



City of Appleton

100 North Appleton Street
Appleton, WI 54911-4799
www.appleton.org

Meeting Agenda - Final CEA Review Committee

Tuesday, September 20, 2016

3:30 PM

Council Chambers, 6th Floor

1. Call meeting to order
2. Roll call of membership
3. Approval of minutes from previous meeting

[16-1458](#) Minutes from June 7, 2016

Attachments: [Minutes from June 7, 2016.pdf](#)

4. Public Hearings/Apearances

5. Action Items

[16-1459](#) Request to purchase and add to the CEA Fleet in 2017, a passenger vehicle with an estimated cost of \$30,000, to be used as the Parking Utility Enforcement Vehicle.

Attachments: [Parking Utility Enforcement Vehicle.pdf](#)

[16-1460](#) Request to add trailer liner as accessory to semi-trailer #50, with the cost of \$4,020 paid from the sanitation account.

Attachments: [Memo-semi trailer #50.pdf](#)

6. Information Items

[16-1461](#) 2016 Equipment Purchase Log

7. Adjournment

Notice is hereby given that a quorum of the Common Council may be present during this meeting, although no Council action will be taken.

Reasonable Accommodations for Persons with Disabilities will be made upon Request and if Feasible. Please call Paula Vandehey at 832-6474 if you have any questions.



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Meeting Minutes - Final CEA Review Committee

Tuesday, June 7, 2016

3:30 PM

Council Chambers, 6th Floor

1. Call meeting to order

2. Roll call of membership

Present: 3 - Vandehey, Lobner and Rogers

Excused: 2 - Saucerman and Croatt

3. Approval of minutes from previous meeting

[16-918](#)

Minutes from March 22, 2016

Attachments: [Minutes from March 22, 2016.pdf](#)

Vandehey moved, seconded by Croatt, that the Minutes be approved. Roll Call.
Motion carried by the following vote:

Aye: 3 - Vandehey, Alderperson Lobner and Rogers

Excused: 2 - Saucerman and Alderperson Croatt

4. Public Hearings/Appearances

5. Action Items

6. Information Items

[16-920](#)

2016 Equipment Purchase Log

Attachments: [2016 Equipment Purchase Log.pdf](#)

[16-921](#)

Proposed 2017 Equipment Purchases

Attachments: [2017 Equipment Replacements.pdf](#)

7. Adjournment

Excused-Croatt

Vandehey moved, seconded by Rogers, that the meeting be adjourned. Roll Call. Motion carried by the following vote:

Aye: 3 - Vandehey, Rogers and Alderperson Lobner

Excused: 1 - Saucerman



"...meeting community needs...enhancing quality of life."

MEMO

TO: CEA Review Committee

FROM: Paula Vandehey, Director of Public Works *PAV*

DATE: September 15, 2016

SUBJECT: Request to purchase and add to the CEA Fleet in 2017, a passenger vehicle with an estimated cost of \$30,000, to be used as the Parking Utility Enforcement Vehicle.

The Downtown Parking Study, completed in 2015, included many recommendations that have been implemented over the past 18 months. One of the recommendations is to purchase a parking enforcement vehicle that uses camera technology to enforce time limit zones. Appleton currently has miles of time limit zones throughout the City. We are also planning to create a new time limit zone within the Lawrence University neighborhood, which is one of two neighborhoods recommended in the Downtown Parking Study (see attached map).

The vehicle we are requesting to purchase recognizes infracting vehicles by using a combination of license plate and vehicle recognition technology to accurately determine plate, color, contour and length of each scanned vehicle. Using GPS technology vehicles staying beyond the allowed time limit are located and documented.

Communities currently using this technology (see attached article from the City of Madison) state that enforcement of time limit zones is significantly more efficient than the old chalk technology and court appearances are almost non-existent as the photos speak for themselves.

The upfront cost of the outfitted vehicle is \$98,000 which includes \$30,000 for the passenger vehicle and \$68,000 for the cameras and associated equipment and software technology.

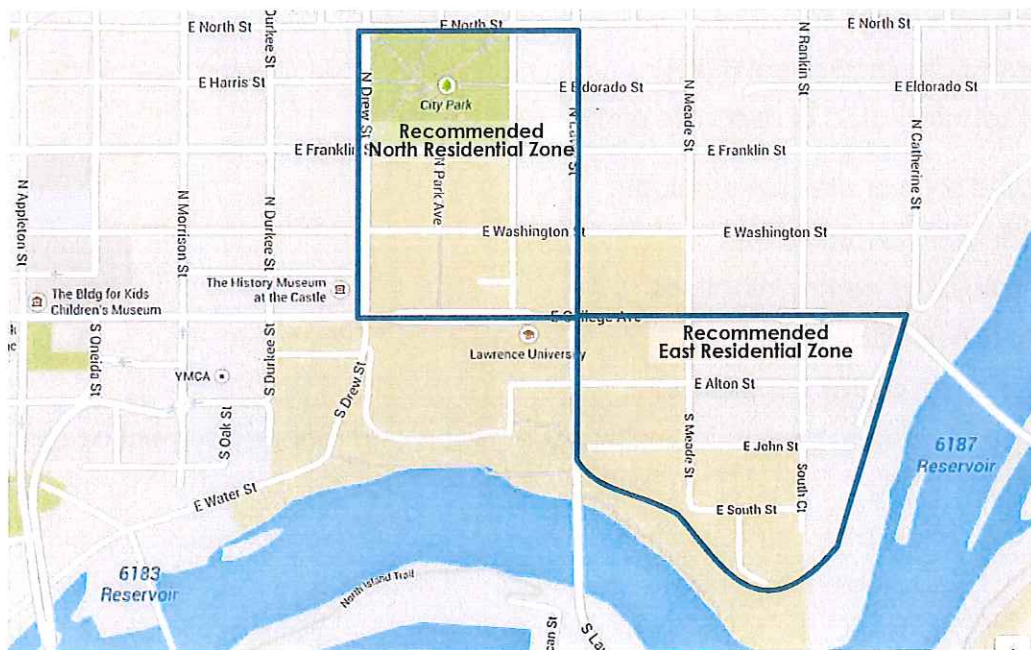
Therefore, we request to purchase and add to the CEA Fleet in 2017, a passenger vehicle with an estimated cost of \$30,000, to be used as the Parking Utility Enforcement Vehicle.

Attachments

NEW ENFORCEMENT AREAS

Representatives from the City and Lawrence University understand that neighborhood parking challenges can be successfully addressed through a combined approach that requires cooperation between the City and University. Walker recommends the City consider the following changes to enforcement policies and areas.

1. Implement a neighborhood parking zone that limits on-street parking to 2-hours, from 9:00 am – 6:00 pm, Monday – Friday.
2. Two enforcement zones are recommended
North Residential Zone: Inside study area - bounded by North Street to the north, College Avenue to the south, Lawe Street to the east, and Durkee Street to the west.
East Residential Zone: Outside study area - generally bounded by College Avenue to the north, Fox River to the south and east, and Lawe Street to the west.



City enforcement staff would be required to expand current enforcement routes and routinely monitor on-street parking in the North and East Residential Zones. Improvements in enforcement technology may enable the City to integrate the additional zones without incurring additional labor costs. The City and University would need to routinely measure the impact of the residential parking zones and make policy and program adjustments, as needed.

Virtual chalk

Madison's parking enforcement is a high-tech operation

by Steven Potter

April 21, 2016



Steven Potter

The city uses two sophisticated “autoChalk” vehicles to monitor cars.

If you ever park on a downtown street, the city knows. In fact, one of the city's two “autoChalk” vehicles has likely snapped photos of your car.

Outfitted with two pairs of protruding cameras, a couple of contour-measuring lasers, a large GPS antenna and an onboard computer with imaging and symbol-recognizing software, the two autoChalk vehicles are hard to miss.

In use since 2009, the vehicles let workers “virtually chalk” cars much more quickly and easily than doing it by hand. The old-fashioned method required parking officers to hang halfway out of a car window while marking parked cars’ tires with a long chalk stick. If the chalk mark remained in the same position after the two-hour time limit, a \$35 ticket could be issued.

With the automated system, officers can virtually chalk cars at more than 10 times the manual rate, while recording the location, time and license plate of each vehicle.

On a recent outing, parking enforcement officer Jake Powers demonstrates the system by scanning 30 cars on one side of South Hancock Street. “That would’ve taken about 10 minutes doing it manually,” Powers says. “With [the autoChalker], it takes us less than a minute.”

City workers occasionally still use the manual system, like when the autoChalk vehicles are being worked on. “This is just so effortless in comparison,” Powers says.

After making a loop in a given area, the autoChalk system stores images taken of the side profile of the car and the license plate. It also notes the car’s location using GPS.

Once the two-hour parking limit has passed, the officer makes a second loop. During these follow-up loops, the vehicle uses a laser to search for similar contours of cars and matching license plate symbols. It’s like facial recognition software for cars. The vehicle also takes another set of pictures.

If a violator is discovered, the system beeps in recognition. With the second set of images and data recorded, the parking officer then pulls off the road to double-check the images.

“It does occasionally screw up; that’s why we check each car,” says Powers, pointing out that the system monitoring cars on Hancock Street ID’d a sedan and a minivan as the same car. “The human element is still absolutely needed.”

Rain and snow can obscure the images. “If I don’t have good, clean images, I’m not going to write the ticket,” says Powers. “If there’s no way to be absolutely certain, I skip it.”

To increase accuracy, “we try to mimic the speed, distance from the parked cars and take the same path on the second pass,” says Powers. Although Powers usually drives 20 miles per hour while scanning, he says the system can work at up to 55 miles an hour. “I have no idea why you’d want to do that, but we can,” he says.

Stefanie Niesen, the city's parking enforcement supervisor, says the photos are kept only until the end of the day. "autoChalk may be able to access them at a later date if needed," she says. "The photos of the vehicles cited are kept for at least seven years."

In the six years the city has been using the autoChalk system, only a couple of tickets have been successfully challenged in court thanks to the two sets of pictures taken.

The system can also be used to scan for stolen cars or parking ticket scofflaws, but that's fairly rare, as it can't be done simultaneously with the parking checker, and it drastically slows down the system, says Powers.

It cost \$121,000 to outfit a Jeep and Ford Escape SUV with autoChalk systems, which are manufactured and maintained by Tannery Creek Systems in Ontario.

Another benefit of the autoChalk system is that it's more clandestine than the manual method, Niesen says. "If they don't see us, they don't know we're out there because there's no chalk on the tire."

- See more at: <http://isthmus.com/news/news/autochalk-vehicles-parking-enforcement/#sthash.uULAABvE.dpuf>



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DEPARTMENT OF PUBLIC WORKS

Operations Division

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MEMO

To: CEA Review Committee

From: Nate Loper, Deputy Director of Public Works

Date: September 13, 2016

Subject: Request to add trailer liner as accessory to semi-trailer #50

The Department of Public Works is requesting approval to add a plastic liner to the sanitation semi-trailer #50. The semi-trailer was purchased in 2012 and is not scheduled for replacement until 2024. The trailer is primarily used for hauling snow, leaves and brush.

Early in 2016 this semi-trailer tipped over while snow was being dumped from the box. Fortunately nobody was seriously injured, however, the trailer sustained significant damage. After a thorough post-accident investigation, the cause of the accident was determined to be snow not releasing (dumping) from the top of the trailer, causing the trailer to become very top heavy and tipping over.

After this accident we assembled a team to review the accident and identify ways to prevent this type of accident from happening again. After much discussion and research, the team determined that adding a plastic liner to the trailer and coating it with a release agent would greatly improve how the snow releases from the trailer and help prevent this dangerous situation from recurring.

We obtained two (2) quotes for the purchase and installation of the trailer liner. The quoted liner is a 3/8 inch thick Ultra High Molecular-Weight Polyethylene (UHMW-PE) that is imbedded with release agents to make the surface slippery. The liner will be bolted down and cover the entire trailer bottom and 18" of each side wall. The following is a summary of the submitted quotes for each company. We plan to purchase the liner from Badger Plastics.

Badger Plastics	-	\$ 4,020.00
Horn Plastics	-	\$ 4,195.00

Per CEA Policy, anyone requesting an "add-on" or "accessory" item must obtain CEA approval and also fund the item. Therefore, the Department of Public Works is requesting approval to add the UHMW-PE liner to the sanitation semi-trailer #50, with funds from the 2016 sanitation budget. This funding will be accomplished by underspending another sanitation account to offset the cost of the liner.

Thank you for your consideration.