

TOWN OF HULL
PLAN COMMISSION
MEETING

October 21, 2014

TIME: 5:30 p.m.

- 1. CALL THE MEETING TO ORDER:** The Town of Hull Plan Commission Meeting was called to order on Tuesday, October 21, 2014 by Plan Commission Vice-Chair Bob Enright at 5:30 p.m. at the Town of Hull Municipal Building, 4550 Wojcik Memorial Dr., Stevens Point, WI 54482.

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

Excused: John Holdridge

Also present: Steve Kunst, Portage County Associate Planner

- 2. APPROVAL OF MINUTES OF THE SEPTEMBER 16, 2014 Hull Plan Commission meeting:** *Motion to approve the minutes of the meeting of September 16, 2014 was made by Jan Way, seconded by Jocelyn Reid. Motion carried by voice vote.*

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

- 4. ANNOUNCEMENTS; VICE-CHAIR AND PLAN COMMISSION MEMBERS.**

Enright I did attend a portion of the Dept. of Transportation meeting, so did Shelley and Steve did as well.

Bowen The one here or the one at the Annex?

Enright This was the one that was at Bannach School last week (10/14/14). I'm mentioning this in part because I think it bears on the section we'll be talking about tonight. Just as an overview, as I understand what they're doing is that the core of this is to re-build and change the interchange for I-39 and U.S. 10. There are 6 different plans on ways they can re-build that interchange. Then off of those plans of re-building the interchange, there would be different ways of making the streets that would be along Hwy. 10 East, east of Interstate 39. Those would be involved with one which is a frontage road which I think the Dept. of Transportation is not taking very seriously and the others are all backage roads to get access to

the businesses along Hwy. 10. Maybe Shelley you have something you'd like to add since you were there a longer portion of the evening than I was. I thought I would just pass this around for you to take a look at the pictures and see how it is. It could have significant impact on the residences in that area including where Shelley lives and along with other places in the Town of Hull along Old Hwy. 18 and also north of Hwy. 10.

Ferriter Are these proposed roads or exchanges or on-ramps and off-ramps?

Enright Right. You'll see, for example, this one here they propose to build the interchange this way. Then each of these smaller pictures here shows a different way they would build the adjacent streets. So if you built the interchange this way, then there are 3 different plans of the way you could build the streets, shown in the inset pictures. Another one is a different model of the interchange construction. Then again here would be different ways we could build the streets along Hwy. 10.

Ferriter How much does that actually affect the Town of Hull? I know when you go up that street that connects with Brilowski Road, runs parallel with Hwy. 10, Old Hwy. 18, you hang a right there at Kwik Trip.

Enright For example, under one plan here, the on-ramp onto northbound I-39 would be an offshoot of Old Hwy. 18. So this was a public information and comment meeting, the intent. Because they had not decided on a plan.

Amman Did they have funding for this yet or is that still up in the air?

Enright I didn't catch anything on the funding thing but they wouldn't be approving the plan until 2016 and build it in 2019 or 2020.

Binder They want to start work on it in 2020. In the booklet it explains the breakdown. I don't remember anything about funding. Somebody asked about the Hwy. 10 and County Road J. That's like a dead issue now. It doesn't look like they're going to send Hwy. 10 south. That they'll keep pushing Hwy. 10 through. Because if they were going to do Hwy. 10 south, why bother re-doing our section.

Bowen That's right but in 1992, and I mentioned this at the last meeting, there was an entire plan of frontage roads and backage roads. Mr. Schultz voted to throw it out so it never got to the council to finish it. That's why I don't put much stock in what they say. What really surprised me at that time, that's a U.S. Highway 10, it's the U.S.'s road and they didn't do anything. There was nothing in the minutes of those meetings or anything with the Dept. of Transportation or the Federal Highway Administration doing anything. It was a plan to deal with the issue we're dealing with now and that was 20 years ago.

Way Was it this meeting or another one I attended where they said the plan is still there but the money probably wouldn't be there because of Milwaukee and Madison's demands and preferences.

Kunst With the potential future re-location of Hwy. 10. As far as I know, they are still planning to map that part but I've heard kind of the same sentiment.

Amman Weren't they buying up land along there?

Kunst I heard they were currently in discussion with one landowner. As far as the process, they will officially map it. I've heard of the funding issue. So at this meeting they presented and made it pretty adamant that this project is solely the interchange. They'll do some minor things with the surrounding streets in very close proximity but only as those influence the interchange. They understand there are a lot of issues east of there in Hull neighborhoods and Stevens Point businesses and they're not really looking to do anything else. So once it gets past say Sandy's Lane, it doesn't come out now.

Binder It's past Frank's and that's half that stretch. It does impact a lot of Hull.

Kunst A lot of the issues we would hope this discussion would have, they're not really looking at. As far as turning left, south of 10 and heading up. The raised median was way up there closer by Target. They're not looking at that far east in the project.

Enright The stretch that goes as far as Brilowski is on those maps, they have the yellow X's indicating the closure of driveways so that there would be....are you saying that is just an idea but they would not make that as part of the project?

Kunst They're saying the main focus of the project would be the interchange and anything that would influence that interchange. The funding isn't meant for the entire thing. There are some things with those backage roads they might be able to do. But they didn't sound too enthused. Highway Commissioner Nick Check was really adamant that they know about the problems out there but that wasn't what they were here for. He was more about the interchange but the town people at the presentation said it should be about a lot more than that. Hopefully they can do something with it. What they're presenting, these are not alternatives yet. They haven't done a whole lot of analysis for these. They're saying these might be a possibility. There is a round-a-bout option there. They said that with kind of a smirk on their face but the whole room went, "Nooo!" So they said, "Your voices are heard." They have certain things they always have to put in there to consider. Like they have to analyze the "Do Nothing" approach and what the affects would be. By their process, they have to always look at it. I think round-a-bouts are one of the things they say they always have to look at.

Enright When the same people, I think there were more DOT people at this meeting at Bannach School than were here, they had similar maps as right here and with markers they were willing to hand to any citizens to mark where you would put the roads that are now marked on there. They indicated that the owners of those businesses on the north side of Highway 10, Buffalo Wild Wings and Culvers and Dairy Queen, they were open to having backage roads constructed there. The road would head south then come onto Hwy. 10. So that would be maybe only 1 of 2 or 3 exit and entry points on Hwy. 10. If they did that though, what we would wind up with would be that Hwy. 10 would still be the cross-state highway unless they would pull it all off. All it would do is pull off traffic that is going to those businesses by going

to the backage roads so the times when traffic is really heavy like during commute hours, when people are not shopping, going to all those businesses, it's not going to eliminate the traffic on it. It's just going to eliminate the turning in and out of the driveways. I thought we might want to mention something in there that our plan says...

Kunst That's why I put in the memo that we held off on that last time in our discussion saying let's wait to hear what they have to say before we suggest anything, based on those things.

Enright Okay good.

5. LETTER DATED 9-16-14 FROM DAVID ADAMCZAK, MOBILITY MANAGEMENT DIRECTOR FOR RESOURCE CENTER OF PORTAGE COUNTY REGARDING FUTURE TRANSPORTATION PLANNING.

Enright Another thing is, everyone has one of these regarding the letter from David Adamczak. You all got a copy of the letter that he made reference to some plan but we didn't know what the plan was.

Bowen What project was he talking about?

Amman That's what I said so that's why I called him.

Enright This again might be something to fit in when we say something about transportation for older adults and people with disabilities. I just mention it now and we can come back to it. So it's between the City and the County, of trying to work together in order to have a proposal on how they would improve transportation services for older adults and people with disabilities. The idea is that if 2 entities work together and were together on writing a proposal, that it would be more effective. What they would want from us would be an understanding of what our transportation needs would be for those populations. Maybe we can wait until we get to that but one of the questions was how do we assess that. Because I don't think we have an instrument for knowing what the transportation needs are in that area. They are thinking about improvements to the frequency of buses where they would go every half hour instead of every hour. Also other kinds of transportation services from one point to another. I know you're involved in that Bob. Maybe you have some insights when we get to that.

6. CONTINUED REVIEW PROCESS OF HULL COMPREHENSIVE PLAN REVISION.

a. Final Review of Chapter 3 – Transportation

Enright Steve, if you'd like to help lead us through this, that's fine with me in terms of going through and the comments on it.

Kunst Sure. Before we even get to Chapter 3, this is the result of the discussions we had before when talking about housing and we were asked to create a map of lands currently zoned R-2 Residential that don't have a house on them. That's what this is. I can make a bigger one if you need that. Anything that is highlighted in pink is R-2. The Country Club is apparently zoned R-2. You can see where things are zoned.

Amman So all these pink squares are R-2.

Kunst Parcels that are zoned R-2 that are vacant.

Amman The pink makes it easy to see, that's good.

Kunst Yes, it at least gives you a general idea of potential neighborhoods where there are some available lands.

Amman And this is a fluctuating, changing thing as people build.

Kunst Yes. It's already zoned there so all they need to do is go in for a permit. They wouldn't have to do a re-zone. It's dynamic in that sense.

Enright So even if it's not marked, it's possible that a house could be built like on a 20 acre lot and it's zoned R-2 and you could build another 9 houses on that property.

Kunst That doesn't reflect anything like that. This is just vacant lots. I don't think you're allowed to build a garage without a home in R-2. You have to have a residence before you build a garage. These are the vacant R-2 parcels as of 2014. Just for reference. GIS makes it pretty easy to display things. They use cell tables and can tie it to a map. You'd be amazed at all the stuff you can pull out of these things. The GIS guys are really good at what they do. I think it took them all of 20 minutes to put that together.

So Chapter 3, based on the discussion we had previously I tried to do a couple of things. Two of the primary ones were defining the different road classifications based on the state as well as weight classes. Both of which, I found out there is a reason why they're defined as vaguely as what they were. There are extremely convoluted, long processes. So if you look at page 25, the first page of Chapter 3, under Section 3.2, the newly underlined (highlighted): "Together, traffic volumes..." all these things are used and there are about 4 different variables for each of those that get put into a formula and a road gets classified that way. I tried to do the best I could to generally define these in layman terms. Interstate and interregional are the larger ones. If I were to try to define them the way they do, there would be an entire page or page and a half for each one of those specifications that just talks about the general things they do, without even going into specifics on how they define these. I tried to do my best at keeping it simple and general and as understanding as possible. There was that technical document that was 77 pages long about road classifications.

Enright Good job of boiling it down.

Kunst If we want to, we could always provide a link to that technical thing if anyone is ever interested. But if you type that into a Google search, it would give you all of that.

Amman Steve I have a question about page 26 under 3. Rural Major Collectors. Right after the underlined part it says, “These roads also provide access to attractions such as schools, parks and airports” and then it’s got, is that supposed to be i.e.?

Kunst Oops, that’s supposed to stop before that. I altered some of the sentence structure to try to fit in the definition so it really should end at “airport.” The sentence structure was different before.

Amman So how does it start out? Is the “is” taken out altogether?

Kunst Yes. Then a period after “airports.”

Amman Then in the next sentence it says “...Torun Road south of Jordan Rad” and it should be “Road” I assume.

Kunst Yes.

Amman There were some other things I found too but I didn’t know if this was the first go-around with this or the second go-around.

Kunst Second. If you find any more of those, please let me know.

Amman As we go through, I’ve got some things marked.

Enright So this is going to reference one of the maps you’ve...

Kunst That map 3.1 that everyone got at some point. So each one of the 1-4 separate road classifications are defined. These things fluctuate by year. Some of them were originally classified in 2005 as given ones and now they’re not classified as any of these. So the way they did that must have changed over time. Take it for what it’s worth but that might have something to do with road funding.

Enright Anything else?

Amman My next question is on page 29 but I don’t know if you have anything in between.

Enright So we’re up to B of page 26.

Ferriter The highlighted areas, tell me more about the highlighted areas.

Amman The highlighted areas are the equivalent of red. For Steve, it's red; for the rest of you, it's highlighted in yellow.

Kunst Anything underlined would be red or highlighted. That indicates changes from the last one. All the changes that were agreed upon last time, those were then taken out of red and anything new I put in this time is now in red/highlighted/underlined.

Enright On page 28, C on there. That seems like the section where we might want to address the letter that was sent from the ADRC. It seems the transit needs of older adults and the disabled would go in there. Do you know of any way we could make a statement on what those needs are or what we could do in order to do that? You could look demographically on age but not everyone over 60 uses those kinds of transportation services and we won't have a count on people with disabilities, right?

Kunst Yes. As far as Section C it would be more of a general statement as to these are the people that offer it. We can go into more detail about the specific ADRC stuff. I could work with them and ask them more questions as to what they're doing and how that impacts towns. Then we could put more into the policies at the end of the chapter and how we want to attack that moving forward saying how do we get this information to our residents to help them.

Bowen That's one of the keys where the town can play a role in that by putting out something with the tax statements or whatever, about services that are available. You would think people would know about it but not everyone does. The more units putting the information out, the higher the possibility someone will read it.

Enright That sounds like a good idea.

Bowen If you want the Town of Hull to participate in this, that's about the only way.

Enright That's what the letter was asking us, if we would do that, explain what the needs are. I know that you are a volunteer driver. They keep a log of where or who is asking for rides right?

Bowen Oh yes. It's highly data rich. The thing that is noticeably absent is the donations for the service. The box in the bus. Some people use it, others, I think may send a check through the mail for their monthly rides.

Way Is this Interfaith Care Givers?

Bowen I'm talking about the Aging and Disability Resource Center that manages the transportation for the meal sites, shopping and medical appointments.

Kunst It's a County service.

Bowen It's through the Lincoln Center. Dave Adamczak is my supervisor.

Ferriter Steve, is this plan we're talking about now, rideability for our senior citizens or anyone else, are the other towns in the county looking at anything like this?

Kunst Yes. I think that's what that letter is for. It's a county-wide program.

Ferriter This is a big project when you look at it for the whole county, quite an undertaking.

Kunst So the question that makes sense to me is they're soliciting for people to help. I read that letter and I'm not sure what they're looking for. That Section C that we just referenced, there's no mention in that Section yet so we can make a mention in here saying this is another resource out there. Under Short-Term Goals and Chapter Action Plans is to work with the ADRC to provide services whether it's to provide or promote traditional or to provide information in the municipal center here which I know with your recent addition you want to do more of.

Amman So it's more education. In talking with Mr. Adamczak, they want to be able to provide more things to rural people. They have some limitations now with some of the rides which are for 60 and older and people that are disabled. I asked him what if you've got someone that's 55 and doesn't drive? He said that he would like to talk with that person about it because if they can incorporate and do something for people like that, they would like to be able to do that.

Bowen All the buses are handicap equipped though.

Amman I'm not actually talking about someone who is handicapped but rather someone who is possibly below the 60 year old category.

Bowen We provide drives for people under 60 at times. That's one of the things we record, if they're ambulatory, their age or age category.

Amman Okay. Because he said some of their policies are age-driven but they would make exceptions if they could, if they had space for more people, they would take people that are under 60 years old.

Enright I understood it to mean they were going to try to get funding to improve transportation services. They're going to do this by having a City/County cooperation and that what they wanted from the towns and the rural areas was some indication of what the transportation needs are that we have. If we could tell them that. That would be an example, that there are people under age 60 so they might not qualify but they still need transportation. Do you get the sense that people have transportation needs but don't know about this?

Bowen My impression as a tax payer and as an insider in the program is that we are very well serviced. I'm amazed at how much availability and service there is. What is

difficult is getting people to participate. I know of people who I've tried to get to use respite care and transportation but they just won't do it. They'd rather struggle with their situation.

Amman Do they say why they're not making use of it?

Bowen They just don't want to do it. I think some people don't want to feel dependent. I think that has a little bit to do with it. They want to do it for themselves. As soon as they buy into this, even though they're paying for part of it, why they still feel they're being catered to and they don't like that. So I think that's one of the attitudes that affects participation.

Ferriter I know I did this service through the ADRC 8-10 years ago. I was taking a group of so-called seniors and handicap from here to the Veteran's Hospital. I did that once a month and they had to make sure they all had their appointments within approximately a half hour on the same day. It worked out great and there were people waiting in line sometimes.

Way I've done it too in the past. Back then it may have had a different name but it was still through the Lincoln Center and it was called Interfaith Caregivers. There was a particular lady who lived in the Town of Hull and I still give her a lot of rides even though I don't participate in this program. She just got to know me well so she calls me. She needs rides a lot and she takes advantage of the services there. She just graduated from the University and she's my age so she's in her 60's. She audits classes, she's disabled.

Ferriter The Lincoln Center does a really great job of letting it be known there is transportation available. I know some people are pretty lenient is the word, I don't think this 60 or 50 or whatever it is affects the bus that goes around. I'd rather see it that way myself. Make it available if they're making the runs.

Way Although she did have concerns. There were limitations I believe although it's been awhile since I talked with her but I know she would always call me if she wanted to come and vote because I don't think that service was there for that kind of thing. So unless you knew someone, she wouldn't have been able to vote.

Enright That would be an example. They can let you on the bus but what they don't have is funding to help support that service so I thought they wanted to be able to write a proposal and say there are people who are in their early 50's now or that it is a transportation need in order to get to the polls to vote and we don't have that and that is part of citizenship and so these might be transportation needs that haven't been identified and not funded yet. I get a sense that is what he's looking for from the town as to what we need that we don't have already so they can ask for it.

Ferriter Are they asking that the town fund part of that as well?

Enright No. He didn't mention that. I think it was more just tell us what your needs are because we're going to write a proposal with the 2 government entities.

Amman In my conversation with Mr. Adamczak, I think he did mention something down the road once the towns had identified some of their needs, that in addition to this collaboration with the county and city, there may be some financial participation on the town's part. But that was a down the road after they do some of those other steps sort of thing. So I wouldn't say no totally but that wasn't necessarily the focus at this point.

Ferriter The Packer Foundation sponsors a program like this but you have to write a grant. I've read some of their grants and they have something like \$800,000 for charitable types of things. I've read some of the grants that went out to bus services for those in need in different communities around the state. You have to have a proposal to present to the Packer Foundation.

Enright He didn't say what the funding sources would be so we don't know if it would be government or private. The other thing of course is the buses because they were proposing having the buses run at half hour intervals.

Amman I think that would be the City buses. Right now if they're running at hour intervals and you have an elderly person sitting out there waiting 45 minutes, that's difficult for them.

Enright People in the town and in adjacent areas could use those buses, along Brilowski Road and Highway 10.

Amman That's true. I was thinking about the town, more the ADRC like Bob (Bowen) says, taking the smaller vehicles out more into rural areas. But you're right. We have some streets in the city bus area.

Enright Well we have some suggestions that the minutes will show and we can pass them on and John can make a decision if the Town Board should come up with additional ideas.

Amman It's an on-going thing that at this point, Mr. Adamczak said it looked like it was a couple of years out before they get enough things together, the committee together and they're talking about it before they would be able to start planning for some of these funds.

Kunst I was on page 28. So I'll work that out putting something in there.

Bowen I would be real concerned about these 3-mile long trains. I think they should really oppose that or somehow develop a system where they disconnect for awhile to let people through, emergency vehicle, law enforcement.

Enright It's really close to the fire station, where the train crossing is on Country Club Road.

Bowen Yes, I've been stalled there for 30 minutes or more.

Binder Don't they start work on that next year?

Enright Yes, the City is doing something. Did you want to have a mention of that in here? That the wait times are a concern.

Kunst We can definitely reference that. I know that is held and shared by many towns, especially once you get to the Town of Carson and Eau Pleine over by Junction City. They've been adamant about that and through that voice out there gotten back to the state through the Wisconsin Town's Association. That has been brought to their attention that there is really no regulation on rail and that they can simply do what they want. There's nothing at the state level for that. It's really unfortunate because there are at-home access issues where railroads actually cross the driveway and people will sit out there stopped for hours upon hours.

Ferriter I just came from a situation like we're talking about with the Bakken Oil fields out in North Dakota. That's happening all over the northern tier states and all over the United States. In part what they're having right now, they do the crew shift in the city and that's why they have these major stops. That area around Country Club Road, a crew shift takes place right there. If a crew shift change is not on time, they're going to wait until the new crew gets there.

Enright Steve I think there's a proposal to change that there. There's going to be an overpass or an underpass right?

Kunst Yes, they want a proposal. I don't know if they did a whole study or what they've done. I know Mayor Halvorson wanted to pull part of the funding from the Division Street plan and put it towards that. I'm not sure where they are in that process, if it's going to be an environmental assessment. I would think that would have to happen. But it sounds as if that's going to be a go.

Ferriter Up in Marathon County they really have some problems with this. People could not get to their homes. They were on TV a couple of months ago. They had to wait an hour or hour and a half and were concerned about emergency situations, an ambulance or fire truck, would never get there because these trains are stopped there. I'm not sure of the township but I think it was in Marathon County.

Kunst In Junction City there was a tractor fire that started in a shed. He pulled the tractor out of the shed while it was on fire and the whole thing burnt up because the fire service couldn't get to it because of the train which has its tracks in the middle of the city. There was no other way for them to get around. They just need to sit and wait for 20 minutes or whatever. The tractor was gone, a total loss. They were thankful it wasn't a house or something like that. That's a very real problem and they're lobbying as hard as they can.

Way We had some experience with Amtrak coming into Portage and they have to give right-of-way to freight, always. Sometimes they're up to 5 hours late. You always have to call ahead because you never know when that train is coming.

Ferriter I just experienced that too Jan. I just got back a couple of weeks ago and I was 10 hours late going to Montana. The freight traffic, all that oil.

Way Right.

Ferriter It was on the side tracks all the time.

Kunst That's why Wisconsin, the train wait is getting longer with the frack sand coming out, water, oil. Retail, business stuff, the trains are turning it down because they're not looking for stuff, they have enough oil, they don't need that anymore. There are a lot of issues they're studying on rail right now.

Ferriter They are building a new track going on the northern route but it's going to be 2019 or 2020 before it's completed so that's 4-6 years down the road.

Enright Do we have any concern what's on the rail now with oil, spills or like what happened in Weyauwega?

Ferriter Quebec had that oil, 47 people were killed in a little town across from Maine in Quebec just about a year ago.

Enright Is that transportation or is that other kinds of things?

Kunst No, it is. If you'd like to include that in the plan as far as issues are concerned. This is your plan. We'll change it until we get it right. That's my job, to fight for whatever you want and put it down.

Enright It seems what you've mentioned and all these changes in rail traffic, it could have an impact in a lot of different ways. It's already having traffic impact and other possible hazards and environmental things. I think we should have some acknowledgement on that. The one with the traffic and the wait time has been very well documented I think at least in the newspapers.

Bowen If the Country Club problem is being resolved and that's the only crossing in the Town of Hull....

Enright It is but as Steve was saying the Town might want to say this is an issue for the Town as well but it still sounds like they're in the preliminary stages of doing it. So just going on record that we've identified this that it affects the Town of Hull because we have a subdivision with town residents that live right next to that.

Kunst Yes, we can provide some lip service to that.

Enright Take us into the next one.

Amman On page 29 under Air Transportation Facilities, the 4th paragraph, the last sentence, it says, “Additional services include flight training education, airframe and engine maintenance, fuel service and several car rental companies.” Then the very next paragraph, the last sentence it says, “Additional services include....” I don’t understand why that same thing is repeated.

Kunst It shouldn’t be.

Enright And that 2011 it makes it sound as if it’s in the future but now it’s in the past.

Kunst Okay. So one of those 2 will be eliminated.

Amman I don’t know which one has to go but it seemed redundant.

Kunst The first one will probably be taken out.

Bowen There is no airframe and engine maintenance at Stevens Point. Are you talking about Stevens Point?

Kunst No, it’s CWA.

Bowen Oh, that’s correct then.

Kunst Some of this stuff would be things that Chuck had done and I took over this chapter from him. Some of this may be things I’ll need to do more research on afterwards but I would trust that most of this is pretty close.

Bowen Maybe it’s in the next, 2 paragraphs down, it says repair services are available and they are not.

Kunst Okay.

Reid Does UPS operate out of Stevens Point?

Bowen I don’t think they’re in there much anymore. They’ve shifted everything to CWA.

Kunst I know I’ve seen Fed Ex go out of there. Since I’ve lived here, since March, I’ve seen a Fed Ex plane there. I don’t know how regular that happens. But I noticed that was a pretty big plane.

Bowen It used to be UPS. But I haven’t seen Fed Ex or UPS there.

Way So they definitely do not do daily flights.

Bowen No, I think it's intermittent. They're probably a delivery more than anything. They go to CWA and that's their main hub.

Kunst Part of my issue when I draft my chapter, I tend to avoid company names as they change. It's used for various uses but do we care what companies use them. It may change in 5 years.

Enright Maybe editing that last paragraph in that section.

Bowen Travel Guard doesn't have a plane anymore. Sentry has two jets. I don't know who Pegasus Aviation is anymore.

Kunst So I'll alter that essentially eliminating the specific companies. I'll just mention this is utilized by local companies, obviously a little more refined language but not referencing specific companies. That makes sense.

Amman By the time you get it re-written, it will all have changed.

Kunst I can do that.

Enright Good. On to trucking now.

Amman On the top of page 30 in the red part the first sentence, "Specific weight per tire or axle can be found directly within the...." I think it's supposed to be "Chapter".

Kunst That's one of the hard parts when you're typing in red and in underline, when there's an error, the way Microsoft Word identifies it is with a red crinkly line and everything is already in red so you can't see it. So it's more of a don't mess up the first time Steve then you won't have these problems.

I put part of the Town of Hull having its own road ordinance. Does that all make sense? It's not specific, it just mentions that it's there.

Bowen The inclusion of 60% of Class A without knowing what 60% of....

Kunst That's something I want to talk about when I mentioned both classifications for weight. I tried to decipher what that meant. What that class meant.

Bowen 60% of what is what I'm asking.

Kunst It changes depending upon how many axles you have and how many tires you have and each one of that is a different calculation. It's convoluted. I looked at it and I thought I wouldn't be able to explain it to anybody. Do we want to talk about it?

Bowen Town of Hull has a 5 axle limitation and some of the other towns are 6 axle. I don't know if Grezenski would prefer 6 axle. He has 5 axles now but that's something we should be aware of. In that category of weight, which axle is this.? But I think

we have a 5 axle limit in the Town of Hull. You can't lower that 6th axle to justify the additional weight.

Kunst That's why I provided some definitions. Class B is based on this weird calculation of whatever Class A is and that's what it says in the state statute. Even if the roads the towns maintain are Class A roads. Essentially all town roads are Class B or less. It's one of the take-aways. I don't know how we put that in there to make sense. If you want to be really specific, then it's going to be really complicated.

Enright It seems you've got this Class B in here and it seems to imply that there were restrictions on either what you can run over it with weight or that the road was up to some certain standards. That's what I always thought. But I never knew what that meant.

Kunst I tried to do my best to look at that.

Enright If using Class B or Class A doesn't help clarify that, what are we really going to say here? Does the Town of Hull have weight limits on certain roads because of the reasons you've indicated here? I mean why are we even worrying about Class B if everything is Class B?

Kunst Class B or not classified. That's a good point. We make reference to Class B roads and include those county roads, town roads and city roads and streets thereof identified as Class B.

Enright It seems after that first sentence where you say what the State of Wisconsin statutes are, then indicate we have roads in the classification of B which puts weight limitations on them and these roads have such and such weight limits.

Bowen 15,000 pounds per axle.

Enright Right. That is really what the general public would want to know in reading this and it would eliminate a lot of stuff that nobody would really understand making it more complex than we really need to understand.

Kunst Okay.

Enright I think that's the operative thing here. That we have roads with weight limits on them. If there's something we need to know about the standards of the roads, I think there is something about that because John has mentioned some time ago because they were going to upgrade North Second Drive. Remember what that business was all about? As it is right now, because of the restrictions on that road, you can't take the big trucks on it? Right? Without a permit. It seems to me that's what's important in here. So somebody could read this about transportation and get the sense that they can't pull a truck off of Casimir Road exit and run it up North Second Drive without getting a permit. Explain that in the plan so it would be good for John and Barb to be able to pull out.

Bowen Mention that year round it's a 7.5 ton weight limit, call the office for travel information and documentation, if you need to get a permit.

Amman And it says that under Class B roadways, "requires a permit from the town which must be in the truck before traveling on the following roads".

Enright Maybe you can just clean that up a little bit for us?

Kunst Yes, right. I'll do that. So the last sentence in that section is talking about what the majority of truck traffic is in rural Portage County. It references these types of things and why that's important now. I know in meeting with John, he's been referencing heavy trucks driving down the roads. The former director was asking what are they doing. Well they're doing logging and that sort of stuff. So they reference that those sort of things are exempt from those limits aside from the temporary frost limits. Saying if you are going to a specific site and doing something on a specific site, taking logs out, things like that, that is be exempt. Whereas if you were traveling through, coming from the outside on a through road, through a specific area Class B, then you're not allowed to do that. But if you were logging, that would be to say we understand the few times you would do that, you would be overweight in certain areas.

Enright Is that appropriate to put that stuff in?

Kunst That's what I'll elaborate on as that stuff came up in discussions with John. If you're doing a project then you're gone. That's often the case with ag things. I've been mentioning this in other portions of the plans in other towns where I make some mention of the state view on the husbandry bill as it relates to ag things. Allowing for things that you know permits are issued for by towns. Allowing for better relationships and working with municipalities and farmers when it comes to harvest time, when it comes to different hauling times and the types of implements and weight limits on those axles.

Amman Did you say no fee?

Kunst A no fee permit.

Amman I think our permits, we don't have a fee on our permits.

Kunst Then state doesn't allow for municipalities to charge for that but you can do permits to have an understanding of who is bringing what on the roads.

Amman Or control where they're hauling.

Kunst You can talk with them and work with them. A lot of municipalities are getting progressive and farmers as saying, alright, this is the week that we're going to be doing this. We're going to be hauling from this field, set up a one-way hauling permit because they're going to be hauling just one way, pulling out left, slowing down traffic both ways, going in a circle to and from this. They put up cones and say it's a one-way road for

this week just to make things work and function better for them. Legislation puts weight limits on if you have a certain amount of weight per axle. It's spelled out and gives authority to counties and other municipalities to have portable scales. They've been going throughout the state since winter, DatCap presenting what this means and what municipalities can do for it.

Way It was at our Wisconsin Towns Association quarterly meeting and then will be again at our annual WTA meeting which will be next week (late October), doing a presentation on that.

Kunst Okay, good. So you'll get a lot of information. Scales aren't cheap but they do put some limits with things getting so large. Many towns don't have bridges that are big enough to even hold these things. They've gotten so large especially when it comes to new equipment, the really, really large tankers. I'm not sure people around here see that as much as there aren't a whole lot of large dairy operations around here. But there are some with 6 axles on a tanker and 3 axles on a tractor with 3 tires on each of those and that's what they're hauling. But they're out there for small times during the year. Driveway ordinances, they are requiring people to have larger ag driveways so they're not coming onto the roads, making a sharp turn and then pivoting all that weight on a little piece of asphalt of a town road and essentially just demolishing it over a short period of time. So this was done at the state level to limit those. So I'll try to do something with that in here. We'll also do that in the ag section when we talk about that a little bit more. I'll clean up this section here and try to make it a little more common sense.

Amman Then under G – Water Transportation, we talked about this I think once before, the very last sentence it says, "The river's total length is 16.98 miles long....."

Kunst In the town.

Amman Yes, in the Town of Hull, the river is 16.98 miles long. Otherwise people are wondering.

Kunst Yes, I know we did mention that before and I must have not made a note of that. Yes, you're right.

Amman Then right underneath where it says Six-Year Highway Improvement Plan, maybe it's just I don't understand what they're saying. It says, "The State of Wisconsin Department of Transportation has no plans for major repairs or construction scheduled for Portage County at this time." Then it says, "This schedule includes existing or proposed highways and existing or proposed bridges." Well if they don't have any plans for repairs, why are they saying that?

Kunst That's for over the entire state but I can see what you're saying.

Amman It's a little confusing.

Kunst They have this six-year plan, 2015 to 2017 that includes existing proposed highways and bridges but none of those are within Portage County.

Amman So maybe you can re-word it.

Enright I don't know if it's part of the 2013 – 2017 plan but this could be somewhere in here where we'd want to make reference to State Highway 10 and I-39 issue.

Kunst Yes. I'll do it right after that saying that within this time-frame they're not but they're currently working on this which would likely fall within the next planning horizon 2017 to 2023 something like that. I'll talk about the process.

Enright This part is really just inventory of what's going on but then we raise issues that depending upon how this goes forward, does it appear someplace else in this chapter, that a lot of town citizens will have some concerns about which of these options they use on the construction of the interchange because it will affect a number of homes in that area. Does it go in this chapter?

Kunst Yes, absolutely. It would come down to when we get to the goals and conclusions, how we want to fit it in there because that's where you're directing your town board as to the things you want them to act on or to consider.

Reid So they're not currently working on County Road X are they?

Bowen Yes, they've got one more layer to put on, 2 ½ inches.

Ferriter Is it passable Bob?

Bowen Oh yes. You can drive on it. They didn't redo the base. I talked to Jim Grezenski yesterday. You see that's where the 7.5 million dollars was supposed to come in to redo the base and make it up to Class A specifications but they did borings and they concluded that the base was sufficient to support the road into the future so all they did was strip it and put 5 inches of asphalt on it. He's not very happy with it. He felt they should have refurbished the road bed to make sure that it will last 20 or 30 years. I know in the last 40 years Jim has said they did scrape it and put asphalt on it once and he didn't know when that was. I don't remember seeing anything and I've lived out there 40 years. But it's passable and will be a nice road but that doesn't help Jim Grezenski very much. His access to I-39 is still through the Town of Hull or DB depending upon the weight. What he needs is a diamond interchange at Maple Road which would be a very inexpensive improvement. When we get onto the next page I've got a suggestion for #12 that will impact the Town of Hull.

Kunst On to page 31, comments, questions?

Amman Under D – State Railroad Plans, second paragraph, last sentence it says, "Town officials should maintain awareness of the status of that Plan as there is a rail corridor

that parallels U.S. Highway 10 through most of the Town.” I question “most” of the town because it clips one little part of the town but that’s it.

Enright Maybe part of the town or the southern portion.

Amman Back then, before, there has been some land annexed in that area since so it’s not part of the town, technically.

Enright So were you suggesting we write in there...?

Kunst I can revise it to make it sound less.

Enright The last sentence in the previous paragraph, “At the time the Hull Comprehensive Plan was written, the state had only completed the Issues and Opportunities Report of the rail plan.” Is that still the case?

Kunst I believe they are not entirely finished with it yet.

Enright Anything else on that page?

Kunst We start getting to the Summary of Findings and Issues Outstanding and Long and Short Term Goals and this is where we can start talking about actions or stances the town should take.

Amman Before that, just before the Transportation Related Programs, in the middle of that paragraph it says, “A database of local road conditions is projected to be completed in 2004.” Is that supposed to be 2014 or is this an old piece of information?

Kunst I think we asked that question at the last meeting.

Amman Should that just be taken out?

Kunst Has it been completed? I think I asked that last time. We weren’t sure. That is a statement from the original plan. My question to you guys was that ever completed and if so, we can eliminate it and if not, we need to talk about it. At some point that was talked about as being a project the town was going to do.

Bowen Well then either change “is” to “was” or....

Kunst Right. That’s my question. Do we know if it was done?

Enright Do we have that?

Bowen They work with that PASER program.

Kunst So in essence that would have been done.

Way Yes, I've heard them talk about it.

Kunst So it was completed. That's good.

Enright There is a recommendation that was put in that short term goals.

Kunst Some of these are to be but what's important is it's making reference to the County's bike and ped plan. It's not saying the town adopts these as what their priorities are. It's just saying the County did this plan and this is what it says for the town. We could make a specific statement that the town actively supports those statements. You can, you don't have to. That's something that may be beneficial. Sarah Wallace was here and talked, she's the planner that did all that for the County before I came on board, they were just wrapping it up with the entire County Bike/Ped Plan. She was out here with somebody, if not all of you people, the town board, I'm not sure. How they were going to go about doing that. So this was a table directly pulled from that plan as far as what they recommend for various options.

Amman So this is a new table?

Kunst It was up at the last meeting.

Amman I mean new in the sense that it wasn't in the 2006 Hull Comprehensive Plan.

Kunst Correct. In our discussion I have some notes already for issues and concerns with length as it relates to trains and in short-term goals I have something written down.

Bowen I have this recommendation for Summary of Findings. A basic diamond interchange at I-39 and Maple Road in the Town of Dewey would significantly reduce through traffic on Hull roads. Mainly truck traffic of course but a lot of commuter traffic. I find missing from the DOT's average daily traffic, maybe they have the statistic but I've never seen it, they tell us how many cars travel on North Second Drive, I think 1,600 from Casimir Road into Stevens Point and it's maybe a little less than that from X down to Casimir but what I'd like to know is how many cars come off of X onto North Second Drive and that would tell us how much traffic is actually coming out of Dewey. The bulk of it that passes my place is from the north, from Dewey. That's why I would suggest that we would continue to encourage the Town of Dewey to promote the idea of an interchange at I-39 and Maple Road. That would solve all Jim Grezenski's problems and Dennis Hintz and Gary Cavaleski and the major trucking outfits out there. And it's inexpensive. I've said this before when we were trying to keep the south ramps at X, Cliff Mashuda, the contractor said he could do that in 2 days for \$400,000. Well that was 8 years ago, so I know they could put a diamond interchange at I-39 and Maple Road for probably less than a million dollars.

Enright How many miles north of X is that?

Bowen 1.999999 miles.

Enright Oh I think I remember when we hit this issue before. It has to be 2.

Bowen It's one thousandths of a distance that the DOT holds as the reason for not being able to do it.

Enright Couldn't we have an earthquake or something to make it shift a little?

Ferriter Is that in Portage County though?

Bowen Yes, Portage County goes all the way up to beyond DB.

Kunst It's interesting when they talk about their distances for the interchanges. They have some that still aren't compliant but they make them better. So if they're holding steadfast to that one and that's the only hold up and they're still representing other projects that they won't make it up to snuff, it's kind of an interesting tie-in out there.

Bowen I would love to take a car load of DOT engineers to Minneapolis and St. Paul and just drive through some of their inner-city expressways. You've probably all been there. Their interchanges are like a half mile apart. You've got merging traffic coming in and traffic coming off and it's a real adventure driving through there.

Kunst Would you do me a favor and read your statement one more time.

Bowen Something to this affect, this isn't in stone, "A basic diamond interchange at I-39 and Maple Road in the Town of Dewey would significantly reduce through traffic on Hull roads, primarily North Second Drive." And of course North Second Drive is one of the higher maintenance roads for the town.

Kunst Okay, I have a note of that now. Just so you know, John might have a different view.

Bowen The only reason John would be questioning putting that in is he said that we've been to the DOT. We had a proposal. We talked to the people in Wisconsin Rapids. We had Farner and Potocki and all the big guns down in Rapids and they said no, it's 1.999 miles and we'd just look at each other and laugh when they said they can't do that.

Enright What's a hundredth of a mile? It's 51 feet, right?

Kunst What it really tells me is rather than a through traffic, you need to think of it as a safety issue. That's why they've done it for other things. I know they did it for Shawano County when I was there. They put them, I don't know if you've driven Hwy. 29 up towards Green Bay recently where you get to the cheese place. Kind of closer to the Pulaski area. They started putting these "J" turns in where you turn on, if you're going

eastbound and you want to go west bound, you'd go past where you're going then make this turn out like a J and come back.

Bowen 270 degrees.

Kunst Yes. You kind of do that. Like this is what we should do for a state highway, we should do this here. But they say we can't put an interchange here because it's too close to that so they can't do it here.

Bowen But does it tell you why the too close is an issue? It's merging, that's the issue. Then if you go to Wausau and look how they constructed N and 29 East and you have a weave which is the worst kind of merging. I go through that once a week and just laugh the whole time I go through it. Cars coming from the north are trying to get over to the right side to get on the 29 to go East to Green Bay. It's interesting. But yet because of 1/10th of a mile, they can't put an interchange in because merging would be a problem. Well the traffic volume would be so low, it's negligible.

Kunst Cross referencing the safety thing, because in that instance in Shawano County where they suggested that, like this road is used by farming equipment on a daily basis that has to cross here. You can't put those in, you can't navigate that with a semi and other large ag equipment. They actually agreed and said you're right, that doesn't make sense. They looked at it and said alright, they're going against their policy and we're going to be putting something over the top here which we would have said we would not do. So again, I don't know if it has something to do with when it comes to safety, then their policies change slightly.

Bowen Issues Outstanding, I've just got Dewey and a questions mark there. It says, "What can the Town of Hull do to make sure the transportation development in adjacent government units such as Stockton and Stevens Point" then add "and the Town of Dewey" because the Town of Dewey is going to continue to develop and produce more traffic volume that will go through Hull.

Ferriter Why don't you just say all adjacent towns?

Bowen Well that's true. But if we mention Stockton, I think we've got to mention Dewey.

Amman What happened to #2?

Kunst The old formatting where it's not automatic. If you delete one here like you delete the ones above.

Amman I thought maybe you took something out.

Kunst That's exactly what I did, but usually when things were all put in there originally, there was automatic numbering so if you delete one, they all switch. I caught it once before where it didn't do it.

Bowen I thought Steve was just checking to see if we're looking closely enough.

Enright Maybe that's where you can put the wait times for Country Club Road.

Kunst Yes.

Enright Under Outstanding Issues. If we could go back up to #8. I actually agree with this. #8 in Summary of Findings – "more sidewalks in the Highway 10 business area." I'm not sure what they mean by that. There are a few gaps. The sidewalks stop at Jungs. They're not in front of that one. Maybe that's what they had in mind. They're not in front of Applebee's.

Bowen They're not in front of Fleet Farm.

Way No, they're not.

Enright It stops then it picks up again so maybe that's what they mean.

Bowen I know by the Farm Credit Service there aren't any.

Ferriter
of the street. I think it only goes to the Mobile Gas Station. I think it's only on that side

Enright On the south side of the street it's all the way but on the north side...

Ferriter Is it all the way up to Brilowski Road? The sidewalks?

Enright Yes, it is.

Bowen Of course if they do what they say they're going to do with the interchange, sidewalks are a mute point, there won't be any sidewalks.

Kunst It would be easier to put them in without having so many access points.

Enright Part of that plan thing also includes pedestrian and bicycle including having a bridge over I-39 for only bicycles and pedestrians, right?

Kunst Yes, it would be for bicycles and pedestrians. There were 2 options, one stand-a-lone and one close to where the bridge is now.

Enright Part of what I was thinking this includes is the Parkdale Development. Some places there are sidewalks and the rest is not. Actually there are some, on Elizabeth

there are sidewalks and once you get into the development then they just disappear, then it picks up again. Maybe it's fine to be vague like this but it's not a very forceful statement.

Kunst In Summary of Findings does that lead to a goal? In the Summary of Findings saying there are limited sidewalks, do we have a desire to put more in? Do we have a desire to look for Stevens Point to put more in?

Enright These businesses that are adjacent to Hwy. 10 are in the City for the most part so I don't know if we want to get into that but it seems to me if we have a whole section of pedestrian and bicycle as a means of transportation built up then we say this is where people actually are and we don't have any there. It is kind of a hostile area for pedestrians. You have to walk on the lawn, you have to walk on the snow to get from one place to another business.

Kunst I'm a confident pedestrian, walking for a number of years. I would never walk that area like if I had to walk the entire corridor there, I wouldn't feel safe. Going across those driveways, it's not safe. Or even to cross Hwy. 10 anywhere out there, I wouldn't feel comfortable.

Enright We have it in here so I guess it's fine, I don't know if it's going to change anybody's mind about it but there's a lot of land out there. I'm talking about the area in Parkdale Development. We looked at this whole thing about setbacks and this other stuff, but we didn't put sidewalks into the plan for the development and in retrospect it would have been appropriate to do it because some of the businesses do it and others don't. The other one is on Brilowski Road north of Jung's, that little strip mall where the bookstore used to be, they've got a sidewalk and by law, they're required to clear that sidewalk but the sidewalk connects to nothing if you're going north or south so in a sense, having them required to do it but not the adjacent businesses is really unfair to them.

Kunst Any more questions on this? I have another note on ADRC for the Town to provide information on alternative transportation resources. On page 34 under E. Something very easy like having pamphlets available to residents here at the municipal center. That's an action we were talking about here.

Bowen If you're going to re-do B2, D5 also mentions Stockton and Stevens Point. Dewey is connected to us. Stockton is somewhat.

b. Continued review of Chapter 4 – Utilities & Community Facilities Element

Enright Should we go onto Chapter 4?

Kunst It's up to you guys. The whole purpose of the meeting is to talk this through so I have no problem with the pace we're going at. We're having really good discussions. That's fine, if we're comfortable stopping now, that's fine.

Amman It's only 7:00 now. So we could start on it.

Enright We might not be able to finish it but we could stop at 7:30. Okay that sounds good.

Kunst Moving on to Chapter 4 then, everybody has that. Again just like Chapter 3 and the others before it, there's a little definition of what the state requires this chapter to entail, nothing policy-wise there. Then again just as I noted inside the memo, this is my first swing at it. Being new to the area, if there are things related to specific services whether it be internet, cable, telephone service, disposal service, I did the best I could but I'm not going to know all those things so I'm hoping you guys can pick up where I left off. We talked a little about sanitary sewer service and how the Hull residents and Portage County citizens rely on private systems, septic systems and the like. We touched based very briefly on the water supply and groundwater for the town. I know, both John and myself, we need to have a more refined discussion on groundwater specifically. Whether or not that winds up being an entire chapter or just a more detailed portion of Chapter 5, so be it. We'll see what that ends up being. That could be another discussion for another day.

Ferriter Reading down where it talks about these small private dumps. Do we know there are small private dumps?

Kunst I think this is under B, water supply, it mentions some of this. That's just making note of historical, every town, frankly every street way back then had areas where they just dumped stuff before people realized it could affect water. So it was just buried, covered up just like some people do today. They dig a hole, put stuff in it and put dirt back over the top of it. I think that's all it's making reference to. There have to be some that people don't know about.

Bowen You don't mention junk yards.

Kunst Not in the water supply part here anyway. That would be under the solid waste part. I think that would make the most sense.

Enright Is there anything else on page 32?

Kunst I don't have anything else that I changed on that page.

Amman At the beginning of page 33, "Landfills in the Town are shown on Map 4.2."

Kunst And you guys don't have 4.2.

Amman No. Well I have the one we had from last year but there was nothing on there showing any landfills and I don't know if that was because there aren't any landfills.

Kunst I'm guessing there aren't any active landfills here now. I know the only one in Portage County that was active was closed.

Amman If that's the case, then we need to change that, take it out.

Enright By the way, where does it go? Where is the landfill?

Kunst I'm not sure where Hull's waste goes. Harter's has a few of their own. They're kind of a hybrid and most waste services are now hybrids where they'll take some of the waste to Marathon County, some of it goes to Wisconsin Rapids – Cranberry Creek. You have Harter's now, right? Wittenberg no longer exists.

Ferriter Rather than saying Harter's, couldn't you say through a contract with a private disposal firm so we wouldn't have to change that in the future?

Kunst We can because I think that makes sense. Right now the solid waste industry is incredibly volatile as far as companies. A lot of the big companies are gobbling up smaller ones. Harter's is a Wisconsin based company originally from LaCrosse. Now in Fox Valley and operating pretty heavily around here. They took over a lot of Wittenberg Disposals in central Wisconsin. Anyone see anything else?

Ferriter Is Veolia here a lot? I see them?

Kunst They're gone now. Veolia was bought out by Advance Disposal. A lot of times it still makes sense to haul waste from this part of the state up to Upper Michigan to dump because of their regulatory dumping fees which are that much less. Even with the transportation all the way up to northern Michigan, they save money trucking it all the way up there.

Bowen They'd be spending \$500 round trip.

Kunst And it's still cheaper to do that to avoid the tipping fees in Marathon County and Cranberry Creek. Recyclables are a volatile market. But I think it does make sense to change the name and refer to a private hauler. What did we want to do about the junk yards?

Bowen Where is it?

Kunst In terms of referencing it....

Amman If we don't have any, just take that out.

Bowen For this and salvage yards. They're both trying to reduce their quantity of material. I think Firkus is clearing out a lot of the area near the road.

Ferriter Is that the one near Second Street and the Interstate?

Bowen On Casimir, yes.

Enright So you want to reference that in here?

Kunst Yes. I can reference that, so there are 2 of them at least?

Bowen I don't know. You'd have to check with the assessor to see if they classify Ralph Shuda's what he's got, 5 vehicles, does he have anything beyond that? There's some ordinance that addresses that. Right at the end of Old Wausau Road. He's got a forklift there I've been trying to get for years to send to Nicaragua and he can never get around to getting it out of there. I'm helping him get rid of some things.

Enright On the storm water part, you might want to have a statement that storm water runoff in adjacent areas affects the Town of Hull. Just because of the businesses. This came up with the gas stations so it's not just storm water runoff in the Town of Hull that raises concerns with contamination with well water but it's storm water runoff beyond that. I know it says the County is supposed to be in charge of that. So storm water management from facilities outside of Hull affects.... On page 44 so maybe just introduce it into the introductory part and again there.

Kunst Oh yes, thanks. That is a very rural issue.

Enright The other issue about that, we're still a little bit unclear on the monitoring of the wells, the monitoring wells in there and who actually does that in the reports and that affects the town. Storm water runoff is one of the things that I think is associated with that but I guess we don't need to get into the details of monitoring wells but just the fact that it's a concern.

Kunst Yes, under Issues Outstanding it talks about what can be done with water runoff in the town.

Enright But also outside the town and how it affects the town. Anything else on page 33? How about page 34?

Amman Telephone service, I think, is now AT&T. SBC Ameritech is now AT&T right on the top of page 34.

Enright The last time we talked a little bit about this, actually on page 21 of the minutes of the last meeting, about the telephone and internet service. Was it you?

Way But AT&T just bought out Element and it improved service.

Enright Telephone or internet?

Way We have telephone with them. We have internet with DISH.

Bowen I've got AT&T Hotspot.

Enright I got lost when I was reading that so it's not an issue there.

Way Well it's improved. I know another bad spot was over east of Torun Road, that's what I heard. I talked to Julie Lassa one time and she said she was under the impression that anything close to the airport is an issue.

Bowen I've never had any problems there.

Kunst Not wanting to have interference at the airport? I don't know. I haven't heard that.

Way We're not that far from the airport as the crow flies.

Kunst I know I made reference with some issues on page 44.

Way That was Dave Pederson. I know they have a problem up on Granite Ridge.

Enright Yes, that's what I was thinking of.

Way Maybe it's just a matter of a different cell service because Jocelyn said she has one that works, Cellulink or Cellcom.

Ferriter Why do we even have that in there?

Enright My concern when I brought this up was some places in Hull, as I was given to understand, did not have access to high-speed internet.

Ferriter What I'm questioning is residents West of I-39. Why is that even a part of our concern? That's what I'm saying.

Enright They're Town of Hull residents.

Ferriter I know. But can't we just say the Town of Hull would like to see or request that we have adequate service.

Way I think so too. I don't think it's just West.

Enright Right, I think it's in other areas but I couldn't remember where those were.

Ferriter Another words, they're being singled out. With my phone I get a little blank here and there. We all do I suppose.

Enright I guess I was thinking more about the fact that it really hampers people to not have access to high quality internet.

Ferriter Let's not get specific. In the world.

Way Then on #6 it talks about a franchise agreement between Hull and Charter which I'm sure was true but Charter does not service the whole town.

Kunst Right and likely never will.

Amman And Charter Communications in that first sentence needs to have capital letters under Charter and Communications.

Kunst So I need to do some work on how I worded it.

Way Some of the Town of Hull is served by Charter but not all.

Enright On the next section, the municipal building, on that last sentence in the first paragraph about "Work began in early 2014..." I bet that'll be finished before we finish revising the Comp. Plan. If you make a note before we finalize this, to go back and update that.

Kunst That just makes sense, what you're saying. I wasn't sure if it was going to be done by this year.

Way There are issues that have to be taken care of in the spring.

Enright We're going to be at this awhile.

Kunst In essence, it's going to be done. In 2014. Okay, I get you.

Enright Then in the next section under sheriff patrols and policing, the 4th line, Amherst? Amherst got in there. We meant Hull, right?

Kunst I'm trying to think what happened. I'll go back and look at my other files and see if it was one of Chuck's placeholder things that he had every once in a while.

Enright Then in the next section about fire, if we can go onto that.

Way I had one question about police. There's been a city policeman sitting on Wilshire Drive across from the Sentry Golf Course but he's in that area, you know where the cell tower is there, sitting in the back driveway. I'm assuming that's the Town of Hull so are we contracting with them to do some speed control? It's a City policeman and he's been there more than once.

Amman Because the Town of Hull merges right there with the City, he might be watching something.

Way Maybe watching kids coming home from school and then on Wilshire, if they're speeding maybe. I know there are a lot of black marks on the roadway, there have been in the past.

Ferriter You should see the black marks in front of my place.

Way They're not so bad right now.

Ferriter I could start my own tire factory with the skid marks that are on the road there.

Way I just wondered if we had requested that?

Amman If that's the City police department, that's right where the City joins with the Town of Hull boundary. They might be parking there because they're looking at something a little bit down the road.

Ferriter The City and the sheriff work pretty much together on this especially in my area. If you go down North Point then all of a sudden you're in Hull. You go by my house and property then you're back in the City again so I see both the sheriff and the City working together. I don't think the kids know where they are anyhow. So they're sitting at different places.

Enright Can they site you there?

Ferriter I see City police pull people off in the Town of Hull often, more so than the sheriff.

Amman I see a lot of City police cars going along Torun Road and a lot of times they're pulling people over. I see them cutting through on Airport Road which is a Town of Hull road.

Ferriter City police?

Amman City police, yes.

Ferriter I think they work a lot together.

Enright Anything else on the police part? On this inventory of the fire protection equipment, I was wondering about the question of how adequate is it? You've got this many in there but Larry Fritch used to say, if your house catches on fire, forget it because they'll never get there on time to save it. Is that true?

Bowen I thought the response time was pretty good. At least that's what Mark Kluck says.

Enright Maybe we ought to put that in there.

Ferriter Don't they have a county fire department?

Enright
hydrants. Just a cooperation agreement. But in the town you don't have the fire

Kunst You have water trucks. This reference is an inventory of what they have. The question as you get further into the chapter is how do residents feel as far as level of service provided.

Way They've just gone through some big change. What did they call it?

Amman The Metro Fire District.

Way No, it's something they have to have someone come in and look at them.

Enright Oh, the ISO rating. That's actually referenced in here. That they meet ISO standards. Is that what you're talking about on page 37?

Way It's just been completed or updated just within the last month.

Enright Rating of 7. Is that good? No? That doesn't sound so good.

Way We've got a new rating, that's what it is.

Enright 7 out of 10, one is best so did we move up?

Way I think so.

Bowen On page 34, I'd like the ladies opinion on item #2.

Ferriter I think it's fine. I think it's a significant step in identifying procedures.

Reid I was one of the first female fire fighters for the corps.

Bowen Well then I guess we better leave it. I didn't think it was necessary.

Ferriter I do. I think it's significant.

Kunst I think the information came directly from the fire department.

Reid So is it necessary to list all the kinds of equipment?

Kunst It's not if you guys don't want it.

Reid I would think that's fairly fluid, changing periodically.

Kunst If you guys don't want that, we can take that out.

Reid We could say, multiple engines.

Kunst Even that might change, it's more a snapshot in time. Is that the thought of everybody? We can do that. Summarize rather than list it all.

Enright More on page 37.

Kunst Again we referenced some of Stevens Point stuff. This is a little more summarized. Not the year, make and model of the vehicle. Some towns, if they have 3-story buildings, they can't service that with their volunteer fire department because they don't have an engine with a ladder on it. But with the new communication changes every department has gone through after 9-11, the federal things, especially with all the communication snafus that happened during the attack. That people were speaking different terms. I forget the name but I had to go through it in the past, had to take training on it. Essentially just speaking the same language.

Enright The codes are all different.

Kunst Yes. So now everything is the same. You categorize all your stuff with cards so all your adjacent areas are using mutual aid and have the cards to know what you have at all times so when they respond to something, they know what they need and can call up and say they need this service. So they don't have people showing up saying now what do we need. I know that's changed so making reference to the types of vehicles is nice and helpful. All the department have those.

Enright So you're suggesting we leave this?

Kunst This is a lot more general than the one for the town. I think it's more like the route that we'll go. I may do it in paragraph form, summarizing Hull's.

Enright I noticed that on D on page 37 Rescue Services is struck through and Emergency Medical Service and Ambulance Response, but then in the next part here it says Stevens Point Fire and Rescue Services. Do you still want that as Fire and Rescue or would it be like you did above with Emergency Medical Service and Ambulance Response in place of Rescue? It's just an editorial thing.

Kunst I believe those are 2 separate things. The City of Stevens Point has such a specific thing but as far as the Emergency Medical Service and Ambulance, that's a County thing so those are 2 different things.

Enright Okay.

Ferriter On page 39, PJ Jacobs is a Junior High, not a Middle School. My daughter teaches there so I'm aware of that.

Kunst I made a note about changing that too. So the school information as far as numbers and things like that, that is not updated yet. I didn't get to it in time for this meeting. Some of the information is updated, some of it is not.

Enright UW-Marathon County would be one, they have 79 teaching staff. I suspect that's not correct.

Kunst That may be a logical stopping point right there because the schools I referenced in my memo hadn't been updated yet.

Enright So through page 39?

Kunst Let's go through page 38. I'll bring updated information from the discussion we had on Chapter 4 up to page 39 then hopefully I should have the school stuff done by the time we meet again. John will be back and we can talk summary-wise about what we want to do on Chapter 5 and then groundwater. Usually an hour and a half to 2 hours.

c. Beginning review of Chapter 5 – Agriculture Natural & Cultural Resources – All under the direction of Steve Kunst, Associate Planner of Portage County Planning & Zoning Department. *We did not get to Chapter 5 at this meeting.*

7. DATE OF NEXT MEETING: *The next Plan Commission meeting will be held on Tuesday, November 18, 2014.*

8. ADJOURNMENT: *Motion made by Dennis Ferriter to adjourn meeting, seconded by Jan Way. Motion carried by voice vote. Meeting closed at 7:40 p.m.*

Respectfully submitted,

Patty Amman, Plan Commission Secretary
Town of Hull, Portage County