



# City of Columbia, Missouri

## Meeting Minutes

### City Council

---

Monday, April 1, 2019  
7:00 PM

Regular

Council Chamber  
Columbia City Hall  
701 E. Broadway

---

#### I. INTRODUCTORY ITEMS

The City Council of the City of Columbia, Missouri met for a regular meeting at 7:00 p.m. on Monday, April 1, 2019, in the Council Chamber of the City of Columbia, Missouri. The Pledge of Allegiance was recited, and the roll was taken with the following results: Council Members TRAPP, SKALA, THOMAS, PITZER, PETERS, and TREECE were present. Council Member RUFFIN was absent. The Interim City Manager, City Counselor, City Clerk, and various Department Heads and staff members were also present.

The minutes of the regular meeting of March 18, 2019 were approved unanimously by voice vote on a motion by Mr. Skala and a second by Mr. Trapp.

Mr. Pitzer asked that B72-19 and B73-19 be moved from the consent agenda to old business.

Mayor Treece asked that B86-19 be removed from the agenda.

The agenda, including the consent agenda with B72-19 and B73-19 being moved to old business and B86-19 being removed from the agenda, was approved unanimously by voice vote on a motion by Mr. Trapp and a second by Mr. Pitzer.

#### II. SPECIAL ITEMS

SI2-19

Recognition of the Columbia Fire Department for agency accreditation by the Commission on Fire Accreditation International (CFAI).

Mayor Treece commented that the Columbia Fire Department (CFD) had recently been presented a national accreditation. He stated the CFD had always strived for continuous improvement, and fire protection in Columbia had in many ways been inextricably linked to the history of Columbia. He explained that when Columbia had been established in 1821, fire protection had largely been left to individual citizens, but in 1853, the City of Columbia had purchased twelve buckets, two ladders, and one fire hook to defend the community from fire, and in 1875, 48 citizens had organized to form the volunteer Columbia Fire Company. He noted a pivotal point in Columbia's history had occurred on the night of January 9, 1892 when Academic Hall, the main campus building of the University of Missouri, had burned down. Legislators at that time hold told the City of Columbia to provide additional fire protection to the University or risk the University moving to another city. The CFD was established in 1901 and had grown to be a world-class department. He explained today was another pivotal point for the CFD as they were now one of only seven fire departments in Missouri and one of only 258 fire departments in the world to be recognized as an accredited agency by the CFAI, and pointed out only ten percent of the population of the United States was served and protected by an accredited fire department. He stated fire service professionals from around the country had traveled to Columbia to inspect facilities, review procedures, and interview personnel in November of 2018 as part of the accreditation process, and at the March CFAI meeting in California, the CFD was awarded certification as an accredited

agency. He commented that the citizens of Columbia should be proud that the fire protection they had invested in was world class and second to none. He pointed out this work was not over as the CFD had to maintain its accreditation, which would involve continuous improvement. He congratulated Fire Chief White and the CFD on this milestone accomplishment.

### III. APPOINTMENTS TO BOARDS AND COMMISSIONS

None.

### IV. SCHEDULED PUBLIC COMMENT

SPC21-19 Daniel Nieswanger - Bike trail development on the Hinkson.

Mr. Nieswanger, 304 West Boulevard North, stated he had opposed the decision to develop a bike path that negatively impacted the Hinkson Creek and the land around it. He felt many tended to treat undeveloped land as if there was the ability to grow more, but that could not be done. He thought they should treat those lands as a limited resource. Every time development was added where there was none before, wild spaces became more rare. He commented that unrelenting development was inherently unsustainable, and suggested the spaces be conserved for a sustainable future. When looking around, this perspective could be seen in other arenas. He provided the example of "leave no trace" which was a set of outdoor ethics promoting conservation and sustainability in the outdoors. The intent was to educate people on how to have as little impact as possible when outdoors. He referred to the "three Rs" which was a hierarchy of waste management based upon sustainability, and explained it primarily accomplished its goal by prioritizing prevention, i.e. reduce, reuse, and recycle, before looking for something new. He hoped the Council could see how this perspective could pertain to the trail connector as well as other decisions that would come before them in the future, and thanked them for their time.

SPC22-19 Sutu Forte - Learning together.

Ms. Forte provided a handout and noted she had spoken with Mayor Treece prior to the February 5, 2018 Council Meeting regarding the Shepard to Rollins trail whereby he had indicated Ms. Forte had been in the spirit of glasnost, which she felt she was tonight. She suggested they learn and move forward together. She explained she had been given the gift of sobriety and after a month of sobriety she had asked a gentleman with 50 years of sobriety what the single-most important thing to achieving and maintaining quality sobriety was, and his answer had been to stay green, be teachable, and be re-teachable. As a result, she wanted to continue learning with the Council. She commented that they both knew more due to their efforts with the Shepard to Rollins trail than they had a year ago. She displayed a photo of a tree and a thumbprint and noted the two had 50 percent of the same genes. She stated trees were magnificent creatures and was delighted the City had a Tree Board. She commented that the inside of hollow trees were the apartments to all kinds of animals and birds. They were called snags and needed to remain standing. In addition, trees that fell over were not only apartments for the wildlife, but they also became soil. She explained that was why it was important to leave dying and dead trees in the areas in which they were located. She stated she had recently learned that trees talked to each other through their roots, and if one tree was ailing the other trees would sense it and send their own nutrients into the roots of the ailing tree to help it get better. She commented that she wanted to make sure the wild nature they had in Columbia was celebrated this Saturday. She explained they hoped Mayor Treece could attend to read the proclamation and that they would also have entertainment and words of wisdom. She hoped anyone that saw someone associated with *It's Our Wild Nature* would speak with them to learn just as she had when she had recently learned more about local government and how the law system worked. She

wanted them to embrace as friends and partners in growing together and honoring the Earth. She hoped everyone could join them on Saturday.

## V. PUBLIC HEARINGS

PH9-19 Proposed construction of a sidewalk along the east side of Sinclair Road, between Nifong Boulevard and Southampton Drive.

PH9-19 was read by the Clerk.

Mr. Nichols provided a staff report.

Mr. Pitzer asked for clarification with regard to an integral curb. Mr. Nichols replied it was a curb with the sidewalk attached to it, and they would be six feet wide to allow for a one-foot shy buffer. Mr. Pitzer understood there were not any curbs along this stretch of Sinclair Road and the City would add a curb. Mr. Nichols stated they would add a curb where they could not place the sidewalk away from the road.

Mr. Pitzer understood staff had mentioned issues of terrain and other things in trying to place the sidewalk away from the road and asked if it would involve a massive cost increase or if it was physically impossible. Mr. Nichols replied it would involve the relocation of utilities, easements, and storm drainage so the cost would be considerably higher. Mr. Pitzer asked if staff had looked at it. Mr. Nichols replied they had avoided that property and had stayed within the right-of-way to move the project along as quickly as possible.

Mr. Pitzer understood this work would be done at the same time as the construction of the Nifong Boulevard and Sinclair Road roundabout, and asked if the projects would be bid together. Mr. Nichols replied staff had not gotten to that point yet, but understood it might be good to have one contractor that would be aggressive with both projects in terms of economies of scale.

Mr. Pitzer asked if staff had any safety concerns with the sidewalk being placed next to the street. Mr. Nichols replied no. He explained he had asked staff to review similar projects. He noted Ballenger Road would be built with shoulders next to the pavement, which had also been done along a section of Clark Lane. There was not any curb associated with that property, i.e., there was not any separation, and he believed that had been fairly successful. He referred to Providence Road where there were a lot of sidewalks at the back of the curb and the speed limit was 35 mph. He noted the speed limit on Range Line Street was 45 mph. He stated there were about eight projects where this occurred and there had not been any safety concerns. Mr. Pitzer asked for the speed limit on Sinclair Road now. Mr. Nichols replied he thought it was 40 mph.

Mr. Thomas noted the staff report indicated the School District paying for the cost of the sidewalk was contingent upon the City's purchase of land for a park, and asked for clarification. Mr. Nichols replied he thought some acreage had been platted off when the School District had purchased the site with the intent to sell a portion to the Parks and Recreation Department. He stated it had been in the development agreement associated with the preliminary plat. Once that transaction was completed, the School District would pay the Public Works Department for the actual cost of the sidewalk. Mr. Thomas asked if the amount the City was paying for the land for the park was the same as that for the sidewalk. Mr. Nichols replied he thought the preliminary estimate had been close. He noted he was not sure how many acres the Parks and Recreation Department would purchase, but thought the amount they had set aside to purchase that acreage would be enough to reimburse the Public Works Department.

Mayor Treece asked if the City would typically build a sidewalk on this corridor or if the property owners would build the sidewalk on their property. Mr. Nichols replied it depended. Typically when a property developed, the property owner was required to build the sidewalk. This piece of property had sat idle and would continue to sit idle for quite a while. As a result, it would likely be a long time before a developer would construct the

sidewalk. He pointed out the City would construct the sidewalk if it involved a road improvement project. Mr. Glascock agreed, and commented that the City would likely have obtained more right-of-way to allow for the sidewalk to be set back if the property had been developed, and that would have likely happened when the land developed. Mayor Treece asked what they would use the existing sidewalk for if that were to happen. Mr. Glascock replied it would likely be removed because the roadway would probably be wider than what it was today.

Mayor Treece opened the public hearing.

Mike McMillen, 2005 Devonshire Drive, displayed a diagram and explained the existing sidewalk was setback 25 feet from the road. He displayed another diagram, which showed the proposed sidewalk and noted a 5-foot setback would exist for the area identified by the red line. But a third of the area would have a zero setback. He understood the terrain was an issue, but felt not having a buffer would create a safety hazard due to 40 mph traffic. He thought there was likely room for a retaining wall and suggested a 2-foot or 3-foot retaining wall and moving the sidewalk back 2-3 feet from the road. He understood there was a 3-foot setback from the curb on Nifong Boulevard. Sinclair Road would not have any curb or gutter, and this would allow vehicles to jump over into the pedestrian area. He reiterated he thought a 2-foot or 3-foot wall would make the project safer for the neighborhood and suggested modifications be made to the plan.

Mr. Skala asked Mr. McMillen if had taken a look at some of the solutions that had been employed on Clark Lane and were anticipated for Ballenger Road. He explained Clark Lane had about a 40 mph speed limit. Mr. McMillen replied he was unfamiliar with those solutions. Mr. Skala stated it involved a 6-foot emergency shoulder that was accessible to pedestrians and those in wheelchairs. He believed it had worked well as there had not been any incidents. Mr. McMillen commented that the problem might be able to be solved if it was wider. He believed there was room for improvement.

Barbara Jefferson commented that older parts of Columbia did not have any sidewalks and wondered why sidewalks were being constructed in new parts of Columbia. She asked if the older parts of town would ever have sidewalks and explained people were walking in the middle of the street since there were not any sidewalks. Mayor Treece replied a middle school was being developed in this area. Ms. Jefferson stated she understood those in the older parts of town would have to continue without sidewalks. Ms. Peters asked if there was room for sidewalks. She explained she lived in an older neighborhood, and if sidewalks were installed, people would lose their entire front yards. She stated some of it had to do with how many people were walking in the area and the speed of the road. Ms. Jefferson agreed the speeds were less in the older areas, but felt there was a lot of traffic. Mr. Skala stated safety was important and sidewalks were necessary regardless of whether it was in an older or newer part of town, and consideration had to be given to topography and the cost. Ms. Jefferson asked if older parts of Columbia would not get sidewalks due to the cost. Mr. Skala replied that was the reason given to him as to why sidewalks were not included with road projects in his area. He noted he had been told the sidewalks on Ballenger Lane would have cost almost as much as the road improvement due to the topography. He stated there would be emergency shoulders and access for pedestrians. It would be a big improvement to what was there now, which was a totally unimproved road.

Eric Williams, 1001 Madison Street, commented that his concern was that the developer would remove the sidewalk if the property developed and construct a new sidewalk that was compatible with the development. He felt that would be a waste of taxpayer funds. In addition, taxpayer dollars would be used to help develop a piece of land a property owner had as an investment. He understood a sidewalk was needed for public safety, but did not feel it was fair for a property owner to pay only \$400 per year in property taxes and receive a sidewalk. He wondered if a lien could be placed on the property to pay for the sidewalk since the owner would benefit from it. He did not believe taxpayers should pay 100 percent of the project cost.

There being no further comment, Mayor Treece closed the public hearing.

Mr. Pitzer made a motion directing staff to proceed with final plans and specifications for the construction of the Sinclair Road Sidewalk project. The motion was seconded by Mr. Trapp.

Mr. Thomas thanked Mr. Pitzer for pushing for this project. He stated he was okay with a 6-foot sidewalk attached to the curb as he thought it was safe. He noted he was pleased to hear a study would be done to potentially set lower speed limits. He understood traffic calming might be necessary as well if the speed limits were not effective.

Mr. Pitzer stated he was glad to see this project in the interest of safety. He agreed it was not a perfect solution, but it was the best solution at this time with the new school being constructed. He explained this had come up when they had reviewed the plat for the middle school. He wished they had been able to work more closely with the School District upfront in identifying sites that had safety infrastructure in place in terms of improved roads and sidewalks or the ability to incorporate those items. He commented that he felt that should be an important consideration for any new schools in the future as the lack of that coordination had led to this imperfect situation.

Mayor Treece stated he agreed with the comments made tonight and recalled prior discussion as to how they might balance the requirement for a developer to construct sidewalks with the taxpayers' desire for government to work together.

Mr. Skala commented that they would face this same type of situation in the future due to Battle High School as all of the land from Battle High School to the city limits did not include sidewalks. Most of the area was in Boone County at this time, but a piece was owned by the City, i.e., the Lake of the Woods Golf Course. It was an issue they would be faced with as the City expanded toward the high school.

Mr. Trapp commented that it was definitely a challenge to find a large site near the growing population that was affordable and had the needed infrastructure. He understood the School District had been thoughtful in its choice. He explained that anytime they fund anything, it led to why they had not funded everything. There were over 300 miles of streets without sidewalks, and on average, the cost of a sidewalk was \$125 per linear foot. He noted the cost associated with this project appeared to be fairly cheap because the Leslie Lane project they had recently approved had an estimated cost of about \$240,000 for one block of sidewalk. He pointed out there were design challenges when building sidewalks in established neighborhoods in terms of stormwater and other infrastructure in addition to the loss of front yards. He commented that the City had doubled the funding for sidewalks and this project would be funded by the School District. The City's contribution involved a park and parks funding, and the voters had supported the addition of greenspace and recreational amenities as the City developed. He understood it was not everything everyone in the area wanted and that people in other areas were wondering why they were not being provided the same infrastructure. He stated he thought this was a worthy project and appreciated the cooperation of the School District. He believed, overall, the City appreciated the good partnership it had with the School District.

**The motion made by Mr. Pitzer and seconded by Mr. Trapp directing staff to proceed with final plans and specifications for the construction of the Sinclair Road Sidewalk project was approved unanimously by voice vote.**

PH10-19

Proposed construction of the Third Avenue Alley restoration project, located between Third Avenue, Forest Avenue, Garth Avenue and Grand Avenue.

PH10-19 was read by the Clerk.

Mr. Nichols provided a staff report.

Mayor Treece opened the public hearing.

Pat Kelley, 1007 Grand Avenue, commented that her house was next to the alley that would be developed. She displayed a diagram showing the Odom Guitar Subdivision that had been annexed into the City of Columbia in 1906, and explained it was the eastern half of the Ridgeway Neighborhood. She noted Grand Avenue, which was in the center, went from Northern Boulevard, which was a much classier name for the Business Loop, to Sexton Road where Mr. Guitar's mansion had been located. It was now the location of Ridgeway Elementary School. She pointed out eight streets and alleys had intersected Grand Avenue at the time. She displayed a photo of an alley on the east side of Grand Avenue and pointed out the alleys on the east were still passable. She also displayed a photo of the alley on the west side of Grand Avenue and there was growth where the alley was located. She noted they had held some neighborhood cleanup events and had found mattresses, liquor bottles, stolen purses, etc. Around 2012, they had contacted the City to determine why the alleys had been developed on the east side but not the west side, and had received various responses, to include the alleys were not real, there was not enough money, the cost of maintenance, and that staff would get to them after they were done with the alleys downtown. She commented that the neighbors were investing in the neighborhood and they wanted the City to invest in it as well. She displayed a photo of the Third Avenue alley after one their cleanup events, and explained the City's help was needed because they did not have the funding for gravel spreaders and road-grading equipment. She stated this was an important project for many people who felt it was important to preserve historic spaces. She commented that some that had assisted with the cleanup events had recalled outhouses and trash pickup along the alleys. She noted there was such an affordable housing crisis now that the alleys could be used to facilitate accessory dwelling units. It might not be used as it had been in the past, but it was still very needed and useful for the neighborhood. She hoped the Council would approve renovating it.

Mayor Treece stated he was really excited about the project as he thought it could be catalytic for the neighborhood, especially with regard to accessory dwelling units that could potentially face the alleyway. He felt it would make the neighborhood safer and could be a model for other alley spaces that had not deteriorated to this point.

Eric Williams, 1001 Madison Street, stated he was the President of the Ridgeway Neighborhood Association and noted his appreciation of the City for getting this alley project on its way. He believed it would be great for the neighborhood. He also thought it would help reduce the crime rate. The unmaintained alleys did not give people hope, and in fact, made people not care. This in turn affected the ability to sell property in the area as people did not want to live there. It then turned into an area with cheap rent and increased crime. He reiterated he thought this improvement would help reduce crime. He pointed out this was only one of six alleys in the area and hoped there would be more investment by the City in terms of the other alleys. He noted there was an alley off of Fourth Street where there were some houses that needed to be razed. The lots were the same size as those being utilized for the Land Trust in terms of two small narrow homes with garages in the back and alley access for compliance with codes. He hoped at least one alley per year could be addressed, and thought that might even spur private development. He pointed out less crime meant less City resources being spent. There being no further comment, Mayor Treece closed the public hearing.

**Mayor Treece made a motion directing staff to proceed with the construction of the Third Avenue Alley Restoration project. The motion was seconded by Mr. Skala and approved unanimously by voice vote.**

PH11-19

Proposed installation of twenty-one (21) historical markers along the African-American Heritage Trail in public rights-of-way adjacent to sidewalks in the central portion of Columbia, a portion of the MKT Trail at Flat Branch Park and walkways within Columbia Cemetery.

Discussion shown with B74-19.

**B74-19** Approving the route of the African-American Heritage Trail; authorizing the installation of twenty-one (21) historical markers along the African-American Heritage Trail in public rights-of-way adjacent to sidewalks in the central portion of Columbia, a portion of the MKT Trail at Flat Branch Park and walkways within Columbia Cemetery.

PH11-19 was read by the Clerk, and B74-19 was given second reading by the Clerk.

Mr. Huffington provided a staff report.

Mr. Skala understood there were 39 sites in the downtown area and asked if there had been consideration of other sites not in the downtown area. He wondered about the Indian Hills area as it had a great deal of history in the black community. Mr. Huffington replied these specific locations were a part of the downtown trail project. He explained there had been discussions about other historic locations throughout Columbia, such as in the area of the Business Loop, but after they had dedicated the first marker, they began discussion with regard to how they could create a walking path through Columbia so people were able to visit the different sites. Eventually, they would like to promote the trail so visitors to the community could be provided information to walk it and visit the different sites.

Mr. Trapp asked if there was any way to generate metrics as to how many people used the trail. Mr. Huffington replied they had not really discussed metrics. He understood the Sharp End Heritage Committee would continue its efforts to have different events and that could potentially be counted. They could also think about how they might quantify the number of people that visit the trail on an annual basis.

Mayor Treece opened the public hearing.

James Whitt, 3805 Keystone Court, thanked the Council for its support of the African-American Heritage Trail and the Parks and Recreation Department for the great work it had done in terms of supporting them and installing the signs. He commented that the African-American Heritage Trail was the second project of the Sharp End Heritage Committee of which he was Chair. The first project had been to recognize the Sharp End as a business district and the contributions it had made historically to the City of Columbia. One of the reasons for that was to foster the growth of minority-owned businesses, which was a part of the Strategic Plan, and they felt what had been done in the past should be considered in terms of how it could be incorporated in the future. He noted they needed to recognize some of the mistakes they had made in the past along with the accomplishments. He reiterated the African-American Heritage Trail had been their second project and he hoped it would be completed in the spring. Once this project was done, they would take on other projects. He stated this was a very important part of Columbia's history and he was glad they had the support of so many people in the community.

Mayor Treece commented that he really liked the connection Mr. Whitt had made with Annie Fisher in terms of the entrepreneurship she had started from scratch. He noted she could be a modern role model for young entrepreneurs.

Mr. Trapp thanked Mr. Whitt for his service on the School Board. Mr. Whitt thanked Mr. Trapp and noted he had come here from his last School Board meeting.

Barbra Horrell, 1109 Chantilly Court, stated she was a native Columbian and explained it was inspirational to see the segregated part of Columbia in which she grew up being recognized. They knew they had a jewel there, but no one else seemed to know it. She commented that she was glad they were able to share it. She was also glad diversity would be involved going forward. She hoped the Council would join them as this was a city-wide destination, and she asked them to bring their families and everyone else. She thanked the Parks and Recreation Department as they were always there to assist them.

Mayor Treece asked Ms. Horrell if her uncle had a boarding house a couple of doors down from Annie Fisher's house. Ms. Horrell replied no, and explained the Green-Book

on Providence Road had been the Harvey House. It had been her great uncle's house. It was where all of the black entertainers and people that visited Columbia had come to live. She noted she had lived on the second floor of the building with her parents until she was nine years old.

There being no further comment, Mayor Treece closed the public hearing.

Mayor Treece suggested they come to Council if they thought they needed the money to proceed.

**B74-19 was given third reading with the vote recorded as follows VOTING YES: TRAPP, SKALA, THOMAS, PITZER, PETERS, TREECE. VOTING NO: NO ONE. ABSENT: RUFFIN. Bill declared enacted, reading as follows:**

## VI. OLD BUSINESS

B72-19

Authorizing an interim operating agreement with Skinny Labs Inc., d/b/a Spin, for implementation of a shared active transportation operation.

The bill was given second reading by the Clerk.

Ms. Thompson provided a staff report.

Mr. Pitzer understood Bird was back for the spring, and asked if Pony or Lime were operating within the City at this time. Mr. Nichols replied no.

Mr. Pitzer asked if staff felt the operating agreement with Bird had any weaknesses based on past experiences. Mr. Nichols replied a process for complaints had been set up with the Community Relations Department. If the complaints were within the boundary of the Downtown CID, the Parking Enforcement personnel would look into it, and if they were further out, Street Division personnel would be involved. He understood there was a two-hour window with regard to complaints and staff would reach out to Bird to make them aware of the complaint. Once it was addressed, the Public Works staff would notify the contact center. If it had not been handled, the Public Works staff would address it. He understood there were apps that helped to monitor situations and with the enforcement process.

Mr. Pitzer noted Section 4.8 of the contract indicated companies would initiate a program within 30 days to monitor the vehicles and ensure compliance. He understood that had been in the Bird contract as well and asked if it had been initiated. Mr. Nichols replied he believed a lot of it was through the app and thought Mr. Rowe could explain how it worked with Spin.

Mr. Pitzer understood there was a \$10,000 license fee and \$1 per day per scooter fee and that staff had a recommendation as to where the money should go. Mr. Nichols explained that had come from the Bird agreement, and he thought it would go toward transit and ADA sidewalks. Mr. Pitzer asked if it would be split 50-50. Mr. Nichols replied yes. Mr. Pitzer asked how much money had been received to date. Mr. Nichols replied he was not sure if any payment had been made yet. Ms. Thompson stated she understood Bird had made its \$10,000 payment as that was required prior to issuing a business license, but they had not yet made their first quarterly payment. She thought there had been conversations with staff with regard to making the payment in April. She was not sure if Bird considered it to be a lapse since they had pulled out for a period of time, but noted she considered it to be a lapse.

Mr. Pitzer asked if there was any recourse for the City in the contract. Ms. Thompson replied the City could terminate the contract and they also had performance bonds.

Mr. Pitzer asked if anyone had made any guesses on revenue that could be generated based on past actual usage or in terms of what the company might have indicated. Mr. Nichols replied he thought they had estimated about \$78,000 per year. Mr. Skala stated he thought he had heard a projection of \$144,000 per year. Mr. Nichols explained they had agreements with Pony and Bird, but Pony had never launched. Ms. Thompson



commented that a report regarding the usage was required with the quarterly payment so they would have a better idea in the future. When Bird had first launched, they were looking at a 750 launch figure, but they were currently at about 100. She pointed out it would be a fluctuating number. Mr. Nichols noted their team was working with the City's GIS team. Mr. Pitzer understood the data would include the number of rides, where people were going, etc. Mr. Nichols stated that was correct.

Mr. Pitzer asked if staff had any way to monitor the number of vehicles that were operating at any given time within the City. Mr. Nichols replied he thought they would once the transfer of information occurred and he believed it would be close to real time. Mr. Glascock stated he believed the contract allowed for 500 scooters and they had to report the number if they exceeded 500. He was not sure they would report the numbers on a regular basis, but it would be included in the quarterly report. Mr. Pitzer understood there would not be an ongoing dialogue. Mr. Glascock stated he was not sure that was required.

Mr. Thomas understood that if someone saw a scooter they felt was parked illegally or was blocking a ramp or sidewalk, they should call the City. Mr. Nichols stated the City's Contact Center would take the call and they would then reach out to a representative of Bird who in turn would reach out to their people that helped manage the Birds. If their people did not notify the Contact Center that the problem was addressed, City staff would initiate an inspection. Mr. Thomas understood it would be addressed within two hours. Mr. Nichols stated that was correct.

Mayor Treece stated he wanted a compliance report that included when the payment from Bird was due, whether they were in violation of the contract, and what the remedy would be if they were in violation.

Kyle Rowe stated he was with Government Partnerships for Spin and explained Spin was a leader in the shared mobility industry. He noted Spin was committed to working with the cities in which they operated, and this meant they would never launch without permission. When partnering with cities, they worked diligently to meet shared goals around safety, parking compliance, responsiveness, and equitable service. He commented that last November, Spin had joined the Ford Smart Mobility family and that partnership had allowed them to grow their collaborative approach across the country. He noted Spin had been the exclusive bike and scooter provider in Jefferson City since July of last year. In addition, they were finalizing plans to launch in St. Louis and hoped to join the Columbia community as well. He explained electric scooters were proven to be a great tool for reducing traffic congestion by replacing car trips, creating new connections to transit, and boosting tourism. He thanked staff for their insight and guidance throughout the application process and the Council for considering this contract.

Mr. Thomas asked Mr. Rowe if he had data on how scooters were replacing car trips. Mr. Rowe replied most of the data today was survey based as no study had been done involving every single trip. Information from Portland, Oregon, Washington D.C., and St. George, Utah had found it primarily replaced people walking as they were able to get to their location more quickly with a scooter. Ride shares, such as Uber or Lyft, were sometimes also replaced by the scooter. A smaller percentage of people had indicated they would have driven a car if they had not taken the scooter. Mr. Thomas asked if some of that survey data been included in an actual report, and if that could be shared with them. Mr. Rowe replied he would send the information he had.

Mr. Pitzer asked Mr. Rowe how Spin would meet the requirements of Section 4.8 in terms of monitoring and compliance. Mr. Rowe replied they wanted to provide a convenient, affordable, and sustainable option while also reducing the impacts to other users of the rights-of-way. Every company required the user to take a picture of the scooter at the end of the trip, but Spin also asked for a thumbs up or thumbs down on the prior person's parking compliance when unlocking a scooter for use. He explained they were crowdsourcing data on how people parked by the next person unlocking the scooter, and would use that data to target users that consistently received the thumbs

down ratings. He noted they would reach out to those users with a reminder of the parking rules. If it was consistently non-compliant, they could add a relocation fee on a future trip or terminate their membership for a short time. In addition, Spin staff that picked up scooters to rebalance them were also looking for parking compliance issues. They could see who the last user was and reach out to them to remind them of the rules.

Mr. Pitzer asked how many people Mr. Rowe anticipated being a part of this program. Mr. Rowe replied he would have to check with his Operations Team as it depended on how many full-time versus part-time staff they had. He anticipated 5-10 operations staff to cover a fleet of 500 scooters, and that number would fluctuate based on the fleet so in colder months there would be fewer staff people. He stated it would be best for the operations side of Spin to address that question. Mr. Pitzer understood those folks would be dispatched to handle any complaints received. Mr. Rowe stated he appreciated the fact the City had set up a system to receive complaints. In most markets, they tried to produce that need for the City and told customers to contact them directly. The customer service team for Spin would then notify the local operations team to address the situation as soon as possible and within two hours.

Ms. Peters asked Mr. Rowe from where the staff would come. Mr. Rowe replied they would be locals. Ms. Peters asked if it would be on a full-time basis or a part-time basis. Mr. Rowe replied it was usually a mix, and explained they tried to hire W-2, full-time personnel as much as possible. He noted a key component of their partnership with Ford was to try to bring a more responsible operations to what was a fairly disruptive tech-industry. He stated they had recently been granted the largest permit for scooters in Los Angeles, which was where this industry had started, and they had all W-2 employees. He explained the Operations Team would look at the options available to determine what would meet the needs.

Ms. Peters asked how one could find the number to call Spin if there was a problem with a scooter. Mr. Rowe replied it could be found on the scooter, app, website, or social media.

Mayor Treece asked Mr. Rowe about his experience with the impact to the marketplace when introducing competition where there was already an incumbent scooter provider. Mr. Rowe replied he thought competition was great for the customer so they had options in terms of the fare structure. He commented that it was also important for the City to keep vendors compliant with the agreement because they were would be working in a fair market if they were operating on the same terms. He noted there were also benefits to a community choosing a single vendor. Mayor Treece assumed Spin worked in some markets where they were the exclusive provider. Mr. Rowe stated Spin was the exclusive provider in many markets similar to Columbia, and listed some of those communities. He commented that it was an option they would be happy to discuss with the City should it be desired.

Ms. Peters asked Mr. Rowe if he had spoken with the University of Missouri. Mr. Rowe replied yes, and noted his colleague who was the head of Campus Partnerships with Spin had been in discussions with the University for the last two years. He stated he would have to check with him with regard to the latest status. Ms. Peters explained the City usually tried to partner with the University to some extent. Mr. Rowe noted he would check with his colleague and get back to the City.

Mr. Trapp asked about the bike share market. Mr. Rowe replied Spin had decided to focus on growing scooters. The goal for which they had originally entered the market with bikes was to provide affordable, convenient, and sustainable first and last mile options, and scooters provided for that at a higher rate because customers tended to choose that vehicle. He stated they did not have plans to introduce bikes again although they were maintaining some markets that had bikes in the fleet, but there was a possibility of diversifying the fleet again in the future.

Eugene Elkin, 3406 Range Line Street, understood some communities had docking stations where electric scooters could be parked and charged. He suggested that be

looked into and for it to be potentially placed in the street rather than the sidewalk so they could better meet the needs of wheelchair bound people. He also suggested the scooter company pay for the cost of those docking stations.

Barbara Jefferson, 305 N. Fifth Street, asked the Council to be cautious of approving scooters from this company and suggested a shorter amount of time for reevaluating how things were going. She commented that there had already been problems with scooters, and noted they cluttered the streets, blocked ramps for wheelchair users, and were sometimes parked in the streets of her neighborhood. She wondered if the contact number to call about complaints would be active over the weekends, and pointed out she did not feel citizens should have to call to complain because the companies were not doing what they should do.

Mr. Thomas asked about the options with the current agreement with Bird if a scooter was obstructing a pathway when the City's Contact Center was not open. Mr. Nichols replied he would need to check as he could not recall how that would be addressed. Mr. Thomas understood Spin had a number on the scooter to call. Mr. Nichols stated Bird had a number on their scooters as well. Mr. Thomas thought that was the answer, and noted he would tell people to call that number.

Mr. Skala commented that this form of transportation had tremendous possibilities, but he had received many complaints with regard to liability, sidewalk blockage, enforcement, etc. He stated he would likely be in the minority, but would register his disapproval for this agreement as he did not feel it was ready to proceed. He felt due diligence had been lacking and suggested they look at the successes and failures in other communities to evaluate it further. He appreciated Spin asking permission as it was a step in the right direction, unlike Bird. He reiterated he thought they had not done enough to find solutions to the problems.

Mayor Treece asked about the termination arrangement for this contract and the Bird contract. Ms. Thompson replied the City had the ability to terminate for health, safety, and welfare at any particular point in time. She pointed out the City was considering issuance of an RFP for a single provider similar to what had occurred in Jefferson City, and that they might partner with the University to make that happen. She explained contract compliance would certainly be a factor in the selection of the successful vendor. Mayor Treece understood that if the City pursued that RFP process concurrent to these existing agreements, these agreements would expire at their natural end, and the City could award a contract with an exclusive provider. Ms. Thompson replied each contract included a notice indicating the contract would end immediately if the City chose to go through the RFP process and issued a contract through that process. They would not have to rely on the contract expiring. Mayor Treece understood that provision was within the agreement they were currently considering. Ms. Thompson stated that was correct.

Mr. Skala commented that some of the support for the previous contracts had been garnered by the fact there would be a one-year review period. Ms. Thompson stated it had been the City's intent to enter into a short-term pilot to determine how this technology would work in Columbia and what might be needed in a long-term arrangement with a company. She noted the contracts could terminate early if the City chose to enter into a citywide contract or made the decision to eliminate scooters from Columbia.

Ms. Peters asked how they were monitoring the health and welfare of people using scooters. Mr. Glascock replied the City was not monitoring that. Ms. Peters understood that was a reason for termination, but they did not know how many people were having to go to the emergency room as a result of scooters. Mayor Treece noted KMOU had reported on emergency room admissions at MU Healthcare. Ms. Peters understood she would have to obtain the information from them.

**B72-19 was given third reading with the vote recorded as follows VOTING YES: TRAPP, THOMAS, PITZER, PETERS, TREECE. VOTING NO: SKALA. ABSENT: RUFFIN. Bill declared enacted, reading as follows:**

B73-19

Appropriating grant funds received from the Missouri Department of Natural Resources Volkswagen Trust Transit and Shuttle Bus Program for the purchase of three (3) electric buses.

The bill was given second reading by the Clerk.

Mr. Pitzer asked for the restrictions on how the \$294,000 grant could be used. Mr. Nichols replied it had to be used for the replacement of 2009 or older buses. He pointed out the application had been submitted as a match to the Low-No grant. It had been targeted for the three buses on which they had received the Low-No grant. Mr. Pitzer understood they had applied for the grant and had specified its use. Mr. Nichols stated that was correct.

Mr. Pitzer understood there had been maintenance and reliability concerns with the buses the City already had and that they had not reduced operating costs as had been anticipated, and asked for an update on those issues. Mr. Nichols replied the City had leased buses from Los Angeles, and those buses had been suited for Los Angeles. As a result, the terrain in Columbia had not been ideal for them. All four buses had been sent back and new 30-foot buses were being provided for lease to replace those buses. He pointed out they were also in the process of renegotiating the lease. He stated they should have a newer fleet within the next 2-3 months. Mr. Pitzer understood the City would have those four and these three buses, and asked for the timeline to receive these three buses. Mr. Nichols replied the City had contracted with CTE who had come to Columbia and would help design the drivetrains and size the rear motors based on the City routes. He noted they were in the process of working on specifications based on the data collected. He thought it would be a year before these three buses were procured and made since they were starting from scratch.

Mr. Pitzer understood they would have seven electric buses in about a year, and asked how many buses were required for the proposed new routes. Mr. Nichols replied he thought they operated with 12 buses so almost half of the fleet would involve electric buses.

Mr. Pitzer asked if an analysis had been done on operating costs, such as fuel costs. Mr. Nichols replied the City had been paying almost \$4 per gallon in fuel when they had initiated moving forward with electric buses. Since fuel had maintained a low price, the City had not realized the savings that had been anticipated. He commented that they were working with the Utilities Department in terms of an electric rate, and that would come forward with the budget. He thought they would have a better idea of total costs then. In terms of maintenance, electric buses did not involve any lubricants so it took a lot less to maintain them. He noted they understood they needed to have continuous training as special training was necessary in knowing how to drive electric buses. For example they tended to regenerate when going downhill. He stated they needed to take advantage of the opportunities the buses provided, and they were not there yet. He explained electric buses had been cutting edge in the Midwest when Columbia had chosen to move forward so there had been some difficulties. He pointed out they continued to communicate with BYD, and BYD now had a person in Missouri since the Kansas City Airport had a fleet of about 20 electric buses. As a result, they received more attention now in terms of maintenance.

Mr. Pitzer asked if there had been any estimates on the carbon emissions avoided with the use of electric buses. Mr. Nichols replied he was sure there had been estimates, but noted he did not have that data.

Mr. Skala asked how many CNG buses the City had. Mr. Nichols replied he thought they had four. He explained the City had not had the capital to purchase buses until they had received this grant. It was why they had leased the buses. He stated some older diesel buses needed to be removed from fleet and the lease option had allowed them to move forward. He noted they had discussed another CNG bus for their next purchase.

Mr. Skala understood the City had an investment in a CNG station and some other fleet had taken advantage of it.

Mr. Thomas asked for an analysis of the purchase price and the operating cost for a 30-seat, full-sized bus and a 12 passenger van similar to a paratransit vehicle. He explained he frequently received the suggestion that the City should run smaller vehicles. He understood a lot of the cost was tied up in labor, which would be the same for each, but thought it would be good to have some researched and reliable data of those costs. Mr. Nichols replied staff would bring back a report.

Ms. Peters stated it appeared as though the City could buy more than just electric buses as eligible replacements included diesel, biodiesel, alternative fueled, or all electric engine vehicles, and wondered why they were continuing to use electric vehicles when they appeared to have trouble with the terrain and needed to be repaired so often. Mr. Nichols replied they had been awarded 80 percent of the cost of the electric buses from the Low-No grant. This VW settlement would offset the 20 percent match for the Low-No grant. He did not believe they would have received the grant if they would have identified the purchase of a different type of bus. They might have received the VW settlement, but they had indicated they would use it as a match for the Low-No grant, which had been for electric buses. He pointed out the City would not be out any money for these buses, and noted the Council would likely see something with regard to matching funds for the fourth bus at the next council meeting as they had received some State funds for it.

Ms. Peters understood these would not be leased. Mr. Nichols stated that was correct and noted the City would own these buses. Ms. Peters understood that would help with the transportation budget.

Mr. Pitzer asked if the grants submitted by the other departments had been denied because this grant was approved and Columbia would only receive so much. Ms. Weidemann replied no, and noted there would be another opportunity for those departments to apply for funds.

Mr. Trapp commented that electric buses were bleeding edge technology so it was good to spend other people's money on it, and if they worked, it would help transit tremendously because they would no longer have a lease payment and the fuel was so much cheaper. He pointed out the first bus had worked beautifully. He stated he thought they had proceeded cautiously and hoped for better success with the next batch of electric buses.

**B73-19 was given third reading with the vote recorded as follows VOTING YES: TRAPP, SKALA, THOMAS, PITZER, PETERS, TREECE. VOTING NO: NO ONE. ABSENT: RUFFIN. Bill declared enacted, reading as follows:**

## VII. CONSENT AGENDA

The following bills were given second reading and the resolutions were read by the Clerk.

- B69-19 Approving the Final Plat of "Barkwell Subdivision, Plat No. 1-A" located on the southwest corner of the Nebraska Avenue and Providence Road intersection; authorizing a performance contract (Case No. 18-161).
- B70-19 Approving the Final Plat of "Spring Creek Plat 1A" located on the north and west sides of the western terminus of Cross Timber Court; authorizing a performance contract (Case No. 25-2019).
- B71-19 Authorizing Amendment No. 2 to the agreement for professional architectural services with Architects Design Group/ADG, Inc. for design

services relating to the construction of the Molly Bowden Neighborhood Policing Center in the Auburn Hills Subdivision.

- B75-19 Repealing Ordinance No. 023778 which authorized an agreement with Boone County, Missouri for public health services; authorizing a revised agreement.
- B76-19 Authorizing a memorandum of agreement with the Missouri Department of Health and Senior Services for access to the Missouri State Public Health Laboratory (SPHL) OpenELIS Web Portal.
- B77-19 Authorizing Amendment No. 2 to the program services contract with the Missouri Department of Health and Senior Services for public health emergency preparedness services; appropriating funds.
- B78-19 Appropriating funds for air service marketing and promotion services.
- B79-19 Appropriating funds relating to construction of Fire Station #10 (East).
- B80-19 Appropriating funds for the repair of Gas Generator #3 at the Columbia Sanitary Landfill.
- B81-19 Appropriating funds for the Columbia Police Department (CPD) facility improvement project.
- B82-19 Authorizing an equitable sharing agreement and certification with the U.S. Department of Justice and U.S. Department of the Treasury detailing FY 2018 receipts and expenditures of shared funds by the Police Department.
- R41-19 Setting a public hearing: proposed construction of a sidewalk along the east side of McKee Street, between Orchard Lane and Nick Court.
- R42-19 Setting a public hearing: proposed replacement and installation of additional security cameras in City-owned parking garages.
- R43-19 Setting a public hearing: proposed construction of the Cosmo-Bethel Park improvement project to include the renovation of eight (8) tennis courts, installation of a new park entry sign and renovations to the north parking lot.

- R44-19      Setting a public hearing: proposed replacement of streetlights in the Downtown Community Improvement District.
- R45-19      Setting a public hearing: proposed replacement of the water distribution infrastructure along Crown Point and Orchard Court.
- R46-19      Authorizing an agreement with Columbia Mall L.L.C. for the “Tons of Trucks” event.
- R47-19      Authorizing an agreement for professional services with Missouri River Relief for outreach and environmental educational programming.
- R48-19      Authorizing an educational affiliation agreement with Maryville University of St. Louis to provide health clinical experience and instruction for nursing students.

**The bills were given third reading and the resolutions were read with the vote recorded as follows: VOTING YES: TRAPP, SKALA, THOMAS, PITZER, PETERS, TREECE. VOTING NO: NO ONE. ABSENT: RUFFIN. Bills declared enacted and resolutions declared adopted, reading as follows:**

#### **VIII. NEW BUSINESS**

- R49-19      Establishing a Broadband Business Planning Task Force.

The resolution was read by the Clerk.

Mr. Glascock provided a staff report.

Mayor Treece commented that the original study had been done in 2010 and the Council had received an updated report in June of 2018 whereby they had asked staff to move forward. He was glad they were now moving forward and wanted to convey a sense of urgency as technology changed so much.

Mr. Skala understood there was some delay due to other players such as CenturyTel and Mediacom. He stated he was glad to see it moving forward as it was much needed. He commented that he would be interested if they decided to include a council member as a member of this group.

Mr. Thomas asked if the resolution specified who could be appointed to the seven positions on the working group. Mr. Glascock replied he did not believe it did. Ms. Thompson explained Section 2 of the resolution provided generally who the members should represent. It was difficult to specify a per member requirement because one member could sometimes fill more than one category so they wanted to leave it to the discretion of Council.

Mr. Thomas stated he was communicating with a number of citizens that were very interested in participating in this project.

Mayor Treece understood the resolution indicated seven members representing the following interests: residential, commercial, industrial, an incumbent service provider from a fully deployed pipeline, an incumbent service provider that was growing, and the University of Missouri. He asked if the Council wanted to direct the City Clerk to advertise these vacancies assuming they adopted the resolution tonight or if they would

prefer soliciting applicants. He noted he had spoken with other broadband service providers and more retail-oriented internet service providers, and thought the City would benefit from their expertise.

Mr. Skala understood several people were really interested in these positions. If they required the submission of an application, the Council would have the ability to screen the applications in order to make a reasonable decision. Mayor Treece understood Mr. Skala wanted to advertise for those positions. Mr. Skala stated he thought that should be done. Mr. Thomas noted he supported that.

Bruce Alspaugh commented that he had been involved in 2010 and it had been a long nine years. He explained he was still 100 percent behind this effort. He felt the sooner they could move forward the better. He stated a consultant had been mentioned in the staff report, but it had not been mentioned in the actual resolution, and asked if the committee would be given the opportunity to weigh in on whether they wanted to continue with the current consultant by extending that contract or if they should let another RFP. He hoped the committee would have the opportunity to provide input with regard to that decision and provide a recommendation to Council.

Mr. Skala stated the point made by Mr. Alspaugh was good in terms of whether the committee itself could provide advice to Council with regard to that decision.

**The vote on R49-19 was recorded as follows: VOTING YES: TRAPP, SKALA, THOMAS, PITZER, PETERS, TREECE. VOTING NO: NO ONE. ABSENT: RUFFIN. Resolution declared adopted, reading as follows:**

## IX. INTRODUCTION AND FIRST READING

The following bills were introduced by the Mayor unless otherwise indicated, and all were given first reading.

- B83-19 Amending the FY 2019 Annual Budget and the FY 2019 Classification and Pay Plan to address department operational issues, correct personnel funding issues, adjust pay band assignments for certain department director classifications and lineworker series classifications, and provide for salary adjustments to lineworker classifications; transferring funds; appropriating funds.
- B84-19 Amending and reestablishing the City of Columbia, Missouri Tax Savings Plan for City employees.
- B85-19 Approving the Final Plat of "Tiger Tots Place" located on the northeast corner of the Paris Road and William Street intersection; authorizing a performance contract (Case No. 52-2019).
- B87-19 Appropriating grant funds received from the Missouri Highways and Transportation Commission and the Missouri Department of Natural Resources Volkswagen Trust Transit and Shuttle Bus Program for the purchase of one (1) electric bus.
- B88-19 Appropriating funds from the Mill Creek Substation Transmission Capital Improvement Project to various FY 2019 electric transmission Capital



## Improvement Projects in the City Utilities Department.

- B89-19 Amending Chapter 5 of the City Code to establish a provision to exempt certain public and private schools and educational institutions from keeping chickens.
- B90-19 Authorizing construction of the Cosmo-Bethel Park improvement project to include the renovation of eight (8) tennis courts, installation of a new park entry sign and renovations to the north parking lot; appropriating funds; authorizing an agreement with Columbia School District No. 93.
- B91-19 Accepting a partnership warranty deed from MBS Realty Partners, L.P., acting by and through its General Partner, MBS Associates, Inc., for the donation of property located on the southeast corner of the intersection of Worley Street and Fairview Road to be maintained as a wooded natural area park; naming the park "Fairview Hollow Nature Area."
- B92-19 Authorizing the City Manager to execute an agreement for temporary construction easement to the Columbia Public School District for the construction of an accessible walkway to the raised landscape beds in Paquin Park.
- B93-19 Appropriating funds received from donations, miscellaneous revenue and Park Sales Tax revenue to the Parks and Recreation Department.
- B94-19 Authorizing Contract Amendment No. 2 with the Missouri Department of Corrections to provide tuberculosis screening and testing services.
- B95-19 Authorizing a memorandum of understanding with the U.S. Fish and Wildlife Service and the 13th Judicial Circuit Court of Missouri for the development and implementation of the Youth Monarch Conservation Program.
- B96-19 Authorizing an airport aid agreement with the Missouri Highways and Transportation Commission for the completion of a Documented Categorical Exclusion (CATEX) review relating to the proposed new terminal site at the Columbia Regional Airport.
- B97-19 Repealing Ordinance No. 023806 which authorized the acquisition of a

certain leasehold interest in property, identified as Hangar 350 at the Columbia Regional Airport, and enacting new provisions related thereto.

- B98-19 Authorizing an agreement with the Boone County Fire Protection District to provide a stay in declaratory judgment action litigation as the parties seek a legislative fix to clarify the roles of the jurisdictions.

## X. REPORTS

- REP28-19 Appointment of advisory board for the Columbia Arts Fund.

Ms. Dresser provided a staff report.

**Mr. Skala made a motion to appoint the members suggested by staff, i.e., James Melton, Natalie Thomas, and Alan Toigo. The motion was seconded by Mr. Trapp and approved unanimously by voice vote.**

- REP29-19 Living green walls research on feasibility and costs.

Ms. Dresser provided a staff report.

Mr. Trapp stated he wanted to know the Public Works Department cost component and wanted to obtain input from the Parking Utility as he assumed funding would come from it. He commented that the garage was a dominant design element of the downtown cityscape so he wanted to continue to explore the possibility.

Mr. Skala commented that he was more skeptical. He explained the parking garages at the airport in Portland, Oregon had this same kind of treatment, and he was not convinced that maintenance would eventually not be a problem. He pointed out the garage was only supposed to be six stories tall, but the City could not convince the owners of some nearby properties to allow the purchase of their property for a larger footprint so they ended up with a 10-story structure. He stated he was interested in a conversation, to include obtaining input from the public.

Ms. Peters stated she thought the garage, as it was now, looked good. She explained she had looked at it more closely since the issue had been brought to their attention and reiterated she thought it looked okay. She noted she was more interested in what they might be able to do to improve fencing and to keep people from jumping off of the top of it.

Mr. Pitzer commented that it was an interesting idea, but noted he was not convinced about moving forward by the information received tonight. He was concerned about maintenance, and if that cost was too much, it would eventually result in a budget cut. It would also potentially result in a more unsightly situation. He stated he felt it would be hypocritical of them to install something that required significant irrigation with the water rate plan they had recently passed. He reiterated it was an interesting and intriguing idea and stated he would continue to consider it given those restrictions.

Mr. Skala explained the blue panels on the garage was the artwork called *Sky Algorithm*, a series of 27 colored glass panels in a range of varying hues that reflected the tones of the Columbia sky during the 2010 summer solstice. He understood each panel was etched with the time of its corresponding photograph and select panels had included quotes of proverbs that were unique to countries along the 38th parallel, which was a line of latitude Columbia shared with its global neighbors. Ms. Peters asked if that was on or near the windows. Mr. Skala replied it was on the windows. Mr. Trapp commented that the garage was worth touring. He explained he had taken an art tour of downtown that had included the window exhibit, and it had been the cardio portion of tour.

Mr. Trapp noted the garage was a part of the popular mythos of Columbia. The consultant that had done the Smart Growth parking assessment in Columbia had added

the garage to the slideshow of shame that included design mistakes made by communities. Apparently having a 10-story parking garage within the one-story part of downtown was a design mistake. He did not believe they wanted to expend a lot of resources in exploring it as he had not heard a lot of support, but noted it was something he had run on the first time he had ran for office in that he would not approve something like that. He pointed out there had been cost overruns on the Short Street garage, but they had moved forward at a cost of \$1 million for the decorative gates and other aesthetic features.

Mayor Treece commented that he thought there were better uses for transportation dollars than this. He also believed they should settle the construction defect lawsuit first and enhance the safety aspect of the garage before thinking about this.

Mr. Trapp asked if others supported obtaining input from the Public Works Department and the Parking Utility. Mr. Thomas replied he supported exploring it further. Mr. Skala stated he would support looking into it. Ms. Peters noted she was not supportive of it at this moment.

Mr. Pitzer asked what exploring it further entailed. Mr. Trapp replied looking at the irrigation in terms of whether it was possible and the costs associated with it. Mr. Pitzer stated he was agreeable as long as they were not spending any money.

Ms. Peters asked if it could be done with less than eight hours of staff time. Ms. Dresser replied she was not sure how much time it would take, but would check with the Public Works Department.

Mr. Skala wondered if they should put a question on the City's utility bill as to the beautification of the parking garage. He thought it might be a vehicle to obtain some public input. Mayor Treece suggested they obtain public input at a hearing because he was not sure they would get that far.

Mr. Glascock stated staff would explore it a little deeper.

REP30-19 Intra-departmental transfer of funds request.

Mayor Treece understood this had been provided for informational purposes.

## **XI. GENERAL COMMENTS BY PUBLIC, COUNCIL AND STAFF**

Eugen Elkin, 3406 Range Line Street, commented that he and Mr. Trapp were at an Operation Safe Winter event and understood that group had checked on homeless individuals in the cold. He hoped they would be acknowledged if there was ever a need for sleeping bags, food, etc.

Barbara Jefferson, 305 N. Fifth Street, stated she agreed with many of the comments with regard to putting a garden on the garages as she thought safety and maintenance needed to be considered.

Ms. Jefferson noted she had attended the meeting regarding the homeless at Wilkes Boulevard United Methodist Church and wondered what would be done. She asked if the public would receive feedback on the outcome of the meetings. Mayor Treece replied he thought Randy Cole, the Housing Programs Manager, was obtaining feedback for the annual report and the federal application process. Ms. Jefferson commented that she was concerned with the fact there were so many homeless people and because the church was deteriorating. She hoped something would be done.

Ms. Jefferson understood a City employee had been hurt due to a man running around with a bat and commented that cameras would not stop someone from getting hurt as there would still be a victim. She also understood a guard had stopped the man. She hoped the City would rely on human beings more than technology to help with crime.

Mr. Skala suggested Indian Hills be considered for recognition in terms of the African-American Heritage Trail. He thought staff could look into its history and refer it to the Sharp End Committee as he believed it could be a tremendous candidate for a plaque

of some sort.

Mr. Skala thanked staff for working on the McKee Street sidewalk project as it was much needed. He noted it had been a spinoff of the Strategic Plan meetings that had been held.

Mr. Skala commented that Cleanup Columbia would be held on April 13, and noted it was a good opportunity to clean up some of the litter citywide.

Mr. Skala stated the municipal election would be held tomorrow and asked everyone to get out and vote.

Ms. Peters commented that there had been a litter cleanup on March 23 and displayed photos of volunteers on Rock Quarry Road. She pointed out there had been a street crew truck in front of them and behind them since the road was so narrow at 7:15 a.m. on a Saturday morning to ensure the volunteers were safe. This was the fourth year of the event, and this year, the Street Division had chosen to fix the pot holes at the same time. She thanked the Street Division for keeping them safe. She noted they had also seen a few Police Department SUVs reminding people in vehicles to travel slowly. She explained they would do this again in the fall and next spring if anyone was interested.

Mr. Thomas stated Columbia Access Television (CAT) had announced they were dissolving their organization. He understood Sean Brown had spoken with Ms. Dresser in the Office of Cultural Affairs in terms of what that meant for the \$35,000 contract the City had with CAT. In reading news coverage, it appeared as though the Finance Department had indicated the City received \$800,000-\$900,000 per year in franchise fees, which was traditionally divided three-ways in many cities, i.e., public access television, government access television, and education access television. He felt these were three important ways to support a healthy democracy in the community, particularly public access, which allowed ordinary people without access to cameras or a broadcasting network to have their voices heard and to be creative. While he was disappointed CAT was closing down as an organization, he felt there were good opportunities to continue the tradition of public access television. One was for the City to keep the \$35,000 annual allotment in house to run a small public access program out of the Columbia Channel, potentially using the same equipment. He thought the CAT equipment became the City's equipment based on the contract. Another option was for Ragtag Cinema to take on the role of being the public access television producer and noted a contract could be set up with them in FY 2020 to continue that opportunity. He wondered if there were any responses or thoughts.

Mayor Treece asked what would happen to the public access spectrum on Mediacom. Mr. Thomas replied he did not know.

Mayor Treece stated one of the things he had mention to CAT a year ago when they were having budget discussions involved the Career Center at the high school as a broadcasting class was taught there. He thought it was something the not-for-profit private sector needed to pursue.

Mr. Skala noted he had also thought of the Career Center as he felt it was a natural fit. He commented that other opportunities were starting to reveal themselves so there might be the ability to continue some of the services.

Mayor Treece noted the University of Missouri now had a documentary film institute and they relied on videographers with technical expertise, which CAT might have provided for in terms of a career pathway, but thought the curriculum could be better integrated to show how the pathway might look.

Mr. Thomas stated one possibility was to invite proposals from a number of organizations whether it be the Career Center, Ragtag, or a coalition. He thought they worked together

already. Mayor Treece asked Mr. Thomas if there was a reason why that had not happened already. Mr. Thomas replied he did not think anyone had thought of it. CAT had been doing the best they could, but they did not have any capacity and they did not do anything else. For five years, they had a \$200,000 budget and had run a really great program. Since the budget had been cut, they had not been able to do the private fundraising that had been suggested. He stated he thought it had not happened before because it had not been encouraged, but felt it could happen if the City encouraged it.

Mr. Trapp commented that Operation Safe Winter was a free-form mutual aid organization. They had filled the niche of serving people regardless of attachment. They were able to go out and talk to people in camps. He noted they had been able to raise some money in the community and collected supplies to pass out. Even though they were called Operation Safe Winter, they were looking at continuing by doing monthly events of distributions. With the rainy season, their focus was obtaining and providing tents to their most struggling citizens. He commented that they had been a nice addition to the diverse social safety net that included religious organizations, social service agencies, the City of Columbia, etc. He noted they had addressed things that had fallen through the cracks and might have saved some lives. He stated he appreciated what they did and the light hand the City had taken with them. He explained he and Ms. Peters were co-chairing the Fair Housing Task Force, which would help put together the Consolidated Plan. He noted community facilities could be funded by Community Development Block Grant (CDBG) funds, but leadership would need to come from the non-profit sector. In the meantime, they would continue to do the best they could with what they had as it was a tough situation.

## **XII. ADJOURNMENT**

Mayor Treece adjourned the meeting without objection at 9:19 p.m.