

TOWN OF HULL
PLAN COMMISSION
MEETING

August 18, 2015

TIME: 5:30 p.m.

- 1. CALL THE MEETING TO ORDER:** The Town of Hull Plan Commission Meeting was called to order on Tuesday, August 18, 2015 by Chairperson John Holdridge at 5:30 p.m. at the Town of Hull Municipal Building, 4550 Wojcik Memorial Dr., Stevens Point, WI 54482.

Present: John Holdridge, Jan Way, Bob Enright, Bob Bowen, Dennis Ferriter, Jocelyn Reid and Secretary Patty Amman.

Excused: Shelley Binder

Also present: Kristen Johnson, Associate Planner at Portage County Planning & Zoning, Dave Wilz

- 2. INTRODUCTION OF KRISTEN JOHNSON, ASSOCIATE PLANNER, PORTAGE COUNTY PLANNING & ZONING DEPARTMENT.**

Holdridge I'd like to introduce Kristen Johnson. Kristen, why don't you give us your history?

Johnson I attended the UWSP for land use planning, graduated from there in 2007. I went from there to Peoria County in Illinois and worked there for 5 years doing building permits, zoning related issues, commercial building permits, cell tower locations, land splits, track surveys which are anything 5 acres or less. From there I went to the Village of Kronenwetter for 2 years. There I did more day to day building permits and a lot of community development events. I ran the stand for farmers market including EBT / tokens. Other things there like movie under the stars, bike and walk. Now I'm with Portage County helping with more long-range planning including farm land preservation which got put on hold when the planner left the county. I'm here to get things up and running and help you with your comprehensive plan.

Holdridge Is land use at the university part of the college of natural resources?

Johnson Yes, it is.

Holdridge Where's your home?

Johnson I'm from southwest Wisconsin. Near Monroe, a little town called Argyle, a gateway town to Yellowstone Park. Population 800.

Holdridge How big is the Village of Kronenwetter?

Johnson About 7,200. It's the largest village in Wisconsin, what I was told. Largest in land mass.

The rest of the Plan Commission members introduced themselves by giving a little history on each of them.

3. APPROVAL OF MINUTES OF MAY 19, 2015 Hull Plan Commission meeting: *Motion to approve the minutes of the meeting of May 19, 2015 was made by Dennis Ferriter and seconded by Bob Enright. Motion carried by voice vote.*

4. CITIZENS WISHING TO ADDRESS THE COMMISSION ON NON-AGENDA ITEMS. AGENDA ITEMS ARE FOR DISCUSSION AND POSSIBLE ACTION.
None.

5. ANNOUNCEMENTS; CHAIRPERSON AND PLAN COMMISSION MEMBERS.

Holdridge There are a lot of things going on in Hull. Bob sent me a note about North Second Drive. Tomorrow in our conference room Bob Konkol, our attorney, Dave Glodowski from Gremmer and 3 property owners that share that land up by Erwin will be meeting regarding the water management for the parcel up there. That came about by the DNR giving permission to Mr. Erwin to build without adequate investigation then realized there's a lot more to this thing. We've got 3 land owners up there that are pretty involved. Hopefully that will get resolved.

Bowen They were out there working today trying to get rid of the water.

Holdridge We sent him a letter last week and he sent us a check for \$500. He came across our right-of-way and cut down trees and sold them. So that's costing him \$500.

I had a call from Glen Moberle of Route 51 and he did an on-air radio presentation about Saratoga and the Wysocki farms cattle operation. He wanted information about our situation with the city and I told him I'll send him the notice of claim. He's very interested in our issue. The city hired an attorney by the name of Paul Kent. Our notice of claim was filed on June 15th and the city has 120 days in which to respond. They haven't responded yet.

Enright John, can you update us on where we're at with the letter to the county?

Holdridge That water letter which we wrote was sent to editors of the City Times, the Stevens Point Journal and Portage County Gazette. Not one of them has reported on it as far as I can see. I'm going to write a letter to each editor and send them a copy of the letter because I think it's an important statement by the Town of Hull on water issues. We did send that to every town and village plus the city and every county supervisor. I suggest, if you have issues about it,

write a letter to the editor about it. That's a way to get the message out too. In our packet there's an article about a defamation suit being filed by 2 school board members against the City Times. There's going to be a jury trial on it. We're talking about the freedom of the press. That's a big issue there.

Enright So Patty Dreier has not gotten back in touch with you?

Holdridge No. Everybody signed it and we sent it out to them. We've got to keep pushing. It's a big issue and there's got to be some response.

6. R-2 SINGLE FAMILY RESIDENTIAL ZONING REVISIONS (APPROVED BY PORTAGE COUNTY PLANNING & ZONING COMMITTEE ON 8-4-15).

Holdridge We went to the Portage County Planning & Zoning Committee 2 years ago over some problems we had on Maple Bluff Road. We went to the public nuisance ordinance and developed our own nuisance ordinance and that whole issue is supposed to go to trial in mid-September. That's a big issue over there. When that happened, I think people figured out there are some problems. I think Patty Dreier was one of them. I got encouragement from them and the 5-member committee with Chairman Stan Potocki. They voted 4 to 1 to have the Town of Hull provide some leadership in the revision of R-2 Single Family Residential Zoning. The revision of R-2 says that you can have as many automobiles on your property as long as they're operable and have a license. You'd say, who would put automobiles in their front yard? About 2 weeks ago, Shelley Binder sends us a note about a property over on Old Highway 18. A family there have 3 cars in their front yard for sale. What's wrong with that? According to zoning, there's not a thing wrong with that. These are nice houses along there and most people wouldn't do it. These folks didn't know anything about the ordinance and just went ahead and did it. When I talked with her, based on the ordinance it was perfectly legal. I had a couple of calls on it. I talked with her today and they've sold one car.

Reid Last time I went by, there were just 2.

Holdridge This group that I'd like to put together, I'd like a couple members from our Plan Commission, a couple from the area, particularly Maple Bluff because those people are engaged over there. We'll be talking about R-2 Single Family and it exists to some extent in other towns in Portage County that have relatively urban areas. Hull has by far the most because we're the most urbanized. So what you do is write your own ordinance. There was a lot of criticism of Chris Mrdutt but he's just enforcing the ordinance. Kind of like a police officer that gets flack because the speed limit is high but he can only enforce the speed limit. If you want to change that, you've got to change the ordinance and change the law and that's probably what we're going to do. We did check to see if they were in our right-of-way. Pete went over and they had to move them back a little bit so they just adjusted them.

That was passed 4 to 1 by the Planning & Zoning Committee. My concern about that is you've got a county executive, a planning & zoning committee and the planning & zoning department. You've got 3 interests there. I don't want to get caught in between the squabbles of those interests because there's some conflicts between the executive and the planning & zoning

committee. They wanted to move the water quality person out of that department then Patty Dreier vetoed that and it goes back to the board. We've got the steps we're going to do. We'll revise the ordinance and then it will go back to the Hull Plan Commission and then on to the Town Board then on to the Portage Planning & Zoning Committee and then to the Portage County Board. This is a chance to get your oar in the water. I don't see having an ordinance saying you can have as many cars on your property as are licensed and operable. It's not an issue until it happens but when it happens you've got a real problem.

Bowen So this item is the existing ordinance?

Holdridge The one I gave you, yes. In addition to that R-2, there are some general provisions they plug into that. I've asked Dan Bower to send me all the information on it so we've got the whole thing so we're looking at the whole picture.

Reid Do you have any idea of what you want to change it to as far as the vehicles go?

Holdridge We'll sure do something about the vehicles. You might have options too. But to be clear, it's just about R-2 Single Family, it's not about Agricultural Zoning. We'll see how it develops. As we always do, we'll have public hearings and get a lot of people involved so when you get through with it, you'll have a sound product. I'm interested in anybody's input on that. You start with the present ordinance that you have then go through it and see where the gaps are.

Bowen Number 4 will be interesting to see what they do with that. Say a person owns a property with out-buildings or accessory buildings and then he does a lot split and the residence ends up on one side and the out-building is on the other. It's in R-2 #4. It says no accessory building may be used as a separate dwelling unit, but, if he separates it, and the accessory building is standing alone, can they occupy that as a dwelling?

Reid That's what they did on the corner of Casimer.

Bowen Now they're building a fence between the out-building and the residence. On the corner of Casimer and North Second Drive.

Johnson Did they have to get a permit to retrofit the building?

Reid It started out as a business, a pole building. Now the guy, I think, has converted part of that building to his residence.

Holdridge Is that R-2 Single Family?

Bowen It was, part of that. I don't know what else it's zoned as.

Holdridge This isn't going to be easy. We've got people in the seats criticizing and saying they don't want to change this but you get down to the nuts and bolts of this stuff, you find out it's a tough call a lot of times. I think you try to write an ordinance that doesn't create too much havoc for you and that you can enforce. If you limit automobiles, you might have a real issue.

On our public nuisance ordinance, there was a case up in Manitowish Waters, that said you can have as many automobiles as you have licensed drivers plus one. So on Maple Bluff, they've got 2 licensed drivers so they could have 3. That was tested in court.

Way You said if these are in a garage?

Holdridge If they're out in the open and these are out in the open.

Reid Even that is pretty restrictive because a lot of people have more vehicles, a summer vehicle, a winter vehicle, a work vehicle, a truck.

Holdridge My understanding is that Konopacky has his garage full of all kinds of stuff so he may not have any vehicles in there. There's a lot of different issues there.

Enright What is it that you intend to get out of this? There's 2 issues, Old Hwy. 18 and the one on Maple Bluff. Are they running a business here on these cars?

Holdridge These are her sons, it's not a business. The other interesting one is the one off Hwy. 66 before you go onto Torun. There's a big boat there. We had 4 citizens here the other day with Chris Mrdutt and Dan Bower. They expressed their opinion of what was going on across the street. You cannot have a pawn shop in an R-2 Single Family Residential area. The other thing that came up was the selling of guns. I called the ATF (Alcohol, Tobacco and Firearms). The enforcement is out of Madison. If you've got a gun, you can sell it privately. But if you're in the business of selling guns, you've got to have a private license. If he's selling a bunch of them and they're not his, then he needs a license as a gun dealer.

Enright There had been a sign on Brilowski Road about a sale and guns, about 4 or 5 years ago. I called up the sheriff and told him about the sign saying the selling of guns. But there was nothing wrong with that.

Holdridge These folks living over there are monitoring this, they've got pictures. They were surprised. People don't know what the gun regulations are. They think they're much tougher than they are and they're not.

Enright There are people I've seen with semi-trailers or RV's, boats, this is now more common in more densely populated areas. Cars because people leave them in the driveways like 4 in a driveway.

Holdridge If they had 4 drivers living in the house and they were out in the open, the standard would be one for each licensed driver. When we get through with all this, you've got to remember, someone has to enforce it. That's the Planning & Zoning Dept. It isn't going to be easy. I'm not sure that we have a task that the Planning & Zoning Department shouldn't have done. I think I indicated that we'd have something no later than June 1st on the revisions.

Are there any questions on that? Anybody who'd love to join in on that? That's a question of writing the law because an ordinance is really the law.

7. BOUNDARY AGREEMENT WITH STEVENS POINT.

Holdridge After Mike Wiza was elected, he came out here and we talked. We talked about maybe we should have a boundary agreement, a formal agreement between the City and the Town of Hull on where the boundaries are going to be. I think it's an opportunity. I think it should probably happen. Annexation, I think we need to have a feel for the annexation law which is pretty tough to annex because you have to be contiguous. Remember the business up on Casimir interchange and the mayor wanted to have a shoe-string annexation that was shot down. Jeff Schuler wrote a strong letter then the Department of Administration in Madison wouldn't have it. Ultimately it was against the law because they changed the law in Madison.

So what do I know about boundary agreements, hardly anything. I suspect there are boundary agreements between cities in Wisconsin. I think you've got to read some of the agreements. One of the interesting things about this, Mark Erwin, up on his site, he wrote me a letter saying he was going to annex to the City of Stevens Point. What's he doing that for? He's doing it to get around Hull's requirement that we put on. I talked to Mike Ostrowski about it and he said they'd have to amend their city comprehensive plan as they have no plan to go up North Second Drive.

So I think a boundary agreement would make a lot of sense. We'd have representatives, they'd have representatives.

Bowen How could he do it? It wouldn't be contiguous would it?

Holdridge I think it might be contiguous but I think that would be a hard sell because we'd be talking about a boundary agreement. We're not fighting that one. The 3 other property owners want to stay in the Town of Hull. They've got the bulk of the property and they don't want any part of the City. He's doing it to not have to plant some trees.

Bowen He's going to have to replace the trees that were cut down.

Holdridge These are screening trees. I read the letter he wrote to Brian Formella and he's paying us the money but we have these other issues on other things up there.

Kristen, can you talk anything about boundary agreements from what you know?

Johnson I do know the county has a history in doing 2 different types of agreements. They've done something called a cooperative boundary agreement which takes a lot longer time. Probably the shortest time would be 6 months to a year to look at that. That's going to be where you create a plan, much like we're doing now with our comprehensive plan. You're going to say, these are the resources we all share and then try to find some ways you can use them mutually. Like I said, that's going to take a lot longer to sit down at meetings and hash something out. Then the second option is, and I can't remember the exact term for it, it's like a shared services agreement. In that, you mutually create a planning are for maybe a 20 year period of time where annexations in that area can occur that the town basically throws the opportunity to protest the annexation for 20 years if it occurs within the boundary area. What I can do is bring examples to the table when we are ready to put it on the agenda and talk seriously about it. But there are definitely 2 different types of agreements the county has done that we can help with and see what is going to be the right fit for the City and the Town.

Holdridge How do we find out the current state of annexation?

Johnson State statutes are updated however often.

Holdridge Through state statutes. Is there anybody down there in the Department of Administration that really knows about it?

Johnson The Department of Administration keeps an updated log on annexations that have taken place.

Holdridge It would be nice to find somebody that has a real knowledge on it.

Johnson That could talk about it?

Holdridge Yes. Here's the way the law stands right now.

Johnson I can look to see if I can find somebody. I can ask Jeff what he might suggest.

Holdridge I think we need to know that. I know the shoe-string annexation, that's out. I think you've got to be contiguous.

Johnson I do know that it has to be contiguous.

Enright Do you know if "contiguous" includes going across the street for a highway?

Johnson It's a good question and I feel that's answered somewhere but I don't know the answer to it. I'll look into it and get back to you.

Holdridge Does anyone else have any questions about that?

Enright I think that would be a really good idea. It would be an over-arching way of doing what we ask in this piece-meal area where the City has not answered our requests for years now. We have a land use plan for all those parts that are zoned north of Hwy. 10 and along Brilowski Road. But the City also had an extraterritorial boundary area in their plan. Their plan and our plan didn't really match up. If a boundary agreement speaks to this issue, we could maybe have some nice, peaceful agreements between the Town and the City.

Holdridge In one of the chapters there's a lot of reference to intergovernmental cooperation plans and that's what we're really talking about.

A motion was made by Bob Enright to support the working out of a boundary agreement between the Town of Hull and City of Stevens Point and for this to be put on the Hull Board Meeting Agenda for the Month of September. Motion was seconded by Jan Way. Motion passed.

AGENDA ADDENDUM: Cell Tower Location / Site in the Town of Hull.

Holdridge There was a letter dated August 13th to Todd Anderson. He is the agent for U.S. Cellular. We had a public hearing with a full house here. They (the neighbors) were pretty solidly against that cell tower largely because they didn't want to look out their windows and seeing the flashing lights. Clearly a 'not in my backyard' situation. I fully expected people to say that. I wouldn't want it my backyard. The next day I talked with Todd Anderson. I told him what we decided. He said what about behind the municipal building and I went through the history we had with Sprint who was going to put one there then got into some financial difficulty and then didn't do anything. He said what if we put a tower in there and I said that would be a great idea. We don't have good reception right here, it's terrible. I can't use my cell phone here. Then he started to backtrack saying he didn't know about that. Then I suggested other areas and said, when you guys are sighting these, why don't you communicate with our planning operation so we jointly select the site and the site we would select would not be obnoxious to neighbors. We talked about that awhile. One of the people at the public hearing suggested north of Jordan Road where there's a lot of empty land. That all depends upon the reception. So he was listening. I asked who's you're superior. Then he sends me a permit application to go across the right-of-way to go into the lot to build the cell tower. We had already denied the cell tower. So this is my letter I wrote back to him. In the letter I said, "Because of that decision, Hull officials will not be approving the issuance of a permit to use Hull's right-of-way to gain access to the Weir property." Now this whole process goes to the Portage County Board of Adjustments and the story line is maybe it doesn't make a lot of difference what the locals say. We'll have to see. It'll go to the Board of Adjustment. I'll write a letter saying we oppose granting the U.S. Cellular tower there plus they've got to get a permit from us to go across the right-of-way or else they can't get to it, which will be another interesting issue. So that's the way we'll go on it.

Bowen I would encourage you to promote the town municipality land use for that because that could be up to \$10,000 a year in revenue. It varies. Out our way it can be \$5,000 to \$7,000 a year. That was a few years ago.

Holdridge We asked Mr. Anderson how much they were going to pay for the lease of the land they were going to put the cell tower on.

Bowen They're going to lease the land aren't they?

Holdridge It's a rental. Finally he said, \$600 a month. We know there are places in Hull you can't get cell phone service including here. You have that too don't you?

Way We're better now.

Ferriter There are only certain phones that will use U.S. Cellular.

Holdridge They call that co-location.

Way That doesn't guarantee it'll work.

Holdridge I think there ought to be some cooperation and usage of the planning process. We should identify a site that we all agree on and that makes good sense from a consumer standpoint. You've got to have good reception but that doesn't antagonize a bunch of neighbors.

Bowen I think the reason they went to that property is because it's 11 feet above the elevation at the airport. There's a little high ground in there someplace. But those 11 feet certainly wouldn't make that much difference.

Holdridge They went to Lance Reeve first and he lives right off Wilshire and he didn't want any part of it so then they shopped around a bit. These people don't even have a house on the property yet. Somebody asked them about if they build a house there, they'd be looking at this tower, but they said the tower would be in the back yard. Getting \$600 a month in rent is a motivating thing. There's no question they need more cell towers. What kind of reception do you get?

Bowen Good with AT&T.

Reid I've got Cellcom. Bob, would that be a safety concern for the airport approach?

Bowen It's on the approach for runway 1-2. The FAA would have something to say about that. I could ask the manager of the airport about it.

Way It didn't sound like it was a concern.

Holdridge This one out here that would have been with Sprint, there were people in the city subdivision wondering about the flashing light.

Bowen If you surround your house with a lot of trees, you can't see it.

Way This one is going to be really high.

Bowen I can't see the 2 that are within a mile of my house because I've got trees all around, but they're there.

Holdridge I want to see them put something in Hull but to plan where they put it. Not just plunk it down and antagonize the neighbors.

Bowen I don't care where they put it. Those people would have to be at least a mile away before they'd see it.

Holdridge When we got the site, we pulled out our map and identified those people down Wilshire to a certain cut off and then along east and west and I think there were 19 people we invited to the public session. Then we asked them how do they vote for those that attended. The majority didn't want it.

Way The main objection, though, was they felt it would be right in their view.

Holdridge They'd come out their front door and see a tower.

Ferriter There's a big tower, not in the Town of Hull, but it borders our property line right on Forest Avenue in the City. Go down North Point heading toward Old Wausau Road but before you get there, the last road is called Forest. Take a left there. There's a huge tower and there's 4 or 5 homes out there. I know some of the people and they didn't say anything one way or the other.

Holdridge Our philosophy is we want input from people who are potentially impacted and that's why we fill up this room. But Portage County uses that 300 feet radius. If you're going to have a public hearing, those are the ones they'd notify. I think I'm accurate.

Johnson I'm not even sure if it's 300 feet or 100 feet.

Holdridge Ours is different. We look at who is potentially impacted.

Enright But they do need approval. They can't just put it up?

Holdridge Well this is advisory. The County wanted our reaction so we had this public hearing and invited neighbors then gave them the reaction. The Board of Adjustment could do counter to what we suggested. In addition, the Board of Adjustment, if they side with us, apparently the state could still authorize it.

Way Could they over-ride our denial of the use of our right-of-way?

Holdridge That's the real question. It gets sticky. So that's the cell tower. Stay tuned. If you know of a potential location, let us know. I'm going to stay in touch with Todd Anderson.

Bowen If your neighbors approve, I'd still encourage the placement on the Hull municipal building public land.

Holdridge Yes, this is great location.

Way I would say, good luck with that. It comes from up above, he's their agent and just a spokesman.

Bowen This is just one mile southeast of where they're planning to put it right now. I doubt if that would make any difference in performance of the antenna.

8. CONTINUATION OF HULL COMPREHENSIVE PLAN REVIEW PROCESS.

Johnson I inherited all of Steve Kunst' and Chuck Lucht's files. I did a comprehensive review of everything to see where you are at. What you've accomplished and what you've

already done. I'm happy with where you're at. With the introduction section, Chapter 1 and 2. Chapter 3 is where I found a few things that could be updated. Since I wrote the memo that you received in early August, I did notice a few more changes so I made another packet for you. It's a new Chapter 3 but the blue items are things that I did. Steve's information/changes are in red. There may be some black strike-through as well and that would have been from Steve's work.

On Chapter 3 page 26, we've got a map that goes along with this that shows the average daily traffic volume. What happened was the Wisconsin DOT updates their numbers for traffic counts every few years. The last one we had that was current was 2011. We now have 2014 numbers. There's a map 3.1 that goes with that which includes the 2014 numbers. On the text I did a little bit of updating with some of the statistics. I don't know if you want me to go through each one specifically.

Amman Just in general, it looks like the numbers went up.

Johnson They went up (from 2011 to 2014). Highway 10 East of Brilowski Road, that number increased by, that's not supposed to be 21%. I'll have to recheck that. I think it was 44% but I can double check that number. That's right at the top. It's a big amount.

Enright Is that number used in the calculations by the state to determine whether you need traffic lights on cross streets?

Johnson I don't know.

Holdridge This is an issue that just came up. Some of you might know Wayne Misner who lives over on Joe Street behind Fleet Farm. He's in the Town of Hull. His grandkids are dropped off at his house and they walk to Bannach School along Walter Street. He and his wife are very concerned about traffic along Walter Street. Pete and I went over there and measured the distance from their house down Walter Street as opposed to going north to Regent Street which is a Town of Hull road and not as busy. They could walk down to the Latter-Day Church and cut through a gate and it would be less busy. We looked at that and I talked with the superintendent of schools. They have an early morning program at some of these schools so parents who work can drop their kids off at 6:30 a.m. The YMCA runs it and it's an option but it's expensive. In the meantime, I called Mary Kneebone, the new alderperson, she's been getting feedback from some parents because some of those kids are from Hull and some are from Stevens Point but all going to Bannach School. She's going to have a listening session at Bannach about the second week of school and invite all. We'll be there to look for solutions because this is a risky sort of thing. We will get together on that issue and explore it which is a good intergovernmental project. In the meantime, Pete Kaminski has put a tape out on Walter Street just to the west of Joe Street. He's also going to put a tape out on Regent Street just to the west of Joe Street. Joe Street runs north and south. We'll run that tape now, then about the second week of school we'll run another tape and see what happens. Traffic volume is really important. Mary talked with the principal at Bannach and I talked with the Chief of Police. She's got support from that bureaucracy of the City which is much bigger than our bureaucracy. We ran a distance from the school along Regent and it is a little bit longer. The church has put up a fence between them and the school and somehow we could get a gate in there. That would be a temporary solution. The

real solution may be something else like a sidewalk. It's a good idea to get a count on these roads and see what's happening.

Enright How would Regent Street work?

Holdridge The only way I know about it is because of Wayne Misner's grandchildren. I've never gotten any other calls on that. They raised this and apparently Mary got some feedback from City residents. Across from Walter Street, that belongs to the City so we've got all this mix of people going to Bannach School. There was one proposal that we need street lights and sidewalks and all that.

Reid Is the traffic that's going through primarily traffic going to the school?

Holdridge Yes. That's my understanding and it really bottle-necks when you go to turn in to the school. In the meantime, the kids are walking in the road and in the wintertime, the roads get compressed with the snowplowing.

But back to Chapter 3.

Johnson I'll change that one percentage. I have the difference there from 2002 to 2014 because that was when we wanted to take the first count. I can still reference 2002 or use 2011. It's interesting see it from 2002 which is a much longer period. It did increase quite a bit. Then we're adding other changes. For a section on Hwy. 66 the number went down slightly east of County Road Y. Then for #3, the rural major collector with the highest traffic count, Torun Road north of Hwy. 66. That was the case but it was never caught. That's a 2011 figure. For some reason, I don't know for what reason they don't have the 2014 figure.

Moving along to page 31. Doing an update on the State Rail Plan which is done through the Wisconsin DOT, they've got this plan they adopted March 14, 2014. When we originally did the comp. plan they were in the beginning stages of that so it's about time we updated that. Some small formatting changes just below on E1 and E2.

Enright The pedestrian and bicycle facilities, are the bicycle lanes going to be painted back onto Old Hwy. 18? The road was repaved so it got covered.

Holdridge Yes, they're going to go back. They stop at our border, the City never continued it to Brilowski. The lines that come down to Kwik Trip from Brilowski, there's a stop sign, it gets down to where the City starts. We've got 3 foot lanes and they don't have anything. That should continue right out to Brilowski. I've handed out a draft of Hull's Public Safety Plan. If you're interested in this topic you should read this, it's a draft. Over the last week, I sent a copy to John Gardner who is retired but a big biker. I think he's active in the Heartland Bike Club. They've adopted Old Highway 18. They pick up on there twice a year. You see that sign from that Bike Club. We sent it to John and he critiqued it. If you look on page 4, the biggest concern I have is if we could just get bikers, walkers, joggers to follow the State law which is pretty specific. You walk against traffic and ride a bike with the flow of traffic. There are standards on how many feet you should be from the curb and so forth. There are so many violations of this. You need to follow all traffic signs and laws. If you ride at night, you're supposed to have a light. That's all in the law. We took the law and incorporated it into our ordinance. There's a little bit of a side issue here. The ones that should enforce it are Portage County Sheriff's Dept. I had a

conversation with Dan Kontos the other day, he runs the department. He said why do we want to put the ordinance in the Public Safety Plan if it's already in the State law? But the whole purpose is to educate people. That is a broad issue. It ought to be in the schools and in a lot of other places. It's for kids and adults too. That's what we have to get out. If you want to know what the law is, look on page 4. We've got bicycles using Hull roads. Then we've got another one for pedestrians, and another one for groups. The groups I'm concerned about and Dennis you see them on your road a lot.

Ferriter Every day.

Holdridge You've got Pacelli, SPASH and the YMCA and the University all on the north side of Stevens Point. Where do they all like to come? Up into Hull. Groups like the cross-country team. Dave Wilz and I have been involved in it. David was on a committee with Mike Juris from Amherst that looked at the big picture, they got a grant and did a report on bike paths and it's about this thick. But they haven't done anything with the local area because Sarah Wallace left. She was the one that was in charge. This was from our plan that we put together a couple of years ago. We need to modify it a bit. The biggest thing is to make sure what we have in the ordinance is the State law. That's the key. I think you have to rely on the culture and education. If you drive around here, and when I go into my subdivision which is across the interstate near the well fields, people walk right down the middle of the road and it's just chaotic.

Way I saw something interesting the other day. Everybody was following the law. I was coming to my house from town, on Wilshire. I saw where this other truck was approaching me and he had really slowed down. He was in the middle of the road and when I got closer, I could see why. There was a bicyclist going toward town on the right and a pedestrian coming toward town and she was on the other side. So there were 2 people right across from each other so there was no way for the 2 of us (drivers) to pass at the same time.

Holdridge She was right because she was walking against traffic.

Way Everyone was right. I appreciate that, it's a busy biking and pedestrian road and I appreciate that people need to slow down. I think there's some education there too.

Amman Walking people are a real calming device for traffic because I walk a lot and I notice people (in cars) will slow down when they get near a walker. When there's a walker and a biker, then they really slow down because as you say, it narrows the road.

Ferriter When I go home tonight, I know I will see 3 or 4 people going down or up North Point with black clothes on. All of a sudden my lights will hit them. That's one of the really big dangerous safety situations out there. No reflective clothing, no lights. You always have to watch, along with the deer and everything else that runs in front of you.

Holdridge We want people to exercise. The fact of the matter in Hull is we won't be putting in sidewalks. They're too expensive. We can't afford that so we've got to share the road. Wilz and I were talking today, what we need when we come into Hull is some kind of signage that our roads are multi-use and make it very clear what they are. There are other things. There are

calming devices. Sherriff Lukas has these things that show your speed limit. I don't know if they're solar operated, but when you go by them, they tell you your speed limit. There are all kinds of ways. You've got to work on the automobiles and you've got to work on the pedestrians. The schools need to get involved in this and we've got to get people more disciplined and get people to follow basic rules. A bicycle in the law is considered a vehicle with the same rights as an automobile.

Ferriter But you can drive them without a license.

Holdridge Yes. Read the State laws on that. They get pretty specific about what their expectations are. John Gardner wants to be involved. That's good because he's got a lot of experience and we'll take it to the Board in September. We want to get it approved and get the word out. There's got to be a real strong education starting with the kids but there are a lot of adults too.

Ferriter They have these bike rodeos at school. There's a course the kids have to follow and they get a certificate once they've passed this course. I see this when I get into schools.

Holdridge We had an issue earlier this year where a lady was going to take her son to baseball practice. In the meantime there was a group out on our roads and the City police were on our roads enforcing this. She couldn't get out onto the road because her driveway was blocked by the walkers. So she was hemmed in. That's another issue. We ought to be able to cooperate on these things because some of the Hull people think we're almost entrapped by these things happening here. We have a system that's pretty well known. Groups will usually come to us in plenty of time and we'll give them permission because one of the things they want to know is if we're going to be seal coating the road. Some of it's an operation thing but the biggest thing is to get people to follow State law.

Johnson I wanted to touch on the education. In Kronenwetter, I mentioned we did the Bike & Walk every year. It falls in line with the Bike to Work Week. We take that as an opportunity to have a Thursday evening event where the police department comes to explain to the children a little bit about safety. How to use signals. To wear the bright colored clothing. To have a light on your bike. Valley Community was handing out bike lights. Also we reach out with Aspiris Clinic that provides helmets as a donation we can give out. Just having an event something like that. I'm sure schools would get involved.

Amman Did you get pretty good attendance at those?

Johnson Probably about 100 people depending upon the weather.

Holdridge Is that Bike to Work Week a national thing?

Johnson It is a national thing. I know they have Bike to School or something like that. We just do the Bike to Work Week and do it on a Thursday night. To get out, move and be active but also to get the kids thinking bike safety.

Reid Addressing the education, I think last year or the year before, they spray painted it white, 35 MPH in big letters. I think there's something with feet on the left and wheels on the right. I thought that was very effective. Every time you drive on that road, it's a reminder.

Way It's on Wilshire too.

Reid It's faded out now.

Holdridge That's got to be kept up.

Reid I thought that was very effective for what it costs.

Johnson Who paints that on there?

Reid It must have been the Town of Hull.

Holdridge I was in Baraboo and they have the speed limit painted right on the road. You can't miss that. So when I came up here I said to Pete, why don't we do that and keep it up. That's how it got started. You've got to keep it up and repaint it every couple a years.

Way But the sign about wheels and walkers.

Holdridge That came from John Jury who is a big biker. He came up with that. I was saying to David that should be in every subdivision. I think you do a lot of approaches, a lot of different things. There are signs that can be put out on people's lawn saying 'Thanks for Slowing Down'. Citizen kind of stuff. One of the gals on the task force suggested getting certificates from someplace like McDonald's and when you see someone doing it the right way, give them a certificate; things that encourage positive action. Do a lot of different things. There's got to be greater participation by schools. I like the idea of having a community event like that where it really becomes the focus. Dan Kontos told me the sheriff's department used to have deputies on bikes. Maybe that's another way.

Enright They do that in Chicago. Lines on roads too would help. Elmwood comes into Brilowski Road and there's a pedestrian path there and the stop sign is before you get to the path. But nobody stops there. They run right through the stop sign because if you stop there, you can't see the traffic. It's in the wrong spot. A lot of people walk and run up that street. It's a subdivision that comes out on Brilowski Road. Hardly anyone stops at the stop sign.

Holdridge It's a vision triangle problem. They can't see.

Enright But if a line was there, it would designate where you're supposed to stop. It would be more emphatic. I think that part might be in the City. But there are a few other ones too.

Holdridge Patty, will you note that.

Johnson We'll move onto Chapter 4. In fact I didn't put that on my memo. If it's not on the memo, can we talk about it?

Holdridge Sure.

Amman It's just the maps you've given us.

Johnson It's 2 maps from Chapter 4.

Holdridge Let me suggest that if anyone else has notes on Chapter 3, I've got notes on 3, I would sit down with you and go through that.

Johnson That would be fine.

Holdridge The other part, I think the bike chart you've got on page 32. I don't know what a bike lane is. It's on page 32 but 22 in the new draft. These are the recommendations I think. If you look above, it's got these different categories. One is a paved shoulder, that's probably more like in Hull. Then it's got bike routes/shared roadway. I think the shared roadway is a whole separate category. That is really going to be Hull, the shared roadway. We're going to have some paved shoulders. Bob brought up Old Hwy. 18 as you go past the new Kwik Trip towards Brilowski Road, there were bike lanes put in there very early on. Supposedly the City was going to put in bike lanes as you get closer to Brilowski Road but they never did that. Now we've seal coated that and the bike lanes need to go back in. You're saying they're not in.

Enright Right.

Holdridge Those have got to go back in. That is also a way the Bannach kids get to school, they walk those lanes. On this, for our purposes, paved shoulders, shared roadways. We don't have bike routes, path or trail. That would be like the Green Circle.

Johnson I would have to double check with the Bicycle and Pedestrian Plan and what it says in there because maybe it calls these things out in Hull specifically but I don't know if it does.

Holdridge I think that plan is overall and goes across municipal boundaries. I'm saying when we look at Hull's operation, we look at shared roadways and paved shoulders. We don't have any sidewalks other than the one along Brilowski south of Hwy. 10 East.

Johnson So where it's saying bike lane, you're saying that there really is no bike lane.

Holdridge Not that I know of.

Reid I question if all of the paved shoulders are adequately paved. I know there are sections of Second Street where there's no 3 foot shoulder.

Holdridge Paved shoulders, we may be able to do something about because it's not as expensive, on selective roads.

Ferriter The only place I can think of a bike lane right now is on Patch Street.

Holdridge There may be some more in the City.

Way Isn't it new construction now, if you want better road aid?

Holdridge That's in here somewhere. That's not a mandate.

Johnson It just says here that the 'plan developed towns specific bicycle and pedestrian recommendations and that figure is the recommendation for the plan for the Town of Hull'. So I don't know if I can change what the recommendations are.

Amman It doesn't mean that they are there, it just means they are being recommended (by the Bike & Pedestrian Plan).

Johnson Right. It's what the plan recommends.

Holdridge But what we need to put in here is our plan. Our public safety plan.

Johnson Or it could reference the public safety plan.

Holdridge Because this is what we're going to operate under. That draft I handed out. The rest of this is sort of the macro throughout Portage County.

Johnson Okay, say this is a recommendation but that you go off of your public safety plan. I can add that paragraph.

Bowen On page 34, I'm curious why we single out North Reserve and Old Wausau Road in D2 and also in E2 and then we cross out E3 which would be the catch-all on all the other roads not listed. It seems to me we should review the traffic patterns on all the roads. Not just North Reserve and Old Wausau Road because the bike traffic on both of those end up on North Second at some point and there's a lot of pedestrian traffic on North Second Drive. This is something I observe every day. My suggestion would be to eliminate identifying those 2 roads and include all roads in that review, in both D2 and E2.

Holdridge Do we have a name for these longer roads?

Johnson Rural major collector, or collector roads.

Holdridge I think that's what we're talking about. Those roads that bikers and walkers use pretty heavily.

Johnson Do you want it to say, 'review traffic patterns along major collector roads'?

Holdridge Yes, I think that would be good.

Johnson Or are you saying you want it on all roads?

Holdridge No, I think on major roads.

Enright Another issue that comes up with these sidewalks is the control of them. We have areas where the sidewalk goes along then just ends. Then the part you need to use the most, it just doesn't exist, then it picks up again later. The classic case is just north of Jungs. There's no sidewalk on Brilowski Road then you get to the shopping center where the bookstore used to be and there's a sidewalk there. Nobody can use it but they have to plow it. It doesn't go anywhere. If you're a pedestrian and you're crossing Hwy. 10, now you're stranded.

Bowen Have you ever seen any pedestrians take a chance on crossing Hwy. 10?

Enright It's really hostile to pedestrians in that area and children on bicycles have to do that too if they were going from those subdivisions to Bannach. That's part of the reason I think they don't do it, because you can't get there on sidewalks. There's no way except through Fleet Farm and that's not a sidewalk.

Bowen But didn't they put in sidewalks with the new construction there?

Enright There is a new one but there are still patches where this doesn't go. And in the Parkdale shopping center, there are no sidewalks. We had that discussion at that time and nobody was in favor of it.

Holdridge Along Hwy. 10 there's a sidewalk on the south side of Hwy. 10. Is there anything on the north side?

Enright There is going into Parkdale along Elizabeth but then it stops when you get to the first east-west street.

Holdridge This Chapter 3, if you and I sit down and get any input or changes to you and get it back, that should pretty much handle it.

Johnson Yes, there's not too much more here. I know Chapter 8 isn't really any changes to that. It was formerly Chapter 6.

Holdridge Here's this Bannach School thing and Bob just brought up those kids down in your subdivision, they've got to go to Bannach.

Enright They are bussed but some of them are far enough down the road the bus will not come down that road. But there is a bus service if that's what you're asking. I think it's a half a mile from the school.

Ferriter It all depends upon the school district and the various subdivisions and the township. There's no standard law. It's an agreement that's worked out. It's different all over the place so there's nothing set in stone.

Holdridge Here's Bannach School, here's Joe's Street, here's Walter Street which is the main road to Bannach. Then this is Regent up here and for the Misner's, those kids go down Regent, here's the Church of the Latter Day Saints and there's a fence here. So somebody's got to get them through the fence before they can get to the school. This would probably work good until the snow flies. Then who is going to plow the path? Maybe by that time, we'll have some solutions. This could become a big issue.

Enright Especially for people who live along either Walter Street or the other streets going that direction.

 Isn't there a statement in there about the Hwy. 10? About the subdivision there. This comes up every time.

Holdridge We've got to talk some more about Hwy. 10.

Enright The traffic still moves back there. Now I guess the DOT reversed itself because the owner of one of the lots right on the end of Algoma Street, the DOT paid the owner for the land they were going to take away because they were going to reconstruct that. Now they said in a letter the deal is off but they can keep the money. The issue everyone had was a concern about and this was a big issue there because a lot of people avoid the Badger Ave. and Hwy. 10 intersection when they go onto Hwy. 10. I don't do this but some of them go down all the way to the end of Algoma and get on there and there's that median strip. The Dept. of Transportation plan is to change that median so it doesn't exist anymore. But now the DOT says they're not going to do this. But everyone agrees the traffic is not moving at 40 mph when you cross there.

Holdridge Highway 10 is just a mess. You don't have to go out there on a Friday afternoon. You can go out there over a lunch time and see what kind of traffic there is. It's really something.

Reid I drove that stretch fairly recently and I'm the only person in the state that drops my speed when you're on Custer hill where it drops from 65 to 55 mph. I'm the only one.

Holdridge Hwy. 10 has to be worked on. It's a problem and it isn't going to happen unless people get engaged on it.

Ferriter Before we adjourn, I want to pass on a compliment to whoever it is that keeps the Town of Hull sign up along Torun and Hwy. 66. The beautiful flowers are very attractive and very warming and very welcoming. Is that Pete and the crew?

Holdridge I don't know but Myrna mention it looked beautiful.

Ferriter It looks really nice and it's nice to not see all the political signs around there.

Bowen It's probably volunteers.

Holdridge We used to have volunteers do that. I'll have to ask Pete.

Amman That's our crew, Pete does that. Pete and his wife were the ones that planted that this year.

Ferriter I see Pete once in a while and I'll pat him on the back.

Holdridge You should, he doesn't always hear the good stuff.

Johnson I'll make the changes to Chapter 3 and meet with John. I don't know if this is something we go through with the committee.

Holdridge I think on this one, we should revise it, set it aside, then when we go through it at the end, do a final review. That one chapter has all that data on income, seems like that one is right unless there's something new that came from the census. The American Community Survey where they get a lot of their data.

Johnson Chapter 5 is going to be the bigger one I think. I thought there would be more questions on it but maybe not. Natural Resources and Cultural Resources.

Holdridge You've got quite a bit on water in there.

Johnson Yes, there's a groundwater section.

Holdridge I wonder if that shouldn't be put in a separate groundwater chapter.

Johnson We could do that. Once we get to that discussion.

9. DATE OF NEXT MEETING: *The next Plan Commission meeting will be held on Tuesday, October 20, 2015.*

10. ADJOURNMENT: *Motion made by Jocelyn Reid to adjourn meeting, seconded by Bob Bowen. Motion carried by voice vote. Meeting closed at 7:35 p.m.*

Respectfully submitted,

Patty Amman, Plan Commission Secretary

Town of Hull, Portage County