

Item 23-1251: Resolution #11-R-23 Overnight Parking

Municipal Services Committee

Mon, Dec 11, 2023 4:30PM

Aldersperson Chad Doran (District 15) 01:36

Starting with our first action item 23-1251. Resolution 11-R-23 about overnight parking. We want to have a motion.

Aldersperson William Siebers (District 1) 01:51

I'm move to hold because that's what we're going to do anyways.

Aldersperson Kristin Alfheim (District 11) 01:56

Correct. I second.

Aldersperson Chad Doran (District 15) 01:58

All right.

Aldersperson Vered Meltzer (District 2) 01:59

I would have seconded as well.

Aldersperson William Siebers (District 1) 02:01

But I would like to have an understanding in terms of how much time to hold this from the director of Public Works, if she could.

Aldersperson Chad Doran (District 15) 02:15

Go ahead Director Block.

Director Danielle Block (Department Of Public Works) 02:15

Okay, thank you, Chair. Correct. At the end of the memo that was included in the packet, there is a request from staff to hold this item so we can do further analysis. But it's really based on the feedback that we receive tonight. So, the memo pretty much summarizes different factors or implications that the committee would, I think, need to consider and give some guidance or direction. Do we truly want to head down the path of a of a permit? Are we liking the idea of alternate side? So, we're here to listen to your feedback and then take that. It's really going to factor into, you know, some of the concerns we had related to staffing levels. And then operations can also begin to, you know, really give further details on how the overnight parking program would be structured.

Aldersperson William Siebers (District 1) 03:08

So, if we were to hold this, how long would you want us to hold this?

Director Danielle Block (Department Of Public Works) 03:14

Well, if you say "We do want to head down the path of selling permits," that that would—we would need, probably at least 60 to 90 days to analyze the level of staffing. So, some of the decisions could have a big impact on how long the hold would be.

Alderson William Siebers (District 1) 03:33

Okay.

Alderson Chad Doran (District 15) 03:34

Let's have some—I guess we'll open it up for discussion here with the committee first and see the pulse of the committee, I guess as far as that goes. So, Alder Meltzer, go ahead.

Alderson Vered Meltzer (District 2) 03:44

Thank you. I am very supportive of alternate side of the street parking and I have a lot of concerns about the permit. I would—if we were to entertain a vote tonight on the alternate street, I would vote yes. If we were to entertain a vote tonight on the permits, I would vote no. So that's how—the most succinct way to sum up my feelings.

Alderson Chad Doran (District 15) 04:11

All right. Go ahead.

Alderson Kristin Alfheim (District 11) 04:13

Thank you, Chair. Thank you so much for the very, very thorough information already. That memo had information that you're looking at it you guys have really delved into "Yes, we know it's an issue. And there are multiple ways to do it." If I'm correct, the way that I read it, there's clearly more stuff that would need to be done in terms of cost, staff, everything else with the permit than with the alternate route. Is that a fair assessment?

Director Danielle Block (Department Of Public Works) 04:42

It's a fair assessment to say permit or no permit—permit would require a significant level of effort to implement. If you don't have a permit, you could still do alternate side parking. So, the two don't necessarily go together. To implement alternate side parking, I think there's still a level of enforcement—right?—that that would be needed. So, I think it would be less without a permit, correct.

Alderson Kristin Alfheim (District 11) 05:07

I mean, my feedback would be, I really appreciate Alder Siebers bringing this forward. My neighborhood absolutely is in the same situation. The alternate side of the road with of course, the exclusions that will always exist, I think would be a great method, and I would prefer there not be a permitting process or fee involved to do it just but to set the rule that alternate days is the method the city is going to use from now on. And again, there's more information to come. I'm ready to listen to that. But that's definitely the way that I would be leaning.

Alderson Chad Doran (District 15) 05:39

Alder Siebers.

Alderson William Siebers (District 1) 05:40

Yeah, I hope we do something because this has been an ongoing problem in my district for a long time, for a long time. And I truly understand, and I'm not pointing fingers criticizing any department. But you know, there's really no consistent enforcement. And I understand why. Just do a police ride along. You know, there's more important things that our police officers should be doing at that time then then going through a district or neighborhood and writing out tickets.

Alderman William Siebers (District 1) 06:28

How big of a problem is it? I got up a couple times early in the morning at four o'clock and drove through the district. One time I counted 100 cars and none of them had tickets on. Now, granted, some of those cars may have been legitimately, you know, parking, getting permission, but it's hard for me to believe that 100 cars were parked legally at that time.

Alderman William Siebers (District 1) 07:00

I get phone calls from people saying "There's a car parked in front of my house and it's been there for you know, forever. Do something about it. I call the police and nothing is done," and you know, then I call the police, and usually they respond and then I get a phone call from the person that who got a ticket and "Where do I park my car?" You know, and I kind of go "Well, I don't know, you know, you just, you know, drive around, see if you can find a place." So, something's got to be done. You know, doing nothing, it's not an answer to the problem.

Alderman Chad Doran (District 15) 07:40

Alright, any of our other colleagues? Alder Hartzheim, go ahead?

Alderman Sheri Hartzheim (District 13) 07:49

Thank you, chair. I think this might be a part of the city problem but not an all of the city problem. So, I'm wondering if a partial solution might be warranted rather than a full broad here's what we're here's what we're gonna do in Appleton. I don't want my neighbors in district 13 to not be able to park on the street overnight if it's necessary, but it's generally not as much necessary as it might be in places where there's a more dense neighborhood, or there's very few parking spaces available per home in those more District 1 sort of areas. So I'd like if we could please to ask staff to maybe explore potentially some sort of geo fenced area in which this might kick off as an opportunity to see what things we run into as problems, what—and it might be easier for them as well to step—to figure out what they are needing for as far as street cleaning and garbage collection and that sort of thing if there's a smaller area to begin with, if there's a way to sort of cordon off and say, "Here's where we're going to test out what works." That would be my request.

Alderman Sheri Hartzheim (District 13) 09:07

I'm not sure how the rest of the Council feels about that because of course, we have to look at you know, what's fair across the board as far as residents of the city of Appleton, but I think that might be a good place for us to say, "This is where it's needed most for now. Can we figure out—can we get iron out the bumps, and then move to more of the city necessary?" Thanks.

Alderman Chad Doran (District 15) 09:30

Alder Alfheim, go ahead.

Alderman Kristin Alfheim (District 11) 09:31

Thank you, Chair. I think that's a perfectly acceptable idea. The density of the downtown I believe, is where we have the biggest issue. And perhaps, as you know, I don't—I don't wanna use the word "pilot" because there's going to be money involved to make that change. But it is reasonable to focus on the downtown area. And I think there's going to be—you know, there's an education aspect to this. You know, in my area, there's a lot of places where we only can park on one side of the road as it is. So there needs to be clarification and education, and the reality is this is not going to help everyone, but it will help a lot of people. So, I really hope that we can find some version of this to move forward. And if that means a smaller section, downtown all day, yeah, we are needing it.

Alderman Chad Doran (District 15) 10:17

Yes, I'll just ask staff is that an option to look at? To perhaps, maybe make a change to alternate side parking in just certain sections of the city rather than whole city? I think part of what I'm wondering is if, in fact, making a broad change for the whole city might actually have just as much potential detrimental impact to staff trying to do the work, we do overnights, anyway, if we had more cars parked on the streets where it's not really necessary.

Director Danielle Block (Department Of Public Works) 10:48

A couple of reactions to start. It might take more additional effort, you know, to do the education related to a different perimeter versus city limit. I'm trying to think of the amount of signage and things that you would need to post related to the boundary, versus just opening it up for the entire city. Those that are going to take advantage of it would likely be in that perimeter that we probably already would have defined, and then we'd be focusing on that area and working out the kinks in that area where it's used the most. Any other thoughts? Traffic engineer?

[There was some laughter in the chamber.]

Alderman Kristin Alfheim (District 11) 11:26

The scowl.

Eric Lom (City Traffic Engineer) 11:26

I think I would just expand on that a little bit. I have not—had not given this any thought before just now. But the way that—statutorily the way that we sign a alternate side parking or a two to five parking restriction, the statutes say essentially, that we have to post it at all the major entrances to the city, which is what we do now. We have about 25-30 locations where you'll see the signs that say no parking from two to five. Little unclear to me how we would have a partial city. You know, if you put it at the city limits, what would it say? And if you put it at the boundary of the area in question, not sure what how the statutes would feel about that. And it would get to be pretty cumbersome signage wise, I think. So, my first reaction is, is it's probably a little more complicated than it first seems.

Alderman Chad Doran (District 15) 12:28

I guess, if we're if we're eventually going to refer this back, maybe perhaps we could just ask staff to do a little just sort of initial investigation into that without maybe needing to do too much but just to see the sort of feasibility of that as an option. I also just wanted to ask staff, I guess from the perspective of the alternate side parking with or without the permit. Does staff have a recommendation one way or the other at this point?

Director Danielle Block (Department Of Public Works) 13:01

On permit or no permit? I think my only recommendation would be if the permit option is selected that it be properly staffed, because I think for it to be successful, we really need more of a broader administration of the parking permit. So, we would compute what that is. We would explore different software options to see if that makes life easier for staff. Could we potentially roll that into how we administer ramp permits right now? There are technology available through Passport that might make our life easier there. But that's probably my biggest concern is that we have—we go in eyes wide open knowing what it's going to take to implement.

Alderman Chad Doran (District 15) 13:47

I guess my initial reaction to the to the permit side of this sort of equation is it seems on its face to be maybe more of an expense than it's worth. I'm not sure how my colleagues feel about that, I guess. I'd certainly be

willing to support doing away with researching the permits further. But I guess we'll—I'll leave that up to the rest of our colleagues to see. Alder Hartzheim.

Alderson Sheri Hartzheim (District 13) 14:15

Thank you, Chair. I concur with you. I think the view might not be worth the climb as far as trying to investigate how to manage permitting, just because there's so much additional work involved with enforcement of permitting. So, you know, we may get people to—who are rigid rule followers and they'll do what they're supposed to do, but they're—as Alder Siebers said earlier, there are probably 100 folks in his district that aren't necessarily rigid rule followers at this point, not because they are being flagrant about it, but because "Where am I going to park?" That sort of thing. So again, I think the view is probably not worth the climb as far as permitting, but I do like the idea of, as Alder Meltzer said, investigating the other portion—that opposite side streets sort of thing.

Alderson Chad Doran (District 15) 15:04

Alder Siebers.

Alderson William Siebers (District 1) 15:05

Yeah. This isn't anything unique. I mean, there are other cities that do this, and have we looked into, you know, these other cities in terms of what they're doing?

Director Danielle Block (Department Of Public Works) 15:19

Yeah. A lot of the information included in the memo was gathered from like-sized cities, cities within our area that already have an established either alternate side parking, or permit process.

Alderson William Siebers (District 1) 15:33

Can you give me an idea in terms of how many cities, you know, are doing...?

Director Danielle Block (Department Of Public Works) 15:38

I think less in the immediate Fox Cities area and more—like Madison does, La Crosse, Rapids, Stevens Point were my main, I guess, comparables in writing the memo. And as the city was larger—as you can imagine, Madison's was a very elaborate like 56 zones and neighborhoods. You know, your permit was identified based on the sign outside your neighborhood, and that—it was elaborate, obviously.

Alderson William Siebers (District 1) 16:11

Okay. Thank you.

Alderson Chad Doran (District 15) 16:14

Just a question for staff, I guess, regarding the parking vehicle. I think I brought this up when we first had this come forward, and didn't really see much in the memo related to the to the usage of that to perhaps be better utilized, I guess, to manage our overnight parking as is now. When that vehicle was initially purchased by the city years ago, there was talk right away that it—part of the future plan for that usage was to help monitor overnight parking, but it hasn't happened as of yet. Is there still a plan for that? Or does that require additional software and staffing?

Director Danielle Block (Department Of Public Works) 16:51

So based on the feedback that I'm hearing, if we don't go down the permit route, I think the vehicle right now is equipped to enforce overnight parking. If the permit route was selected, then I would begin talking with Passport about, you know, how we would have to equip this vehicle. So, we can fold that into the plan and the

update on the next memo. I'm not completely familiar with what the plans had been with when the car was purchased.

Alderson Chad Doran (District 15) 17:18

Okay. Yeah, I guess I'd appreciate just a little more knowledge on that. And I think that if that's available for use, rather than tasking our police department for that, I think it's a better use of everybody's time from that perspective. But Alder Siebers, go ahead.

Alderson William Siebers (District 1) 17:33

Yes. I'm not sure the time, but when I when I approached this with the PD, as well as Public Works with Paula Vandehey, you did exactly that. Now at that time, the vehicle was not set up to do the two to five parking enforcement, but then, supposedly, I was told it was set up. And for—and then my understanding was is that APD was going to be doing the vehicle with the CSOs or the—yeah, community service officers. But it hasn't ever happened. So.

Director Danielle Block (Department Of Public Works) 18:25

I can speak to it from the parking utility standpoint. I don't believe there is enforcement during that time period staffed within the utility.

Alderson William Siebers (District 1) 18:34

There isn't?

Director Danielle Block (Department Of Public Works) 18:34

Right, correct. So—but I can't answer the question on how that laid out with the CSOs. Chief, do you?

Police Chief Polly Olson 18:49

So, it is my recollection, that you are correct. There was some discussion with Paula and others about potentially using our community service officers for that. It just, quite honestly, never gained a lot of traction. We've always struggled to maintain our staffing with our community service officers. And of course, staffing overnight—usually we're lucky when we can get one CSO staffed overnight to handle police related things. But it's pretty rare for us to have multiple CSOs that would enable us to be able to have one of our CSOs, I guess, operate that car to take care of those parking concerns.

Alderson William Siebers (District 1) 19:33

And even if we do step up enforcement, that's not going to solve the problem. We still have—we still have more cars than we have places to park them in the older districts. You know, we have single car garages that sometimes are used for storage. The driveways are probably—in some cases, the length of the driveway is a car and a half. So that limits, you know. And then kids are staying home longer and so all of a sudden, we got three college students who come home, and you got ma and dad they have two cars, and next thing you know, we've got five cars we don't know what to do with, you know. So, it's a problem. And we need to do something to solve the problem.

Alderson Chad Doran (District 15) 20:25

Alder Alfheim.

Alderson Kristin Alfheim (District 11) 20:27

I think it's funny because Alder Siebers and I have the same situation. The exception is his neighborhood never gets any tickets, and my neighborhood gets them all. That's a challenge, right? Because again, just based on

where we're located, that car comes out of the garage, and it's this natural circle. So, my neighborhood is freaking out. Because it's a hotbed for tickets in a neighborhood that really doesn't have a problem. So, my issue would be, let's get rid of the nonsense, right? It costs us money to do anything. I do not want to do anything that's causing an increase in staff. I do not want to do anything that causes—cost us an increase in technology. I do not want to do anything that causes us to give out more tickets. What I want to do is have the ability to park in a systematic way that does not hurt the city and helps out our citizens. So, with that in mind, I would strongly recommend we drop this permit concept completely and focus on a system that allows our residents to park their vehicles without getting tickets in an orderly manner, which I think we can do very easily. Thank you.

Alderman Chad Doran (District 15) 21:31
Alder Croatt, go ahead.

Alderman Chris Croatt (District 14) 21:34

Thank you, Chair. I would completely agree with Alder Alfheim on that. I actually don't think there's a need to hold this because if you're going to drop the permit from the research part of it, you probably could revise or amend the resolution. And I thought the memo from staff was incredibly detailed. It offered options. The odd/even is a solution to a problem, and it's a cost-effective solution to the problem. You're not adding staff. You're not adding anything to the vehicle, technology, really any costs. Yes, there's an enforcement piece, but there's an enforcement piece now. There's cars parked overnight all over the city. Some get tickets, some don't. My neighborhood happens to not get tickets. Yours does. Sorry about that. But I think the solution is in front of you. You could amend the resolution, and move this forward. I'm hearing from Alder Siebers that something has to be done. We have something to do. So, I would recommend just not holding it, not delaying it. Amend the resolution, and put it before Council as an option.

Alderman Chad Doran (District 15) 22:41

Okay, thank you. Just one second. I know staff, if you wanted to—part of the memo talked a little bit about the, some of the impacts, I guess, to service delivery if we made a change to alternate side parking. Do you want to just have any additional comment on that, I guess, from that perspective?

Director Danielle Block (Department Of Public Works) 23:01

Sure. Sure. Thank you. I appreciate that. Included in the packet towards I think it was page three, and then on to page four, we talk about operational impacts and engineering impacts. There were also a few photos included just showing some of the results of cars parked during snow events. So, a couple of things. If we went alternate side overnight parking year-round, I think snow emergency classifications would have to be revised. And I think our calling for those emergency or designating those would have to be done more often than they have been done in the past, educating folks on what that means when it's enacted and how cars would need to be off the streets during that time. And I think there's, right, a level of service impact, too I think the clearing of snow and the result they see in the street. So, with that being said, I mean, if it's set to alternate side, other operations would have to be adjusted. You have additional comments? Which I will let Deputy Director Loper—Loper sorry, speak to some of those specifics and kind of our dialogue on how we would make this work.

Deputy Director of Operations Nathan Loper (Public Works) 24:23

Yeah, so I think the biggest one is snow removal. I think, you know, we can work around some of the other things—leaf collection, garbage collection—but snow removal, we're gonna come through and plow. Cars are parked on one side of the street. That side of the street is going to for the rest of the winter be in terrible condition. We don't have the staff or the resources to come back and plow again. If we have to plow twice—so some sometimes we're plowing over two three days. So, if then it takes another two or three days to plow again, that's two or three days that we're not getting downtown to haul snow, an extra two or three days.

Sometimes those two or three days goes through a busy week in downtown, and that's just not going to be acceptable.

Deputy Director of Operations Nathan Loper (Public Works) 25:09

So, I think when we're—in my mind anyways, when we're looking at, is this permit route the way that Council wanted to go? There would be fewer cars parked; there would be less of an issue. If it's not going to be a permitted type of situation—I didn't do the research yet, and I wish I would have—but I think there's a lot of communities that do the even/odd but in the winter, those restrictions, the 2A to 5A everywhere are in effect. So, but to Director Block's point, we'd have to do something different with snow emergencies. So, every time—right now, when we declare a class one there, the PD doesn't—they can't allow the request for parking on the street. So that helps us tremendously. So, we'd have to look at something like that. Probably just what every time we plow it if otherwise cars are going to be allowed to be out.

Alderman Chad Doran (District 15) 26:04

Thank you. Alder Meltzer, you had another thought?

Alderman Vered Meltzer (District 2) 26:06

Thank you. Well, I guess I am interested in amending this to remove the permit thing from our discussions. But I think that—I don't know if that would negate holding it because I think that for this alternate side, it does sound like there's still some more research or some more information that staff could be bringing forward that we might have to make decisions about—how it's impacting these other policies such as the snow emergency. So, since we already have a motion and a second to hold, is it possible to make an amendment at this time?

Attorney Amanda Abshire (City Attorney) 26:47

Yeah, at this point, the mover was Bill Siebers. The seconder was Kris Alfheim. What I might recommend instead of even amending I've left it open right now as Alder Siebers, when making the motion, indicated that he was going to follow up whatever his motion was with the date certain. So, if Alder Siebers is willing to fill that in, or we can do amendments. Whatever the chair wants to do.

Alderman Chad Doran (District 15) 27:13

Alder Siebers?

Alderman William Siebers (District 1) 27:14

Well,

Alderman William Siebers (District 1) 27:14

I don't know if we're ready for a date certain or if we're even going to do that. But I would like to respond to. First of all, the question that I asked in regards to refuse pick up, garbage pickup—when do we start doing that? What time?

Deputy Director of Operations Nathan Loper (Public Works) 27:33

4:30.

Alderman William Siebers (District 1) 27:34

Okay. So, people can start parking on the street. Everybody's law abiding at five o'clock in the morning. You know, so I don't know the impact. The other thing is snow more removal. If there's 100 cars, I—let's say, let's say 30 cars parked on the street. And we're maneuvering on this side of the street, this car, and then two blocks or three blocks maneuvering again. And then we come back on the other side we're maneuvering, you know, that,

in my opinion is a worse situation than if we did alternate side parking, because—I'm gonna tell you, there was there was there was one winter, one time there was a car was parked, and we had a pretty good snowfall. And that car was parked in for a whole week. For a whole week. I contacted Public Works. I contacted Police. And I don't know you put a red sticker on or, you know. It took a week before that car was moved. And still there was a pile of snow left there, you know. So—and the other thing in regards to leaf pickup. When we when do we do leave pickup?

Deputy Director of Operations Nathan Loper (Public Works) 29:04

Across all three shifts. So, 24/7.

Aldersperson William Siebers (District 1) 29:07

I'm missing something out in my neighborhood then because I do hear—the sweeper goes by maybe once a year or twice a year, but leaf picked up in my neighborhood has always been late morning. Anyways.

Aldersperson Chad Doran (District 15) 29:26

Alright. Alder Alfheim, I think give you another chance here, and I think we're getting close to...

Aldersperson Kristin Alfheim (District 11) 29:31

Yeah. One last thing. And I'm perfectly happy to continue holding because I think it's a great conversation. We've given some direction. But the only thing I'd add in there, if we do alternate street then don't we utilize garbage and recycling on the opposite side? In essence all neighbors use the opposite side then? If that were the case, aren't we cutting—well as an option then I would throw it out there. I know I've seen that. So, if all the cars are on this side, garbage and recycling all go on the other side, which technically reduces the mileage of the garbage pickup because they're all on the same side of the street.

Aldersperson Chad Doran (District 15) 30:03

Staff, you want to respond to that?

Aldersperson Kristin Alfheim (District 11) 30:05

Put it on the list. Put it on the list.

Director Danielle Block (Department Of Public Works) 30:06

I was gonna say it could be a potential option, just with public education. Before you put your car out, you have to be cognizant—

Aldersperson Kristin Alfheim (District 11) 30:10

Cars are on this side. Garbage and recycling. And now all of a sudden, we're making one line instead of having to go back and forth on both blocks. It may balance out anything that we're doing to adjust in cost.

Aldersperson Vered Meltzer (District 2) 30:22

I have something specifically to this. I believe this is something that I have witnessed in other communities, and that I have heard positive things about from other community members. So, I would be very interested in seeing some research reports from other communities. I don't know if I actually—you know, maybe these were, you know, communities where they did it 10 years ago and they ran into a problem, and there's a good reason why they don't do it that way anymore. I would like some more information about how it actually has worked in other communities, because I know that it has been attempted in other communities.

Alderson Chad Doran (District 15) 30:59

Okay. Alder Hartzheim and then we'll wrap this part up.

Alderson Sheri Hartzheim (District 13) 31:03

Thank you, chair. My initial reaction to pushing your garbage cart across the street is not necessarily a good one. I would like to see what Alder Meltzer had requested. Is there other research that this has happened before in other communities? But even complicating the matter, I suppose, what if there were rules that said, if it was your garbage night, you can't be parked on your street? I mean, there have to be ways that we can make this work that are not so onerous on the entire community. Thank you.

Alderson Chad Doran (District 15) 31:38

Staff, I guess, do you have—do you have a feeling? You have a good direction from us at this point, if we continue to hold this what you have from us, I guess, as far as what you need next?

Director Danielle Block (Department Of Public Works) 31:48

Yep. We can start to hone in on alternate side, no permit, and then give further detail on some of these operations we list at the bottom of page three.

Alderson Chad Doran (District 15) 31:56

Okay.

Director Danielle Block (Department Of Public Works) 31:57

Referencing other communities.

Alderson Chad Doran (District 15) 31:58

Do you have a recommendation of how much time you'd like?

Director Danielle Block (Department Of Public Works) 32:03

I think I would hold firm on the 90 days. Because I have two other pending resolutions that are taking up a significant amount of time, and the first reporting period on the College Ave lane reconfiguration coming up in February.

Alderson Chad Doran (District 15) 32:17

Fair enough. Is that acceptable to everyone?

Alderson William Siebers (District 1) 32:20

No.

Alderson Chad Doran (District 15) 32:21

On committee here?

Alderson William Siebers (District 1) 32:21

But there's not much I can do.

Alderson Chad Doran (District 15) 32:24

Alright, so do we need to put a date on it then? Our we...?

Attorney Amanda Abshire (City Attorney) 32:27

Otherwise, I could recommend, you know—you could say the first regularly scheduled meeting in March or something to that effect.

Alderson Chad Doran (District 15) 32:35

Okay.

Alderson Kristin Alfheim (District 11) 32:36

That would work.

Alderson Chad Doran (District 15) 32:37

That would suffice for staff?

Attorney Amanda Abshire (City Attorney) 32:37

That way if you plan to meet or a meeting gets canceled, whatever, it allows some flexibility for the committee, but it's up to you guys.

Alderson Chad Doran (District 15) 32:43

Okay. So, we have a motion to hold until the first March, meeting in March, first committee meeting in March. Good?

Director Danielle Block (Department Of Public Works) 32:54

Works for me.

Alderson Chad Doran (District 15) 32:54

All right.

Alderson Kristin Alfheim (District 11) 32:55

Or earlier if Public Works is ready earlier?

Alderson Vered Meltzer (District 2) 32:59

I think we need to be certain for public notice, right?

Alderson Chad Doran (District 15) 33:05

So put it on for the first meeting in March. Okay. All right. On the on the motion to hold then. Let's all take a vote. Those in favor, say aye. Aye. Opposed?

Alderson William Siebers (District 1) 33:17

Nay.

Alderson Chad Doran (District 15) 33:18

That motion passes three one.