



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, SEPTEMBER 17, 2018, 5:30 PM
CITY HALL, ROOM 207**

A. ROLL CALL.

I. *Members:* Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Ald. Craig Stevens, Lieutenant Brad Strouf, Charles Karow, Brighid Riordan, and Ray Smith

Members: Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Ald. Craig Stevens, Lieutenant Brad Strouf, Charles Karow, Brighid Riordan, and Ray Smith

Present and voting: Brighid Riordan, Daniel Theno, Charles Karow, Ray Smith, Craig Stevens, Brad Strouf

Present and not voting: Matt Kuepers

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, September 17, 2018 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Commissioner Daniel Theno, seconded by Commissioner Ray Smith to approve the agenda for the Monday, September 17, 2018 Traffic, Bicycle, and Pedestrian Commission meeting. Motion carried. Vote: Yes- Brad Strouf, Charles Karow, Craig Stevens, Daniel Theno, Ray Smith, Brighid Riordan, No-None, Abstain-None

C. APPROVAL OF MINUTES.

I. Approval of the August 27, 2018 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Commissioner Ray Smith, seconded by Commissioner Chuck Karow to approve the minutes from the August 27, 2018 Traffic, Bicycle, and Pedestrian Commission meeting. Motion carried. Vote: Yes-Brad Strouf, Charles Karow, Craig Stevens, Daniel Theno, Ray Smith, Brighid Riordan, No-None, Abstain-None

D. REGULAR BUSINESS.

1. *Initial Request:* Consideration with possible action on the request by Ald. Corpus-Dax for a sidewalk study of the area bounded by Interstate 43, County Highway EA (Huron Road), Sitka Street, and Greenbrier Road. (Ald. Corpus-Dax – District 2)

Moved by Commissioner Charles Karow, seconded by Ald. Craig Stevens to refer to staff to conduct a sidewalk study of the area bounded by Interstate 43, County Highway EA (Huron Road), Sitka Street, and Greenbrier Road. Motion carried. Vote: Yes-Brad Strouf, Brighid Riordan, Charles Karow, Craig Stevens, Daniel Theno, Ray Smith, Brighid Riordan, No-None, Abstain-None

2. *Postponed:* Consideration with possible action on the request by Ald. Galvin to eliminate the "NO PARKING" ordinance for the area surrounding St. Vincent and Bellin Hospitals. (Ald. Galvin - District 4)

Moved by Commissioner Brighid Riordan, seconded by Commissioner Daniel Theno to open the floor for discussion. Motion carried. Vote: Yes-Brad Strouf, Charles Karow, Craig Stevens, Daniel Theno, Ray Smith, Brighid Riordan, No-None, Abstain-None

Spoke in favor of the request:

Ald. Bill Galvin

Spoke against the request:

Sue Badeau (1019 S Quincy St)

Ron Dehn (1010 S Jackson St)

Lynn Heslin (1115 S Van Buren St)

Gordon Johnson (1001 S Quincy St)

Jay Mortell (1026 S Jackson St)

Kristin Phillip (1145 S Van Buren St)

Tanya Sharp (919 S Quincy St)

Cheryl Simpson (105 S Quincy St)

Spoke neither for or against the request:

Ald. Barb Dorff

Moved by Commissioner Daniel Theno, seconded by Commissioner Chuck Karow to return to regular session. Motion carried. Vote: Yes-Brad Strouf, Charles Karow, Craig Stevens, Daniel Theno, Ray Smith, Brighid Riordan, No-None, Abstain-None

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens to open the floor for discussion. Motion carried. Vote: Yes-Brad Strouf, Charles Karow, Craig Stevens, Daniel Theno, Ray Smith, Brighid Riordan, No- None, Abstain- None

Moved by Commissioner Chuck Karow, seconded by Commissioner Daniel Theno to return to regular session. Motion carried. Vote: Yes-Brad Strouf, Charles Karow, Craig Stevens, Daniel Theno, Ray Smith, Brighid Riordan, No-None, Abstain-None

Moved by Commissioner Daniel Theno, seconded by Commissioner Chuck Karow to refer to staff to study alternative parking regulations with consideration of the narrow roadway widths in the varied multiple areas surrounding St. Vincent and Bellin Hospitals. Motion carried. Vote: Yes-Brad Strouf, Charles Karow, Craig Stevens, Daniel Theno, Ray Smith, Brighid Riordan, No-None, Abstain-None

3. *Postponed*: Consideration with possible action on the request by Ald. Galvin to allow 15 minute parking for school drop off on the south side of Porlier Street from Monroe Avenue to Jackson Street. This would let parents park and walk their children to and from Aldo Leopold School and alleviate some of the congestion at the school. (Ald. Galvin - District 4)

Moved by Commissioner Daniel Theno, seconded by Ald. Craig Stevens to refer to staff to study the request to approve a 15 minute parking for school drop off on the south side of Porlier Street from Monroe Avenue to Jackson Street. This would let parents park and walk their children to and from Aldo Leopold School and alleviate some of the congestion at the school. Motion carried. Vote: Yes-Brad Strouf, Charles Karow, Craig Stevens, Daniel Theno, Ray Smith, Brighid Riordan, No-None, Abstain-None

4. *90-Day Trial Expiration*: Remove the NO PARKING zone on the west side of Aphrodite Road from Wildflower Row to Sun Terrace.

Moved by Commissioner Charles Karow, seconded by Commissioner Ray Smith to remove the NO PARKING zone on the west side of Aphrodite Road from Wildflower Row to Sun Terrace. Motion carried. Vote: Yes-Brad Strouf, Brighid Riordan, Charles Karow, Craig Stevens, Daniel Theno, Ray Smith, No-None, Abstain-None

E. INFORMATIONAL.

I. Next meeting: Monday October 15, 2018, at 5:30 p.m. in Room 207.

Next meeting: Monday October 22, 2018 at 5:30 p.m. in a room to be determined.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

I. Adjournment of the current Traffic, Bicycle, and Pedestrian Commission meeting.

Moved by Commissioner Charles Karow, seconded by Commissioner Brighid Riordan to adjourn the current meeting of the Traffic, Bicycle & Pedestrian Commission. Motion carried. Vote: Yes-Brad Strouf, Brighid Riordan, Charles Karow, Craig Stevens, Daniel Theno, Ray Smith, No-None, Abstain-None

VERBATIM MINUTES

- - We're ready, okay, we're gonna call to order the meeting of the Green Bay Traffic, Bicycle, Pedestrian Commission for Monday, September 17th, 2018. Item A, roll-call. - Let's do a voice. - A voice, okay, Chairman Kuepers? - Here. - Brad Strouf. - Chuck Karow. - Ray Smith. - Dan Theno. - Alder Craig Stevens. - Brigid Riordan. - Okay, we'll move on to B, approval of the agenda. Motion made, second for the agenda, all in favor? - [All] Aye. - Motion carries, C, approval of minutes. Approval of the August 27th, 2018 Traffic, Bicycle, Pedestrian Commission meeting minutes. I hear motion has been made, second? - Second. - Motion made, second, all in favor? - [All] Aye. - Motion carries, on to regular business D. Initial request under one consideration with possible action under request for Alderman Corpus-Dax for a sidewalk study of the area bounded by Interstate 43, County Highway EA, Sitka Road, and Greenbrier Road. - Let me direct your attention to the screens, I'll bring up a map of the location. So the requested area, if you want to look at the map, so the western border would be I-43, southern border would be Greenbrier Road, Huron Road which is County EA to the east and on the north is Sitka. So this is quite a large area and as with all sidewalk studies, recommendation would be to refer for staff to come back and provide you with our assessment of the area. And if we would have any recommendations we would present them at that time, if indeed those are approved and modified then that motion would then go to proven service for determination on whether there is an assessment for the installation, okay? So unless there's questions I'm recommending for staff to study. - Any questions? - I do have a question. - Okay, yes sir? - This is a newer area of Green Bay. Do we have any policy on requiring developers to put in sidewalks when a new subdivision goes in? - When new subdivisions go in, sidewalk is to be part of that, correct. And you're correct that this is somewhat newer but not necessarily certain if our sidewalk policy was in place when all of these homes were built, say, north of East Mason Street, that's where you're gonna see the majority. And really East Mason Street divides this into the northern half is really residential and then you have the I-43 business center park itself there. Obviously two different land uses, however there's, from what we have seen anecdotally there's certainly pedestrian demand and activity that's occurring in both. But we also have, as part of our zoning code and ordinance that certain hierarchies of streets should have sidewalks as well such as Principal Materials and Cleptor Roadways, so those should have them as well and as we know there's a lot of them that predate the ordinance that don't have them. - Okay. Alder Corpus-Dax is here, if she wants to speak? - Yup so this initially came up, I'm Alder Corpus-Dax, this initially came up from a resident who lives in and around the, I believe that's Ontario... area where, I think both on the east and west side of Ontario there's partial sidewalks. They said, you know, what is gonna happen here? As far as, what can we do to get these sidewalks installed for some of those streets because they have a lot of issues especially in that McCullough area with speeding down those streets and you have kids who are on bikes, who are walking and just regular pedestrians running and walking on the street having to deal with the speeding drivers. That's where this is coming from. - Okay, thank you. Any questions of the council members, chairs? No, okay. - I think I'll take a motion to refer to staff for second. - Okay, motion's been made and second, all in favor? - [All] Aye. - Motion carries. - What was the second name on that? - Craig. Okay regular business, one, initial request consideration with possible action, I'm sorry, we're on item two. Pardon me, item two is consideration with possible action on the request by Alderman Galvin to eliminate the no-parking ordinance for the area around St. Vincent and Mel Hospitals. Just a quick thing, if anybody wants to speak to this item there's forms by the podium here, please fill that out so when we get to that point, and turn it in right over here. But if anybody wants to speak-- - I already have the majority of them but if there's any additional ones you can hand them into me. - Anybody who hasn't filled one out and wants to speak if you'd please fill it out so we have all the names and interested parties. - Typically what I do is just take them in

alphabetical order by last name. - [Woman] We got that. - All right, go ahead. - I'm gonna start. Okay, again I'll direct your attention to the computer screens. So this area, well, there has been some explanation of course because this was a postponed item. So commissioners you likely know a lot of the story behind this but just to refresh everyone's memory, here is the hospital corridor, and you can see too Aldo Leopold School is in the vicinity and is also impacted by this request. So this is the general area and I also do have a map, and this map was provided to Alder Galvin and I know it was shared with the Neighborhood Association, Astor Park Neighborhood Association. And I'm presuming the alder and maybe shared with some other people, too. So this has been around for a little bit, the only change that would be on this map versus what was distributed in the past is actually on the block on the east side of Aldo Leopold School. You can see where the cursor is right here, the original mapping that went out showed the east side of the street as potentially being changed to two-hour parking so what you see hear with the solid line simply means no parking. And it's actually a residential permit zone in that area right now. So actually that line is incorrect, it's partially correct, let me just say that, it's really a residential permit, no parking zone right now. So just in brief here what you'll see, anything but the solid red currently means no parking is available, if you see a dotted red that means no parking but with residential permit, by permit only. And anything that you see in a dashed green line is what is currently permit zoned, is proposed as being converted over to a two-hour parking zone. So when I say two-hour that would be seven to seven Monday through Friday, so that is, you know, so, majority of the week but weekends would be excluded from that. Also too you can see there's some blue lines, not too many of them, but that represents four-hour parking seven to seven Monday through Friday. And these four-hour zones came about a number of years ago and those on the commission, maybe you recall that once Alder Tony Tyson had brought some of these up and these in essence were some of the fringe areas of the residential permit zone where some of the people that live along those streets had requested that they have that converted. They want the residential permit zone, so those ones in blue you can see on these four streets here and also this couple block segment of Grignon Street, do contain four-hour. Staff's position on this is pretty neutral, actually. I do want to make it clear that we are dealing with some roadways that are narrow in width. The majority of the roadways are 30 foot clear roadway width which means it would be, if we have high capacity or nearing capacity parking situations on both sides it wouldn't be possible to carry two-way traffic. However, from our experience in other areas of the city that where you have sparse parking and you have these narrower streets, in essence because the volumes are so low people can still navigate them and maintain two-way traffic safely. With that said, I'll refer back to an earlier statement that I made relative to Quincy Street which would be right behind Aldo Leopold School. Initially that was requested as being converted over to two-hour on the east side, however upon further examination of that segment, it was my recommendation and as well as now Bill's, from some discussion, is that because of the school traffic that happens, especially in the p.m. peak, that congestion would just be too much in that location to allow parking solid on both sides, because near schools that's typically what happens is that parents will park in the no-parking. Well they don't park, they're there for loading activities which is actually legal under our ordinance state statute. So with that said, that's really the information that we have from the staff's perspective is that's its really kind of up to the neighborhoods and what they really want to do with their streets. I presume we're gonna hear cases both for and against residential permit zone, just keep an open mind on it and just consider the things I said relative to high-capacity parking. Okay. - Thank you. - Sure, Bill Galvin, Alder, fourth district. When I was campaigning the first time, four years ago, two and a half, three years ago, I had a couple people talk to me about the residential parking situation. They were concerned because they felt it restricted them having people park on the street when they had guests and things like that or the children home from college. And getting permits 'cause the kids cars weren't listed to that address to get permits and things like that. And it became an inconvenience for

them. I didn't do anything about it at that time. Then when I was campaigning the second time, well actually before then I was contacted by three other residents that had issues with a residential parking permit, wanted to know what it was all about and things like that. And then during the campaign I had two more people approach me and ask me to look into removing it. I used to live on Quincy Street when this was a problem. At that time there was parking allowed on both sides of every street and as the hospitals expanded you had staff and visitors literally parking every street in that area, literally driveway to driveway. And it was hazardous, you could barely get one vehicle down, much less an emergency vehicle. So the city listened to the residents, they instituted this policy, or this ordinance, and what it did was first off they restricted some streets no matter whether you're a resident or not there's no parking on this side of the street, that will never change. And then the rest was residential only. As Dave talked about it a little bit, over time Alder Thiessen listened to the neighbors who were complaining and he had, he would do little surgical cuts and remove certain streets. Like two streets on either side of Astor Park were taken off the residential. Some of these other streets where you see blue and red between Irwin and Baird were removed. The 1100 block of Quincy, 1100 block of Jackson Street were removed, the 600 block of Quincy which is really close to the bullseye was removed because of the Ethan House that was there and they could not issue permits to the employees there and so they had to work out their issues there. So after all of this is said and done I looked at it and since this ordinance was instituted, St. Vincent's built a parking ramp which some employees are allowed to use if they pay a fee and then for visitors it's free parking 24 hours a day. St. Vincent's had then bought several surface lots offsite which they have a chartered bus program that takes the employees to and from work, picks them up. Some still walk through the way. And so I asked myself, I mean I've had a lot of people on both sides saying yay or nay and the easy thing would be to just put my head in the sand and walk away from it. But I thought, I do have people asking to have it removed, do we still need the ordinance? And my thing has always been, do we have laws that we don't need, is it needed anymore, has the problem been solved? And in my opinion, I think the problem's been solved. They have free parking and you show me an American that's gonna park a block and walk a block longer when there's free covered parking between them and the place they're trying to get to. It's not gonna happen, right? They have several lots for employees that are free and if, I've been told by parking utility, if employees park on that street and they chalk 'em and they move 'em 20 feet they're still gonna get a ticket. Parking Utility says you've gotta move the vehicle. You can't just move it five, 10, 15, 20 feet and then avoid getting a ticket 'cause you moved it. You're gonna get a ticket. So I can't see an employee paying 20 or 25 bucks every two hours to park on the city street when they have free parking in other spots. I did, though, in my recommendation, say that everything north of Porlier Street should remain residential parking. I don't think there would be a problem but I said, okay, let's do it and we'll just do everything south of Porlier Street, we would change it to a two-hour parking. I've had a lot of input from people, I don't have the exact numbers but I have to say that those against it number at least two to one compared to those for it. And then I've got about five or six people that are ambivalent either way, they wanted an explanation of why I was doing this, I gave it to them and they're like, okay, whatever, they didn't care. So that's why I'm still going ahead with it. I don't think it's necessary, I don't see, I know people are concerned, they're concerned about safety for children, they're concerned about their streets being over-parked. But like I said if you have a free, covered parking lot I don't see why you would park farther away so you can walk, you know, if you parked on the street. I don't understand, and the employees have free parking with a shuttle service, why would they take the risk of getting a ticket and parking on the street? To kind of complicate things further, I was told that there are residents though that are now renting out their driveways to employees. So to me that's kind of taking a problem that we had and kind of recreating the problem so they can make a profit. So now they park their cars in the street and you've got employees paying to park in the driveway. And that's certainly not what this ordinance

is for either. This is to make the streets safe so residents can get up and down and emergency vehicles can get up and down. I mean in a perfect world we could all have residential only parking on our streets, I mean I would love it on mine. Mine gets very crowded and it's like a slalom driving up and down but it is what it is. And you know these are city streets, they're for everyone to use and so I think if there's not an issue I think we should see if we can change the restrictive parking. You know, I understand this is a 90-day period so parking utility has promised me they'll be vigilant. If they see any problems they're gonna let me know, they're gonna be taking enforcement action. And at the end of 90 days if it doesn't work I'll make my humble apologies and allow the signs to be put back up, I think at the very least we should at least give this a shot and see what happens, thank you. - Have we scoped out the ramp, is there enough, in your estimation, in the ramp in the surface lots? - Yeah, especially on the weekends. They actually open up some of the surface lots to more visitor parking, right, the outpatient parking lots for St. Vincent's become visitor parking lots. And the ramp, yes, I've never had a problem. When I used to live on the far west side I never had a problem finding parking space at the ramp. - At the ramp, okay, so there's adequate parking-- - Yeah, absolutely. - Okay, any other questions? Okay, thank you Alder Galvin. With that, entertain a motion to spin the rules and we'll put it down for interested parties to speak. - Second. - Motion made and seconded, all in favor? - [All] Aye. - Okay what we're gonna do now is open it up so anybody who wants to speak to this item you can come up to the microphone at the podium, two to three minutes, kind of give us what your take on the situation is if you would please, and Dave you'll call them out? - Yes, I think the easiest procedure is going to just take them in alphabetical order by last name. And we have them sorted. - That's fine, all right, you're ready to go. We're gonna call out the first one. Like I say, be concise and keep your points to two to three minutes so everybody can speak and give their opinion in a fairly quick manner here. Yeah, if you can speak right into the microphone, please. So we can record you. - Sue Bedaux, I live at 1019 South Quincy, directly across from Aldo Leopold School. So my understanding is the proposal is now that the residential permit parking will remain in the 1000 block of South Quincy and not change to two-hour parking? - Correct. - Okay, that was my main concern. My other question, though, is if there's no real necessity for parking by residential permit only south of Porlier then why do we need a two-hour parking which is gonna also limit the residents to that two hour and then have to vacate the zone? - [Bill] The residents, and this is a very little known fact, throughout the city of Green Bay, resident daytime, nighttime parking is very restricted. The daytime parking, and I've had discussions with Dave and parking utility, you can call and you get a permit for a month or two at a time if you want to. If you have something going at your home or you have a son home from school and he needs to park on the street you can get those permits for a month or two at a time. - For the residential permit? - No, for residents can call in or go on the computer and just put in the necessary information and then-- - For nighttime? - No, for daytime parking. - Oh, if it's restricted you can get permission, okay. - Right, if it says two-hour parking only and you have something going on, you know, where you would need it every day you can get permission to do that. - Okay, thank you. - Okay, thank you. - If I could just say real quick, so and so got it in their bonnet that I am in cahoots with the hospitals over this and I just wanted to categorically state I have not been in contact with the hospitals since my first election and that was about the Webster Street reconstruction plan. The hospitals haven't approached me on this, I don't even know if they know about this. So that's, I just wanted to settle that. - I said, several years working for the parking utility and I got the calls so a lot of times it was the resident themselves that, you know, now the residents are limited to that two-hours as well, it's kind of a come and go thing. I understand long-term you can call but if it's just kind of a quick, oh, you know, I've got a contractor in my street you have to remember to call your commission to avoid those. - Exactly. - Okay, thank you. - Ron Dean, again? And 1010 South Jackson Street? - Correct. - Actually I should write it in Sue's actually, Susan to the record which is 1019 South Quincy Street. - Okay, hi, Ron Dean, 1010 South

Jackson Street. I'm the current president of the Astor Neighborhood Association. I'm not speaking on behalf of them nor on behalf of the neighborhood, just personally on myself. But I do want to make that clear. One issue I had is that the math technically is incorrect. It shows the hospital quarter going right up to Jackson Street when technically it's pushed back to the middle of those people's back yard so hospital corner is not, those people that live on Jackson Street are not in the hospital corridor so that should be right in there correct, that part should be corrected. Number two, the neighborhood, all the people that are affected north of Porlier, were not notified by the City of Green Bay that this change was occurring. Alderman Galvin, you did put a note in our newsletter. However the person who publishes our newsletter is not on the board anymore so we were surprised by it when we saw that come up in the newsletter. On behalf of the Astor Neighborhood Association, we printed up the proposed changes along with a letter drafted by one of our board members and Mr. Galvin and we got those out to all the houses right around. So thus these people here actually got the fliers that we put on their door, so that's another thing. I don't know that everybody who is affected actually even knows about this yet. Last but not least, I checked two boxes, I said opposed but I also said other and my other is exactly like Sue said. I live on the 1000 block of South Jackson. The east side of my street would remain no parking, my side of the street would change from residential permit to two-hour parking, thus all the people on our street we're actually getting penalized. I personally don't mind if other people park on the street for two hours but I don't see why it should change for us if we have a pattern of behavior that we've been following, you know, over a period of time that hasn't hurt a thing. So I want to make that pretty clear. I do have neighbors that come across and they park on our side of the street to the day when they rotate their cars and do their things with their doctors and this and that. Sometimes we're out there more than two hours, so it's just something to reconsider that people who actually live on that street shouldn't be penalized. So we should, in fact, be able to keep our permit even if you do allow other people to park there for two hours. That's my take. - Okay, thank you sir. - Next would be Lynn Hesslin, 1115 South Van Buren Street. - I'm Lynn Hesslin, 1115 South Van Buren. Right now with the residential permit at least on Van Buren Street, it's not being enforced. So I think that the people on my street really view this as not a good deal because we never had to have a permit and it was never enforced. So either, you know, if it's going to be enforced then we probably have to look at some options. But this seems like, you know, really restrictive as a resident. The other thing I worry about is, I know for myself and other people on the block, if you were to have any get together, I host a ladies' nonprofit, charitable lunch every once in a while, there's about 15 to 20 ladies and it lasts three hours in the middle of the afternoon. I mean, what am I gonna do about a situation like that? So I don't know, I'm not saying I'm opposed to something but I think this two-hour restriction is really not a good deal. - Can I ask you a question? - Yeah. - You said that you have people come over but your street is residential, where do they park when they come? - On the street because we, right now even though it's supposedly a residential permit, I've lived in that house for 23 years and not once has anybody been on our street to check for permits. - So in essence they park there because they know it's not enforced. - Right. - Okay, that's all, thanks. - Okay next is Gordon Johnson, 1001 South Quincy Street. - Looks like a block party here. My name is Gordon Johnson, I live at 1001 South Quincy Street, more specifically on the southeast corner of Quincy and Eliza right across from Aldo Leopold School. You guys have taken half of my comments away by saying we'd stay with the parking by permit on Quincy on the east side of Quincy Street. Another question or comments I would have is, and Dave maybe you can help me out with this, is north of Eliza Street on Quincy where we're showing two-hour parking proposed now, is that a 30 foot wide street? - Yes. - Okay, if it's a 30 foot wide street, help me out again here, I believe the legal limit for a vehicle width in the state of Wisconsin is eight feet six inches wide. You have to be parked within 12 inches of the curb, correct? So that's like nine feet, six inches and if you go on both sides of the street that reduces the width of a lane down to 11 feet for traffic going both

ways. That doesn't work. I see no reason on Quincy Street, I think it's an impossibility north of Eliza up to Porlier to have two-hour parking, I think it has to remain by residential permit. And another question I have is if north of Porlier is going to be residential permit, why not continue to have south of Porlier along Quincy and Jackson and Van Buren, why not have those streets remain residential permits only? The other thing is, if I am having a party at my house, a luncheon, whatever, I can phone in, right, to the city that I am having this on this day regardless of the number of people there. - [Bill] Correct. - Another question is, why would anybody rent out their driveways to hospital employees if they already have free parking? - Because they don't want to have to sit in the parking lot and wait for the bus line to come up. - And then do the residents have permits, a business permit? - It's against the law for them to be doing that. - Okay, anyway, I just don't see how it's feasible if we have 30 foot wide streets have parking on both sides of the streets and two lanes of traffic. - [Bill] I don't think we're looking for, on Quincy Street, to have parking on both sides of the street. - Sure, but north of Aldo Leopold School on Quincy you've got two-hour permit parking. - [Bill] Is it residential parking right now, on both sides? - [Woman] On both sides. - It's residential parking, but when you have pick-up and drop-off of Aldo Leopold, I guarantee that both sides of that street are gonna be parked in, you're gonna have kids crossing on the crosswalk across Eliza Street, seeing their mom or dad pick them up and they're gonna dash across the street. - [Bill] So it should just be one side of the street no parking permanently, that would alleviate what you're suggesting is a potential problem, making one side of that street no parking permanently would alleviate that problem whether it's residential, two-hour-- - Then are you penalizing the residents? And I would say yes, why not just leave it as a residential permit, we've already got the infrastructure in place for the residential permit. - [Bill] If it's a problem with two-hour parking it's gotta be a problem with the residential parking. If two residents are parked on either side of the block you now have the same problem. - That so rarely happens, as a matter of fact I think most residents are cognizant if they park right across the street from each other they're blocking things. So I think that they do stagger themselves. Just because they're aware that they don't need to block the whole street off so I think that's gonna be a real hazard for kids going to Aldo if you have parking on both sides of the, two-hour parking on both sides of the street. Residential parking, I think it's just fine, it always has been. Summing it up, guys, I'm against any of the proposed changes, thank you. - Okay, thank you. - Next is Jay Martone, 1026 South Jackson Street. - I live in the 1000 block of South Jackson. Aldo Leopold is in the 1000 block of Quincy so there's a lot of going around the block, a lot of people parked on Jackson and that block couple times a day for about an hour each. My position is if it's not broke why are you fixing it? For a few people who have complained? They're too lazy to call in and get a clearance for their card parties or whatever it is to get that set up. They're able to call a non-emergency line to get that. Residential parking by permit, we're being penalized as residents, if you have a parking permit currently you can park on the street, under this proposal you're limited to two hours. Why are the residents, the people that live on the street, being penalized? That doesn't work. The width of the streets has been mentioned. Jackson, a lot of times from the number one fire station coming up Porlier, they come up Porlier to Jackson, turn south on Jackson to go to the Oddfellow's Home. It's now called Rebecca Home. I've lived in that neighborhood all my life, anyway. If there's cars parked on the streets it's damn tough to get a fire engine and a rescue squad down the street. So you've got a safety problem there. Couple that with a couple hours a day when the Aldo parents are picking up and dropping off kids, you've got a compound problem there. You got a residential sticker, let them keep that. And enforcement, who's gonna enforce this? You're gonna have your traffic people coming around every two hours to enforce this, how's that gonna tax? Those, they're gonna not be where they are now. So they're gonna have to come around every two hours to check off which cars are there and come back two hours later to check and see if they're still there. So those are my comments, I'm of the opinion if it's not broke why fix it? I lived in that neighborhood when the parking restrictions went into effect, it was bumper

to bumper cars up and down from Grignon down to the hospitals on all those streets. What isn't being mentioned, what may be mentioned here is you've also got people that are going to the Oddfellow's Home or Rebecca Home, what's gonna happen? They're gonna not be using those parking lots. If you take a look at the, that would be the 1200 block of South Quincy, they're starting to park there to go into the Rebecca Home so, and they've opened up parking. I don't know who, if that's restricted next to the grocery store. They have taken over the Oddfellows. Rebecca Home owns that whole parcel, they've taken over half that parking lot for their own parking. - All right, thank you sir for your comments. - Next, Kristen Phillip, 1145 South Van Buren Street. - Hi, 1145 South Van Buren, I am on the corner of Van Buren and Grignon, to put it in perspective my kitchen window overlooks the grocery store. So I've been there for 20 years. I want to take and point right now that this commission is Traffic, Pedestrian, and Bicycle, is that correct what the name of this is? - Yes. - Okay, so I'm speaking for the other two, not just parking because as a resident of Green Bay and being thrilled that kids can ride their Big Wheels down the streets and kids and parking and walking to the grocery store, I see that every day. People walking, there's three curb cuts that I work with Rebecca Home on to get from my corner and opposite of me and into the Century Webs Direct Market parking lot. There is a great, great amount of traffic that walks down my street whether it be wagons, bicycles, strollers, that use that area, I'm looking at the traffic that's in that area and that traffic that it's gonna disrupt the number of people that are walking in the area. And I think everybody here in the neighborhood knows that everybody walks to the store. My first point is, why the changes? Did someone from my block have these problems? And if not, let's look at making changes in those specific areas where someone had a problem because like Mr. Galvin said that they were adamant and they came and, let's look at that particular area, now he's probably gonna say it was my neighbor or something like that, but anyway. I am speaking for myself and I'm also speaking for three other residents who I can't name because they're not here but in my direct line of eye contact with who couldn't be here tonight who are also against this. I told them what I'd be saying and that I'm here. I have here on my corner opposite there are curb cuts allowing the residents of Oddfellow's to cross easily with their walkers and wheelchairs, allowing them to access into the market and Oddfellow's parking. Webster Avenue Market sold half of their parking lot, there's some yellow stanchions, and that is for the Oddfellows Rebecca Home, there's another name too, that is for their parking. If you drive by their any time of day you see that it's not full, they choose to park on Jackson, is that? Yeah, Jackson, like I was saying, why? It's smoking in front of my house, I'm concerned, and there has been a concern and I have addressed it with my alderperson, I have addressed it with Rebecca Home. That in two-hour parking, people on a shift they'd park in front of my car, smoke, 'cause they're not allowed to smoke anywhere near Rebecca Home. And I've been dealing with people who've been eating in front of my house and especially from the nighttime, people who park from 10 to whenever, night shift. Park in front of my house, they go work, they come out in the middle of the night and they have their cigarette break, eat, leave their trash. And I said before this is something that I've been working with Rebecca Home on personally because it is, gets to be a problem, so that is my problem with Rebecca Home. And across the street from me it's all commercial. It's not residential so I'm saying it for people who are south of Porlier it's very residential and picturesque, I'm looking at a parking lot. So I understood when I bought my house that that would be the case but I also knew, hoped that my neighbors and whatever, even Webster Avenue Market people come and pick up the trash that blows across the parking lot. I think that the parked cars would pose a problem with accessibility to this area for all the residents who come and use that particular area. Let's see here, I'm going down my list. The proposed changes are that the two-hour parking will be during the week but not on the weekend. Employees will be parking there all the time on weekends. I strongly urge you to deny this request to make these changes. With the businesses that are across the street there would be many employees that park in front of my house and others.

This says on my block there are eight kids under the age of 12. Now every block has kids, and that's awesome. What the problem that we have is that the narrowness of the street and the cars that are parking and the amount of bikes and small kids. Now I'm speaking from my block which is the 1100 block of South Van Buren. Last point is Grignon Street is very busy and fast. People go from Webster Avenue down Grignon, 'cause there are no stop signs, and go straight to Riverside Monroe. We have a problem with the fire engines who come through there, more often than not ambulances that come to the home. That is a problem because cars parked there on one side really bogs down that area and also speeders. The speeding that goes down there, the bicyclists-- - Just keep it to the parking, not the speeders. I'm not trying to cut you short here, but, you know, the speeders don't have any effect on the parking. And the garbage, I understand that's a concern that you're working with, you know, we're looking at the ordinance as it is and thinking about changing, so. And we did say two or three minutes and be concise. - Okay, thanks. - Thank you. - Tanya Sharpe, 919 South Quincy Street. - Good evening, I'm Tanya Sharpe, I live at 919 South Quincy Street which is the block just, I'm direction challenged, so I look straight at, I look across the street at, not directly across the street, but down one block from Aldo Leopold. I agree with my neighbors, what we have now works, period. It works, as far as having guests over I learned something new tonight, I didn't know I could call in and say, hey, I'm having 15 people over they're gonna be parking on my street. This is something I've talked about with my neighbors over and over again, I don't think our neighborhood knows that so I think there might be other options that we can explore to alleviate some of the problems that Mr. Galvin has been trying to address, or been approached with. Another one is, can we explore the option of maybe easing the permit process to get people their permits for their college-aged students? What can we do there? But as he said, what we have now works and if you change it to two hour parking I feel like I'm losing access to my home. Because sometimes I do need to park out there for more than two hours. Also I have concerns that, yes, the streets are narrow. Drop off and pickup at Aldo Leopold, those streets are tight, very, very tight. Emergency vehicles going to and from are gonna have problems. Me, getting in to my house is a problem. I had a brand new neighbor, the first thing she said is, gosh, pulling out of my house just to go to work the other day it was so tight I didn't think I could get out of my driveway. So if you allow parking on there for two hours, solid parking, we're gonna have problems. It's gonna be difficult. Also... Bill I will say it, I raised the question about the hospital and my mind went first to the hospital because less than 10 years ago the hospital did ask our neighborhood if they could build a parking structure there. It was denied, so they went out to these remote lots. It's now costing them money, costing them these charter buses, if they have access to close down the ramps, make it only from Hoy and make visitors go out into our neighborhood for two hours, my neighborhood becomes a parking lot, I don't want that. - Who do you think's gonna park there? I mean, I'm just playing both sides of the fence here. There's plenty of parking for the employees so I'm just curious who do you think's gonna be parking there? - If they shut those parking structures down to employees only, it pushes all the visitors out into my neighborhood. - But I'm hearing from Alderman Galvin that there's plenty of parking space in the road-- - I know, I'm just saying-- - I'm not picking on you, I'm just trying to understand. - No, I'm just saying, I raised that question given the history that they've already asked for this. If you lift this restriction, people don't park in our neighborhood right now because even I thought it was over-restricted than what I realized. I didn't know I could have guests at my house just by calling in, it is an understanding in Green Bay this is a restricted parking area. And so I think that's what makes it work right now. And if we start lifting that, and I don't think a 90 day period is gonna be long enough, it's gonna take no more than 90 days for this to get out to the public and the public to realize, oh, I can park there now. I think after 90 days the parking would go up and it would just creep up year after year. That's my opinion, like I said I live at 919 South Quincy Street, right there with Aldo. I don't mind sharing the streets with them in the morning for drop off and pickup but it don't need to be

that every single day. She's right about the cyclists. We are a family of cyclists, if I have cars parked on either side and I'm trying to ride my bike down the street with my children, because we can't ride on the sidewalks, anything over 20 inches in diameter is illegal to be on the sidewalks. We're supposed to be in the street, which we are. - Actually by ordinance you can ride on the sidewalk. You're supposed to dismount when you meet a pedestrian. That's the only restriction on the sidewalk. - That must've changed because-- - Not that I encourage it, because-- - No, last time I heard, when we were getting our Webster sidewalks from Webster store we were told you can't have bicycles over 20 inches in diameter. - Someone told you incorrect information. - All right, so, but we ride in the streets and we will then be forced to ride on the sidewalks but as she said, we do have a very heavily populated walking neighborhood. There are people on strollers and people walking to the trail, walking to the grocery store. What we have now works. - Okay, thank you. - Thank you. - Our last speaker I'm presuming, unless we had other people come in, is Cheryl Simpson, 1015 South Quincy Street. - 1015, I'm between Gordon and Sue, South Quincy right across from Aldo Leopold and I'm grateful that they decided not to do the two hour parking because my husband, I mean, he watches them. They start parking and then stay in the car, so that's not parking, what do you call that? I don't remember. - It's basically stopping. - Yeah, well that block is filled up after one o'clock in the afternoon til the time after three o'clock. I work, my work is flexible, I do work for the hospital but I work in home health so trying to get out sometimes if I time it badly it's just about, it's nearly impossible to get out, I have to wait until all the parents get through. So I try and time it because it is that bad. And then it's like they were saying too, the blocks around Aldo Leopold where they're parking right now, it's like you're zig zagging trying to get in and out because of all the parents and that's just, it's hard. Going down on Quincy in the 900 block, all the blocks around Aldo and around just gets loaded up with traffic. In the afternoon, so it's just, it works now fairly well but my biggest concern is just around the Aldo blocks. Somehow to have, make it, you know, I don't think the two-hour parking is gonna work for that. That's all I have to say. - Okay, thank you. Is there anybody else that we missed to speak yet? If not, we'll go back to regular business. Do I hear a motion to go back to regular business? - Second. - Motion made and seconded, all in favor? - [All] Aye. - Okay, we'll go back to regular business. Do you have anything else you want to add, Alderman after the comment session here? - [Bill] Basically I think they're very concerned about their neighborhood and about having the status quo disrupted with this restriction being lifted. But I mean, this is, some of the problems they point out are problems that are not related to hospital employee or visitor parking, it's related to other issues that could be addressed, I think, in a different way. Again all of us would love to have restricted parking. I mean, who wouldn't? You know, I've got neighbors parking in front of my house, the garbage truck can't get to the garbage can, I mean, this is all over the city of Green Bay. Not just in the Astor neighborhood. It's the near West Side and it's the near East Side for quite a distance in both directions. And if the problem is visitor in hospital employee parking, I think that problem has been solved with the part of the ramp in the outlying surface plots. And people are asking for them to be removed and it's not needed then I think it needs to be removed. - Okay. Anybody got any thoughts? - Just one thing, Jeff. I think along the similar lines of what I described with really, my one and only comment on this whole discussion is, if any roads that have at or nearing parking capacity, I think should be considered off the table. So I'm not sure if that means, I think it's obvious that it's the street right behind the school that's obviously the busiest and we have that confirmation as well. I'm just curious if there are other streets. I know that we had heard from a couple of people relative to Quincy Street between Eliza and Porlier that that is somewhat heavily used during the school peaks. Now if that was changed, would we get more activity in those areas and then that becomes at or near parking capacity, we could have similar issues to the one by the block we would keep residential so, I'm not sure if at this time, thinking parking capacity survey. If indeed the request is partially or fully recommended and approved that potentially maybe something

of that nature, maybe investigated prior to final decision. - It seems to me most of the comments were over the Aldo Leopold school down in that area, right? - Right. - I've seen people who we're concerned about the area and you got a lot of green in other areas there that I don't think we heard any comments from anybody. - And the reason I say that is that, I know that there was some discussion relative to loading and talking about loading and stopping, and standing. These residential permit zones are, technically we call them No Parking Residential Permit Only, by permit only, meaning that in a no parking zone, you can still stop and stand. Meaning you can temporarily sit in your vehicle. Let's just say you're waiting for your child to walk to your car, that is a legal thing to do. You can sit in a residential permit zone, just in your car waiting for a kid. There's nothing really that a parking utility can do 'cause it's not illegal and loading is completely legal in a No Parking Zone. And I think what they've done by the school, especially on the East Side of Quincy is that they worked with parents. And maybe someone can clarify about these cones but I think they pretty much weeded out that problem. To not have them park over there or load. Is that correct? - [Woman In Audience] Yeah, I think the schools work pretty closely with the parents to keep the East Side of the 1,000 lot of South Quincy free from parent parking, although I did notice in the 900 block, there's sporadic parking on both sides. It's really not pretty sporadic-- 900 block, it's solid on both sides of the street. - Right, so that brings up a good question. How do you get rid of the loading activity? The only think you can really do is implement a no stopping or standing and have it enforced. That's the most restrictive. People can not occupy the vehicle waiting for people then. Is that really where we want to go with this? I don't know and it's a current problem. It needs to be addressed, I don't know. I'm just bringing forth my concerns relative to if we have parking on both sides on 30 foot streets, that does become a traffic and safety issue. - Are all the streets in the map view 30 feet or are some wider than 30 feet? - I'm glad you asked, Chuck. I actually did a survey in our database of that and looking at this, I see everything is 30 feet. I'm talking North, South Streets, East, West Streets within this whole area of consideration, I mean there's a couple that are like 28, you might as well call it, it's very close to that but even slightly narrow, like this along back here. The only street that is wider is Porlier. And Porlier is a collector street as we know. There's a signal at Monroe, signal at Webster and it is used as a collector route so that one's actually 10 feet wider. But all of the other streets are classified as residential and are 30 feet. This is both East and West of Webster Avenue. -You know, instead of parking two hour on one side or four hour or whatever the color scheme was. So don't want to end up something like over by Jackson on the west side of town, that street between is so narrow that we flip flop, no parking on one side but parking on the other. I think just because of the access issue, if you had parking on both sides and emergency access and garbage access and snow plowing in the winter time. Not that I'm looking for snow today. - But yeah, other than that one concern of mine that, you know, I've always kind of looked at the streets at what's gonna be the happiest medium for the majority of the residents. - [Ald. Barb Dorff] Mister Chair? - Yeah, go ahead. - [Barb] Can I just speak? - Sure. - [Barb] Alder Barb Dorff. So I just wanna make sure that, and maybe you do know this, Aldo Leopold is a choice school. There is no busing, parents have no other option but to drive their children to school. They don't, they can't and it's not a neighborhood school, it is a choice school so you have to apply to get into that school so the people that live in the neighborhood to walk, they can't necessarily go to that school unless they've been accepted. So that's where Aldo becomes a particular problem and just like Da Vinci, they're both choice schools, there's no busing and so parents have to drive and then they have to be able to get their children. - Okay, thank you. - Mister Chairman? I have a-- No, I haven't heard much of concern other than around the school. I'm wondering if we should refer this back to staff and come up with some recommendations concerning the school area and then maybe we can look at changing the parking in some of these other areas that don't appear to have a problem if we change the parking regulation. - Seems to make sense to me. - This is just too big of an area. - Yeah, it's almost like all over the place and we kind of piecemeal

certain areas together or neighborhoods wanted it. I hear what they're saying, though. - I think what Tyson had done is he just really took that Eastern Fringe area of the zone and that what he relaxed. If you look at this, it's just those blocks, far East blocks here and then there is actually two blocks segment written that was changed over. This is five plus years ago. But I guess if this is something that you would refer to staff, I guess we would probably want to get a little bit more direction than just school area, is there something in particular? Street borders always great work great. Unless we're really looking for a recommendation of that too but-- - I would look at it, possibly refer it to staff with Alderman Galvin, I mean, do you know the constituents of your neighborhood? - [Bill] I mean obviously the majority's against us, you know, that's pretty obvious. - The one's that are here. - [Bill] Right. - You don't know what the rest, I mean, people come, they get to-- - I know definitely the ones on the other side, East of Webster Street would prefer not to have the residential parking for Porlier Street North, that area right there. The ones south of Porlier, east of Webster, I've only had one person respond and that person was adamantly for getting rid of it but that one person was speaking for himself. The rest probably don't see it as an issue. - Right, that's what I'm thinking. - [Man In Audience] Maybe they just don't know it's an issue come before the board. If it wasn't for the Astor Neighborhood Association, I don't think any of us would know it. - No. - That was my concern. - We need to keep the, we have some rules that we need to follow for our meeting. I'm not trying to, I understand your concern and just, there's certain procedures and rules we have to follow. - [Man In Audience] Yup, I understand. - Go ahead. - [Barb] I just want to caution you that if you put something on the agenda that you're looking at changing something along the school, there will be many more people in this room then there are here right now. Because in the school, it will impact the whole city, that doesn't have anything to do with the neighborhood. It has to do with all the parents from all over the city that come in. And as a grandma, I come and get my five year old grandson from Aldo and I have to park somewhere so I can go and get him and get him across the street. So it will become an awfully big issue. Think about that a little bit more maybe before you, 'cause isn't really seem like the school is the issue at all, did it? Just think about that. - Certain area it seems like it's-- - Well just think about that. - [Bill] Well the school's been an issue when it was a private girl's school. I mean 'cause they had girls driving there and they had to park some place. Any school and Dave can tell ya', we we're just over at Nicolet School, every school in the city of Green Bay has parking issues at pick up and drop off time, it's kind of like living next to the airport. You know, there's going to be planes going overhead and making noise. - That's the problem when you buy your house, you realize where you're at for the most part, so. I guess I'll move this along here. Any comments from the rest of the council that's here? - The only thing I ask is that if there is a motion to refer back to staff for study, just to make it a little clearer what you're looking for as feedback on this. - Okay. - I'm a little unclear actually and I'm hearing that there's concern around the school, what do you want us to do? I know I made mention about parking capacity study. - It might be a totally different issue than what we're talking about here, probably. - It sounded like it was the issue was between Eliza and Polier, Quincy and that, but that should be addressed, like Bridget said just separately and with all the narrow streets working, I would see no reason to change it. The residential permit. - Keep it the way it is then, that's what you're sayin'? Anybody else got any thoughts that way? - Let me ask this. If you change the regulation here, who has the advantage? Who would love to have this changed? - [Bill] A handful of residents. - Alder, are they concentrated in a certain area? - [Bill] No, actually there are some that don't mind it changing or would like to see a change that live in the area that's gonna remain restricted. And then there's a few that lives south and a few that live East of Webster Street. So it's kinda, break it into three parts again. You got north and south of Porlier and you got east of Webster. So there's a few east of Webster, there's a few south of Porlier and a few north Webster that's said they'd like to see a change. - But I think if you ought to change it, you ought to have no parking on one side and whatever on the other side just because of the narrow width like over by

Langley between the light and the bridge. And I think because of all the issues, I mean it's a similar set up. Dave can correct me if I'm wrong It's narrow and you got parking on both sides, you can't get through and then winter time you get the snow banks which restricts it even more. That if you're gonna change it, you can't have parking on both sides. - [Bill] I guess my counter argument would be, if it's residential parking and they're having that party with 15 people, or they're having all the neighbors have their cars parked in the street, you have the same problem, whether it's residential parking or two hour parking, the streets too narrow for parking on both sides at the same time. And I don't see how you can say it's okay for one but not for the other. I mean, it either is or it isn't, you know. And to say it hasn't been a problem, we don't know. We could check with parking utility to see. I did check with them to see about enforcement. They've been issuing on average about 180 tickets a year in that residential parking area for the last three years on average. They get complaints but they also have set schedules where they're supposed to go through and tag cars that don't have the permit or if they're in a time zone, if they've been there too long. So that's all I can offer on my part. - To Chuck's point a little bit, why do these residents want it changed again? - [Bill] What they we're saying was, they have a party, they forget to call in, 12 of them got tickets, okay. And the city says, "I don't care if you didn't call in." "You're paying the tickets." The other one was, kids come home from college, they have a narrow driveway, they have a lot of cars and the city said, "Hey, those cars aren't listed to that address." "We can't issue a permit, you can't park on this street." And some people think it's just silly to have restrictive parking when they don't see a need for it anymore. And that's my main thing is I don't see a need for it. - What's that? - There's nobody in-- - Nobody in? One of two ways, either we see if we can place it on file, or gonna have the staff work with Alderman Galvin and figure out something in that neighborhood. - I just think that you have a multitude of issues here. It's not that straight forward and simple. I'm not really comfortable in voting on anything right now without further staff study because it would seem to me, maybe we're talking about too big of an area and maybe there could be some changes in some of the restrictions in some areas and not in others. But I don't have that information right now so I don't need feel very comfortable about voting on it. - It's hard to vote for this without any audience I mean, besides all the many who are speaking for it. I don't know if we've got any - Well we got two constituents, right? Is that what you were saying? Only two constituents? - [Bill] Probably seven that talked to me about it and then when it went public, probably another four or five that said they were in favor of it. Now obviously if you're looking at numbers, everyone's voting, keep it the same would win, hands down. - In that whole big area, but what I'm saying is what about some areas that people, in fact, do want the change? - [Bill] Well the ones that want it that have expressed it I said are kind of like, buck shot spread all over the place. There's not one focus area, it's two or three here, two or three there, two or three over here. So again, if you were to do, say, just between Porlier south and west of Webster, you're looking at two or three people that are in favor of it. If you go east of Webster, two or three are in favor of it. North of Porlier, two or three are in favor of it. - Okay, let me ask you, Alder, is this whole area in your district? - [Bill] Yes. - I'm wondering if we hold this off in a month and get some more discussion if we could have either you or the city staff do some surveys of the residents in that area. - Yeah, I'm almost thinking if we're really making a neighborhood decision. I mean, is there a way to get their feedback and get a better, you know-- - Is this entirely in your Neighborhood Association? - [Man In Audience] Almost all. - When's your next meeting? - [Man In Audience] It was Saturday, we postponed it till next week. - Maybe what I'm-- - [Man In Audience] But we'll have the whole executive board come. Next time this week so. - I would like to see more citizen input because I think what we're gonna find is that some areas of your neighborhood are perfectly okay with the way it is and other areas are perfectly okay with changing. But I don't think we know that right now. - [Bill] But they put out a mass email where I got some responses back and then they put out a newsletter where I received more responses. So I mean, if people know about it, I mean, they should

know about it if they're receiving the emails and the newsletters. - Mr. Chairman we're gonna do something really special. Give me a second, we're gonna spin the rules one time. Hold on just a second, hold on. - Move to suspend the rules. - Motion made to suspend the rules, hear a second? - Second. - Okay, second, all in favor? - [All] Aye. - Okay, we'll give you one more chance. Whatever you gotta say you gotta say it now. - [Gordon] Okay, my name's Gordon Johnson. I did not receive an email, the only way I knew about this was Astor Park group coming around with fliers telling us about this. And I also agree that it is too big an area. It sounds like, to me, what I'm hearing from Bill is that if you're east of Webster they're happy with changing it but it seems like the area around Aldo up to Webster would rather not see any changes. So I agree that it should probably be divided into several smaller parcels, with east of Webster being one parcel and then perhaps north of Porlier being one and south of Porlier being one, as parcels. And then I think you can get some legitimate input. And I don't think right now that parking is a problem. So why change it, you know? - For who? - [Gordon] Well when I park overnight I have to call in. Or guess what, boom, I got a \$25 parking ticket which I've paid, and that's on me. - On the other side of the equation, people don't want to call in, that's what I hear. - [Gordon] Pardon? - Other people don't want to call in to get that like you. You're a good, conscientious citizen - - [Gordon] I don't want to pay taxes either but by golly I gotta. - Okay thank you, anybody else real quickly? - [Man] Just one last thing. - Sure. - [Man] I want to make it real clear as the Astor Neighborhood Association, we're the ones who ran around putting the fliers out just so people knew. Alderman Galvin worked with us on one side on what was stated. We didn't take sides, we just put out the facts and we put out the map so everybody knew what was going on. The last thing is that these parents that are standing right now on Jackson Street, on the 1000 block of Jackson, they're in their car waiting for their kids to come around the block, oftentimes they block our driveway. They're not aware of the three foot rule from either side of the driveway and I often have to have them move so I can get in and out of the driveway. That's another thing that I would have to think about when I was addressing you guys, but if they were to park there for two hours and block my driveway I might not be getting to work, so I just wanted to say that. - Alright, thank you. Real quickly 'cause we're-- - [Lynn] I would like you guys to, if you don't vote this down tonight, look at other options of just educating our neighborhood because I do think there's an education problem like I said, neither of us knew that we could call in to have visitors or to have a party at our house. I think there's a lack of education on what the rules really are. - Thank you. - That would be a good thing for the neighborhood association. - Alright, let's go back to-- - I'm a neighborhood president, so-- - I make a motion to go back to regular business. - Okay no more comments, thank you, we're back to regular. Motion has been made. - Second. - Second, all in favor? - [All] Aye. - Okay. - Mr. Chairman I'm gonna throw this out, people can vote the way they want. I would move that we refer this back to staff for further study and with the instruction to come back with a plan that would allow us to, you getting this all down, Dave? - If not we have it, so. - A plan for... how should I say this? For us to consider different parking regulations in different areas of this proposal because I think the area is too big for us to address right now. - Okay, that's your motion? - Mind if I add one thing? - Sure. - And that including the width thing, you know, how would you address the width of the roads? - Yes, very important. - I'll make a motion. - Dan made a motion, do we have a second? - I'll second it. - Okay, motion made and seconded, all in favor? - [All] Aye. - Okay, motion carries, alright. Item three, consideration with possible action on the request from Alderman Galvin to allow 15 minute parking for school drop off on the south side of Porlier Street from Monroe Avenue to Jackson Street. This would let parents park and walk their children to and from Aldo Leopold School and alleviate some of the congestion at the school. - A lot of this item I think was contingent on the result of item two, I don't think there's really any information available to make a motion on this. The two go hand in hand so if you're referring the one to staff I would say this would be the logical. - Chairman I'd move that we refer item three to staff. - Second. - Motion been

made and seconded, all in favor? - [All] Aye. - Motion carries, flooring 90 day trial expiration. Remove the no-parking zone on the west side of Aphrodite Road from Wildflower Row to Sun Terrace. - This zone, as you remember, this is an area that they really didn't even know why it was restricted. Found out that it was just to open up the street for people to walk in. And we really haven't had any issues with that. So it was removed and I have not heard a single complaint about it being removed so I'm presuming things are working well. And I make a recommendation to move it forward to ordinance. - Okay, motion been made, or no. - I'll make the motion. - I'll second. - Motion been made and second, all in favor? - [All] Aye. - Motion carries, informational next meeting Monday October 15th, we kind of were talking before the meeting here Dave, probably the 15th. - Can't do it on a Packer night. - Ideally I think we're pretty good except Craig has got a meeting on the 22nd for the following Monday. I don't know if we can get a pinch hitter for an alder, or if we necessarily need to have an alder I can't remember. - No, it's not required, we just need to meet a quorum. - Is that a home game? - Yeah, it's the Buffalo. - That's why we're moving it to the 22nd. That's what we're looking at doing. Does that work good for you, Brad, the 22nd? - Works for me, yes. - I'm going to be out that day. I'm a maybe on that day, I may have a class. - Well we can get somebody to fill in for Craig, you know, Barb has been - - We need four, Chuckie's good, Ray's good. - I'm good. - Dan is good and Brad is good so that's four, right? So we're good for the 22nd. - Is it the 22nd, or-- - That's informational so it would be Monday, October 22nd rather than the 15th. - And Barb if you're bored that night. - Protection policies that night, too. - Yes, very good point, we may not have this room. So let's, because this is information and there is no action I will investigate room availability for Monday the 22nd and then I'll respond via email and make that confirmation. - Okay, sounds like a plan, I'll entertain a motion to adjourn then. - Second. - Motion has been made and second, all in favor? - [All] Aye. - As long as we're adjourned, Mr. Chairman, I write a monthly column for a newspaper up in northern Wisconsin and my last monthly column had to do with, it's a tongue-in-cheek article about controlling traffic violations so I wanted to share that with you. Take it home, good bedtime reading. It's funny, I think it's funny. - [Barb] Could you give me a copy too? - I will give you a copy. - Great, 'cause I need some