



City of Appleton

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

Meeting Agenda - Final-revised Municipal Services Committee

Monday, April 8, 2024

4:30 PM

Council Chambers, 6th Floor

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

[24-0390](#) Minutes from March 25, 2024

Attachments: [03-25-24 MSC Minutes.pdf](#)

5. Public Hearing/Apearances

6. Action Items

[24-0391](#) Approve the request from The Boldt Company for a street occupancy permit for the Trout Museum of Art - Lawrence University project along College Avenue (Drew to Durkee Street), Drew Street (College to Kimball Alley) and Kimball Alley (between Drew Street and Durkee Street) for a period ending November 01, 2024.

Attachments: [Long-Temp Permit - Trout Museum of Art-Lawrence University - Boldt.pdf](#)

[24-0394](#) Approve the proposed parking change on Maple Street, from Jefferson Street to Jackson Street. Follow up to a six-month evaluation period.

Attachments: [Maple St 400E Post 6-Mo Eval \(remove 2hr Parking\).pdf](#)

[23-1251](#) Resolution #11-R-23 Overnight Parking

Attachments: [#11-R-23 Overnight Parking.pdf](#)

[Overnight Parking Resolution #11-R-23 Staff memo.pdf](#)

[Overnight Parking Resolution Additional Information Final.pdf](#)

[2024.04.08_Overnight Parking Memo.pdf](#)

Legislative History

10/23/23 Municipal Services held
Committee

Held at committee (referred to staff for further investigation) for approximately 30 days.

12/11/23 Municipal Services held
Committee
Hold until first regularly scheduled meeting in March.

3/11/24 Municipal Services held
Committee
Held for two meeting cycles.

7. Information Items

[24-0392](#) Bird Rides Update

Attachments: [2024.04.08_Bird Memo.pdf](#)

[24-0393](#) Inspection Division Permit Summary Comparison for March 2024.

Attachments: [Inspection Report - March 2024.pdf](#)

[24-0401](#) Discuss Wisconsin Policy Forum article “Eyes on the Road - Assessing the Quality of Wisconsin’s Local Roads”.

Attachments: [Wisconsin Policy Forum_Assessing Quality of WI Local Roads.pdf](#)

8. Adjournment

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

Reasonable Accommodations for Persons with Disabilities will be made upon Request and if Feasible.



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Meeting Minutes - Final Municipal Services Committee

Monday, March 25, 2024

4:30 PM

Council Chambers, 6th Floor

1. Call meeting to order

2. Pledge of Allegiance

3. Roll call of membership

Present: 5 - Van Zeeland, Alfheim, Doran, Meltzer and Siebers

4. Approval of minutes from previous meeting

[24-0337](#)

Minutes from March 11, 2024.

Attachments: [03-11-24 MSC Minutes.pdf](#)

**Meltzer moved, seconded by Alfheim, that the Minutes be approved. Roll Call.
Motion carried by the following vote:**

Aye: 5 - Van Zeeland, Alfheim, Doran, Meltzer and Siebers

5. **Public Hearing/Appearances**

6. **Action Items**

[24-0216](#)

Approve the proposed modification to the Central Business District
Street Vendors Ordinance.

Attachments: [CBD Street Vendor.pdf](#)

Withdrawn by staff without objection by the committee.

[24-0338](#)

Approve the Complete Streets Documents:

- a. Complete Streets Policy
- b. Pedestrian Crossing Improvements Policy
- c. Priority Project Locations
- d. Complete Streets Design Guide

Attachments: [Appleton Complete Streets Policy & Worksheet \(3-25-24 MSC\).pdf](#)
[Appleton Ped Crossing Improvement Policy with Map \(3-25-24 MSC\).pdf](#)
[Appleton CS Priority Locations \(3-25-24 MSC\).pdf](#)
[Appleton Complete Streets Design Guide \(3-25 MSC\).pdf](#)

Meltzer moved, seconded by Alfheim, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 5 - Van Zeeland, Alfheim, Doran, Meltzer and Siebers

[24-0339](#)

Approve the new roadway design paraments for Lumbini Estates Subdivision.

Attachments: [Lumbini Estates New Street Design.pdf](#)

Alfheim moved, seconded by Van Zeeland, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 5 - Van Zeeland, Alfheim, Doran, Meltzer and Siebers

[24-0347](#)

Request to accept Signals and ITS Standalone Program Grant funding from the Wisconsin DOT to replace signal equipment at controlled intersections. (This item shows as an action item on both Municipal Services Committee and Finance Committee Agendas)

Attachments: [2024.03.25 SISP Grant Request.pdf](#)

Alfheim moved, seconded by Meltzer, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 5 - Van Zeeland, Alfheim, Doran, Meltzer and Siebers

7. Information Items

8. Adjournment

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

Aye: 5 - Van Zeeland, Alfheim, Doran, Meltzer and Siebers



PERMIT TO OCCUPY THE PUBLIC RIGHT-OF-WAY

Permit # : _____
Effective Date: 04/01/2024
Expiration Date: 11/01/2024
Non-Refundable Fee: \$40.00
Paid (yes or no): YES/6563-0001

Rev. 10-05-2023

Applicant Information

Name (print): Nick Fassbender Company: The Boldt Company
Address: 2525 N. Roemer Road Telephone: 920-858-8056
Appleton, WI 54944 E-mail: Nick.Fassbender@Boldt.com

Applicant Signature: Nick Fassbender Digitally signed by Nick Fassbender
DN: cn=US, e=Nick.Fassbender@Boldt.com, o=The Boldt Company, ou=Project Manager,
c=Nick Fassbender
Date: 2024.03.20 13:40:39-0500' Date: 03/21/2024

Occupancy Information

General Description: Occupy the public right-of-way within the parking lane and bike lane on College Ave between Durkee Street and Drew Street. Drew Street will be closed from College Ave to Water Street. Kimball Alley will be closed between Durkee and Drew Street. In street pedestrian route will proceed through the College Ave and Drew Street intersection as detailed in traffic control plan.
Supplemental permanent occupancy may be required for moving the in-street pedestrian route to exclusively the parking lane from approximately 11/1/24 through 05/02/25.

Street Address: 325 E. College Ave Sidewalk/roadway obstruction requested Y or N

Multiple Streets: Temp permit from 4/1/24 to 5/5/24 - then after Council Approval to 11/01/2024 - potential of 5/2/2025

Date(s) From: 04/01/2024 To: 11/01/2024 35 days or < 35 days or >
(Requires Committee and Council Approval)

(Department use only)

Occupancy Type	Sub-Type	Location
<input type="checkbox"/> Permanent - Obstruction (\$40)	<input type="checkbox"/> Awning	<input type="checkbox"/> Sandwich Board
<input checked="" type="checkbox"/> Temporary - Obstruction (\$40)	<input type="checkbox"/> Dumpster	<input type="checkbox"/> Table / Chairs
<input type="checkbox"/> Amenity/Annual (\$40)	<input type="checkbox"/> Sign	<input checked="" type="checkbox"/> Sidewalk
<input type="checkbox"/> Blanket/Annual (\$250)	<input checked="" type="checkbox"/> Obstruction / Other	<input type="checkbox"/> Terrace
<input type="checkbox"/> Block Party (\$15)	<input type="checkbox"/> POD / Container	<input checked="" type="checkbox"/> Roadway

Additional Requirements

Plan/Sketch Certificate of Insurance Bond
 Other : _____

Traffic Control Requirements

Type of Street: _____ Proposed Traffic Control: N/A
 Arterial/CBD City Manual Page(s) _____
 Collector State Manual Page(s) _____
 Local Other (attach plan)

Contact Traffic Division (832-2379) 1 business day prior to any lane closure, or 2 business days prior to a full road closure.
Additional Requirements:
See Meter Bag documentation attached and TCP - last pages

Approved by: Connor Deeg/as Date: 3/28/24

- This permit approval is subject to the following conditions:
1. Permittee is responsible to obtain any further permits that may be required as part of this occupancy.
 2. Permittee shall adhere to any plan(s) that were submitted to the City of Appleton as part of this application.
 3. This permit is subject to IMMEDIATE REVOCATION and/or issuance of a MUNICIPAL CITATION if conditions of the permit are not met.
 4. This permit is subject to IMMEDIATE REVOCATION if unfavorable traffic conditions develop during the period the occupancy is permitted.
 - 5.
 - 6.

This permit is issued to the applicant upon payment of the permit fee and is expressly limited to the location and type described herein. The applicant, in exchange for receiving this permit, warrants that all street occupancies will be performed in conformity to City ordinances, standards and policies, be properly barricaded and lighted, and be performed in a safe manner. By applying for and accepting this permit, the applicant assumes full liability and/or any costs incurred by the City for corrective work required to bring the subject area into compliance with said ordinances, standards, policies and permit conditions. No occupancy shall occur prior to approval of this permit by the Department of Public Works.

The Grantee shall guarantee at their expense, the repair or replacement of pavement, sidewalk and any other facilities within the public right-of-way damaged or destroyed by the Grantee or any sub-contractor working for them. The Grantee shall assume complete and full liability and responsibility, in accordance with existing ordinances and policies, in the event of injury or damage to persons or property resulting from their facilities within the public right-of-way.

APPROVED BY: _____ DATE: _____
(Department of Public Works)

Statement of Insurance Coverage

Insurance Coverage:

Insurance Carrier: Greenwich Insurance Company

Insurance Agent Name and Phone Number: Willis Towers Watson

Policy Number: CGD740992404

Policy Period: 12/31/23-12/31/24

Bond Coverage:

* Bond Carrier: _____

* Bond Agent Name and Phone Number: _____

* Bond Number: _____

* Bond Period: _____

I confirm that I have the authority to sign and certify the information contained herein as the permittee/licensee or duly authorized representative of the entity obtaining this permit/license.

I have reviewed and understand the insurance and bonding requirements of the City of Appleton. I hereby certify that I, or the company I represent have insurance and a bond in the amounts required to obtain this permit/license. I have named the City of Appleton as an additional insured for purposes of this permit/license and have provided the name of my insurance and bond carriers, the policy numbers and policy periods above.

Further, I agree to maintain appropriate insurance coverage for the duration of this permit/license and to indemnify against any and all liability, loss, damage and expenses and costs including attorneys' fees arising out of the activities performed as described herein, caused in whole or in part by any negligent act or omission of the applicant, anyone directly or indirectly employed by any of them, which may arise from the use of city right of way or property under this permit or license.

I certify that this application, and all information and documentation provided therein, is true and accurate.

Company Name: The Boldt Company

Print Name: Nick Fassbender

Signature: Nick Fassbender
Digitally signed by Nick Fassbender
DN: c=US, e=Nick.Fassbender@Boldt.com, o=The Boldt
Company, ou=Project Manager, cn=Nick Fassbender
Date: 2024.03.20 14:42:59-05'00'

Date: 03/21/2024

* Bonds are required for the following types of work only:

- Plumbing in the public right-of-way: \$5,000.00 Permit Bond (Code Section 4-265)
- Demolition of Buildings: \$5,000.00 Permit Bond (Code Section 4-188(a)(2))
- Sewer lateral sealing in the public right-of-way: \$5,000.00 Permit Bond (Code Section 4-188(c))
- Moving of Buildings: \$5,000.00 Permit Bond (Code Section 4-207(5))
- Cement Finisher's License: \$5,000.00 License Bond (Municipal Code Section 9-33)
- Excavation or place facilities in the public right-of-way: \$5,000.00 Permit Bond (Code Section 16-110)

DEPARTMENT OF PUBLIC WORKS

METER BAG APPLICATION

Fee is \$9.00 per day plus tax or any part thereof. **THIS FEE WILL BE CHARGED FOR EVERY DAY THE METER BAG IS RESERVED** (excluding Sundays and Holidays).

NOTE: Meter bags shall not be used on red meters. If a red meter is found bagged, the bag will be removed and the vehicle will be ticketed.

Company Name The Boldt Company

Agent Nick Fassbender

Company Address 2525 N. Roemer Road, Appleton

Phone Number 920-858-8056

Reason Using Parking lane as construction site.

Location 325 E. College Ave. College Ave between Durkee Street and Drew Street.

Meter Zone & Space# Zone 9201 - Space 171, 172, 173, 174, 175

Date(s) April 1st, 2024 to November 1st, 2024

(Department use only)

Amount Due \$ 8 ,782.88 /6563-0001
(\$9.00 per bag per day plus tax)

Approved by
Department of Public Works Representative

Today's Date

Parking Meter Amount Details:

5 Meters (Zone 9201 - Space 171, 172, 173, 174, 175)

Duration: April 1st, 2024 through November 2nd, 2024

31 Weeks with 6 Days per Week = 186 Days

186 days x 5 meters x \$9/day = \$8,370.00

PLEASE NOTE: This may get extended to May 3rd, 2025. Our goal is to open the bike lane, parking lane, and sidewalk by November 2nd, 2024. If we cannot due to weather or schedule constraints, this will be extended to May 3rd, 2025 and the traffic control plan will reflect this as well.

Boldt- Trout Museum & Lawrence University Project- Meter Bag Summary

AS OF: 3/21/2024

TOTAL BAG DAYS =

925

Rate = \$9.00/day + tax

\$ 8,782.88

DATE	325 E. College Ave. College Ave between Durkee Street and Drew Street.				
	Zone 9201 - 171	Zone 9201 - 172	Zone 9201 - 173	Zone 9201 - 174	Zone 9201 - 175
4/1/24	Y	Y	Y	Y	Y
4/2/24	Y	Y	Y	Y	Y
4/3/24	Y	Y	Y	Y	Y
4/4/24	Y	Y	Y	Y	Y
4/5/24	Y	Y	Y	Y	Y
4/6/24	Y	Y	Y	Y	Y
4/7/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
4/8/24	Y	Y	Y	Y	Y
4/9/24	Y	Y	Y	Y	Y
4/10/24	Y	Y	Y	Y	Y
4/11/24	Y	Y	Y	Y	Y
4/12/24	Y	Y	Y	Y	Y
4/13/24	Y	Y	Y	Y	Y
4/14/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
4/15/24	Y	Y	Y	Y	Y
4/16/24	Y	Y	Y	Y	Y
4/17/24	Y	Y	Y	Y	Y
4/18/24	Y	Y	Y	Y	Y
4/19/24	Y	Y	Y	Y	Y
4/20/24	Y	Y	Y	Y	Y
4/21/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
4/22/24	Y	Y	Y	Y	Y
4/23/24	Y	Y	Y	Y	Y
4/24/24	Y	Y	Y	Y	Y
4/25/24	Y	Y	Y	Y	Y
4/26/24	Y	Y	Y	Y	Y
4/27/24	Y	Y	Y	Y	Y
4/28/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
4/29/24	Y	Y	Y	Y	Y
4/30/24	Y	Y	Y	Y	Y
5/1/24	Y	Y	Y	Y	Y
5/2/24	Y	Y	Y	Y	Y
5/3/24	Y	Y	Y	Y	Y
5/4/24	Y	Y	Y	Y	Y
5/5/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
5/6/24	Y	Y	Y	Y	Y
5/7/24	Y	Y	Y	Y	Y
5/8/24	Y	Y	Y	Y	Y
5/9/24	Y	Y	Y	Y	Y
5/10/24	Y	Y	Y	Y	Y
5/11/24	Y	Y	Y	Y	Y
5/12/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
5/13/24	Y	Y	Y	Y	Y
5/14/24	Y	Y	Y	Y	Y


5/15/24	Y	Y	Y	Y	Y
5/16/24	Y	Y	Y	Y	Y
5/17/24	Y	Y	Y	Y	Y
5/18/24	Y	Y	Y	Y	Y
5/19/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
5/20/24	Y	Y	Y	Y	Y
5/21/24	Y	Y	Y	Y	Y
5/22/24	Y	Y	Y	Y	Y
5/23/24	Y	Y	Y	Y	Y
5/24/24	Y	Y	Y	Y	Y
5/25/24	Y	Y	Y	Y	Y
5/26/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
5/27/24	Y	Y	Y	Y	Y
5/28/24	Y	Y	Y	Y	Y
5/29/24	Y	Y	Y	Y	Y
5/30/24	Y	Y	Y	Y	Y
5/31/24	Y	Y	Y	Y	Y
6/1/24	Y	Y	Y	Y	Y
6/2/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
6/3/24	Y	Y	Y	Y	Y
6/4/24	Y	Y	Y	Y	Y
6/5/24	Y	Y	Y	Y	Y
6/6/24	Y	Y	Y	Y	Y
6/7/24	Y	Y	Y	Y	Y
6/8/24	Y	Y	Y	Y	Y
6/9/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
6/10/24	Y	Y	Y	Y	Y
6/11/24	Y	Y	Y	Y	Y
6/12/24	Y	Y	Y	Y	Y
6/13/24	Y	Y	Y	Y	Y
6/14/24	Y	Y	Y	Y	Y
6/15/24	Y	Y	Y	Y	Y
6/16/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
6/17/24	Y	Y	Y	Y	Y
6/18/24	Y	Y	Y	Y	Y
6/19/24	Y	Y	Y	Y	Y
6/20/24	Y	Y	Y	Y	Y
6/21/24	Y	Y	Y	Y	Y
6/22/24	Y	Y	Y	Y	Y
6/23/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
6/24/24	Y	Y	Y	Y	Y
6/25/24	Y	Y	Y	Y	Y
6/26/24	Y	Y	Y	Y	Y
6/27/24	Y	Y	Y	Y	Y
6/28/24	Y	Y	Y	Y	Y
6/29/24	Y	Y	Y	Y	Y
6/30/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
7/1/24	Y	Y	Y	Y	Y
7/2/24	Y	Y	Y	Y	Y
7/3/24	Y	Y	Y	Y	Y
7/4/24	Y	Y	Y	Y	Y
7/5/24	Y	Y	Y	Y	Y

7/6/24	Y	Y	Y	Y	Y
7/7/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
7/8/24	Y	Y	Y	Y	Y
7/9/24	Y	Y	Y	Y	Y
7/10/24	Y	Y	Y	Y	Y
7/11/24	Y	Y	Y	Y	Y
7/12/24	Y	Y	Y	Y	Y
7/13/24	Y	Y	Y	Y	Y
7/14/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
7/15/24	Y	Y	Y	Y	Y
7/16/24	Y	Y	Y	Y	Y
7/17/24	Y	Y	Y	Y	Y
7/18/24	Y	Y	Y	Y	Y
7/19/24	Y	Y	Y	Y	Y
7/20/24	Y	Y	Y	Y	Y
7/21/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
7/22/24	Y	Y	Y	Y	Y
7/23/24	Y	Y	Y	Y	Y
7/24/24	Y	Y	Y	Y	Y
7/25/24	Y	Y	Y	Y	Y
7/26/24	Y	Y	Y	Y	Y
7/27/24	Y	Y	Y	Y	Y
7/28/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
7/29/24	Y	Y	Y	Y	Y
7/30/24	Y	Y	Y	Y	Y
7/31/24	Y	Y	Y	Y	Y
8/1/24	Y	Y	Y	Y	Y
8/2/24	Y	Y	Y	Y	Y
8/3/24	Y	Y	Y	Y	Y
8/4/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
8/5/24	Y	Y	Y	Y	Y
8/6/24	Y	Y	Y	Y	Y
8/7/24	Y	Y	Y	Y	Y
8/8/24	Y	Y	Y	Y	Y
8/9/24	Y	Y	Y	Y	Y
8/10/24	Y	Y	Y	Y	Y
8/11/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
8/12/24	Y	Y	Y	Y	Y
8/13/24	Y	Y	Y	Y	Y
8/14/24	Y	Y	Y	Y	Y
8/15/24	Y	Y	Y	Y	Y
8/16/24	Y	Y	Y	Y	Y
8/17/24	Y	Y	Y	Y	Y
8/18/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
8/19/24	Y	Y	Y	Y	Y
8/20/24	Y	Y	Y	Y	Y
8/21/24	Y	Y	Y	Y	Y
8/22/24	Y	Y	Y	Y	Y
8/23/24	Y	Y	Y	Y	Y
8/24/24	Y	Y	Y	Y	Y
8/25/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
8/26/24	Y	Y	Y	Y	Y

8/27/24	Y	Y	Y	Y	Y
8/28/24	Y	Y	Y	Y	Y
8/29/24	Y	Y	Y	Y	Y
8/30/24	Y	Y	Y	Y	Y
8/31/24	Y	Y	Y	Y	Y
9/1/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
9/2/24	Y	Y	Y	Y	Y
9/3/24	Y	Y	Y	Y	Y
9/4/24	Y	Y	Y	Y	Y
9/5/24	Y	Y	Y	Y	Y
9/6/24	Y	Y	Y	Y	Y
9/7/24	Y	Y	Y	Y	Y
9/8/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
9/9/24	Y	Y	Y	Y	Y
9/10/24	Y	Y	Y	Y	Y
9/11/24	Y	Y	Y	Y	Y
9/12/24	Y	Y	Y	Y	Y
9/13/24	Y	Y	Y	Y	Y
9/14/24	Y	Y	Y	Y	Y
9/15/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
9/16/24	Y	Y	Y	Y	Y
9/17/24	Y	Y	Y	Y	Y
9/18/24	Y	Y	Y	Y	Y
9/19/24	Y	Y	Y	Y	Y
9/20/24	Y	Y	Y	Y	Y
9/21/24	Y	Y	Y	Y	Y
9/22/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
9/23/24	Y	Y	Y	Y	Y
9/24/24	Y	Y	Y	Y	Y
9/25/24	Y	Y	Y	Y	Y
9/26/24	Y	Y	Y	Y	Y
9/27/24	Y	Y	Y	Y	Y
9/28/24	Y	Y	Y	Y	Y
9/29/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
9/30/24	Y	Y	Y	Y	Y
10/1/24	Y	Y	Y	Y	Y
10/2/24	Y	Y	Y	Y	Y
10/3/24	Y	Y	Y	Y	Y
10/4/24	Y	Y	Y	Y	Y
10/5/24	Y	Y	Y	Y	Y
10/6/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
10/7/24	Y	Y	Y	Y	Y
10/8/24	Y	Y	Y	Y	Y
10/9/24	Y	Y	Y	Y	Y
10/10/24	Y	Y	Y	Y	Y
10/11/24	Y	Y	Y	Y	Y
10/12/24	Y	Y	Y	Y	Y
10/13/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
10/14/24	Y	Y	Y	Y	Y
10/15/24	Y	Y	Y	Y	Y
10/16/24	Y	Y	Y	Y	Y
10/17/24	Y	Y	Y	Y	Y

10/18/24	Y	Y	Y	Y	Y
10/19/24	Y	Y	Y	Y	Y
10/20/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
10/21/24	Y	Y	Y	Y	Y
10/22/24	Y	Y	Y	Y	Y
10/23/24	Y	Y	Y	Y	Y
10/24/24	Y	Y	Y	Y	Y
10/25/24	Y	Y	Y	Y	Y
10/26/24	Y	Y	Y	Y	Y
10/27/24	SUNDAY	SUNDAY	SUNDAY	SUNDAY	SUNDAY
10/28/24	Y	Y	Y	Y	Y
10/29/24	Y	Y	Y	Y	Y
10/30/24	Y	Y	Y	Y	Y
10/31/24	Y	Y	Y	Y	Y
11/1/24	Y	Y	Y	Y	Y
	185	185	185	185	185






Warning Lites
Of Appleton, Inc.
TRAFFIC SAFETY & SUPPLY
1-920-725-0757
"Safety Is Our Business"
920-725-0757 www.warningliteswi.com

TYPE III BARRICADE MOUNTED TO BARRIER





MOUNT SIGNS FLUSH WITH THE EDGE OF TELESPEAR WITH SIGN OVERHANGING OVER TEMPORARY WALKWAY MINIMUM 7" FROM BOTTOM OF SIGN TO THE GROUND



GENERAL NOTES:

THIS TRAFFIC CONTROL PLAN IS FOR INFORMATIONAL PURPOSES ONLY. TRAFFIC CONTROL PLAN IS NOT TO SCALE. WARNING LITES OF APPLETON, INC. ASSUMES NO LIABILITY FOR LAYOUT & SETUP OF ACCEPTED TRAFFIC CONTROL PLAN. THE CITY OF APPLETON DECIDES FINAL APPROVAL OF TRAFFIC CONTROL PLAN. ADVANCED WARNING SIGNS WILL BE MOUNTED ON PORTABLE SUPPORTS. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES. SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

LEGEND

-  SIGN SYMBOL
-  DRUM WITH/WITHOUT LIGHT
-  TYPE III BARRICADE
-  DIRECTION OF TRAFFIC

Owner		CITY OF APPLETON	
Project Name		Project Number	
TROUT MUSEUM/LAWRENCE UNIVERSITY CONSTRUCTION COLLEGE AVE.			
Prime Contractor		Traffic Control Contractor	
BOLDT		Warning Lites of Appleton, Inc.	
Phone	Sheet Number	Date	
920-725-0757	1	03/19/2024	
Prepared By		Lance G Mauel	



Google 100% Data attribution 50 m Camera: 456 m 44°15'33"N 88°24'13"W 220 m

Owner		CITY OF APPLETON	
Project Name		Project Number	
TROUT MUSEUM/LAWRENCE UNIVERSITY CONSTRUCTION COLLEGE AVE.			
Prime Contractor		Traffic Control Contractor	
BOLDT		Warning Lites of Appleton, Inc.	
Phone	Sheet Number	Date	
920-725-0757	2	03/19/2024	
Prepared By		Lance G Mauel	

START DATE & TIME

DURATION:

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- SIGN SYMBOL
- DRUM WITH/WITHOUT LIGHT
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC



 Warning Lites Of Appleton, Inc. <small>TRAFFIC SAFETY & SUPPLY</small> 1-920-725-0757 <i>"Safety Is Our Business"</i> 920-725-0757 www.warningliteswi.com		START DATE & TIME DURATION:	GENERAL NOTES: THIS TRAFFIC CONTROL PLAN IS FOR INFORMATIONAL PURPOSES ONLY. TRAFFIC CONTROL PLAN IS NOT TO SCALE. WARNING LITES OF APPLETON, INC. ASSUMES NO LIABILITY FOR LAYOUT & SETUP OF ACCEPTED TRAFFIC CONTROL PLAN. THE CITY OF APPLETON DECIDES FINAL APPROVAL OF TRAFFIC CONTROL PLAN. ADVANCED WARNING SIGNS WILL BE MOUNTED ON PORTABLE SUPPORTS. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES. SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.	LEGEND SIGN SYMBOL DRUM WITH/WITHOUT LIGHT TYPE III BARRICADE DIRECTION OF TRAFFIC	<table border="1"> <tr> <td colspan="2">Owner</td> <td colspan="2">CITY OF APPLETON</td> </tr> <tr> <td>Project Name</td> <td colspan="2">TROUT MUSEUM/LAWRENCE UNIVERSITY CONSTRUCTION COLLEGE AVE.</td> <td>Project Number</td> </tr> <tr> <td>Prime Contractor</td> <td colspan="2">BOLDT</td> <td>Traffic Control Contractor Warning Lites of Appleton, Inc.</td> </tr> <tr> <td>Phone</td> <td>920-725-0757</td> <td>Sheet Number</td> <td>3</td> </tr> <tr> <td>Date</td> <td colspan="2"></td> <td>03/19/2024</td> </tr> <tr> <td>Prepared By</td> <td colspan="3">Lance G Mauel</td> </tr> </table>	Owner		CITY OF APPLETON		Project Name	TROUT MUSEUM/LAWRENCE UNIVERSITY CONSTRUCTION COLLEGE AVE.		Project Number	Prime Contractor	BOLDT		Traffic Control Contractor Warning Lites of Appleton, Inc.	Phone	920-725-0757	Sheet Number	3	Date			03/19/2024	Prepared By	Lance G Mauel		
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Phone	920-725-0757	Sheet Number	3																										
Date			03/19/2024																										
Prepared By	Lance G Mauel																												



LANE CLOSURE DETAIL FOR INSTALLATION/REMOVAL OF CONCRETE BARRIERS AND ADA PEDESTRIAN BARRICADES

START DATE & TIME

DURATION:

GENERAL NOTES:
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Owner	CITY OF APPLETON		
Project Name	TROUT MUSEUM/LAWRENCE UNIVERSITY CONSTRUCTION COLLEGE AVE.	Project Number	
Prime Contractor	BOLDT	Traffic Control Contractor	Warning Lites of Appleton, Inc.
Phone	920-725-0757	Sheet Number	4
Prepared By	Lance G Mauerl	Date	03/19/2024



CITY OF APPLETON

MEMORANDUM

Date: 4/2/24
To: Municipal Services Committee
From: Eric Lom, P.E., City Traffic Engineer
Subject: Proposed parking change on Maple St (400E)
Follow-up to a 6-month evaluation period

In response to concerns raised by residents, the City's Traffic Section assessed the possibility of removing the existing two-hour parking restriction (7 a.m. to 5 p.m. except Sat/Sun/Hol) on both sides of Maple Street, from Jefferson Street to Jackson Street. Many of the residents felt the restriction was no longer needed.

Based on our records, this restriction was added in 2013 in response to requests from property owners on the block. At that time, the St. Elizabeth Hospital bed tower was under construction, which was creating widespread on-street parking issues in the area. Since that project has been in completed for a number of years, we felt the parking restriction in question could likely be removed without any significant downside. To that end, staff initiated a six-month evaluation period in October of 2023 to test removal of the restriction.

We have not received any feedback from the community, and the lack of the two-hour restriction has not raised any concerns by DPW staff. Based on this, we recommend the changes be made permanent.

To accomplish this, the following ordinance action is required:

1. **Repeal Ord. 19-14:** "Parking be restricted to two hours from 7:00m a.m. to 5:00 p.m., except Saturdays, Sundays and Holidays, on Maple Street from Jefferson Street to Jackson Street."



Resolution#11-R-23

On-Street Overnight Parking Resolution

Submitted By: *Aldersperson Siebers – District 1*

Date: *October 18, 2023*

Referred To: *Municipal Services Committee*

Whereas, City ordinance prohibits on street parking between the hours of 2am and 5am, unless given special permission, and

Whereas, as the number of cars have multiplied over the years, leading to multi-car households, overnight parking has become a greater problem, especially in older neighborhoods where off-street parking is more limited, and

Whereas, large historic houses in central neighborhoods have been converted into apartment complexes and often do not provide adequate off-street parking, and

Whereas, the City's overnight on-street parking ordinance is not enforced consistently, thereby no longer deterring people from parking on the street during 2am and 5am,

Therefore be it resolved,

The City of Appleton follow the example of other cities in Wisconsin and allow overnight on-street parking with a monthly permit.



DEPARTMENT OF PUBLIC WORKS

100 North Appleton Street

Appleton, WI 54911

TEL (920) 832-6474

FAX (920) 832-6489

MEMO

To: Municipal Services Committee
From: Danielle Block, P.E. Director of Public Works
Appleton Police Department
Date: December 6, 2023
Re: On-Street Overnight Parking Resolution #11-R-23

The Department of Public Works (DPW) and Appleton Police Department (APD) have reviewed Resolution #11-R-23, a resolution to establish an on-street overnight parking program by permit.

Current City Municipal Code Section 19-93 restricts on-street parking from 2am to 5am, unless given permission by APD. This overnight parking request process allows for a registered vehicle to request on-street overnight parking permission up to seven days per month. There is no fee associated with the overnight parking request process.

Staff offer the following points to consider while discussing the feasibility of allowing on-street overnight parking by permit. Below these points are implications of implementing an overnight parking program that need to be considered.

• General Rules:

- On-street overnight parking would be in effect for the entire year, every day of the week, unless during a snow emergency. During a snow emergency there shall be no parking on any city street (Class III). A detailed review of the City’s Snow Emergency Classifications would need to be completed.
- On-street overnight parking would be restricted to alternate sides.
- The on-street overnight alternate side parking regulations would not replace more restrictive parking regulations. *Example:* Parking in posted “No Parking” zones, within 4 feet of a driveway, within 15 feet of a crosswalk or within 10 feet of a fire hydrant are never allowed.
 - See the attached maps illustrating routes where there are existing parking restrictions.
- Alternate side parking (overnight):
 - In effect 2am to 5am on most city streets.
 - On odd-numbered days, vehicles may park, stop or be left standing only on the side of a street having odd-numbered addresses.
 - On even-numbered days, vehicles may park, stop or be left standing only on the side of the street having even-numbered addresses.
 - All overnight parking requirements shall apply to the corresponding calendar date as of 2am. *Example:* if it is 9:00 pm on April 21, and you want to park on the street overnight, you would park on the side with the addresses that are even-numbered because April 22 is the date that the 2 am to 5am parking regulations will be in effect.
 - Alternate side parking would prompt turnover of parked cars.

- This rule would assist with ease of enforcement.
- This rule would also allow for street operations to continue or to be scheduled on half the road– sweeping and leaf collection.

• **Boundary:**

- Streets within the City limits.
- All streets would be available, with the following exceptions:
 - Metered stalls.
 - Stalls or areas within more restrictive parking regulations (i.e., no parking, 2-hour parking, etc.).
 - Again, see the attached maps for citywide parking restrictions.

- **Permit** – there are several implications related to operating and maintaining an on-street overnight parking permit program. Offering on-street overnight parking by permit only could result in fewer vehicles parked on-street overnight than if no permit were required. Those that have a need for additional parking could take advantage of the on-street overnight parking permit program. Those that do not need the additional parking space would have incentive to use private off-street parking options, avoiding permit fees.

Reducing the number of vehicles along the roadway allows for more effective and efficient City operations related to street sweeping, snow plowing, etc. It will assist with preserving the available parking spaces for those that need additional space not accommodated through off-street/private options.

Potential implications of requiring a permit to park overnight:

- The system would offer a direct point of contact with the vehicle owner.
 - Communication during snow emergencies, etc.
 - Ability to have communication during enforcement.
- A permitting system could potentially create barriers – financially and the process itself to obtain a permit.
- Requiring a permit would limit or reduce the number of vehicles parked on the street.
- There is a level of staffing to administer a permit program. Once more details of a permit system are defined, staffing levels must be evaluated.
- Price Structure:
 - A pricing structure has not yet been determined.
 - Price needs to be verified through a cost analysis. Once a determination on the permit administration and enforcement staffing levels is made, the pricing structure can be verified.
 - The ability of the Parking Utility to offset operating costs associated with the program will need to be estimated.
 - A community and market rate comparison should also be completed.
 - City public parking ramps offer monthly parking permits for \$40/month. The administrative and operational procedures currently established by the Parking Utility and DPW Operations currently support vehicles parked overnight within the ramps. Greater (or continued exclusive) use of off-street parking options (such as the ramps) in lieu of on-street parking would reduce or eliminate significant cost impacts to DPW.
- Qualifications:
 - No outstanding parking tickets.
 - Valid driver license.

- Vehicle is operable and registered.
- RVs are restricted.
- Trailers of any type shall not be parked overnight on any street unless:
 - The trailer is attached to a permitted motor vehicle.
- Open to residents and non-residents.
- Placard/Tag – consideration should be given to the requirement of a visible placard or tag. In the absence of a tag or visual indication, a permitting software will need to be readily accessible to the enforcement staff.
 - Valid only when visible and properly displayed.
 - Valid for a certain duration – i.e., one month. The card color/appearance would have to be varied.

• **Administration Staffing**

- In order to implement an on-street permit parking program, the Parking Utility would likely need additional staffing. Duties to be completed are: administration of the permits, management of the software program and modifications/recommendations to parking policies and procedures.
- In order to minimize the staffing burden, consideration should be given to expanding existing software tools or exploring new software tools to streamline data management payment processing. The City’s existing parking software PassPort offers several permit features to manage both on-street and ramp parking permits.

• **Enforcement Staffing**

- Calls related to parking violations would likely increase. A strict enforcement program to promptly cite or tow is critical to keeping City operations on schedule. Additional staffing is needed.
- In order to enforce an on-street permit parking program, the APD or Parking Utility would need additional staffing. Duties to be completed are: enforcement during the hours of 2am to 5am and the completion of citation paperwork and appeals review during the hours outside of 2am to 5am.
- In order to minimize the staffing burden, consideration should be given to expanding existing software tools or exploring new software tools to more efficiently and effectively enforce the overnight parking regulations. For example, PassPort offers an enforcement feature within the existing software to track and recognize license plates authorized within the permit system. It is possible that this software could manage both on-street parking and ramp parking.


• **Operational Impacts** – there are several areas of DPW operations that would be impacted by the introduction of on-street overnight parking. These operations would likely occur at longer intervals. There may also be a reduction in the level of service experienced by the public. For example, snow and ice may accumulate and will become packed down in parking lanes.

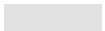
- Street Sweeping
- Leaf Collection
- Snow and Ice
 - See attached photo examples of overnight parking implications.
- Refuse
- Signage
 - Existing 2am – 5am no parking signs at the entrances to the City will need to be changed.
 - Additional or modified signage to indicate alternate sign permit only overnight parking to be added.

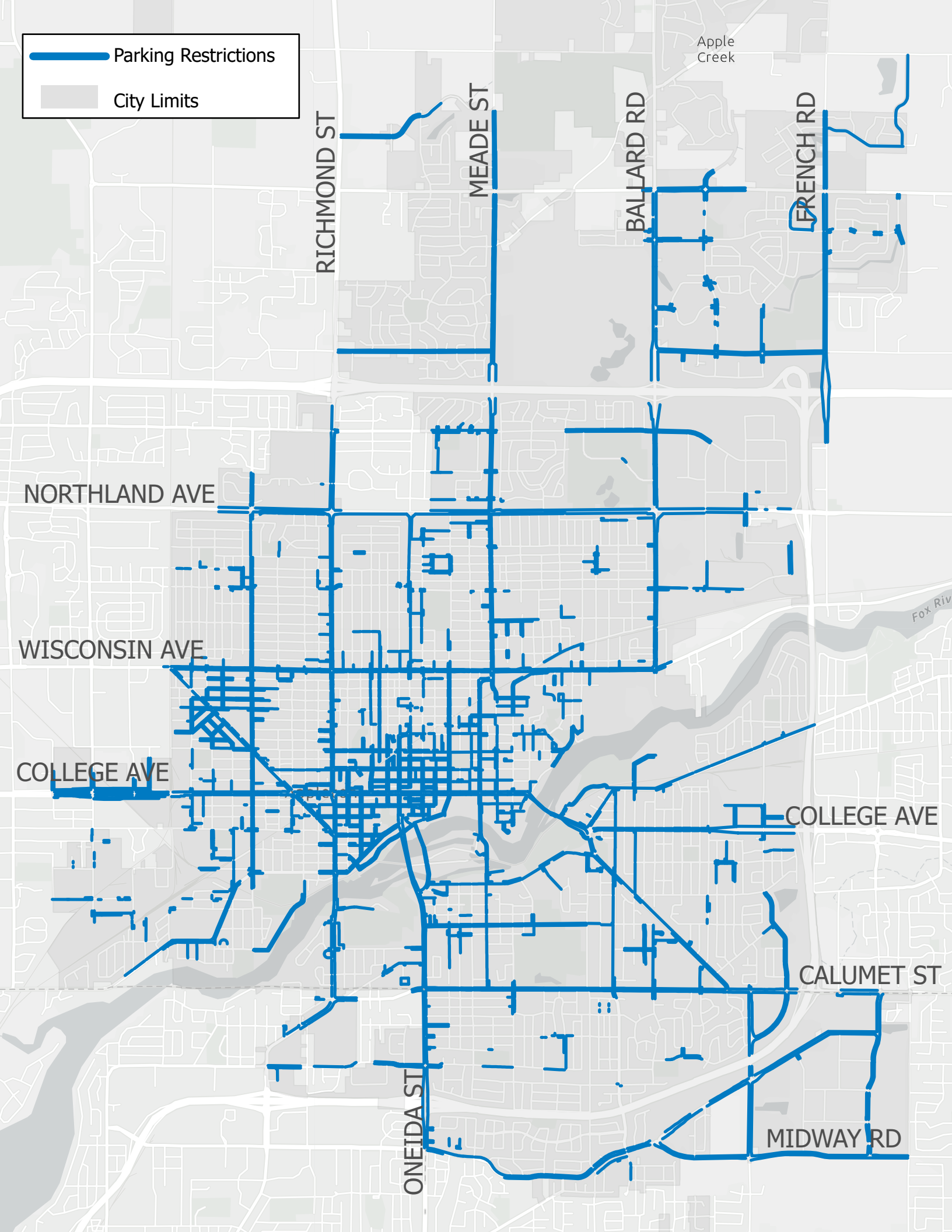
- **Engineering Impacts**

- Development of a Complete Streets Policy and Design Guide is in progress. The Policy and Design Guide will provide tools to support roadway designs for parking on both sides of the street where high on-street parking need is objectively identified, as well as tools to support limiting on-street parking to one side of the street in other instances.
 - The effort to present, discuss and adopt the revised Complete Streets Policy and Design Guide should be concluded within the first quarter of 2024.

Recognizing the implications listed above, staff is requesting additional guidance from the Municipal Services Committee. Staff recommends the item be held until further analysis can be completed based on Committee input.

 Parking Restrictions

 City Limits



Apple Creek

RICHMOND ST

MEADE ST

BALLARD RD

FRENCH RD

NORTHLAND AVE

WISCONSIN AVE

COLLEGE AVE

COLLEGE AVE

CALUMET ST

ONEIDA ST

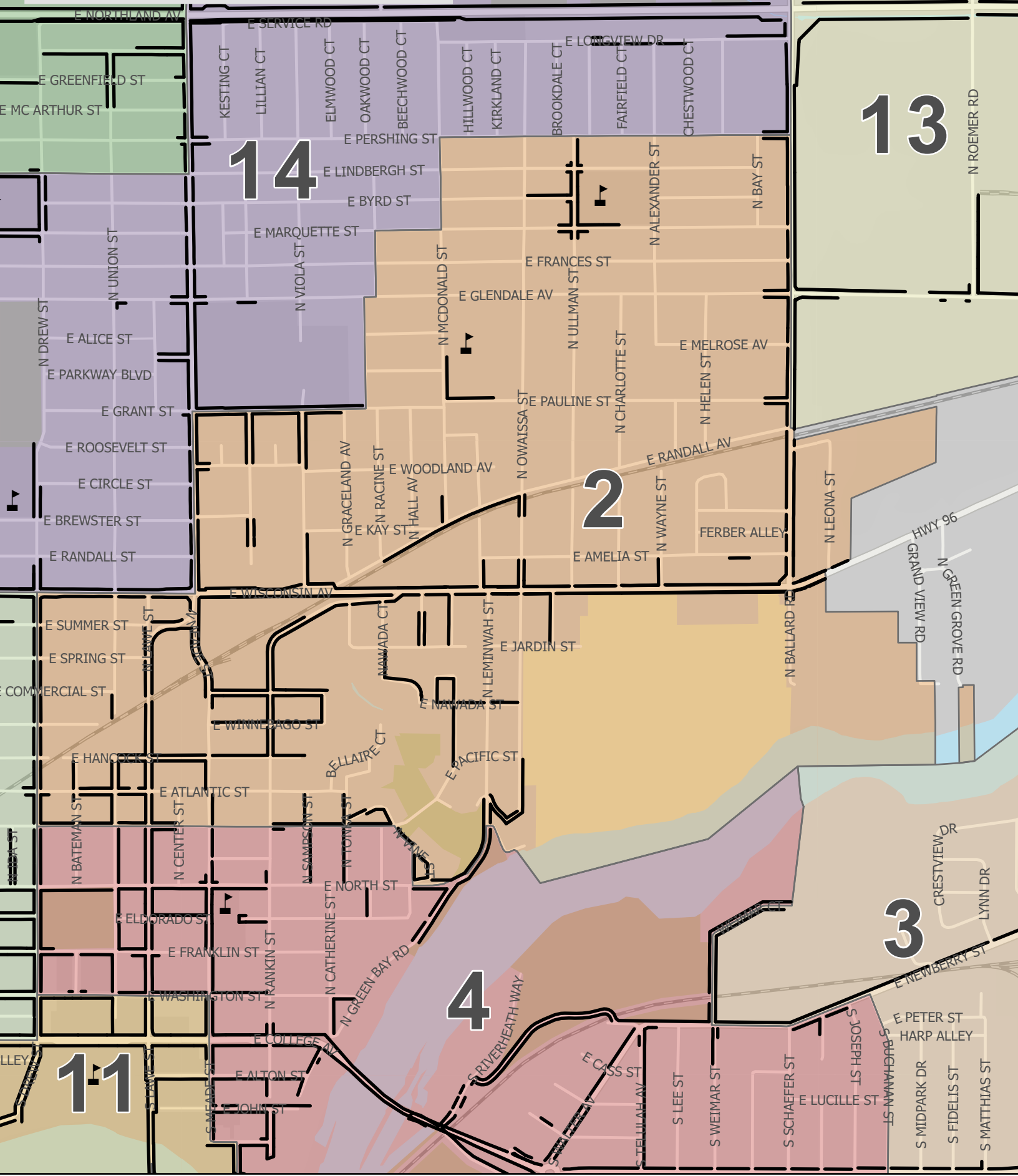
MIDWAY RD

Fox Riv

Appleton Alderperson Districts and Parking Restrictions

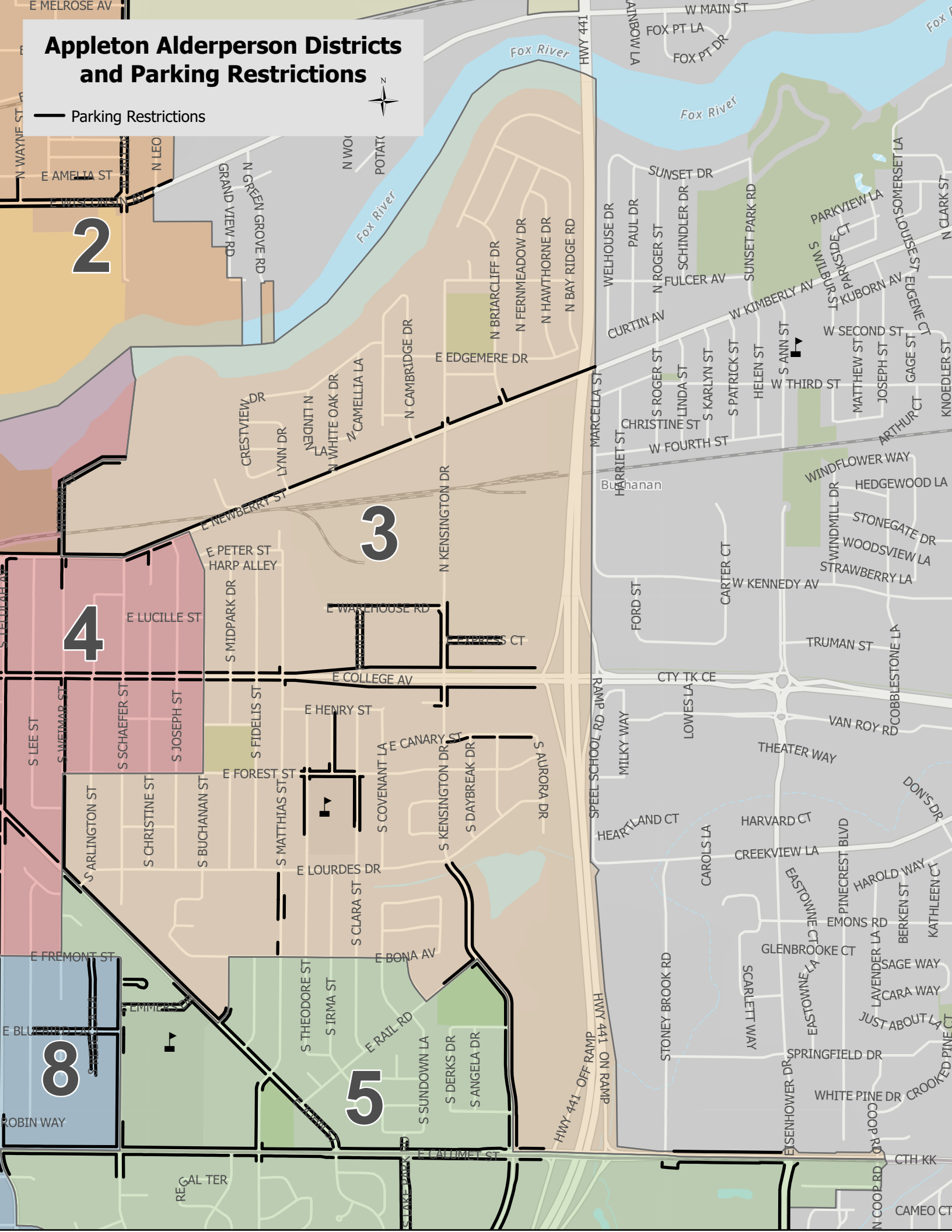


Parking Restrictions




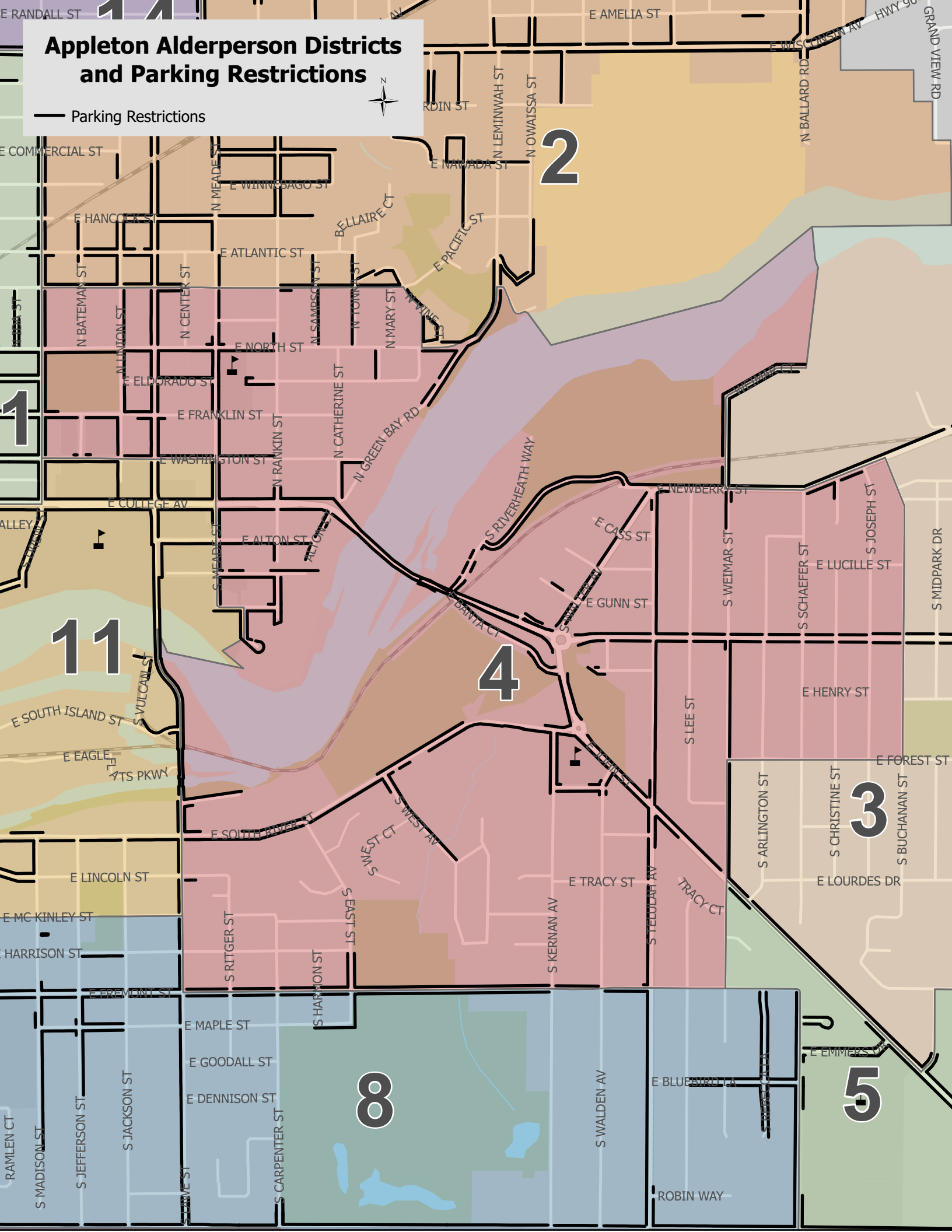
Appleton Alderperson Districts and Parking Restrictions

— Parking Restrictions



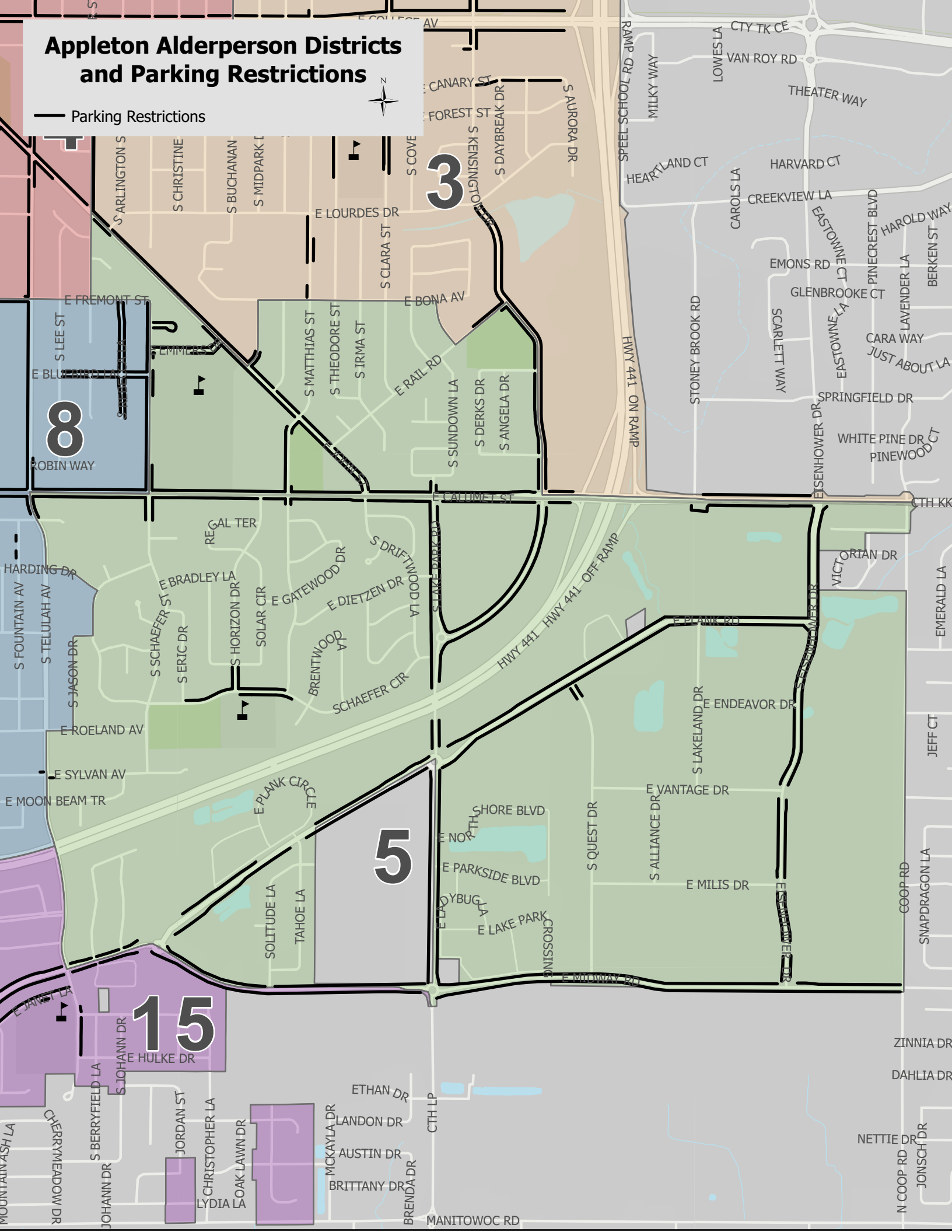
Appleton Alderperson Districts and Parking Restrictions

 Parking Restrictions



Appleton Alderperson Districts and Parking Restrictions

— Parking Restrictions



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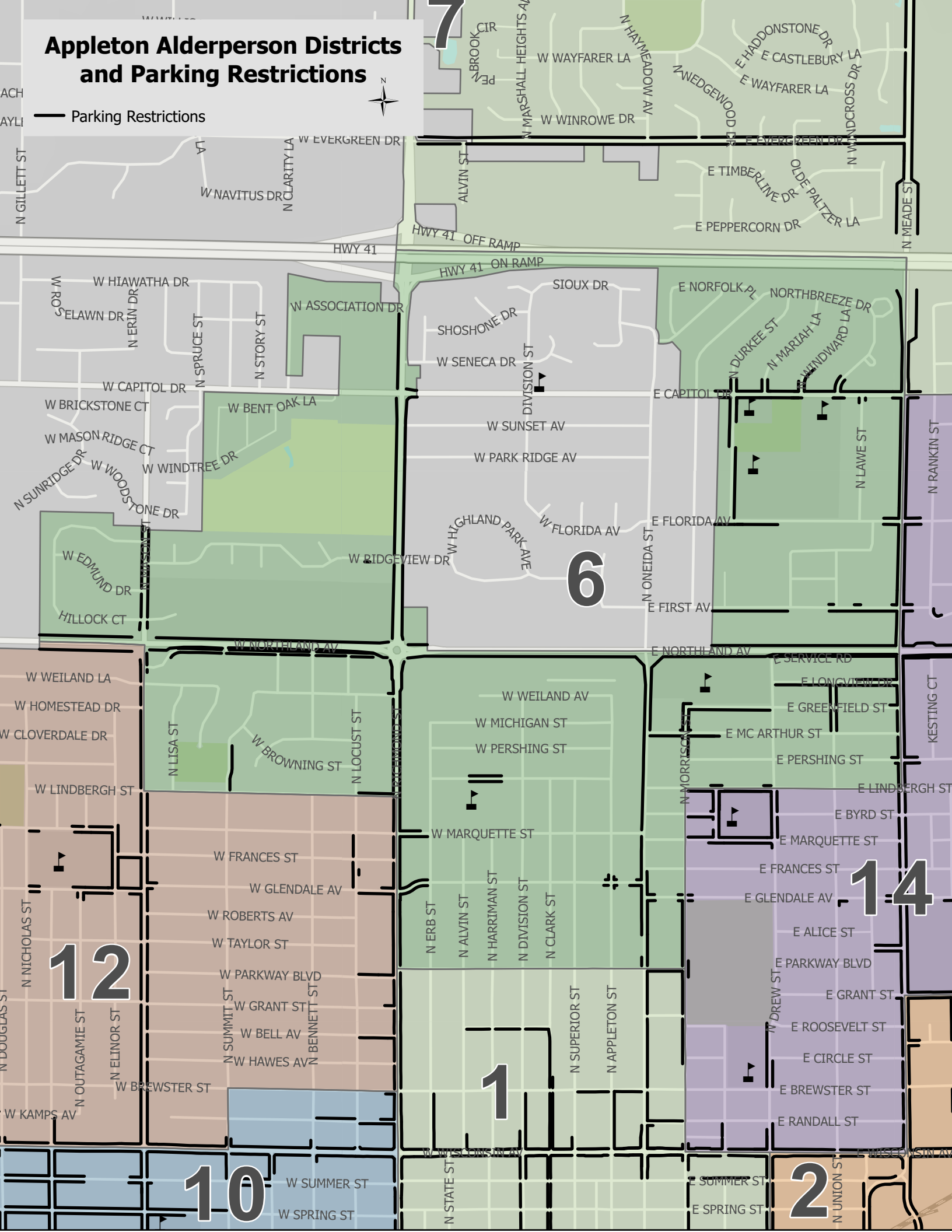
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Appleton Alderperson Districts and Parking Restrictions



— Parking Restrictions

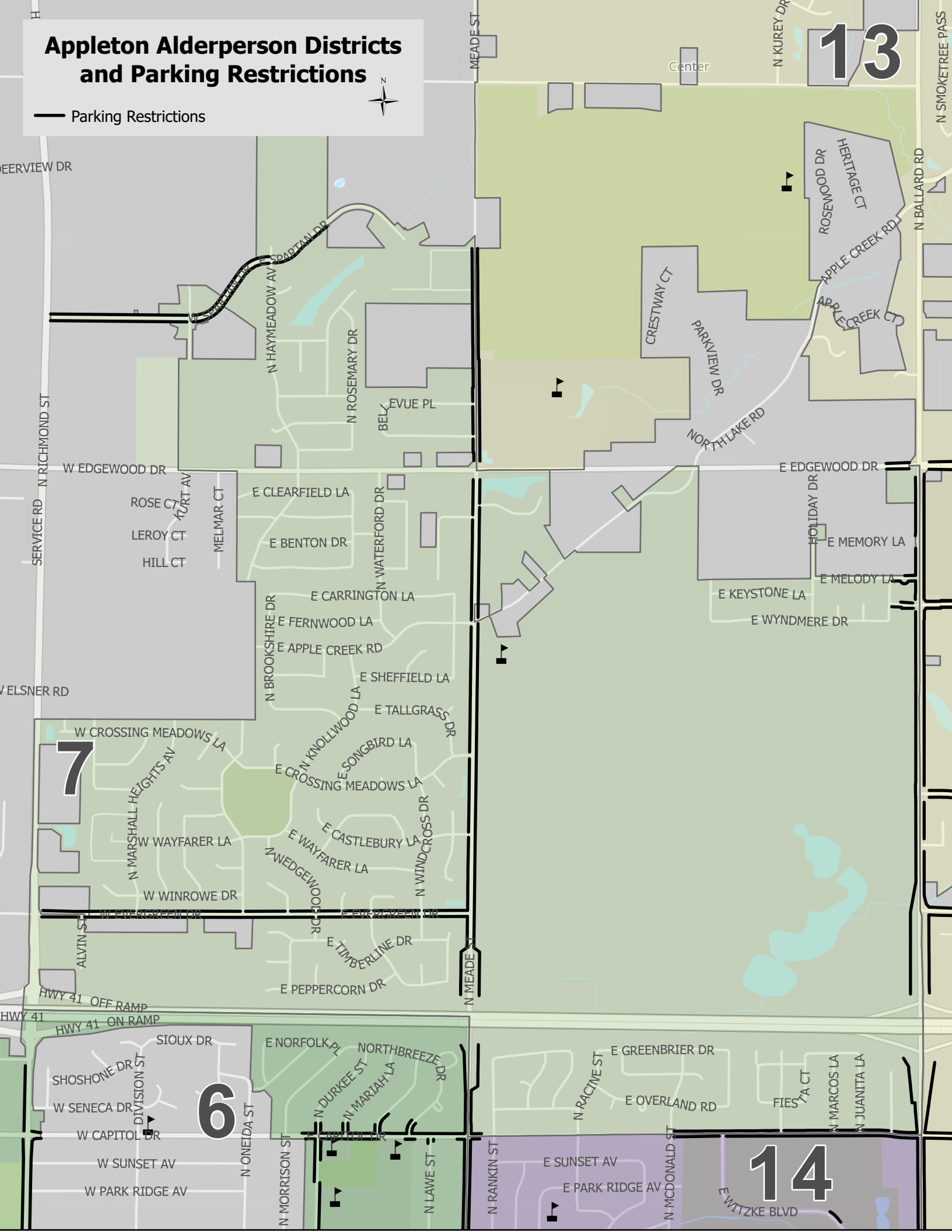


Appleton Alderperson Districts and Parking Restrictions

— Parking Restrictions



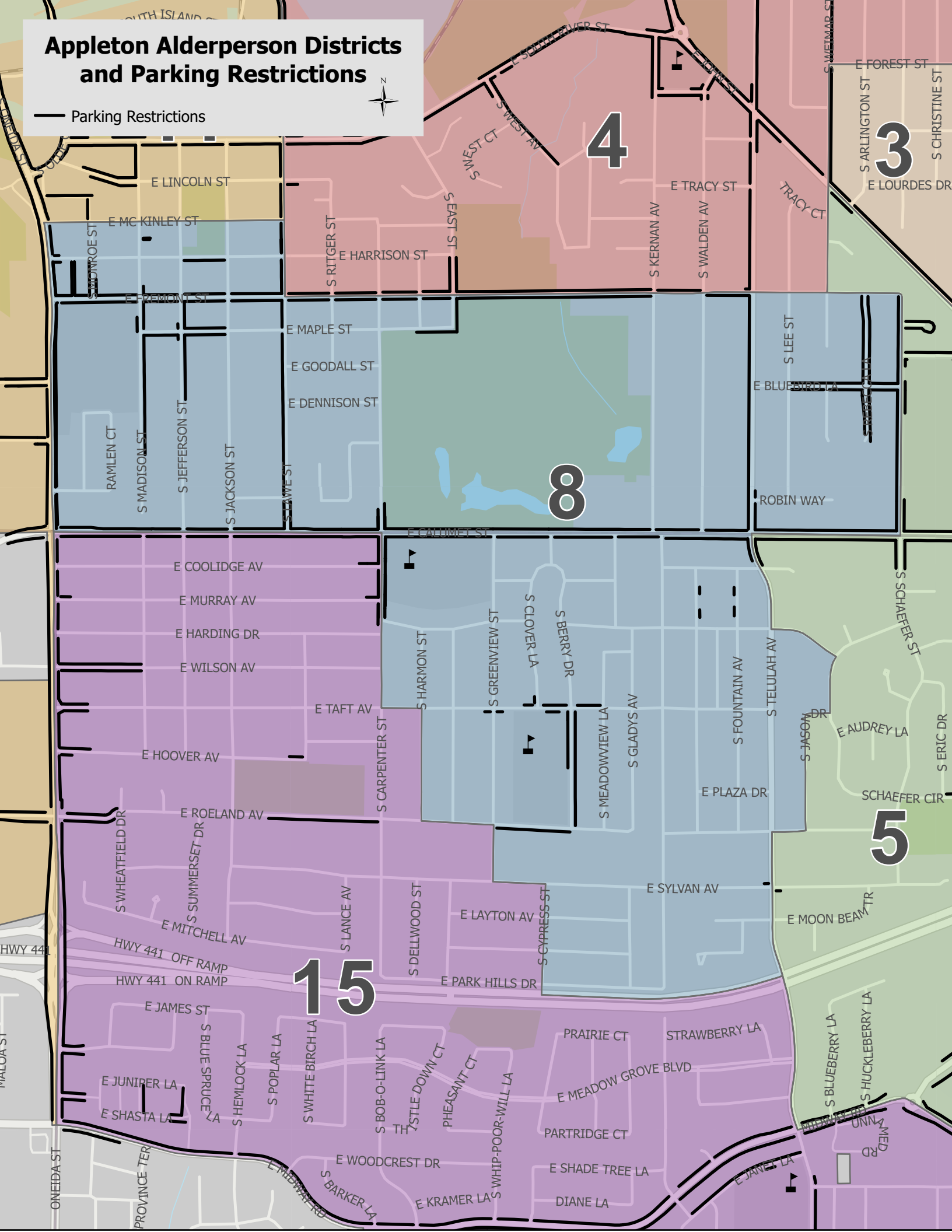
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Appleton Alderperson Districts and Parking Restrictions

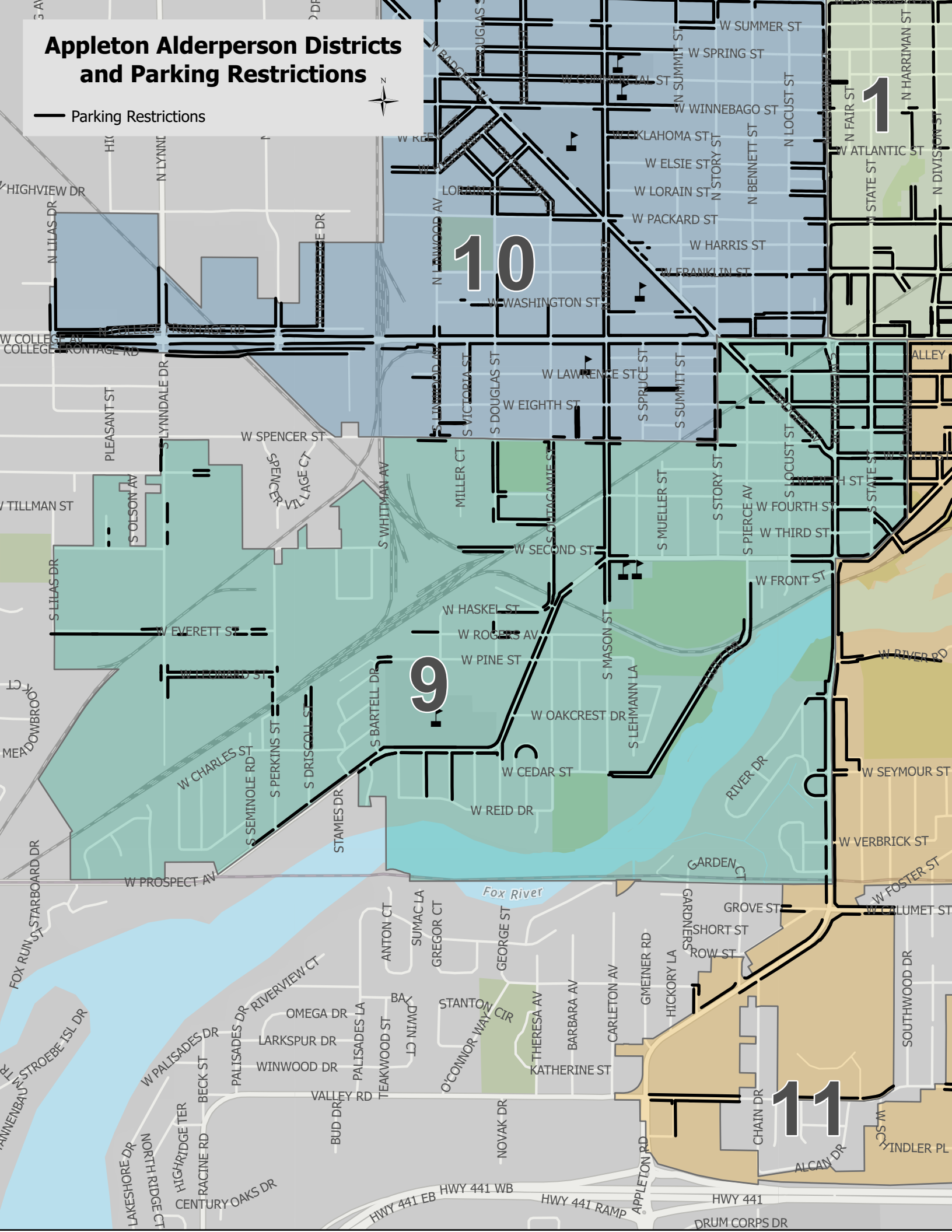


— Parking Restrictions




Appleton Alderperson Districts and Parking Restrictions

— Parking Restrictions



Appleton Alderperson Districts and Parking Restrictions

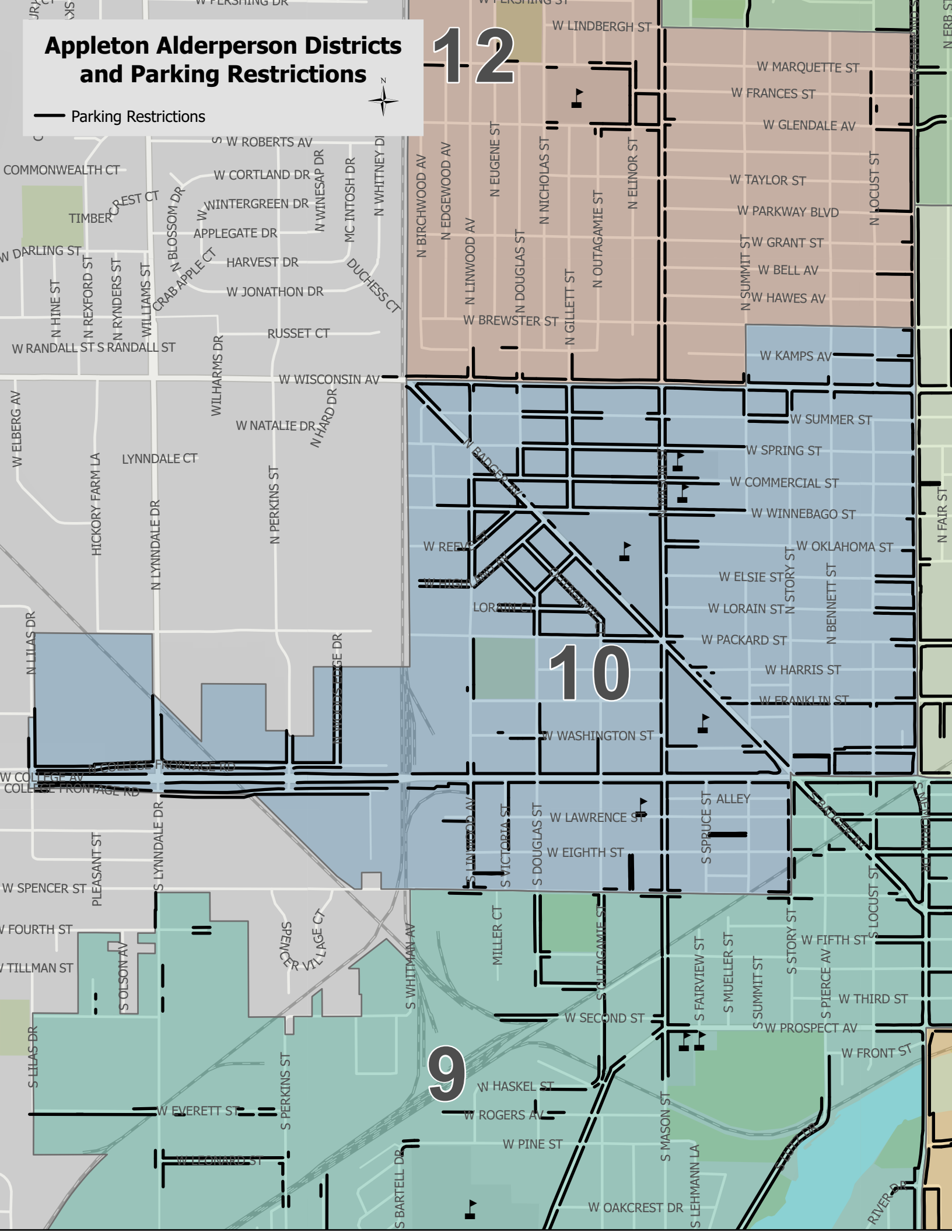
 Parking Restrictions



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Appleton Alderperson Districts and Parking Restrictions

— Parking Restrictions



W NORTHLAND AV

W WEILAND LA

W HOMESTEAD DR

W CLOVERDALE DR

W PERSHING ST

W LINDBERGH ST

W SERVICE RD

SERVICE RD

N DAVID ST

W WEILAND AV

N LAURIE ST

W WHITTIER DR

W BROWNING ST

N LISA ST

N RICHMOND ST

W MARQUETTE ST

W FRANCES ST

W GLENDALE AV

W ROBERTS AV

W TAYLOR ST

W PARKWAY BLVD

W GRANT ST

W BELL AV

W HAWES AV

W BREWSTER ST

W KAMPS AV

W WISCONSIN AV

W SUMMER ST

W SPRING ST

W COMMERCIAL ST

N BIRCHWOOD AV

N EDGEWOOD AV

N LINWOOD AV

N EUGENE ST

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N GILLETT ST

N NICHOLAS ST

N OUTAGAMIE ST

N ELINOR ST

N MASON ST

N SHARON ST

N BADGER AV

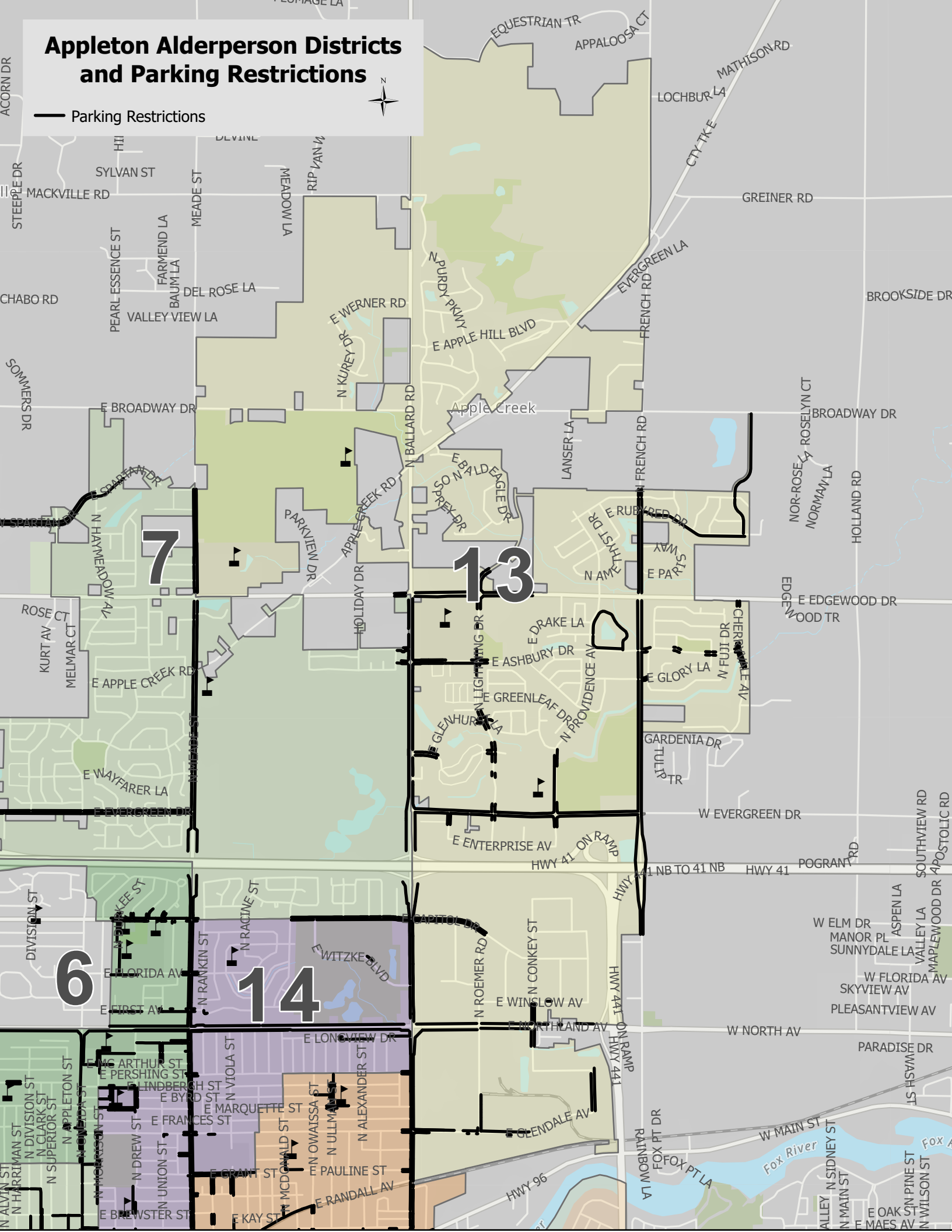
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Appleton Alderperson Districts and Parking Restrictions



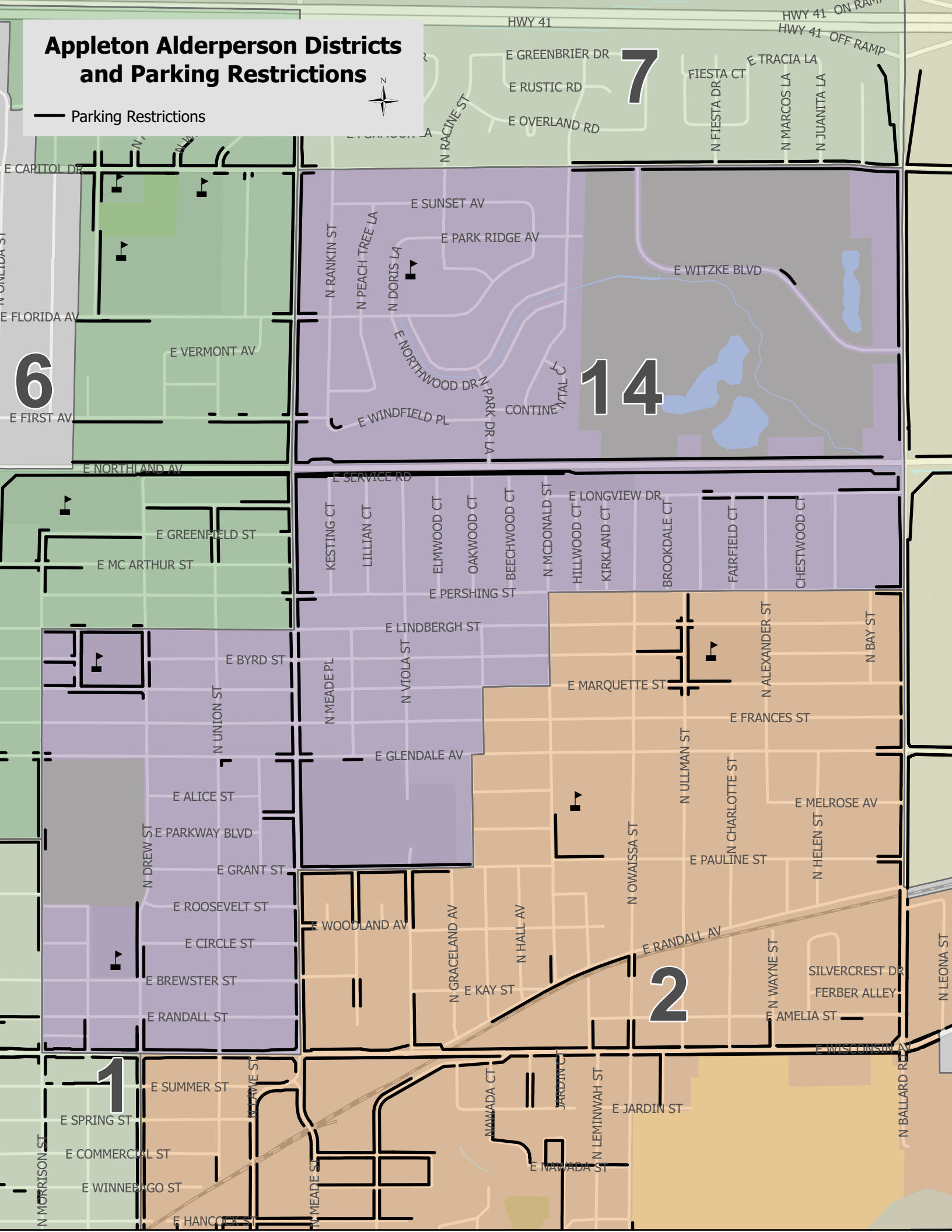
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Appleton Alderperson Districts and Parking Restrictions



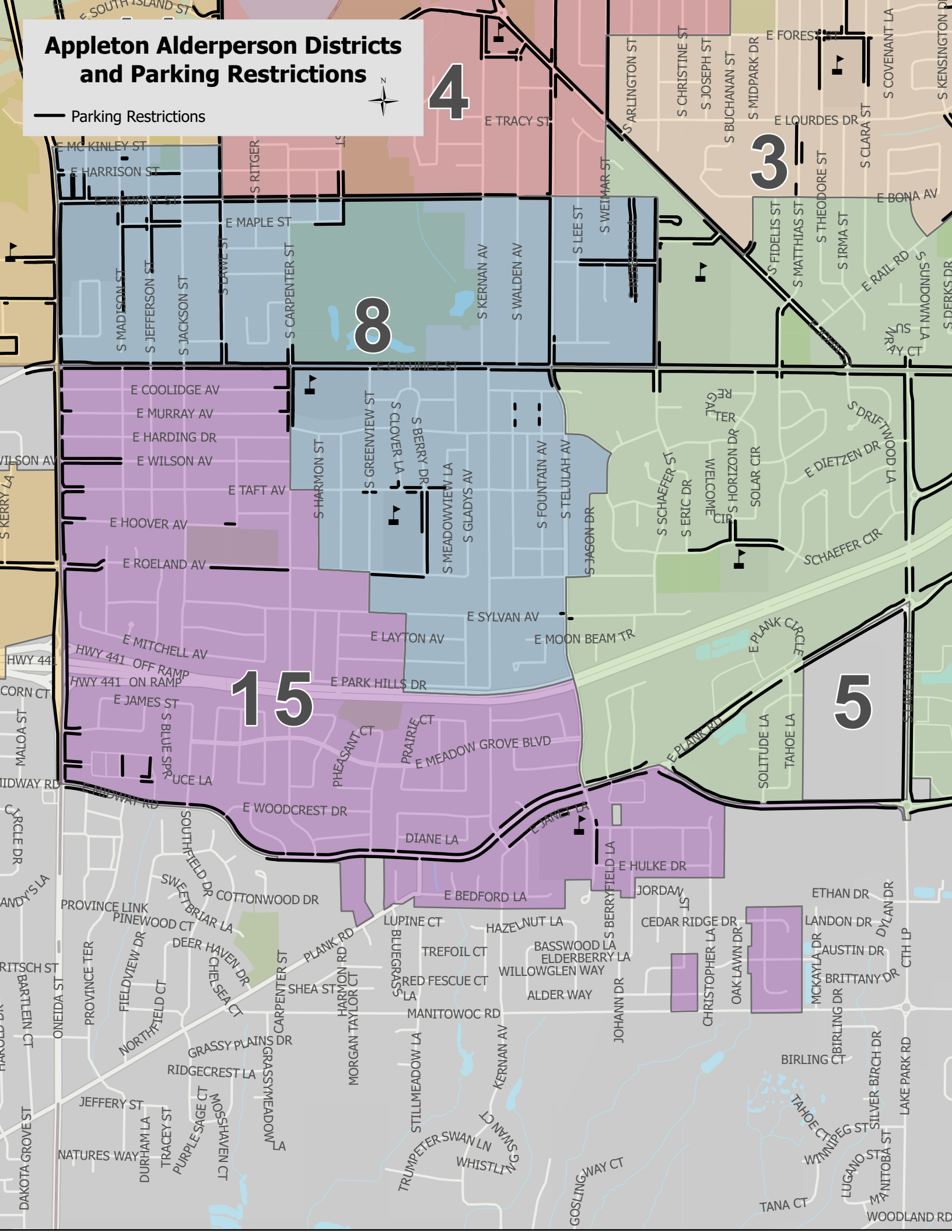
— Parking Restrictions



Appleton Alderperson Districts and Parking Restrictions



— Parking Restrictions





E/W Side Street. Cars parked entire length during event



E/W Side Street. No cars parked during event

N/S Side Street. 2 Parked cars during event



Example from another community – on-street overnight parking during a significant snow event.





DEPARTMENT OF PUBLIC WORKS

100 North Appleton Street

Appleton, WI 54911

TEL (920) 832-6474

FAX (920) 832-6489

MEMO

To: Municipal Services Committee
From: Danielle Block, P.E. Director of Public Works
Date: March 1, 2024
Re: **Additional Information** On-Street Overnight Parking Resolution #11-R-23

Executive Summary

The Department of Public Works (DPW) has significant concerns with the On-Street Overnight Parking Resolution as proposed. The implementation of overnight parking presents significant regulatory, enforcement and operational challenges, that at present we have no way of remedying.

DPW Staff Analysis

The Department of Public Works (DPW) continued to refine and analyze the overnight parking feedback provided by the Municipal Services Committee on December 11, 2023.

A survey of neighboring communities was conducted. Results are shown below:

	<u>Winter Parking Allowed 24/7</u>	<u>Winter Rules</u>	<u>Summer Rules</u>
Neenah	No	No overnight parking allowed	Even/odd April through October. No overnight in downtown.
Menasha	No	No parking 2A-6A November through March	Even/odd April through October
Oshkosh	No	No parking 2A-5A year-round	No parking 2A-5A year-round
Grand Chute	No	No parking 2A-6A November through March	No restrictions
Little Chute	No	No parking 2A-6A December through March	No restrictions
Fond du Lac	Yes	Even/odd year-round	Even/odd year-round
Green Bay	No	No parking 3A-5A year-round	No parking 3A-5A year-round
Kimberly	No	No parking 2A-6A December through April	No restrictions
Kaukauna	No	No parking 2A-6A December through March	No restrictions
Eau Claire	Yes	Even/odd all year 12A to 7A	Even/odd all year 12A to 7A

• Operations:

- Street Sweeping
 - DPW prefers no change to parking restrictions during the summer months (April – October). However, accommodating restricted overnight parking in the form of Even/Odd Parking is possible.
 - As part of the City of Appleton Municipal Separate Storm Sewer System Permit (MS4) the City provides the Wisconsin Department of Natural Resources (DNR) with an annual report on its required street sweeping program. MS4 permits require municipalities to reduce polluted stormwater runoff by implementing storm water

management programs with best management practices. The City's permit requires continuous positive progress toward meeting its pollutant reduction standards. <https://dnr.wisconsin.gov/topic/Stormwater/municipal>

- The City's current MS4 permit/report includes discussion and calculations regarding the efficiency and effectiveness of our street sweeping program. As part of this program, parking restrictions play a major role in the removal of sediment and debris through street sweeping.
- Current street sweeping practices provide a credit of 314 tons of Total Suspended Solids (TSS) and 1,222 pounds of Total Phosphorus (TP) annually. For comparison, a large wet pond (Kensington Pond) provides reductions of 186 tons of TSS and 438 pounds of TP annually.
- Overnight parking without restriction would have a major negative impact on the City's stormwater management plan and MS4 permit requirements. Under the MS4 permit, the City cannot backslide on any benchmarks related to stormwater management. Allowing for unrestricted overnight parking for part or all of the year would constitute a backslide in stormwater management by reducing reported TSS and TP reductions and has the potential to be costly. These costs would be tied to a Citywide stormwater plan update and the need to provide replacement management practices to offset losses in TSS and TP reductions.
- Snow Plowing
 - DPW does not support any adjustments to the overnight parking regulations for the Winter months (November – March). The main reasons for this are related to the effectiveness of snow removal and safety of the operators and equipment used to control snow and ice on City roadways.

Potential Option: Even/Odd Overnight Parking

• **Summer Rules (April – October):**

- Even/Odd Parking: on-street overnight parking (2a – 5a) restricted to alternate sides.
- The on-street overnight even/odd parking regulations would not replace more restrictive parking regulations.
 - *Example:* Parking in posted “No Parking” zones, within 4 feet of a driveway, within 15 feet of a crosswalk or within 10 feet of a fire hydrant are never allowed.
- Even/Odd Parking (overnight):
 - In effect 2am to 5am.
 - On odd-numbered days, vehicles may park, stop or be left standing only on the side of a street having odd-numbered addresses.
 - On even-numbered days, vehicles may park, stop or be left standing only on the side of the street having even-numbered addresses.
 - All overnight parking requirements shall apply to the corresponding calendar date as of 2am. *Example:* if it is 9:00 pm on April 21, and you want to park on the street overnight, you would park on the side with the addresses that are even-numbered because April 22 is the date that the 2 am to 5am parking regulations will be in effect.

• **Winter Rules (November – March):**

- Unless specifically posted otherwise, parking is **not** permitted overnight for all streets from November 1 to March 31.
-

• **Boundary:**

- All streets within the City limits.
 - DPW staff does not recommend a pilot boundary or geofenced area of the City to offer varying parking restrictions.

- **Signing:**

- All major entrances to the City are required to be posted with overnight parking restrictions per the State Statutes.
- All signs would need to be updated if a modification to overnight parking is made.

Enforcement

- **Staffing:**

- Current Parking Utility staffing levels are not sufficient to enforce overnight parking regulations. Currently, enforcement of overnight parking regulations is conducted by Appleton Police Department (APD) Community Service Officers.
- From January 1, 2024 through March 4, 2024, APD issued 792 parking citations between the hours of 2am and 5am (an average of 365 overnight parking citations per month).
- To increase enforcement of the potential Even/Odd Parking Restrictions, the Parking Utility would be required to add staff to provide enforcement beyond that currently provided by APD.
- With sufficient staffing, the Parking Utility enforcement vehicle could be used by the Utility for overnight enforcement, however, the ticketing software it uses does not interface with APD's database of Overnight Parking Permission Registrations. Such lookups would need to be done manually.

Recognizing the implications listed above, DPW does not recommend approval of Resolution #11-R-23 without addressing the concerns outlined in this memo.



DEPARTMENT OF
**PUBLIC
WORKS**

MEMORANDUM

Date: March 28, 2024
To: Municipal Services Committee
From: Danielle Block, P.E. Director of Public Works
Subject: Additional Information On-Street Overnight Parking

As a review, the current discussion of a potential on-street overnight parking program consists of:

- Summer (April – October) – even/odd on-street overnight parking (2am – 5am)
- Winter (November – March) – overnight parking not permitted

To properly enforce and manage the potential on-street overnight parking program the following conditions need to be met:

- **Street Sweeping:**
 - To maintain the effectiveness of the City's Street Sweeping program, overnight parking regulations must be strictly enforced.
 - The scheduling and mapping of street sweeping routes will require modification based on the above actively enforced overnight parking modification.
 - The street sweeping program will require adjustment to ensure that there is no decrease in the level of sediment removal, as this would adversely affect the stormwater quality and our performance under the MS4Permit.
 - Staff anticipates a loss of efficiency in sweeping across the City. To meet the WDNR required 3-week sweeping rotation in neighborhoods that do not drain directly to a pond, resources will need to be pulled from other neighborhoods. This will extend sweeping cycles in all other neighborhoods from the current 6-week rotation to approximately 8-weeks.
 - As an alternative to extending the rotation schedule, DPW could maintain the current schedule with the additional of one full-time operator (approximately \$90,000) and an additional street sweeper (approximately \$385,000).
- **Parking Utility Overnight Parking Enforcement:**
 - Requires 2 full-time enforcement positions. These positions would cover the overnight hours 7 days per week.
 - Enforcement would be completed via the parking enforcement vehicle.
 - Estimated annual personnel cost = approx. \$165,000.
 - Additional Parking Enforcement Vehicle \$30,000 plus annual costs (fuel, maintenance, etc).

- Complete a request for proposals and enter into a towing contract. In the event operations and the traveling public are impacted by illegally parked vehicles, towing operations will become necessary. Currently, the City does not have a contracted method to remove illegally parked vehicles
- While difficult to quantify, staff does recognize that there will be an increase in administrative burden to manage citations, appeals and invoicing related to the overnight parking program.
- Anticipated revenue related to additional enforcement is estimated at \$108,000 to \$219,000.



DEPARTMENT OF
**PUBLIC
WORKS**

MEMORANDUM

Date: March 28, 2024
To: Municipal Services Committee
From: Danielle Block, P.E. Director of Public Works
Subject: Bird Rides Update

Bird Rides completed the 2023 season in November of 2023. The Memorandum of Understanding with the City of Appleton expired at the end of December 2023. During the early spring months, staff has prepared feedback and a review of the 2023 season. This feedback has been shared with Bird.

In December of 2023, Bird Global filed for bankruptcy protection. Bird has a restructuring accord in place with creditors. Bird Rides remains operational and has reached out to the City to discuss potential future agreements.

Staff has concerns about continuing to enter into agreements that would allow for the operation of dockless, stand-up electric scooters within the City of Appleton. Our primary concern relates to the stability of the company during bankruptcy and its ability to fulfill previous and future obligations. Currently, Bird has not submitted timely payment of fees due to the City and has not fulfilled obligations related to monthly reporting from the 2023 season.

There are additional concerns related to the structure of the program. This dockless scooter program has been the cause of many complaints and issues related to accessibility and safety. Bird must bring a solution to properly and consistently dock or park the rental scooters out of the right-of-way, parks, and private-resident property.

Staff recommends that all negotiations with Bird be suspended until bankruptcy/restructuring is resolved and an acceptable plan to manage the devices is presented to City staff.

Department of Public Works Inspections Division

Permit Summary Count YTD Comparison

01/01/24 Thru 03/31/24

Report Date: 4/3/2024

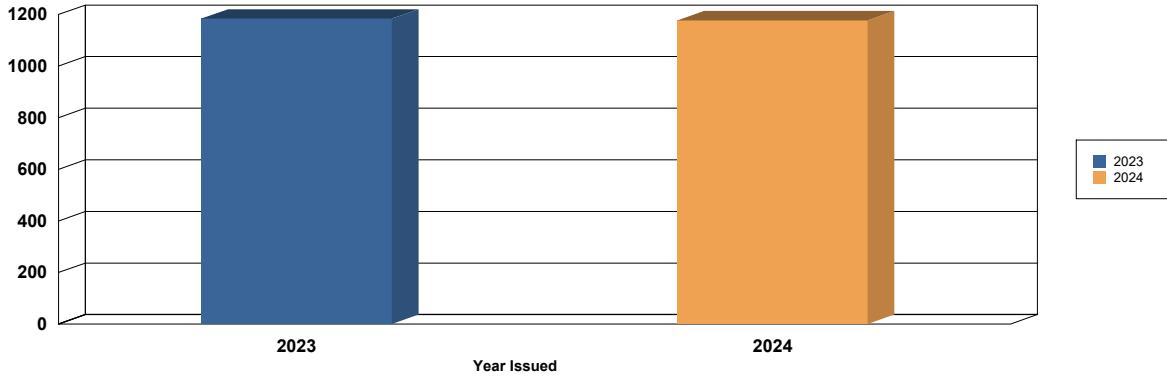


Permit Type	Year Issued	Permit Count	Total Estimated Cost	Total Receipt Amount
BUILDING	2023	162	39,233,697	190,847.56
	2024	184	37,961,966	178,451.43
		13.58 %	-3.24 %	-6.50 %
DISPLAY SIGN	2023	59	744,358	2,360.00
	2024	25	263,062	2,500.00
		-57.63 %	-64.66 %	5.93 %
ELECTRICAL	2023	284	3,008,277	27,984.79
	2024	273	5,388,817	38,021.64
		-3.87 %	79.13 %	35.87 %
EROSION CNTL	2023	6		750.00
	2024	6		900.00
		%	%	20.00 %
HEATING	2023	179	3,266,009	21,014.59
	2024	183	7,570,755	22,366.91
		2.23 %	131.80 %	6.44 %
PLAN REVIEW	2023	38		14,485.00
	2024	20		8,050.00
		-47.37 %	%	-44.43 %
PLUMBING	2023	272	1,897,700	9,350.00
	2024	311	4,448,824	15,985.00
		14.34 %	134.43 %	70.96 %
SEWER	2023	184	528,442	5,340.00
	2024	173	925,612	8,552.00
		-5.98 %	75.16 %	60.15 %
WELL	2024	2		80.00
		%	%	%

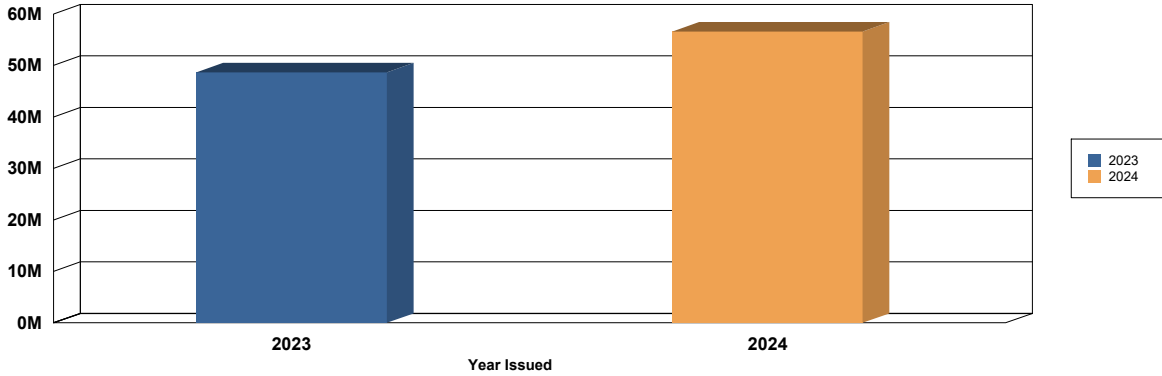


	2023	2024
Permits	1184	1177
Estimated Cost	48,678,483.00	56,559,036.00
Receipt Amount	272,131.94	274,906.98

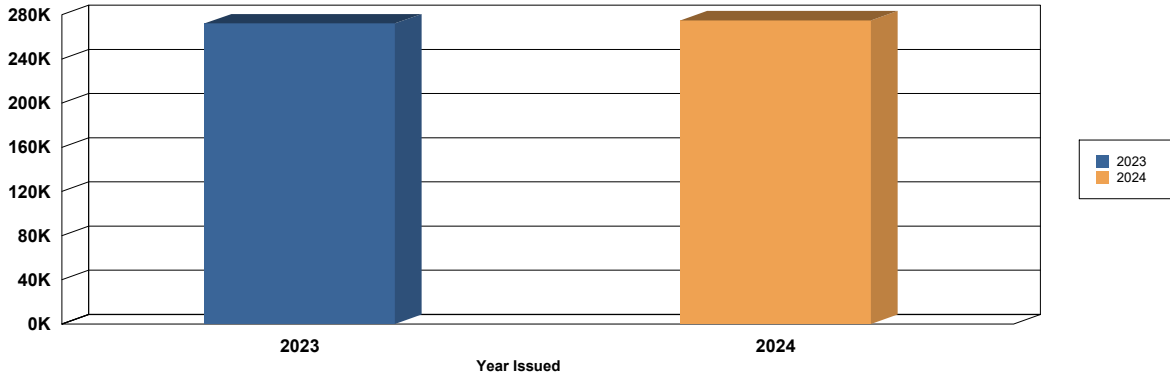
Number of Permits



Estimated Cost



Receipt Amount



EYES ON THE ROAD

Assessing the quality of Wisconsin’s local roads

The quality of paved local roads in Wisconsin has fallen by 6.8% since 2010, leaving them in worse shape than 14 years ago though still reasonably good on average. Local roads around the state are not all the same, with the paved roads in much better shape in cities such as Appleton and Eau Claire than in Kenosha and Milwaukee. State funding boosts may help to address some issues, particularly in rural areas, but challenges will likely remain.

Since 2010, the quality of the state’s paved local roads has fallen from an average rating of 6.6 on a 10-point scale to 6.2, a drop of 6.8% (see Figure 1), according to a Wisconsin Policy Forum analysis of state data.

Between 2010 and 2023, the share of local roads in Wisconsin rated as either excellent or very good fell by 9.5 percentage points. Over those same years, there was a 6.9 percentage point increase in the share of roads rated as good or fair and a modest increase in the share of roads rated poor or worse.

While on average local roads in Wisconsin remain in relatively good condition, this decline deserves attention: local roads are vital within their communities and provide connections to the rest of the state and country through the highway system. For motorists, the quality of their roads can affect the speed of their commute, the wear and tear on their vehicle, and even their safety in some cases.

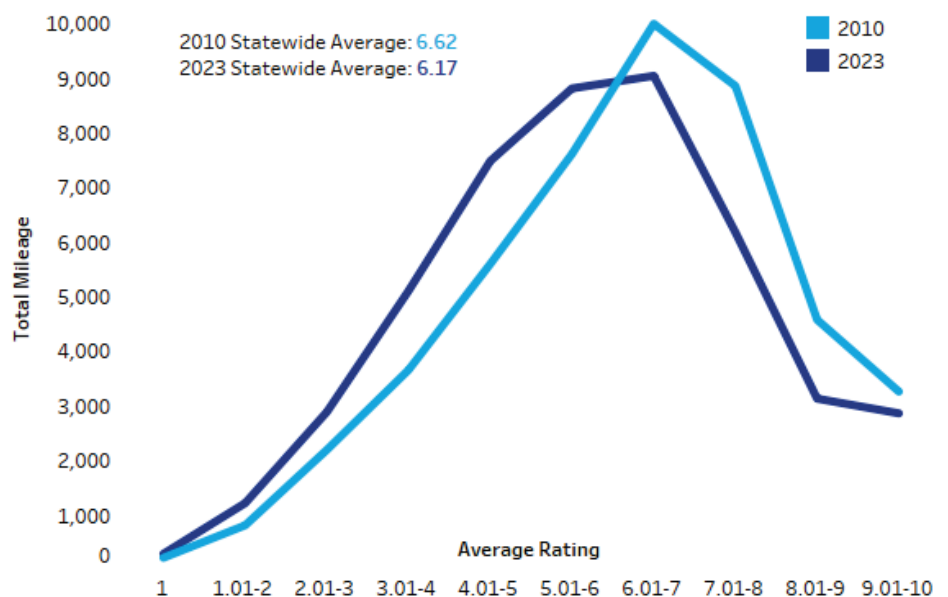
For businesses, roads are the arteries that carry the lifeblood of commerce and help ensure it is flowing smoothly. In Wisconsin, local roads are especially important because they provide a vital link for farm and timber producers in far corners of the state to global markets. If these roads fall into disrepair, they represent a drag on the economy.

Because of Wisconsin’s harsh northern climate, its roads also deteriorate faster and are more expensive to maintain compared to most other states. As roads break down, the costs to repair them increase sharply.

In this brief, we use data from the Wisconsin Department of Transportation (DOT) and Department of Revenue (DOR) to better understand the state’s local roads and how they vary in quality across Wisconsin. A variety of factors can influence road ratings, including traffic, the surface type and other characteristics of the road, and local property values and investment in road maintenance and construction.

Figure 1: Local Road Quality Declines Since 2010

Total mileage by road quality rating, 2010 versus 2023



Source: Wisconsin Department of Transportation



WHAT IS A LOCAL ROAD?

Wisconsin's overall road network is divided into two systems: the local network, consisting of county trunk highways, urban streets, and rural roads, and the [state trunk highway](#) system, made up of Interstate, U.S., and state highways. The state highway system connects large communities in Wisconsin and other states, while local roads connect homes, businesses, and schools within a given community, and provide connections to the larger highway system.

In Wisconsin, there are 101,548 miles of local roads, ranging from gravel town roads with barely any traffic to multi-lane urban thoroughfares with tens of thousands of daily vehicles and features that include curbs, gutters, storm sewers, lighting, and traffic signals.

There are [three general types](#) of local roads. The largest are known as arterials, which connect cities and serve as major non-highway thoroughfares. East Washington Avenue in Madison is one example. Next come collectors such as parts of West Mitchell Street, just south of Milwaukee's downtown – these connect smaller local roads with arterials. Last come ordinary local roads that provide access to neighborhoods and more rural areas.

HOW LOCAL ROADS ARE RATED

To measure road quality, the Wisconsin DOT uses a nationally recognized 10-point grading scale for paved road surfaces that was developed by the University of Wisconsin-Madison. The scale is known as PASER, or "[Pavement Surface Evaluation and Rating](#)."

Quality ratings are supposed to be collected by local governments on each road segment under their jurisdiction every two years as part of their reporting to DOT. The department does not consider ratings more than two years old to be valid. Statewide, these self-reported data are based on a detailed set of [manuals defining](#) quality. DOT officials provide training resources to guide local officials in assessing road quality, but do not audit or verify the data.

As a result, these data are not perfect. Given the massive number of road miles and the varying degrees of resources and knowledge among the local officials responsible for assessing them, it is likely there are some variations in the accuracy of the ratings. In addition, only 89% of road miles had ratings in the DOT

How Road Ratings Are Used

These ratings are designed for use by local governments to prioritize investments in the roads that need them most. Having a detailed picture of the roads under their jurisdiction allows these governments to make adequate investments to prevent roads from falling into disrepair.

In some cases, the state Department of Transportation also uses these ratings to allocate state road aids to local governments. The ratings are used to prioritize projects for funding through the state's [Local Roads Improvement Program](#) (LRIP) and the [Agricultural Roads Improvement Program](#) (ARIP).

To be eligible for funding through LRIP, roads must be rated below 7 on the quality scale, with priority given to roads with greater traffic, or those with heavy vehicle traffic. The newly-created ARIP prioritizes rural roads, focusing its attention on roads with less traffic that are vital for farmers or timber producers to transport their goods to market.

database in 2022 and 2023. Some municipalities fall well below this percentage in reporting on their roads, so the DOT data included 11,237 of miles of roads that were not rated within the past two years.

However, these ratings have been consistently and extensively collected for decades, so they represent the best available data on road quality in Wisconsin.

In order to examine how the quality of Wisconsin's paved roads has changed over time, we looked at only the local road segments that had been recently rated in both 2010 and 2023. We also removed gravel roads of all types, as they are rated on a separate scale. They do, however, deserve attention, and are discussed below.

EXAMINING THE RATINGS

Under the PASER scale, paved roads rated 8, 9, or 10 are considered excellent or very good. These roads might be newly constructed, reconstructed, or resurfaced, and have no cracks and require little maintenance.

In 2023, 24.9% of the roads in our sample, or 11,730 miles, had a rating of 8 or more. That compares to



34.4% of the roads in the 2010 sample, or 16,135 miles.

Roads with scores of 4, 5, 6 or 7 are considered to be in fair or good condition, with some signs of aging or cracking. These roads are generally sound structurally and can continue to bear the weight of traffic without rapid damage, though they may need to be resurfaced. The useful lifespan of roads in this category can also be extended by timely maintenance such as crack sealing.

Statewide, nearly two-thirds (65.1%) of sampled roads had ratings of at least 4 and less than 8 in 2023, and included 30,640 miles. That compares to 58.2% of sampled roads in 2010, or 27,287 miles.

About 10.0% of the local road miles in our 2023 sample were rated as less than 4, which includes roads rated as poor, very poor, and failed. That's an increase from 7.3% of the sampled roads in 2010.

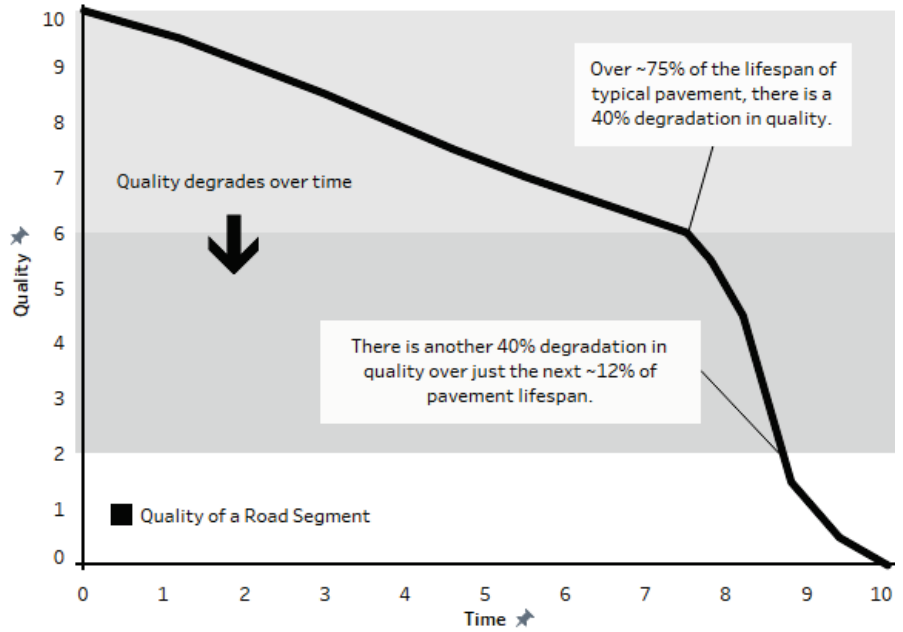
These are the worst roads in the state, with those receiving a 1 considered failed and in need of total reconstruction. These roads must be rehabilitated with major work, like completely removing and replacing the pavement and in some cases also repairing the underlying road structure that supports the pavement.

POOR ROADS MEAN HIGHER COSTS

Roads tend to deteriorate slowly for the first part of their lifespan, then quickly near the end. As they rapidly deteriorate from ratings of "Fair" to "Poor," the costs of repair skyrocket – up to six times more for roads in poor or very poor condition relative to the cost to bring roads still in good condition up to a similarly high level of quality (see Figure 2).

Road deterioration can also be accelerated by heavy vehicles and more frequent traffic. State policy has changed to allow heavier vehicles, including lengthening the period of time overweight trucks can transport [crops](#), allowing a similar exemption for [manure](#), and eliminating weight limits for trucks transporting [forest products on frozen roads](#).

Figure 2: Typical Pavement Condition Life Cycle



Source: adapted from Wisconsin Department of Transportation WISLR Manual

These changes may make farm and forest product operations more efficient, but they also impact the quality of rural roads in communities that may not have the resources to adequately maintain and reconstruct them.

RATING LOCAL ROADS BY COMMUNITY

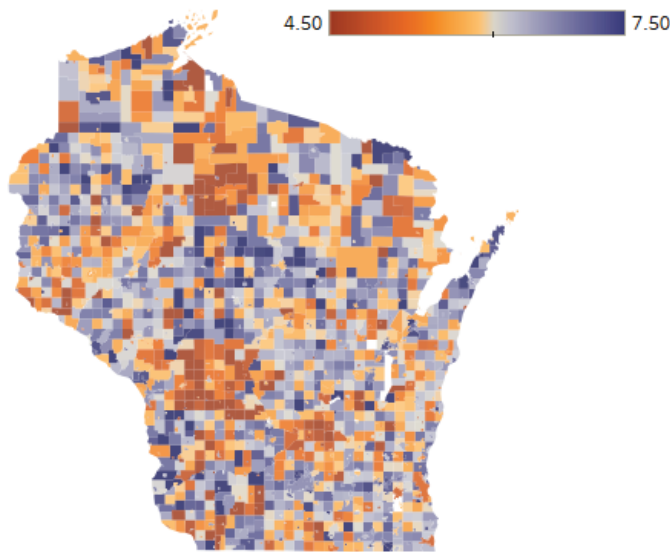
Our comparison of road ratings in 2010 and 2023 was complicated by the fact that many large municipalities had gaps in the DOT's 2010 ratings. Milwaukee, Madison, and Green Bay – the three largest cities in the state by population and local road mileage – all had less than 40% of their 2010 mileage rated within two years. Roads may lack a rating because they were not rated by the local government in the two-year period, or because rating data from local governments did not flow correctly into the state system.

These missing ratings for 2010 make it difficult to make comparisons over time, particularly in these communities and the counties in which they are located. However, nearly 90% of statewide local road mileage in 2023 – more than 90,000 out of a total 101,548 miles – was rated in either 2022 or 2023, including more than two-thirds of the mileage in each of the three largest cities. This allows us to examine 71,534 miles of paved local roads in 2023 after all types of gravel roads are excluded.



Figure 3: Some Geographic Variation in Road Quality

2023 average rating by municipality for paved roads that have been recently evaluated



Source: Wisconsin Department of Transportation

Looking at just the 2023 data, the average quality rating for local roads in Wisconsin is 6.23. The city of Milwaukee, however, has an average rating of just 5.08 – about 18.4% worse than the statewide average. The average rating for Madison, on the other hand, is 6.87, which is about 10.3% above the statewide average.

Among the state’s 25 most populous communities, Milwaukee’s average road quality ranks 23rd, greater

than only the cities of Waukesha and Kenosha (both 4.96). Roads in Appleton (7.65) have the highest average rating of any of these municipalities. Wauwatosa (7.35), Eau Claire (7.19), and Oshkosh (7.06) also have roads that average a score of greater than 7.

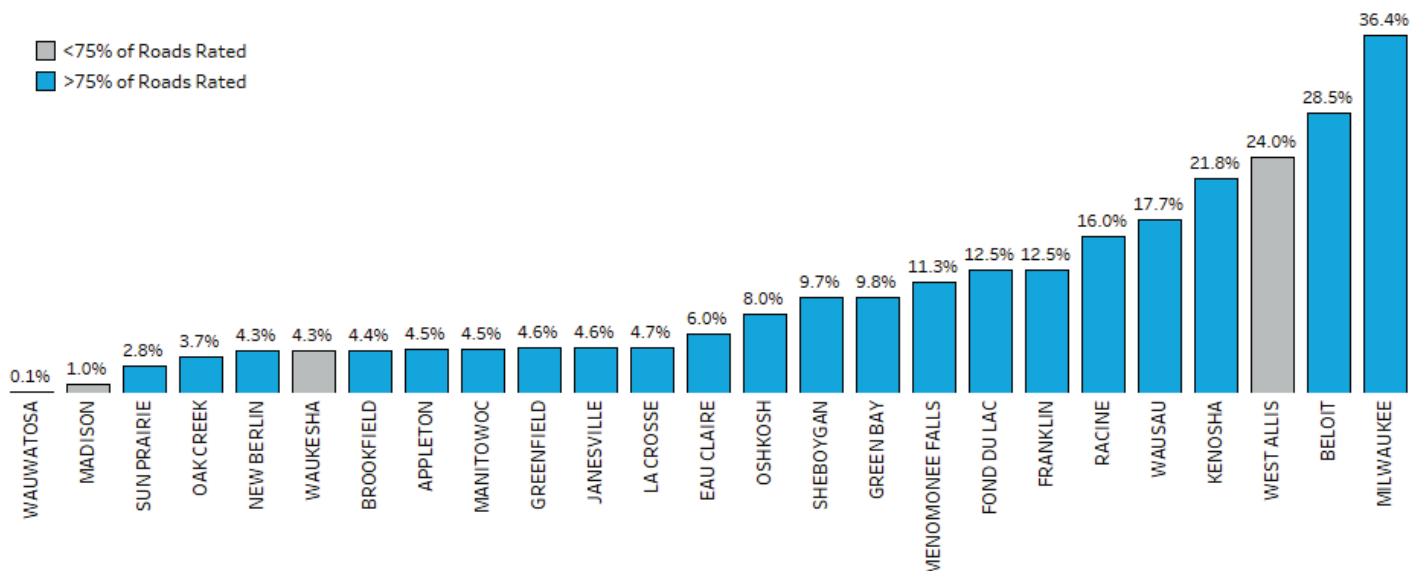
Most municipalities – just under 70% – have an average rating between 5 and 7. Only 2.9% of municipalities had a 2023 average rating above 8, and only 2.3% had an average rating below 4. There is also not a large difference in road quality between types of municipalities, although the average is slightly higher in villages (6.44) than in towns (6.21) or cities (6.17).

Similarly, all counties had an average road rating between 5 and 7 except Price, which was the lowest in the state at 4.85. Door County, with an average rating of 6.90, had the highest rated paved roads in the state. Dane County ranked seventh-best at 6.63 and Milwaukee County’s average rating of 5.68 was the eighth-worst statewide. Figure 3 shows how paved road quality varies around the state.

Looking only at road segments with a rating of less than four – those considered to be “poor,” “very poor,” or

Figure 4: Higher Share of “Poor” and “Failed” Roads in Southeast Wisconsin

Makeup of paved roads rated less than 4 out of those that have been recently evaluated, 25 most populous municipalities in Wisconsin



Source: Wisconsin Department of Transportation



“failed” – paints a similar picture as average ratings. Milwaukee is the only one of the 25 most populous communities in which a rating of poor or worse has been assigned to more than a third of the recently rated road segments.

Nearly half of the top 25 communities have less than one in 20 road miles rated as poor or failed. Figure 4 on the previous page shows how the top 25 cities in the state compare, with some other communities with lower incomes and property values such as Beloit also having more low-quality roads.

When comparing communities, it is important to note that road quality does not depend solely on how well the local government is managing its roads. Other factors beyond the control of local officials can make a difference too, including the construction of new neighborhoods with new roads, weather conditions, state and federal aid levels, and trends in commodity and labor prices.

HIGH-TRAFFIC ROADS ARE BETTER MAINTAINED

The amount of daily traffic on roads is correlated with their quality, but not necessarily in the way one might expect. Despite the greater wear and tear on high-traffic roads, local officials are clearly prioritizing these roads keeping them in better condition than less-traveled ones. Projects on higher-traffic roads may also be eligible for federal funding, further widening the gap in quality.

Of the paved roads with up-to-date ratings in Wisconsin in 2023, the DOT database includes average daily traffic data for around 85% of them. The highest-quality roads in 2023 were those that had between 1,000 and 4,999 daily vehicles. Those roads had an average rating of 6.62. Roads with 5,000 to 9,999 daily vehicles had a virtually identical 6.61 average rating (see Figure 5).

The roads with the most traffic – 10,000 vehicles or more per day – did have a slightly worse average rating than the roads that were somewhat less traveled. Yet in general, declines in quality seem to go hand-in-hand with declines in

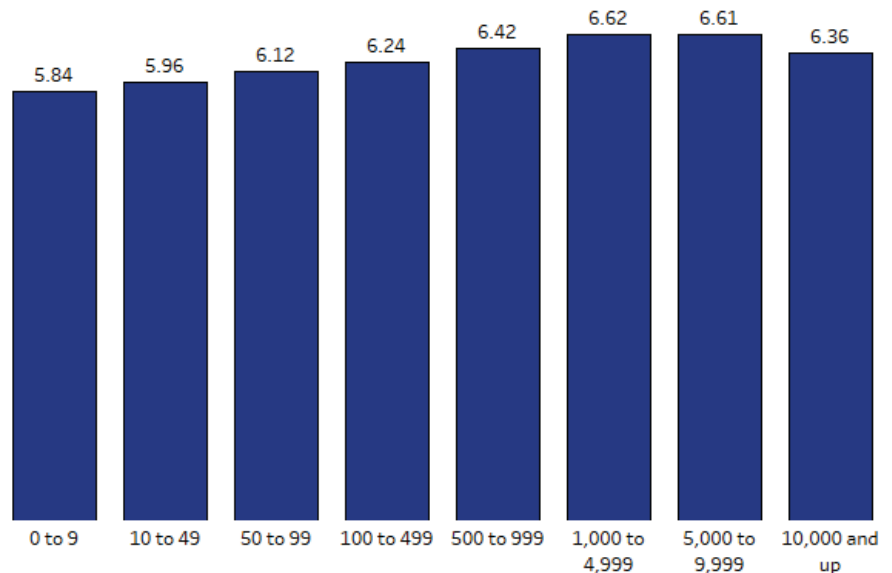
traffic. For each rung of daily traffic below 1,000 vehicles, average quality in 2023 got lower, with the least-used roads – those that saw nine or fewer vehicles each day – receiving the lowest average rating, at just 5.84.

Another factor in the rating of a road is its surface type. DOT’s database tracks the composition of each local road, and most of them are surfaced with either concrete or a type of asphalt. Road crews can apply either a type of heated asphalt (hot mix) or a less expensive but also less durable type that has not been heated (cold mix). Not surprisingly, roads that have been surfaced with the more expensive heated variety of asphalt have a higher average rating than the less costly type.

UNPAVED ROADS

Wisconsin also has 18,773 miles of unpaved roads, which are largely gravel and sealed gravel roads. The latter consist of gravel sealed with a substance popularly referred to as tar, and to the untrained eye may seem like a type of paved road. These gravel roads are graded on a [5-point scale](#), with 5 as the top score. Though this scale is separate from the one for paved roads, the five-point measure helps to illustrate the large difference between unpaved and paved roads. Ultimately, even a well-maintained gravel road is of lower quality than a paved road in fair condition.

Figure 5: Roads With More Traffic Are in Better Condition
Average 2023 rating for recently evaluated paved roads by average daily traffic



Source: Wisconsin Department of Transportation



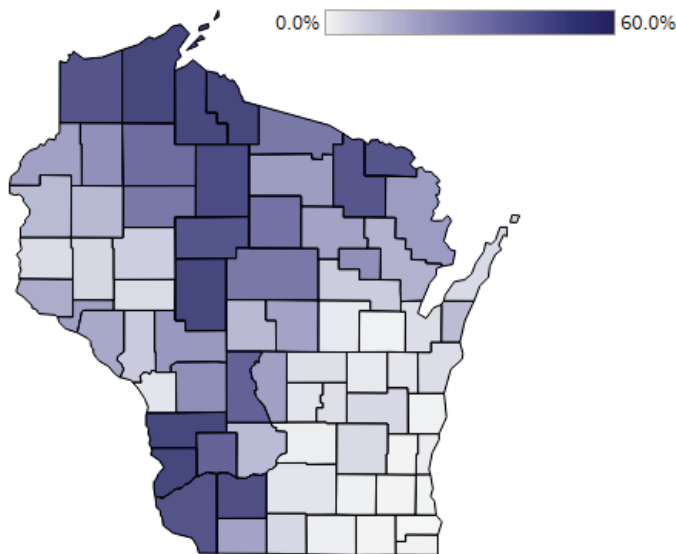
While we excluded unpaved roads from our main analysis, these roads are worth examining since they do have an impact on the overall quality of the transportation system. If we were to include unpaved roads within our analysis, roads in the less populated areas of the state would receive much lower average ratings. Unpaved roads tend to carry the least traffic, and are found in less wealthy areas of the state, which shows the relationship between the quality of a road and the traffic on it and the property values in the surrounding community.

Gravel roads – including those sealed with tar – make up less than 1% of all local road mileage in Milwaukee County and several surrounding counties (Washington, Waukesha, Walworth, and Racine) and they make up just 4.1% of roads in Dane County (see Figure 6). However, gravel roads make up more than one-third of the local network in 20 counties. That includes five in which more than 60% of local road miles are gravel – Vernon, Clark, Iron, Bayfield, and Crawford.

However, the driving experience in these counties varies, as gravel roads are not all the same. Southwestern Wisconsin counties like Vernon, Grant, and Iowa have a larger proportion of higher-quality sealed gravel roads, while northern Wisconsin counties like Florence and Clark feature more traditional gravel roads.

Figure 6: Most Gravel Roads Found in Northern and Western Wisconsin

Percentage of recently rated gravel road miles, 2023 data



Source: Wisconsin Department of Transportation

LOCAL GOVERNMENT SPENDING TRENDS MAY HELP EXPLAIN QUALITY CHANGES

DOR data show spending on roads is one of the biggest budget items for local governments in Wisconsin. The data break out spending on road construction, which includes all the costs from project design and engineering through any necessary demolition and grading to the actual construction. Local governments can borrow funds to construct roads, though they must use other revenues to pay off the debt.

The data also provide spending figures on road maintenance and administration, which includes funds spent on the oversight and repair of roads as well as the cost of sweeping streets, mowing ditches, and plowing snow.

Between 2010 and 2022, total local government spending on road construction increased by an average annual rate of 4.8% per year, outpacing the 4.2% annual growth in [DOT's index that tracks road construction costs](#). There were differences in spending by type of local government, with cities increasing construction spending at an annual rate of 3.4% over the same period. Towns (4.9%), villages (6.3%), and counties (6.0%) all increased construction spending more rapidly.

However, local spending on road maintenance increased by an average annual rate of only 1.9% from 2010 to 2022. That gap between the rise in costs and local maintenance spending may help to explain the drop in local road quality.

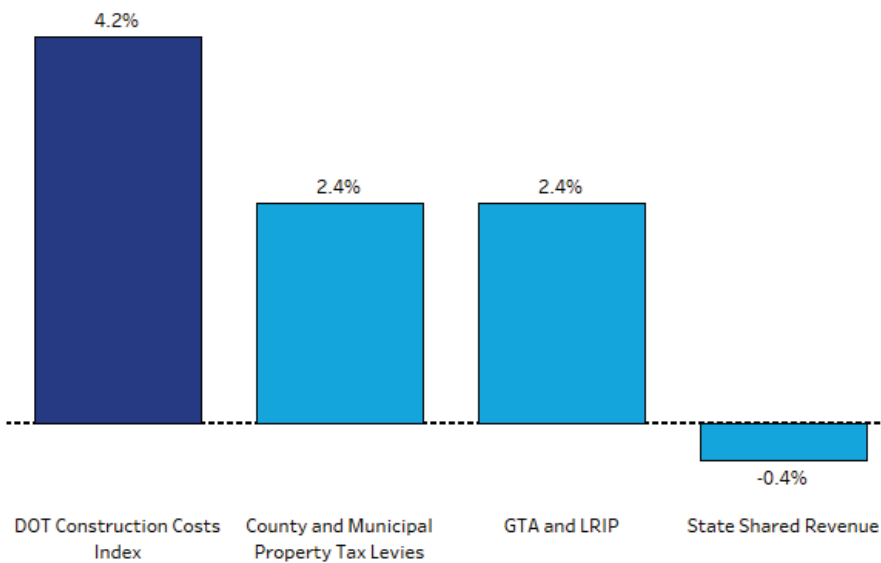
Besides borrowing, money to pay for local road spending typically comes from a combination of state transportation aids and grants, a form of general state aid known as shared revenue, local revenues such as the property tax, and to a lesser extent federal funding. For the most part, growth in these revenue sources has lagged the rise in road construction costs.

Figure 7 on the next page shows how those costs have outpaced several of the major revenues that pay for local transportation spending: state [General Transportation Aid](#) (GTA) and Local



Figure 7: Growth in Construction Costs Outpaces Major Local Revenues

Annual growth rate of revenue sources and road construction costs, 2010-2023



Sources: Wisconsin Departments of Revenue and Transportation, Wisconsin Legislative Fiscal Bureau

Roads Improvement Program (LRIP) payments, shared revenue, and the combined statewide property tax levy for counties and municipalities.

While the growth in local road construction spending has more than matched construction inflation, it's possible that these spending increases have come at the expense of other local needs. One of those priorities may be spending on road maintenance itself. Though lower maintenance spending may help balance local budgets in the short term, it is likely adding to road costs in the future.

STATE TRANSPORTATION AID REPRESENTS A KEY FACTOR

An additional factor that may have contributed to the decline in local road quality is the overall funding levels within the state's transportation fund. [Lackluster growth](#) in transportation revenues – particularly the gas tax – may have kept the state from making the investments needed to help local governments keep up with local road needs while still adequately funding the state's highway system.

Between 2011 and the current 2024 budget projections, gross revenue in the state's transportation fund has grown at an average annual rate of 2.6%, lagging the 4.2% average growth in road construction costs.

To some degree, this picture may already be changing for the better, especially in towns. Last year, Wisconsin Act 12 provided a [massive increase in state shared revenue aid](#), and was especially generous to less populous communities such as towns, which will see total state shared revenues more than double in 2024. Roads represent the single largest spending item for towns, so it is likely that a major portion of the aid will be used to improve and maintain those largely rural roads.

Cities and villages also benefited from the Act 12 funding increases, though to a lesser extent. A number of cities such as Janesville, [Madison](#) and Waukesha, did not see a major boost in shared revenue from Act 12 and continue – like other municipalities – to live under state limits

on local property tax levies used for operations. That places a particular restriction on spending for road maintenance and puts local governments in a potentially difficult position of having to choose between addressing declining road quality, public safety, or other local priorities.

Additionally, the 2023-25 budget provided \$250 million in supplemental aid for local roads, largely directed at improving town roads. This investment came in two parts: the newly created Agricultural Roads Improvement Program (ARIP), which allocates \$75 million annually for investments in local roads that connect farmers and forest producers to their markets, and \$100 million in supplemental funds for the LRIP program. The 2021-23 budget included the same amount of supplemental LRIP investments.

Combined with the increases to shared revenue, these two infusions of local transportation funding may lead to some improvement in local roads that will show up in future quality ratings. Increases in grants and aids through the federal [Bipartisan Infrastructure Law](#) may also help address local road quality, though most federal aid goes to the state highway system.

Ultimately, however, a key question is whether the state's transportation fund can sustain additional aid for local roads. That's particularly the case since the investments over the past two budgets have been



supported in part through transfers of state income and sales tax revenues into the transportation fund – a maneuver the state may not be able to repeat in the future.

In our review of local challenges, Milwaukee in particular merits special attention, since only four of the 100 most populous municipalities in Wisconsin had a worse average road quality in 2023. Act 12 will increase the funds available for investment in Milwaukee largely through a newly authorized 2% city sales tax, but the legislation also mandates that the city first use these revenues to address pension liabilities and restore public safety staffing levels. The remaining funds could help address road quality, but other [priorities in the city budget](#) will also compete for attention.

CONCLUSION

The quality of Wisconsin's paved local roads has deteriorated since 2010 – a trend worth watching closely. It will take time and substantial investments to reverse this decline in quality across tens of thousands of local road miles. Recent infusions of state aid should be helpful, but may not be enough.

Catching up could prove even more difficult if local governments around Wisconsin fall too far behind in maintaining and replacing roads. Given the tight labor market, especially for [blue-collar jobs](#), a statewide blitz to rapidly improve road quality could inflate construction costs. Instead, state and local officials may see steady investments as the wiser choice.

Since the state transportation fund has limited funding and must also maintain state highways, state officials may wish to consider which local roads are prioritized for funding. Recent increases in LRIP and ARIP funding have focused on rural roads with higher traffic. While high-traffic roads throughout the state are important, focusing increased investment mainly on rural roads with more traffic could add to the deterioration of less-traveled rural roads as well as those in urban areas.

For now, the state's roads remain in generally good condition and timely investment could help ensure that remains true for years to come. A failure to do so, however, could mean a bumpier and more costly ride in the future.

