

## Item 24-0152: ALTA Planning + Design Complete Streets Study Update

### Municipal Services Committee

Mon, Feb 12, 2024 4:30PM

#### Aldersperson Katie Van Zeeland (District 5) 12:38

That brings us to our last item, 24-0152 the Alta planning and design Complete Streets study update. Is this an action item? I guess, we are voting on something here. Go ahead. Director two?

#### Director Danielle Block (Department Of Public Works) 12:57

Yeah. Thank you, chair. I kept this topic consistent with how it was presented in the past. It was an action item and then received and filed.

#### Aldersperson Katie Van Zeeland (District 5) 13:05

Okay, thank you. That's helpful. So, do we want an introduction for guests who are joining us via zoom? May you—arr Director One.

#### Eric Lom (City Traffic Engineer) 13:17

A few things to talk about as our, the rest of our team turns on their cameras there, or their screen shares. So, thank you, Chair. Really, I would start by just sort of referring you to the memo that was included in your packet. It gives a little bit of an outline as to where we've been with this project, kind of where we are, and where we're headed. So, I'll try to get through this rather quickly here because we are short on time.

#### Eric Lom (City Traffic Engineer) 13:50

Our last meeting or our last touch point with this group was back in August of 2023, and at that point, our consulting team along with city staff presented what we really kind of referred to at that point was a framework or a skeleton for what we anticipated the this project to look like as we move forward. A lot has happened since then. A lot of things are going on in the background.

#### Eric Lom (City Traffic Engineer) 14:16

There's—this really touches almost every part of city government, including our operations group, our fire and police departments, and just kind of a wide variety—certainly our planning group or economic development group that's here tonight as well. We've touched—we've been—had some involvement with internal stakeholder groups, our multimodal work group which is a variety of folks from different departments, our bike and pedestrian Advisory Committee, and in some specific instances we've been working with DPW operations to make sure that the things that we're talking about here are able to be maintained and plowed and that sort of thing.

#### Eric Lom (City Traffic Engineer) 15:14

We will be attaching the slide show that you're going to see tonight to the meeting minutes. So, you'll have that. The meeting—the materials, the actual meat of this project, which is getting—we were calling that a final draft, I think, is probably the best way that we can describe that at this point. We're planning on getting that out on the city website in about two weeks, and then just prior to our virtual open house, which is scheduled to happen on February 29. And certainly, we'd love to see you all there.

**Eric Lom (City Traffic Engineer) 15:55**

And finally, the expectation would be that we'll collect all the information that we get from the from the open house, as well as anything we hear here tonight or in the in the week or two after that and try to react to that as best we can, and come back to the committee with something to vote on in late March or into April. So tonight, we have our consultant team with us. We have Lisa Bender, and Colin Harris, and Donnie Donahue who are in a variety of locations, and we're glad to have them. So go ahead, Lisa.

**Colin Harris (Alta Planning & Design) 16:37**

Thanks. Good afternoon. My name is Colin Harris an engineer with Alta planning and design. Thanks. Thanks for the time today. So, for today, our agenda—the complete streets study really is the three components on the screen. It's updating the complete streets policy, it's creating a complete streets design guide, and it's updating the pedestrian crossings approach for the city.

**Colin Harris (Alta Planning & Design) 17:03**

This is a snapshot of the timeline. We shared a version of this previously. As Eric mentioned, we've had stakeholder engagement along the way, starting in summer of last year through today. We had a series of stakeholder interviews in July of last year. There have been the regular BPAC updates from last summer to present. We've been working closely with the multimodal workgroup throughout the process. And then with our Municipal Services Commission, we met in August and now we're meeting again today. So, you can see some of the touch points along the way as we find ourselves in February on our way to late March and early April when we anticipate the next time we meet with the municipal services committee.

**Colin Harris (Alta Planning & Design) 17:54**

Themes on the screen. We've seen safety as a as a strong theme for all ages and abilities across everyone, we've met with. Strong consensus to calm traffic and support transportation options, at the same time really being cognizant of budget constraints and a desire to prioritize and plan for maintenance. Increasing staff coordination has been seen as a beneficial item. And context is important. Not everyone is in the same place, geography—geographically, commercial, and then new residential areas as well as developed ones. And then as focus on youth and education has been a common theme as well.

**Colin Harris (Alta Planning & Design) 18:40**

So, this should look familiar. This is the vision that we set forth with last summer for the complete streets policy, and I'll read it, "strategically use resources to plan, design, build and maintain a multimodal network of streets so that community gathering and traveling by walking, rolling, biking, transit and driving is a safe and positive experience for people of all backgrounds, ages, and abilities, supporting Appleton's local economy, health and environment."

**Colin Harris (Alta Planning & Design) 19:11**

And then the vision for the pedestrian crossings improvement, and this this piece is really meant to streamline existing policies when it comes to crosswalks and crossings in general replacing the existing enhanced crosswalk policy and the mid-block crosswalk policy. And it's "to invest in crossing improvements using a consistent prioritization process grounded in the latest evidence on roadway safety treatments that are aligned with the complete streets policy and the Complete Streets design guide" the other two parts of this study, and really focusing on assessing safety community priorities and then prioritizing from there the highest opportunity locations.

**Lisa Bender (Alta Planning & Design) 19:57**

With that, I'll jump in. I'm Lisa Bender from Alta and be talking through just a high-level overview of the draft complete streets policy. So, as you all know, Appleton has a complete streets policy and our task was to update it to reflect all the amazing work that you've done since that policy was adopted and then look forward into the future for opportunities to build on all the work you've done.

**Lisa Bender (Alta Planning & Design) 20:28**

So, the new complete streets policy would apply to all transportation projects, including new construction and reconstruction as well as maintenance projects. Safety and mobility for the most vulnerable road users would be prioritize. And the policy would allow exceptions that would be approved in writing by the Director of Public Works, just like the last policy has been.

**Lisa Bender (Alta Planning & Design) 20:54**

Complete streets policy would consult the—make a commitment to consulting the best practices while designing projects, including the really amazing design guide that Donnie is going to talk about in just a minute. The process would reflect context, including roadway classification and land use. And then land use zoning policies that conflict with the complete streets policy in any way would also be reviewed and updated as needed.

**Lisa Bender (Alta Planning & Design) 21:23**

Both the Department of Public Works and the Department of Community Planning would coordinate with partner agencies and private developers to implement the policy where the land isn't owned by the city, either in right of way owned by a partner agency or, in some cases, in new developments or new subdivisions that might be privately owned or privately developed.

**Lisa Bender (Alta Planning & Design) 21:46**

And then we know implementation is really important. So, the policy emphasizes, as Colin mentioned, leveraging and prioritizing existing reach—resources really strategically to use those funds efficiently as well as setting you up to be competitive for additional funding resources.

**Lisa Bender (Alta Planning & Design) 22:06**

The policy commits to prioritizing projects that fill a gap in a user network, like the bicycle or pedestrian network or other networks like transit and automobile networks, to serve vulnerable users and areas of the city with high potential for active trips, or other city adopted mobility goals.

**Lisa Bender (Alta Planning & Design) 22:25**

The policy recommends set aside setting aside funding for specific network priorities, which you're already doing. We'll talk about more with the crossings prioritization work. And then it also commits public works to reporting annually on some specific elements to help measure progress toward implementing the policy.

**Lisa Bender (Alta Planning & Design) 22:49**

In addition to the policy language that would be adopted by a resolution, we've also worked with staff to develop a worksheet that can be modified and really would be attended to document the decisions that are being made because, while the policy takes that big picture look and commits to some specific process things, we know that every street has its own unique context, its own community engagement discussions. So, this would be a way for staff to document those decisions as you make those policymaker-level decisions over time. And with that, I will turn it over to Donnie to talk through the design guide.

**Donnie Donahoe (Alta Planning & Design) 23:27**

Thanks, Lisa. Hi, everybody. I'm Donnie Donohue. I'm a designer and planner with Alta planning and design, and I'm going to walk y'all through what's in the design guides. The design guide's goal is to really address the "what" of complete streets—what are we building? What are we designing? What are the features or complete streets that are envisioned for the city of Appleton? And there's three main parts of the design guide. The first part is the complete streets cross sections, which is the starting point for the design of complete streets. The second part is the design guide toolkit, which gets into all the various details of different elements and features of complete streets that can be applied to a wide array of different contexts. And the traffic calming retrofit program which explores options for quick build implementation of some of the complete street design guidelines.

**Donnie Donahoe (Alta Planning & Design) 24:31**

Next slide. So, the first part, the cross sections, is really the bread and butter of complete streets. This is looking at the street and providing typical cross sections for how they would be broken up between different elements between sidewalk and street terrace and parking and multimodal improvements—the whole the whole works. Critical thing for this design guide is that there's not a one size fits all solution. This is all about adapting to different contexts and different types of projects because we recognize that variety and city of Appleton streets.

**Donnie Donahoe (Alta Planning & Design) 25:09**

There's four main parts of any street project that we want to incorporate—and that's shown in the flowchart on the left—versus just the type of street project (is it a reconstruction or resurfacing?), the street classification (whether it's local, collector, arterial), the context (whether it's residential, commercial, industrial, park, school), and whether or not it's part of a bike or transit priority network.

**Donnie Donahoe (Alta Planning & Design) 25:34**

So, we've incorporated those different elements provide some starting place typical cross sections for complete streets in the city of Appleton that are intended to be the first point of reference for design and engineering staff looking to implement a new complete street in the city.

**Donnie Donahoe (Alta Planning & Design) 25:53**

Next slide. That second part I mentioned before is the toolkit. This is all the different detailed design features and elements that can be a part of a complete street but aren't necessarily a part of every complete street. These include general traffic calming treatments, intersection and mid-block crossing treatments, multimodal street improvements, and intersection operations and signal modifications. For each of these elements, the design guide provides a vignette, a little plan illustration, of some of the dimensions and applications of the elements, a description as well as more detailed detail about the different features and appropriate applications of each element.

**Donnie Donahoe (Alta Planning & Design) 26:43**

Next slide. And then last but not least, the third part explores the traffic calming retrofit program. I alluded to this at the beginning. This is about how do you build some of these complete street elements on a quicker timeline than is typically done through traditional concrete and asphalt full reconstruction of streets. This looks at quick build, which utilizes quicker to design frames and quicker implementation periods, utilizing things like paint, flexible posts, to begin to implement some of the complete treats elements on a much-accelerated timeline. So, this section explores what would go into a quick build program, some of the timelines associated with quick build, some of the building materials of quick build, and some of the different applications in which quick build would be appropriate to implement in Appleton.

**Donnie Donahoe (Alta Planning & Design) 27:41**

Next slide. And then lastly, as part of this this traffic calming retrofit program, we provided a generic application of quick build in Appleton. We imagined it across a six by six grid that features a typical arterial street for Appleton, a typical collector street for Appleton, and a variety of different contexts of local residential streets as well. And this allowed us to illustrate where different types of traffic calming and complete street improvements would be appropriate, really to show the distinction between some of those slower speeds, more residential contexts, and then some of the higher speed, higher volume streets that are also present. And that's all for the design guide. I'll toss it back to Colin.

**Colin Harris (Alta Planning & Design) 28:34**

Thanks, Donnie. Lisa and I will now talk about the third component of the study which focuses on the pedestrian crossings. So, there have been very many successes over the past few years on previous efforts to improve pedestrian crossings, including 25 rectangular rapid flashing beacon crossings and additional neighborhood improvements—kind of coming up through last summer with completed projects. They're very popular, very high demand across the city.

**Colin Harris (Alta Planning & Design) 29:09**

The previous efforts have been focused primarily on a hazard index. So, in other words, looking at roadway characteristics for the most part, assessing speed, traffic volume, number of lanes, the crossing width, number of people who are currently there, and any additional circumstances and then going through a flowchart. So, this is here for illustration purposes which showing the complexity of this and limitations to looking mostly at the hazard index of an existing roadway. Requests have been very popular. It's been very popular as I mentioned, and the requests have exceeded budget and staff capacity.

**Colin Harris (Alta Planning & Design) 29:50**

So that brings us to today things we've learned. There's a lot of demand. We need a need a way to start prioritizing this next phase of work. We know that arterial corridors typically rise to the top of this hazard index, and our RFPs aren't always the best fit for some of these wide, vast arterials. And now we have this complete streets Design Guide, which will provide us an expanded toolbox of intersection safety tools, including corridor approaches along a linear section of roadway.

**Colin Harris (Alta Planning & Design) 30:28**

So, going forward, how do we expand the toolkit for pedestrian safety at crossings? We want to incorporate safety improvements into planned maintenance projects, first of all, and then maybe want to look specifically at some of these arterial four lane roadways at the corridor level and think about them at that level instead of intersection by intersection. Can we utilize map-based data to identify potential projects based on the highest priority locations? Can we think about a mix of projects, quick build, as well as permanent treatments, that can get us as many opportunities for implementation as possible, as budget allows each year? And then how do we use this process in relationship with the complete streets policy and the Complete Streets design guide going forward?

**Lisa Bender (Alta Planning & Design) 31:27**

So, using this framework, we took a look at the different priorities that emerged through the stakeholder input that we talked about earlier today and in the past meeting. So those, again, be safety, places in Appleton where there's a lot of potential for people to walk, where there's a lot of shorter trips that could be done by walking, areas of equity focus in the city using economic and other census data, looking at places by destinations that are important for walking in Appleton like schools, parks, trails, transit stops, and commercial areas, as well as those major barriers that we've heard about, including wide roadways, the river, and railroads.

**Lisa Bender (Alta Planning & Design) 32:14**

So, we used a lot of different maps, to find a way to start to paint the picture of how are these different factors interacting with each other in Appleton, and then took that information to develop what we want to show to you today, which is an idea about how Appleton can approach the next phase of pedestrian crossing. So, we were lucky to be able to rely on this crash analysis model, which highlights areas in Appleton where there are significant crash issues. And that's ranked based on the crash analysis score.

**Lisa Bender (Alta Planning & Design) 32:58**

We mapped density of short trips, so those trips that are a mile or less that could be accessed by walking. You can see those concentrated in the center of city, but also there are some neighborhoods throughout Appleton that have a concentration of those shorter trips.

**Lisa Bender (Alta Planning & Design) 33:19**

We looked at equity. And in this map, the purple areas are those with higher levels of equity concern when all of these different factors are layered together, economic opportunity, air quality, some health data, race and ethnicity, poverty, educational attainment, and youth and senior population.

**Lisa Bender (Alta Planning & Design) 33:40**

And then we looked at segments in the city that are close to these important destinations, parks and schools, trail, major barriers where there's something difficult to cross, transit stops, commercial areas. And then we put all of this together to identify places where these factors kind of coalesced.

**Lisa Bender (Alta Planning & Design) 34:16**

So, as we reviewed that list, we started to think about rather than bringing, you know, the top X number of projects in a linear fashion, we thought about what kinds of projects are there that we really think can help improve pedestrian access, mobility, safety? So, we wanted to highlight, again, the idea that (because you already have now the complete streets policy, the design guide to rely upon) that there's a huge opportunity to utilize the existing capital program and the existing street reconstructions that are happening as an opportunity to improve pedestrian safety as you have been into the future.

**Lisa Bender (Alta Planning & Design) 34:59**

And then from there looking at the crossing funds that are able to be used for more standalone projects, we're suggesting thinking about it in four additional categories. So those high priority corridors, where it makes more sense to look at the whole corridor, because there were so many intersections along that roadway where it rose to the top as far as these different factors that we looked at looked at in the mapping exercises. Areas where there are unique safety hazards like multi lane roundabouts, or trail crossings. Intersections of areas with high active potential, these tend to be concentrated in a smaller area near the center of the city. And then, in order to expand the number of projects throughout the city, also looking at intersections that are near schools and parks, again, reflecting the fact that youth and supporting youth was such a big theme in our stakeholder engagement.

**Lisa Bender (Alta Planning & Design) 36:03**

So, we have for each of these four categories, a list of potential projects for you to consider that, again, rose to the top of those community priorities, looking at safety, active trip potential, equity, as well as proximity to those different destinations. So, we have six corridors which are showing the orange in this map, which we're looking at as a mix of corridors that are locally owned which could be a good place to start where you have more

control, as well as other corridors where there would be need to coordinate with the county or state DOT. And I will go through these events. We're very happy to answer questions about the projects or everything else.

**Lisa Bender (Alta Planning & Design) 36:57**

These are areas with unique safety hazards. So, there are four that fit into the two categories of multi lane roundabouts, where there's, you know, roundabouts with more than one lane going around that circle, as well as trail crossings where there's a particular hazard or difficult crossing.

**Lisa Bender (Alta Planning & Design) 37:18**

These are the projects that fell into those areas with highest active trip potential. They also did meet those other criteria.

**Lisa Bender (Alta Planning & Design) 37:30**

And then this is the list of projects that we're kind of expanding out, looking at places that again, meet all the other criteria, but are close to parks and schools, many of which may have already identified. They may be familiar to you, because constituents have talked about them, or they're areas, you know, near a school where there's a known safety issue.

**Lisa Bender (Alta Planning & Design) 37:55**

So that concludes the overview of the policies, the design guide, and a very high-level overview of the recommendations for crossings. We're very happy to answer your question. And then I know Eric is ready to talk about next steps as well.

**Alderman Katie Van Zeeland (District 5) 38:15**

Thank you, I just want to say, I'm very impressed by this. It feels like—and just looking at the maps that we saw, a lot of the places that I get complaints about that were not really looked at before are actually listed—the maps that we see here. So, I especially appreciate the levels of street that we're looking at. Everything isn't compared the same way. It would anyone have any questions, keeping in mind that we will have an open house and other opportunities. Alder Doran.

**Alderman Chad Doran (District 15) 38:53**

Thank you. Just a couple questions, I guess. I think it was early in Lisa's sort of first part of her presentation, there was a mention of one of the early slides saying something like about the policy, the complete streets policy itself, I think, is going to be prioritizing projects for the most vulnerable. And I just wonder if you can expand on that a little bit. Like I'm just sort of curious, like what does that mean? Who are we talking about? And sort of what are we I guess protecting them from with the policy?

**Lisa Bender (Alta Planning & Design) 39:28**

I mean, that's a great question. The way it's written in the policy, it really is more of a process commitment, I think. So, it is so "vulnerable user" isn't currently defined in the policy, but it's something we can add. The way it is now, I think it could be interpreted in many ways, whether it be vulnerable based on safety concerns, you know, users that are affected by the—who are trying to use those corridors that are in that crash map, for example, or it can be defined as vulnerable economically or because of the equity considerations, or, you know, I think there could be other definitions as well that might fit into other policy commitments or areas of interest for the city.

**Lisa Bender (Alta Planning & Design) 40:18**

So, for now, it is left pretty open, and I think the idea is that it would be part of that worksheet that'd be documented—what kinds of users are in the area? It could be—you know, if the street construction is near a school or a senior living facility, that could be a way to highlight the needs of those particular user groups, you know, kids or older adults or users who might have particular considerations.

**Alderman Chad Doran (District 15) 40:46**

Thank you. And I guess if I could make a suggestion, I would, I would like to see us sort of define that as much as possible, just given this is a policy that we're going to be using as a guiding document for how we're doing these things. I mean, you mentioned economic factors or equity factors. It'd be nice to know how those apply here and why those are important in in the policy to help us sort of develop. Like, what makes that a consideration, we should be taking into account? Just the more, I guess, information we have on those things, I think, in the policy, the better I would feel about sort of using that as a guide for going forward.

**Alderman Chad Doran (District 15) 41:25**

And then the other question that I had, I guess for now, and I'm not sure if this is still in the works or not, given that we're drafting this, but do we have any information or will we be including any information on the financial side of the policy and sort of going forward, I guess? Or not so much the policy, but implementing these the new Complete Streets program in terms of how much, you know, a new complete street would cost the city versus what a street we typically designed now and what, you know, additional maintenance costs would be for maintaining these streets with the newer treatments that we'd be looking at adding? I think those are important considerations we will need to be looking at is we're looking at implementing these as well.

**Alderman Katie Van Zeeland (District 5) 42:17**

Anyone else? Questions, comments? No?

**Alderman Chad Doran (District 15) 42:25**

I've just—I guess I'm just wondering if that's going to be something that we're looking at or

**Alderman Katie Van Zeeland (District 5) 42:29**

I didn't know—I'm sorry there wasn't a question there, so I apologize.

**Alderman Chad Doran (District 15) 42:32**

Yeah.

**Alderman Katie Van Zeeland (District 5) 42:32**

You're asking if...?

**Alderman Chad Doran (District 15) 42:34**

Yes, if that will be part of the information at some point to come here or not? Just because we didn't talk about it at all today.

**Alderman Katie Van Zeeland (District 5) 42:40**

I mean, that's my understanding from my discussion discussions with Director Block. Would someone like to address that? Okay. One? Thank you.



**Eric Lom (City Traffic Engineer) 42:51**

It's an excellent question, and it's a question that's been talked about at length in our internal meetings, is to try and get our arms around—it's fairly straightforward to understand the costs on the front end—right?—in terms of, if we're reconstructing a certain street, how much extra does it cost to do so, you know, to implement certain traffic calming features. What we've, I think, tried to get our arms around a little bit better is what is that maintenance cost? And the clearest way that I can think of to describe that is if one traffic circle slows our plows down by one minute each time they come through, what if we have 100 traffic circles or 1000 traffic circles? I think those are some things that we're really trying to make sure we understand and how to present that as part of this, but I think that that will be part of the document.

**Aldersperson Chad Doran (District 15) 43:58**

Okay. Thank you. And I don't know—I mean, I'm sure there are other cities that we've used as examples that have done made this change to complete streets and things. I'm not sure if you've reached out to them for any sort of feedback on what they've seen, maybe anecdotally, or something. That would be helpful. But I think it's an important aspect we need to consider, especially the maintenance side of things, because it's that sort of fungible cost that, you know, we can't necessarily put a price tag on at the beginning, but we know is a long-term ongoing expense that we need to account for.

**Aldersperson Katie Van Zeeland (District 5) 44:33**

So, the next steps here, you know, you had mentioned that we have the open house. Can you just maybe go over some of the opportunities that we'll have for citizens to give feedback and alders to give feedback?

**Eric Lom (City Traffic Engineer) 44:45**

Our next opportunity is, like I said, scheduled for February 29 at 6pm. That is noted in the memo, and we're starting this week working internally to get the information out on that, utilizing our communications director, I assume through social media and a variety of ways. And ultimately, we would be back at this committee for approval in, depending on how things go, late March, somewhere into April. And that will be the next opportunity for folks to be part of the process.

**Aldersperson Katie Van Zeeland (District 5) 45:30**

And it says here, February 26, posting of the draft documents. What kind of draft documents are we talking about?

**Eric Lom (City Traffic Engineer) 45:36**

Sure. So, what you've seen tonight, is a sneak peek of what amounts to somewhere in the range of 100 pages of material. So, we've given you—we've tried to give you a flavor for it. The actual, full 100 ish pages of material is what we would be posting approximately February 26. And the goal, the logic behind that is we wanted to be able to take whatever feedback we get tonight, incorporate that into the documents and then put those documents out there and have everybody have that opportunity to review the full documents before the open house.

**Aldersperson Katie Van Zeeland (District 5) 46:17**

Thank you. Alder Doran, I saw your hand. Did you have something to add?

**Aldersperson Chad Doran (District 15) 46:20**

Just to follow up on that, given sort of the length of the document—and I know you're all still working on it, but would it be possible to get that posted maybe the Friday before just so folks might have the weekend? Or may be more free to you know, sort of digest something of such length and volume?

**Eric Lom (City Traffic Engineer) 46:40**

I think we were—I think the short answer based on what I've heard so far tonight, is that that probably is possible. I think we were hedging a little bit against how much feedback were we going to get? You know, because if we were going to get a ton of feedback tonight, we may have a lot of work to do. But unless, you know, that comes to fruition tonight yet, later in the meeting, I think that that's probably—looking at Dave; want to speak to that Dave?

**Aldersperson Katie Van Zeeland (District 5) 47:13**

I have too many papers in front of me. You can just tell me what microphone. Okay. Thank you.

**Deputy Director David Kress (Community and Economic Development) 47:19**

Thank you, Chair. So just to build on that a little bit, I agree with Eric that, based on the nature and type of comments that we've received thus far, it does seem doable probably to get that out online a little bit earlier. I did also want to point out that after the open house, we expected to leave the documents online for roughly two weeks to allow folks additional time to review and provide comment. So wouldn't simply be just a few days in advance of the virtual open house for feedback. There'll be sort of an extended feedback period after the virtual open house as well.

**Aldersperson Katie Van Zeeland (District 5) 47:53**

Thank you. Alder Meltzer.

**Aldersperson Vered Meltzer (District 2) 47:56**

Thank you. Based on Director Lom's comments, I just want to say, even though I don't have more questions and feedback, I am really excited by this. I think that the level of depth is really needed and welcome. And I just can't wait to read the whole 100 pages.

**Aldersperson Katie Van Zeeland (District 5) 48:17**

And again, I feel that the alders were really heard, that the things that we brought from our constituents were included here, and I really appreciate that. Anyone else? If we don't have—oh, I guess we should say thank you to Lisa. I think we don't we don't have any other questions or concerns for you at this time. Thank you. And then we don't have a motion on this, but it is an action item so we would have to have a motion as I understand it to receive and file.

**Aldersperson William Siebers (District 1) 48:50**

So, move.

**Aldersperson Vered Meltzer (District 2) 48:51**

Second.

**Aldersperson Katie Van Zeeland (District 5) 48:52**

We have a motion and a second to review—or receive and file. Any discussion? Hearing none, all those in favor say aye. Aye. That motion passes for zero.