.

- With APAC or Arkhola or whatever they were called when they left, that was a call center that was in the Bay Lake City Center Building. When they no longer were in Bay Lake, that freed up about 700 stalls in Pine. So we bought ourselves a couple of years of capacity by doing that. So we are probably gonna have a fairly significant investment in demo costs sometime in the not too distant future. But we are gonna be looking to replace that ramp and 681 stalls in main, 800 stalls in Cherry, 1,843 stalls in Pine. When we take Main down, we have a parking study that's going on right now, or we'll be coming to with a recommendation to award a contract, to consultant, and to update our 2013 parking study. Very, very shortly here. Part of that parking study is gonna look at parking demand and parking supply, and where the next ramp is going to be, and how big it's going to be. My estimation at this point in time is the next ramp that gets built is probably going to be in the 1200 stall range. Conservatively, not including land acquisition, that is a probable 33 to 36 million dollar expenditure from work inquiry. So just something to be thinking about in the not too distant future.

- Well, you're throwing four and a half million away in a sense. I mean, you're talking about over time, but that's still, you know, you're right.

- Right.

- So, we're taking a very, very hard look at that Main Street ramp right now.

- Okay.

- Well.
- So.
- We just have to, I mean, is there anything else staff you wanted to add to this? I mean, I appreciate the work.
- No. We appreciate the work on this.
- And then the parking rate structure, the reason we're bringing the parking rate structure to you at this time is if this parking rate structure is approved, then we can use these numbers for revenue projection. And that goes into the parking budget, which comes to you in November.
- Committee, anybody?
- Can we lower the cost of overnight parking? I'm kidding.
- 270,000.
- No, well, it was \$32 if you park, I thought it was 20. It's 32?
- Mhmm.
- For overnight.
- Man.
- We had a couple.
- I guess.
- All right, so everybody, what are pleasures for this?
- I guess so.
- Move to approve.
- Okay by Wery.
- Second.
- Second.
- Second by Campbell.
- He can be on records.

- Campbell is the move.
- Any other discussion? All in favor, please say aye.
- Aye.
- Aye.
- Aye.
- We're getting there.
- Reluctantly.
- We're getting there, staff.
- All right, number eight. Consideration with possible action on the review and award of the following contracts. A, if you wanna take this one another time, or?
- That's up to you.
- No, let's do them both.
- Okay.
- All right, here we go. A. WSG 2-22 Reproof and B. Sewers 2-22 Mini-Sewers.
- Okay. The West Side garage reroof, we received four bids. Low responsive, responsible bidder was Northeastern Roofing at a bid price of \$949,981. For Sewers 2-22 Mini-Sewers, we did receive four bids. Kip Gulseth Construction Company was the low responsive, responsible bidder at a contract price of \$479,179.55. Staff recommends approval of both contracts to the low responsive, responsible bidders.
- Move to approve.
- Move by Eck to approve. Do I have a second?
- Second.
- Second by Campbell. Any other discussion? All in favor, please say aye.
- Aye.
- Aye.
- Aye. That passes unanimously. Moving along, number nine. Report the award of the contract pavement 5-22 Eliza Street reconstruction. Staff?

- Okay, so we are just reporting out to you that staff did receive bids on the Eliza Street construction project. Four bids were received Vinton Construction Company being the low responsive, responsible bidder in the amount of \$725,447.37. That was within the money that had been bonded for the project. So staff did make the award to the construction company. We're simply looking for a motion to receive and place on file the report.

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

- By Campbell.

- Second.

- Seconded by Eck. Any other discussion? All in favor, please say aye.

- Aye.

- Aye.

- Aye.

- All opposed? That passes unanimously. Number 10. Consideration with possible action on acquisition of rights of way required for the reconstruction of the pedestrian ramp at the southeast corner of South Washington and Crooks Street. Well, do I have to read this? Part of tax parcel number 13-11 for the amount of \$400.

- Correct. So it's just a small vision corner for the head ramp, it's a small piece of property behind the sidewalk where the pedestrian ramp is. So we have the room to get in there and build a pedestrian ramp. This is what we refer to as a nominal take. So it's a minimum established value for commercial property in the downtown area. That \$400.

- The rights of way, so it's an acquisition?

- Yeah, we will actually own that right of way in perpetuity now.

- So that's just the, what? 66 foot wide, and by how far?

- No, no. We're only buying like a little corner behind the head ramp so that we can get in there.

- I see.

- You can do it one of two, one of several ways. You can do it with, as we're proposing this, in a fee take where we actually own it. You can do a permanent limited easement for transportation purposes where they own the property. It doesn't change the tax amount on the property, cuz we're literally picking up like six square feet.

- Okay.

- Or you can do a temporary limited easement where we're allowed to go in there, do the work we need to do, restore it, then we go away. But if we have to go back and do work again, then we gotta take easement out again. Temporary limited easements of permanent limited easements. We pay the same dollar value as if we buy it fee. So if we're paying \$400, we might as well own it.

- Sounds like it's a motion to approve.

- Second.

- Wery is second.

- Sounds like.

- All in favor, please say aye.

- Aye.

- Aye.

- All opposed? That passes you unanimously. Okay, number 11. Report of actions taken by Department of Public Works. Granting of licenses, sidewalk builder. Do we.

- We could take 'em all at once.

- Let's take 'em all at at once. So, sidewalk builder. A, Lakefront Flatwork and Construction. B, BMD Concrete Innovations. C, DeLeers Construction. D, TC Concrete Products LLC. E, Al Dix Concrete Inc. We'll just stay with that. Or we can do two, Tree and Brush Trimer. A, Fox Valley Tree Care and Landscaping

- Sure.

- Staff?

- Recommend approval of all.

- Make a motion to approve all.

- Motion by Eck. Do we have a second?

- Second.

- Second by Campbell. All the favor, please say aye.

- Aye.

- Aye.

- All opposed? That passes unanimously. We are finally getting to the informational. So we have discussion on utility installation, project City-wide and impact to residents. I jumped the gun earlier, I apologize for that, so.

- You're right, we refer to you.

- All right, well. And like I said, as Alders you probably get calls occasionally from folks that say, hey, they're digging up my yard, who is it? And I, then I go, I don't know. And I'll go over there and take a look and it could be any number of utilities or fiber optic companies. And I did have a discussion with Director Grenier last week in his office. And we talked about that and they said a lot of places will, a lot of these companies will get obstruction permits that they pay for, but occasionally someone sneaks through and doesn't do that. So it makes this difficult for us to tell our citizens, well, what is going on, so. I spent maybe 20 minutes talking to one of the gentlemen for this fiber optic company. He rested my needs of knowing about that. And then I could call my citizens, so. Basically it seems to me like most companies are pretty good about getting the obstruction permits, but I thought I would just let you kind of expound on that a little bit.

- Sure. One of the things that I want to call attention to with the larger fiber optic projects that are going on right now, especially the TDS Metro Crown Project and the AT&T Project that are happening across the city. Jim deserves all the credit on this, Jim Brunette. Jim has been working tirelessly with both of those companies on refining and upgrading their communication processes with our residents. We had an issue last year over on the far west side. And it got ugly in a hurry because AT&T wasn't communicating with the residents. There are obligations under Wisconsin Administrative Code for the Public Service Commission specifically under PSC 130, that tell what utility companies, not just telecom, but any utility company, what they have to provide municipalities as far as design, the minimums they have to put in. And basically what it refers to is the in it's the industry standard. So if all telecom companies get together and decide, we're not gonna send letters out to residents, that means nobody has to, cause that's the industry standard. And if we require something above and beyond the industry standard, we have to pay to have that done. We're financially responsible for it. So Jim's done a great job working with these companies, identifying and using that AT&T issue from last year as kind of a case study as this is what happens when you guys don't communicate. So largely due to his working with the utility companies, we now have a pretty robust communication. So as TDS or AT&T's coming into a neighborhood, they are sending letters out to the residents. They're doing literature drops on door handles. What to expect. It's in their best interest as well. To not only have good communication, but to let people know what's going on. Cause they're also looking for people to sign up for their fiber optic service.

- Right?

- So, this wasn't the case at times? I mean, until this happened recently, I mean? Before that?

- We didn't have this scope, this size of project going on.

- There's a lot of projects going on.

- But over the past couple of years, utilities in the public right of way has become a focus of mine. That's just a mission that I'm on because I think you've heard me say, the right of way is a very finite resource, and we're getting more and more stuff in there as we deal with legacy systems that are

abandoned in place. And the need to replace those systems and find a home for everybody. And we didn't have telecom services until the 1920s and that was AT&T and they were on a line, okay? Fiber optic is within the last seven years or so. Gas, electric being buried underground, or on poles. Cause above ground, below ground interferes with each other cause the hole needs to be buried where the sewer goes, okay? So a lot of that kind of stuff. How does everybody find a home and how do we equitably share that space? I'm actually part of a focus team with American Public Works Association that is referred to as APWA, the utilities in the public right of way. So that's, I'm working on a actual basis to do some of this stuff. And like I said, Jim has been very instrumental in taking that information here at the local level and working directly with these folks. That now is being extended out to some of the smaller contractors. Somebody who's not doing miles and miles, but rather is doing 300 feet. And they think they're just gonna sneak in here and knock it off and get out, and save themselves \$85 in permit fees. Well, if you get caught, they can be a lot worse than \$85.

- Is this all being documented in a sense? Cause I know that these companies are all on their own platforms, if you will. But as far as, you know, for the city, you know, we have our GIS system showing sewers, and sanitary and all sorts of things. When somebody else has a project like that, that's within the city right of way or located here. Is there some kind of documentation that you folks have that you know where this is? Or is that something that you don't have?

- No, we don't. The way to obtain that information, typically you would need that information if you are doing a project, you wanna make sure you don't hit something.

- Mhmm.

- So when you call into a one call system, you call into the digger's hotline? That's when they go out in the field.

- They have, they have.

- Yep.

- But there's really nothing we can look at and say, oh, okay, this has been done, this area isn't blah, blah, blah. That's not available.

- No.

- [Chris] One thing I'll add to that though is for the TDS project, because they're actually installing about 500 miles of cable throughout the city, is that's you remember the item on the agenda for MC and E to do the inspection? That's one of the tasks that they have is to work with TDS. If there's a change done on the field, they coordinate the change of plans so that we actually have a record drawing of how things were done. But, unfortunately that's a vendor. We don't have that for everybody.

- For everybody.

- [Chris] Yeah. And there's a handful of vendors out there installing this stuff.

- I think for me, you know, for the Alders, it's just that if somebody's doing some work, it'd be nice to know what is there. And if you mention that, like this TDS, that they're hanging stuff up on doors and are contacting citizens, well, that helps because then we won't get the calls.

- Right.

- Just piggybacking on that, sorry. I just had one on Raleigh or Thorndale or something like that. They called me last week. Cause we're sending whole flags out and city wasn't sure, and WPS wasn't sure. Didn't know. Nobody knew.

- I couldn't help.

- You could.

- I still don't know what's going on, but.

- And just cause the flags go out doesn't mean construction. Sometimes the flags go out because well, somebody might be doing a property line survey for a house and they call diggers hotline because they're looking at getting all that stuff up. And it's planning locate.

- Piggyback on that. I mean kind of.

- Piggyback.

- You know, you see all the different colored flags.

- For projects.

- Is there something that Public Works in the manual or that, that says, okay, this color is for this, this.

- Digger's hotline tells you that.

- Diggers hotline will tell you that. I just thought.

- Well, this little piggy down here.

- All right, anything else on this? Otherwise I.

- I just got some questions on updates and.

- For this, utilities?

- No.

- Besides being directly in the report.

- Okay.

- Motion to receive and place on file?
- Okay, do we have a second?
- Second.
- Second, okay, by Eck. Seconded by Wery. All in favor, please say aye.
- Aye.
- Aye.
- Aye. All opposed? All right, well I don't see it. I don't see a director's report.
- Oh, just got left off.
- Oh.
- Well then you don't get one.
- So, sorry.
- Do you have anything add?
- I was gonna give you the same report that Director Hitch and I did.
- I make a motion to add a director's report.
- I don't have anything in particular, but if you have any questions. We can open that up.
- Extra time.
- Alder Campbell, or were you first?
- Him and then I have two things.
- Okay, Alder Campbell.
- I Have two. Update on the city fishing docks, city docks.
- They, like I said, they were out for bid, we're waiting on them to come in.
- [Chris] We have a contractor selected. They're doing shop drawings right now. And after shop drawings are generated that be roughly eight to 10 weeks. We're anticipating, still an installation possibly this fall.
- This fall.

- Well the fishing clubs are calling out.
- Trust me, I want them in more than anybody.
- Okay.
- So this.
- Is it. I'm trying to come up with an answer for a constituent on, there's a corner property over by her house at the end. And she's like, why doesn't somebody build there? How, how do I handle that? Like where can I, I mean, I could probably go under Brown County land. I don't know if there's something in here. She wants to know who owns it. And why isn't there something being built there? I don't know if the city owns it, or.
- I think that would be the Planning Community Development.
- I mean, it, I gotta give her an answer. Like what's the difference, you know? A guess.
- I would have Community Development look at that.
- Where do I find the answer?
- Refer them, refer them.
- Who owns it?
- To find out who owns it, you can simply go to the city's website.
- Okay.
- And there is a, on the left hand margin.
- Okay, I thought so.
- There is a button over there that says open data.
- Okay.
- If you click on that, punch in the parcel number or the address, everything about that parcel will pop up on screen.
- All right, all right. I knew there was a way to do it. I just couldn't remember where. Thank you for that.
- You finished Alder Campbell?
- Yeah.

- Okay, Alder Eck.
- Very quickly.
- Very quick.
- And probably a little random, but one of them is we always think of this after everybody's gone, but those pictures need to be updated. So I dunno who needs to do it. They're very old.
- That needs to be coordinated through the mayor's office.
- Oh, there you go.
- Okay.
- Okay.
- Good luck.
- So we have to contact the mayor?
- Contact the mayor's office.
- Best of luck.
- All right, and the second thing, second thing is, one of the things I noticed, so we go through the committee and we will recommend approval or whatever, but it doesn't always get updated on that, the form that gets put in the agenda packet, you know, with the blue lines, and it'll say recommendation. Just a thought that it doesn't always say recommended. Cause when I first, you know, came on council, I looked at that, and I was like, it doesn't really say. Doesn't always say.
- At council, you're saying that you don't have what was stated?
- Right, like the committee recommends it. Shouldn't that be under there? It's a thought.
- I don't know.
- Cause that's what the form is for. So just putting that out there. I don't know who does that. Do you know what I'm saying?
- That would, well.
- We go through and we.
- Well, each department handles their own.
- Each committee does there own.

- Each committee does there own.
- You know, I guess, do you have any you could show? I dunno.
- Well, it's in our packet, you know, here and it has the blue lines and it says what it is. And then underneath it, there's a spot where it says recommendation.
- Oh.
- And then if we're referring it to the full council, should it say.
- Nope, nope. That's a staff recommendation that's coming forward to the committee.
- Okay. But it doesn't, most time doesn't say anything.
- We just don't put the staff recommendation. She's talking on the, the individual.
- Yeah, like that. But then I thought that.
- Here, the recommendation we don't fill that in.
- Then, when it goes to the full committee I thought it should say that it's recommended by the committee.
- That's not what this does.
- Oh, okay, all right.
- This would be the staff recommendation to the committee.
- Okay.
- Not the committee recommendation to the council. The committee recommendation to the council is the report.
- But a lot of times it's empty. So that's my whole point, is it doesn't say anything.
- Because you said you don't use it.
- Well, it's not used.
- Yeah, I don't know that anybody does.
- Well.
- I don't really look at that.

- I'm just pointing out that it's there.
- Well, yeah, I know what you're asking, so.
- Okay just wondering about it.
- I want you to sleep tonight, so.
- Hey, I said it was random. But the picture thing we literally think of every time we. Everybody's gone and we're like, man, who do we gotta a talk to about the picture?
- And the map. Someday.
- Oh, the map?
- The map.
- The map of all the streets that are going to be fixed, yeah.
- Someday.
- Like they used to have in the clerk's office. That big map when you'd walk in, do you remember that clerk's office? There's that huge map of the city you could.
- The districts.
- No, it was.
- But I wanna see the roads. I wanna see roads that are upgraded and I wanna see that.
- Oh yeah. Well talk about that, and it'll be on the website.
- This is gonna be the new parks and INS meeting room since no one else is here. We might as well just take it over, start putting stuff up.
- Hey, there comin'.
- Want some street signs and stuff in here?
- All right, are we all done here?
- Public hearings.
- None.
- None.
- So I would suggest adjournment.

- Motion to adjourn.
- By Eck. Do we have a second?
- Second.
- Campbell.
- Second.
- Next meeting, well, actually next meeting is September 14th. So, thank you all.
- Aye.
- Oh, do we all approve?
- Yes.
- Aye.
- Aye
- Aye.
- And I have left the meeting.
- Yes.
- Good job.