

MINUTES OF THE TOWN OF HULL, COUNTY OF PORTAGE,
 2011 PUBLIC BUDGET HEARING, SPECIAL TOWN MEETING
 AND BOARD MEETING HELD ON DECEMBER 2, 2010

Call to order by Chairperson John Holdridge at 6:30 p.m. at the Town of Hull Municipal Building, 4550 Wojcik Memorial Dr., Stevens Point WI 54482.

Chairperson Holdridge:

- Question that comes up when tax bills are sent out is where does the money go?
- Generally when looking at the bottom line people are happy if it (tax) has not increased. If it has increased you become a little more skeptical.
- 2010 budget year pie chart available for review. The Town of Hull share is about 13%; in 2011 that share is about 14%; School District- 48%; Portage County and Mid-State are a little higher than in 2010.
- Review of distribution tax data estimate

TAXES PAID 2010				2010 DUE 2011	
		LEVY	%	LEVY	%
State	63,479.44	.176781	.91	61,823.19	.171143
County	1,870,357.71	5.208677	26.84	1,866,399.23	5.166682
School	3,546,423.03	9.876277	50.91	3,048,830.55	8.439961
Local	912,000.00	2.539789	13.09	920,865.00	2.549195
VTAE	574,421.19	-1.599680	8.25	598,646.60	1.657211
Gross Tax	6,966,681.37	19.401204	100.00	6,496,564.57	17.984192
State Credit	-522,161.04	-1.454143		-546,303.63	-1.512311
	6,444,520.33	17.947061		5,950,260.94	16.471881

Net Tax Levy		Ratio		Local Levy	
2010		2010		2010	
	16.471881		.993433374		2.549195

Equalized Value		Assessed Value	
2010		2010	
	\$364,295,600		\$361,237,500

J Holdridge – what most of us in the Town of Hull have to be concerned with is what the other governments are doing to you if you are concerned about your property tax bill.

- In 2009 the Town of Hull, in property values, went up 5.38%. This meant we received a bigger share relative to the other governments of the big taxers (school district and Portage County).
- This year (2010) Hull's equalized value went down -.76%. That is good for us. For your 2010 tax bill due 2011 it should be less than your 2009 bill that was due in 2010.
- The City of Stevens Point, Village of Plover and Town of Plover are picking up the costs because their equalized values went up.
- 87% of your taxes are not from the Town of Hull.
- The most basic services are from the Town of Hull: roads – plowing/upkeep; solid waste; parks; elections; Volunteer Fire Department. These are all provided, except for police services, primarily by the Town of Hull.

Tax rate comparisons:	2009	2010	2011
Town of Hull	\$2.56	\$2.54	\$2.55
Stevens Point			\$9.23 (for local services)
Village of Plover			\$6.29 (for local services)

Neighborhood Preservation

- Struggle to keep Home Depot out by Fairfield Inn. They wanted to purchase residential properties and annex to the city. It did not happen.
- I-39 west plan to preserve the area as best we could; 2 ½ years of public meetings including 3 public hearings. We came up with change in lot size – 20 acres or more lot splits have to be 5 acres in size. Also prohibited was

commercial development. The controversial point was the I-39/Casimir Interchange. The plan was approved by the Portage County Planning & Zoning Committee and will go to the County Board this month.

- Weight Limit Ordinance relates to neighborhood preservation because we have a tremendous problem in Hull the conflict between vehicles and pedestrians. This particularly affects those roads coming out of Stevens Point.
 - We have 3 educational institutions on the north side of Point (university and two high schools).
 - Goal #B – To ensure the safety of Hull citizens and others as they travel within the Town of Hull by vehicle as well as pedestrians while walking, jogging, biking, recreating and going about their daily lives.
 - As far as we know there is no way we can prohibit citizens from riding bikes, jogging and walking on our roads.
 - Every truck that is overweight has to get a permit – town employee Barb Brilowski can direct them how to get to their destination and speed limit they can travel.
 - Recently we collection \$280.00 under the ordinance – an individual came in and tore up a town road when unloading equipment. Since implementation of this the Town of Hull has collected over \$40,000. This is a working ordinance.

Will request south ramps/frontage road at County Road X

- ✓ Many fought to keep the Highway X ramps in place.
- ✓ Meeting was held at SPASH – the auditorium was full.
- ✓ We initiated a suit against the Wisconsin Department of Transportation.
- ✓ DOT wanted to turn North Second Drive into County X and take it out of Hull's control. North Second Drive is heavily traveled; there are 11 school bus stops.
- ✓ The Casimir Interchange is there, DOT didn't want to give us that. They wanted Hull to change North Second Drive to County X or we will not build the Casimir Interchange. This was in correspondence from Dan Grasser of DOT; subsequently the Governor became involved and required they build the Casimir Interchange and Hull keeps North Second which is a Class B Road, which means we limit and control traffic on it.
- ✓ Now we have problems: trucks from the Town of Dewey come down North Second to get to the Casimir Interchange; issues where do the trucks go when they cross County Road X bridge they have to go south on North Second to get to the interchange.
- ✓ We would like to see put in, two southern ramps on Highway X or build a frontage road. Both of those options are expensive but this is done all over the state. There is one on Amherst where there are 2 ramps to get off on one side; there is one out of Milwaukee on the interstate going west and frontage roads are fairly common. No decision has been made in terms of the frontage road issue. This would become a planning issue and there would be public hearings. There will be some conflict between the east side and the west side of I-39.
- ✓ Some groundwork has been done with the new Governor.

John Butkus, 1657 North Second Drive, the population on North Second is growing. We look to our government for safety of roads. Having trucks coming down in a residential area, which will continue to expand, having a highway (I-39) that is built for that specific traffic, why can't we do that (ramps/frontage road), why shouldn't we do that and not endanger the safety of children.

David DeVerell, 1824 North Second Drive, can attest to the amount of traffic of which is not very courteous; more sensitive to the dump truck traffic because I keep track – have made calls to the haulers and some have responded by when they see a pedestrian they slow down/others will not slow down and continue on to the Casimir interchange; there are bikers, walkers and runners on North Second; people living on Jordan Road also utilize North Second. Something has to get done to get that traffic off of North Second – there has to be a frontage road or access to I-39 so there is no excuse for truck traffic to use North Second.

Phil Janowski, 1017 Old Wausau Road, have been corresponding and with the new Governor elect and with our new 7th District Representative Shawn Duffy. The following is a summary of correspondence to Governor Walker's transition team: "Detailed the situation that came about 2 years ago and that it was a political hotcake of which we got snubbed by some of our other elected officials but the majority of the elected officials supported it. I am here despite having 100% support of all of our local elected officials and Louis Molepske, the 71st District, Stevens Point, along with a petition of about 2,000 citizens who impact the area. Amy Sue Vruwink 70th Assembly District and Senator Julie Lassa 24th Senate District never responded to this proposal. In fact Julie Lassa and Amy Sue Vruwink should have organized a meeting

with local elected officials but this never transpired. Further Julie Lassa was invited to a radio show about Highway X, on July 10, 2008, but she never responded. Also this half interchange was examined by 3 civil engineers, 2 from the private sector and 1 retired engineer from the Wisconsin Department of Transportation. The contractor said during the construction of U.S. 10 West that the one half interchange would cost about \$400,000 to install versus 5.5 million dollars for a frontage road. Obviously that cost went up because the project went up because the project is done. The Wisconsin Department of Transportation 2030 Planning Group includes a frontage road in the long range plan however; the economic damage has been done and continues. Further it is now 3 ½ minutes longer for emergency vehicles to respond to northern Portage and southern Marathon Counties in an emergency. Time is of the essence if someone is having a stroke or a heart attack. Also Highway X is an alternate route to I-39/US 51. Although the Casimir Interchange works well for our local traffic, North Second Drive in Portage County, Town of Hull, is a Class B road that traverses through a rapidly growing residential area and is a very curvy winding road that is not suitable as a truck route. North Second Drive accommodates joggers, equine, bicyclists and also has a town-park and a play ground across from each other. That is an accident or fatality waiting to happen. I most certainly hope that with the new leadership with the promotion of creating 250,000 jobs or retaining existing jobs would seriously consider making this one half interchange project a reality as this would be economically beneficial to northern Portage County and south central Marathon County.” (Sent to Scott Walker on November 23, 2010).

Fred Hoffman, 1884 Pella Drive (Meadow Manor Subdivision off of North Second Drive), I understand the concerns about the trucks but personally am concerned about the residents of the area who seem to not realize that the speed limit is 35 mph, and that includes people on North Second Drive, that will complain about truck traffic but will drive 50 mph in to town on North Second Drive and that is okay. I’m also more concerned than the trucks or the cars, I’m tired of having to go over the centerline to go around groups of joggers and runners, who will run 3, 4 or 5 abreast, and will not get out of the way. I am tired of the people who feel they have equal rights with bicycles but they can go through every stop sign, pulling their kids in carts. That to me is more of a traffic and safety hazard than if you had twice as many trucks come in on North Second Drive, because they are not courteous and they have no regard for the fact that people coming at them, for example a little old lady who doesn’t know what she is doing and it’s icy and she pulls around the joggers and she will have a head on. That to me is a bigger problem. The signs that Hull puts up isn’t an issue. It is not the Green Circle Trail; North Second Drive is a Class B road. It is not a horse path or a jogging trail. There are facilities for that. That is a greater issue in Hull then I think the vehicular traffic in that area and other areas as well.

Bob Bowen, 2139 North Second Drive, I am concerned about the very things just spoken of but amazing thing to me is if you want to lead a parade, drive the speed limit on North Second and I guarantee you will be leading a parade in a manner of minutes. Regarding comments by Phil Janowski, we began working on the Highway 10 W/Highway X situation for almost 10 years. Leading up to July 2008 we had an excellent situation going with the petition. Also the Portage County Board voted 28 to 1 to support this. Every other elected official in the county and the Towns of Dewey and Hull plus 3 from Marathon County supported it. We went down to Madison with packets and we presented it to the DOT. But the thing which did not happen was our elected representatives in the Legislature did not call that meeting Phil (Janowski) was referring to. They should have called a meeting of all the people up here and strategized on how to go to DOT and Governor Doyle to get this done. It probably would have ended up with a half interchange. I hope with all that has been said the Town of Hull Board members will contact our elected representatives and get them moving on this. Scott Krug, the 72nd District and others have been alerted to this. Russ Decker (was Speaker of the Assembly) and Jerry Piotrowski (was the head of the Assembly Transportation Committee) should have step up and done something, letters were sent outlining the plan with diagrams and did not receive a response.

Don Wisinski, 1682 Willow Springs Drive, question about posting of the signs/speed limits. Were they done in compliance with the State Statute, were there DOT studies done on those? According to statute 346.57 there are things that have to be done before you can post.

J Holdridge, as far as I know we had a group who looked at the law, three (3) of us went to a meeting in Tomahawk on November 18, we have manuals and we have an opinion from Attorney Bob Konkol. We are going back to ensure that all posting are according to law.

D Wisinski some of the places there could be a higher speed limit than 35 mph. A Deputy from the Sheriff’s Department passed me on Jordan Road.

P Janowski, there was a 75 page packet that went to all these elected officials, the ones that ran and won office, either by mail or by personal delivery. There was also the DOT 2030 Plan and the flooding on September 24, 2010 in the Town of Hull on North Second Drive and Casimir Road.

J Holdridge, talking about the focus on neighborhood preservation, this goes to the heart of the question of speeding and traffic control and this conflict. The second thing promoted in Hull is the participation and transparency in government. We do more in terms of notifying people about issues and bringing them in, than Portage County does or the city does. One of the groups, going back to the notion of safety and the need to develop a culture of speed control and safety, I refer to the Adopt-A-Highway program. Bannach School Student Council has been picking up along Brilowski Road for almost 4 miles since 1992 (fall and spring); P.J. does Wilshire Drive (fall & spring); SPASH Key Club does North Second and environmental group does North Point Drive. We started another program including your neighbors: Kieliszewski family does parts of Jordan Road (2007); Frame Presbyterian Church does North Reserve Drive; Barb Borski does Old Wausau Road south from Casimir Road in memory of her son; Tom Jensen and a group called Club Men pickup the Casimir/Walkush/around the I-39 West area; Orlikowski family clean Willow Springs to the Dewey line (2010). We have a sign out which recognizes that.

Other contributors – citizens who serve on commissions/committees, etc. Also recognition to the Hull F.D. /EMS – is there any group that does more things as important as the volunteer firemen. All times of the day or night for really very, very low compensation except the knowledge of civic duty. We try to encourage that every way we can.

Note from Clerk Wolle-to follow the information being discussed please review the 2011 Budget that is on the web (Town Budget & Taxing)

7:10 p.m. Budget Initiatives – Highlights:

Revenue – where does the money come from?

- Property tax levy from \$912,000 to \$920,000 in 2011
- Intergovernmental Revenues 2 state funded items; if those should be reduced they will have a big impact on Hull and all local government in the State of Wisconsin.
 - o State Shared Revenue expecting \$208,000
 - o General Transportation Aids about \$166,000 – which is based on so much per mile, Hull has over 80 miles of road.
- Cable TV Franchise is a large revenue source
- Miscellaneous Revenue – category called rent – the Town of Hull owns land in the city where Spectra Print and Cops Warehouse are located. Both pay a fee to rent the land.
- Damage recovery costs – line item showing payment to Hull for damage to roads.
- Total revenue \$2,156,823

A Budget Committee made up of Treasurer Jim Kruziki, Clerk Janet Wolle, Chairperson Holdridge and Supervisor LaVerne Syens had 4 or 5 meetings on the budget, now it is going to the public hearing and after scrutinizing by the citizens action will be taken.

Expenditure

- Page 6 under General Building and Plant – Building Needs Assessment/Architectural - \$25,000 was budgeted and will only be spent if we go ahead with a new building.
- Page 7 Firkus Road under General Government \$6,000 (to be dropped from the budget and put in to the Contingency Fund as the Plan Commission voted not to subsidize a road that is being constructed up off of Firkus Road)
- FD budget starts on page 7; we spent approximately \$131,000 on fire services in the Town of Hull.
- First Responders on page 9
- Page 10 – bulk salt less of a cost in 2011 because we bought it last year and it was a relatively light winter and not all was used in 2010.
- Seal-coating in 2010 budgeted \$80,000; in 2011 budgeting \$100,000

- Sanitation on page 11; the bulk of the sanitation is curb side refuse (weekly) and recycling (every 2 weeks) pick-up and a tipping fee at the transfer station (cost is about \$132.00 a year for the service).
 - o Portage County is raising the tipping fee \$1.50 per ton in 2011 which is not a big impact on our budget

F Hoffman, does the town realize any revenue from the recyclable sales or does the county?

J Holdridge, they really don't make anything on recyclables.

Jim Krems, 5390 Clarice's Circle, Portage County District 27 Supervisor, for a number of years we did very, very well but then the bottom dropped out of almost everything recyclable. Right now, it's my understanding the Solid Waste Department is deeply in debt. It is supposed to be an enterprise fund but it is not anymore.

J Holdridge, enterprise means it is self sustaining without any property tax levy. We get a recyclable grant from the state to encourage us to continue to recycle.

Dave Pederson, they were talking about refinancing and maybe not raising the fee, have you heard?

J Holdridge there will be a meeting on December 7 to try to resolve that. John Gardner suggested that maybe we don't have to raise the \$1.50 and the more we talked it probably made more sense to make sure we have enough revenues to keep that operating. Possibly they will put that in operation mid-way through the budget year.

Public Health Services

- Portage County Sheriff's Department Highway Patrol
 - o Hull spent approximately \$4,000 and deputies stayed after the midnight and afternoon shift.
 - o Patrolled: Old Wausau Road, Brilowski Road, Jordan Road, Sky Line Drive, Wilshire Drive, etc
 - o \$25,000 would give Hull a deputy for 1 day a week for 52 weeks. Obviously this would not be used on some winter days so we could use those a couple days a week in the summer, late spring or early fall.
 - This gives us a deputy for 10 hours a day. Deputies volunteer for this, on off duty; it costs Hull \$48 to \$50 an hour and gets you an automobile, gas and a trained sworn deputy, fully able to enforce the law.
 - Chairperson Holdridge getting complaints about conflicts between pedestrians/vehicles (speeders, running stop signs, etc)
 - Talking with Stan Potocki the one thing you do not want to do is get your own police department – utilize the Sheriff's Department as much as you can.
 - In Wisconsin some towns and villages have police departments and are getting out of them and going to the Sheriff's Department. That is what we are proposing to do.

John Graettinger, Chief Deputy of the Portage County Sheriff's Department was present.

- Following discussion with John Holdridge the Sheriff's Department has been providing extra patrol in the Town of Hull for about 3 years, this a solution that didn't cost a lot of money to add extra patrols.
- The department has gotten busier and more complicated every year in all of our lives the department has been called on to do more and more during the workday which means less time to go do other initiatives, traffic safety, etc.
- The only way to get dedicated patrol time is to pay for it.
- We set up times where we looked at the problem traffic areas, times of days, etc and tried to incorporate these areas with our schedules – put a deputy on overtime and dedicate them, unless there is a dire emergency, to that patrol area, to that task.
- As the town received complaints on different roads, the department would then map out their patrol in these areas.
- A report was given to J Holdridge showing the dates and times the Sheriff's Department has had extra patrols in the Town of Hull – this is what you received for your money. This was a win, win for everybody as it allowed the Sheriff's Department to do some of the things we wanted to do more of but were not able to.
- The cost for the personnel was paid for by the Town of Hull. The Sheriff's Department contributed the squad car, equipment, training, gas and administrative costs as an in-kind match to help achieve a safer community in Hull.

- J Holdridge asked the Sheriff's Department to put together costs of having a dedicated patrol 1 day a week for 1 year. The cost was roughly \$25,000. The department takes the deputies rate of pay x 1.5 and adds fringe benefits. These are extra personnel costs that if the town goes with extra patrols it comes out of the Sheriff's Department budget. If the department does not do this it does not. If this is done the department will again do an in-kind match.
- We have talked about identifying target areas for patrols based on complaints, traffic patterns and things like that.
- This can be tailored to more or less; the department is at Hull's disposal as to what Hull would like to see if anything.
- One of the problems we do have, in order to get somebody on their day off to commit to come in to do something, we have to make it worth their while with enough time. Like all of you we have our families, etc. If somebody says do you want to come in on your off day for 3 hours to do this in the middle of your off day – probably not. If you make the shift longer, would they come in on their off days, yes but it is a voluntary thing and we cannot make them do it. It is not a real regular part of their job to get ordered in to do something like that.
- We thought a 10 hour day would provide a nice window of the morning, afternoon and evening traffic and provide a lot of flexibility – making it worthwhile for somebody to lose their day off but also to make it worthwhile where we are coming in and being effective at what we do.
- I want to assure you we do spend as much time in the Town of Hull just as every place else in between calls but it is harder for us to do the kind of commitment that we would like to address specific problems without being able to task somebody to it. When we task somebody it's on the overtime and is very specific to the Town of Hull, that is what they do, that is what they are paid to do.

Jack Elsinger, 5408 Claret Drive, what other towns or villages do this kind of thing where they go above and beyond what the Sheriff's Department normally does?

J Graettinger, the only one in Portage County is Park Ridge, especially in and around Iverson Park. They have identified problems over there and we came in and did something similar for Park Ridge this year. Years ago we used to do this at the Amherst Fair and the Rosholt Fair, etc and we did not charge anybody for that, it was included in our budget. Over the years our budget has been eroded. We aren't able to provide deputies for free in those places but some of the fairs will want us there on specific hours and they pay for it. We do it for special events. We also do it for paid events if there is a promoter doing something in town and it is for profit and they want extra security. We don't contribute gas, cars, etc we charge them for these.

J Elsinger, how much is Park Ridge spending for this service?

J Graettinger, I think last year Park Ridge spent \$1,500 to \$2,000. It is not a large area. We charge actual expenses.

Fred Hoffman, if you think there are a lot of people complaining about speeding in the Town of Hull in certain areas, what do you think the perception might be from the Town of Hull residents of some areas where they feel the township is paying the Sheriff's Department to set up radar traps? Most of the people picked up will be Town of Hull people; how happy do you think those Town of Hull residents will be who are getting those speeding tickets? I'm not saying they were right speeding vs. the people complaining. I think a can of worms may be opened up here. I'm concerned about the perception of what it is going to be because I know most of the activity will be sitting on Jordan Road or North Second Drive with radar on. We don't necessarily need a squad driving looking for something going on. Somebody will be sitting with radar on and somebody is going to get nailed, it could be anybody in this room no matter what you think about speeders. What is that perception going to be from the taxpayers in the Town of Hull who feel they, being the third largest municipality in Portage County; paying their fair share for law enforcement protection that now you want them to pay extra for.

J Graettinger, we only ask you to pay extra for extra protection. In my career I have had it both ways; we've had complaints on speeding, etc. I was sent out to do some enforcement in the area and the first person I arrested was the complainer. They actually saw a little bit of humor in that! You are right, there is that possibility.

Don Wisinski, I called Sheriff Charewicz, and he told me the response time is 5 minutes in the Town of Hull. If someone is speeding and the response time is 5 minutes you will not catch them. We want awareness but we are talking 400% increase in the budget from \$4,000 last year to \$25,000 for extra patrol.

J Graettinger, the response time depends on the calls for service. On a typical day we have 1 deputy assigned to work everything north of Highway 66 and everything on the other side of the river. We have a deputy doing that during shift rotation covering one third of the county and the county is 810 square miles. So your response time depends on where they are. If they are in Rosholt and the call is over here it will take them a half hour to get here.

Al Steman, 185 Old Wausau Road, I happen to live in one of the problem areas. Safety is a concern of mine with all of the people who are using Old Wausau Road for biking, hiking, walking, walking their dogs. One of the main problems we have, yes we have residential speeding, is the SPASH kids blocking off half of the road, the other worse problem is the speeding from the high school kids. This goes on from 9:30 a.m. to 3 p.m. In my opinion they out-smart the officers. They have cell phones and are as good as gold when an officer is around, the rest of the time they come out of Bukolt Park, squeal their tires for 200' to 300'. When in the house you can hear them anywhere. I'm in favor of more enforcement but what my concern is, is it going to be effective?

J Graettinger, the answer is mixed. Right now our services are extra for an hour or two in the morning or in the afternoon. We are missing the lunch period because we have no shifts that run close to the lunch times anybody can stay over or come in early. This is one reason John (Holdridge) is talking about making a day so we can hit those other more specific times. If they (kids) don't do that when we are there, we have accomplished part of our goal even if we are.....

A Steman, lunch period is 10:55 a.m.; 11:55 a.m. and 12:55 p.m. There are probably at least 50 cars going by speeding and some of them have to be going 50-60 mph. I have seen officers down there and they look the other way.

J Graettinger, I don't think any of our guys are looking the other way for somebody going 20 mph over the limit.

A Steman, I have seen it happen between the city and the county.

J Graettinger, I know what you are up against because it is 50 or 60 cars to one (1) officer.

A Steman, why can't we stop the problem at the schools?

J Graettinger, a closed campus has been talked about but the school is not interested in closed campus because they can't feed the kids with the facility they have.

A Steman, why can't they have a program if one of those kids are caught speeding, they do not leave the campus. Don't keep them all there. Some of them are good and go past the house going 25 mph with decent mufflers on their trucks.

J Holdridge, we probably can't resolve that problem here, but I agree with you. I think there has to be some thrust on that end.

Mel Bembenek, in the location off of Bukolt Park, why doesn't the Stevens Point Police Department do more over there? If the Sheriff's Department cannot be there during the noon hour rush, the Stevens Point Police Department should be there. That is there area.

J Graettinger, I know they do try to stage people in and around Bukolt Park, I can't answer to their calls, but I know this is something they are aware of and they do try to incorporate in their typical plans.

Jim Krems, in our neighborhood going in and out (on Audrey's Lane and Old Highway 18) we do get law enforcement. At least for 2 weeks after their presence the traffic speed drops at least 10 mph when the officer is there. Unfortunately they cannot be there at noon. People trying to get home for lunch and get back and they are terrible.

Last week a Stevens Point garbage shot down Old Highway 18, it never stopped and was going 40 mph. Law enforcement will definitely slow it up.

J Holdridge, Bill Omernik, Nick Kaminski and I went up to the session put on by DOT in Tomahawk on street safety and speed limits. These were all civil engineers, they went through civil engineers solutions, dropping the speed limit, signage, etc. The moderator said “what it really comes down to is enforcement”. People have to understand if they disobey the law they are subject to being charged, fined. The road I am most familiar with is Green Avenue with a 35 mph speed limit. The city took the road over from Portage County. The city police then ended up by Scaffidi and at the other end on a cul-de-sac. The change in a driver’s attitude was highly significant. Enforcement will have an impact.

Dennis Ferriter, 440 Old Wausau Road, I have seen the high school parade daily for 20 years. About a year ago John Holdridge and I visited with the administration at SPASH. We talked for several hours about the problem. They said they could not stop the students from leaving the school grounds during noon hour because of the cramped situation at the high school. I have been in large high schools throughout the state and they all have closed campuses. I asked the Principal why they could not do that here. Also I have seen students go 3 abreast on Old Wausau Road, speeding. We have people walking and jogging. There is going to be a fatality one of these days on the road. I have talked with the Stevens Point Police many times and I have to commend them. They do an excellent job. I also have seen kids with cell phones. I don’t know an extra patrol by the Sheriff’s Department will help – I think a few plain clothed deputies in unmarked squads parked in certain locations. That will certainly help.

F Hoffman, is Wojcik Drive a town road or city?

J Holdridge Wojcik Memorial Drive from Torun Road just past the Fire Station is actually in the city of Stevens Point.

F Hoffman, because there are no houses on it, anybody spending any amount of time around here, like those of us at the Fire Department do, with the city disc golf across from Hull’s Municipal Building, you would think the speed limit is 75 mph. They even swing through the parking lot between the telephone pole and the building, sliding across the grass. The city needs to take more responsibility because it is their park. Possibly there should be an entrance off of White Tail.

John Butkus, have you looked at the possibility of electronic signs, they can capture both the speeding on a camera and send the problem makers a ticket. The electronic device takes a picture.

J Graettinger, it is not legal in the State of Wisconsin.

Matt Schneeberg, 5421 Floral Lane, presented a petition requesting the board take the \$25,000 for extra patrol out of the budget. The petition is signed by 25 town residents.

J Holdridge, is there an alternative?

M Schneeberg, my neighbors feel, because I speed and have loud exhaust on my truck, they pick the phone up themselves and call the Sheriff’s Department. The Sheriff’s Department has come and talked with me about it. Why does the town have to pay for it when a simple phone call will bring the Sheriff’s Deputy in to the neighborhood to look at the issue?

Tony Butkus, 517 Casimir Road W, do you get fined or anything or do they just have a nice talk with you?

M Schneeberg, I’ve gotten warnings and I’ve gotten tickets.

J Holdridge, this is a problem throughout the Town of Hull. Ted Stoltz is not here this evening but he knows the problem on Jordan Road, people going to work and coming from work, speeding. Also the same problem is on Wilshire Drive. We look for solutions. I thought about why aren’t the citizens sort of the role of the policeman?

Citizens don't have any authority in that regard. When the citizens call they know the vehicle and they may have a license number, they know the time. Hull will then call the info in to the Sheriff's Department and we expect a deputy will talk with them. This is a big problem we will see become worse as we get more urban.

M Bembenek, there is a petition signed by 25 people who do not want the board to spend the \$25,000 on extra patrol. Is there anybody else here tonight that did not sign that petition that are against spending the \$25,000? (There is a raise of hands and a count is requested.)

J Holdridge, let's be a little cautious here. We start counting heads here, we could send the advocates of more enforcement out and they could probably get petitions.

M Bembenek, they probably could, I just want to see what is going on tonight.

Barb Brilowski – 12 more.

M Bembenek that is a total of 37 who are against spending the \$25,000.

J Holdridge, how many are against spending \$25,000 for more enforcement? Raise your hand. You (P Janowski) are against spending \$25,000?

Phil Janowski, there are issues with this too. Where I live we get both the city and the county coming through on Old Wausau Road. I am on the outskirts of the city limits. I know sometimes on Friday nights when there is a ruckus down on the Square, the whole city Police Department is tied up and they have to call in the county for backup. This leaves the whole rest of the county without law enforcement while they have to baby sit the Square because the resources are strained. This happens 4 or 5 times a school year.

J Holdridge, I do not know how to deal with that. We are trying to create additional patrols to enforce speed limit laws, stop signs in the Town of Hull.

Tony Butkus, can't we put a bunch of stop signs 70 of them in 700 feet! If you get caught going through one of those stop signs in the Town of Hull it's a \$500-\$600 fine.

Marilynn Kranig, 1890 Edgewood Drive, I'm wondering how many people have complained about speeding specifically. Is it 50 people or is it 250 people? I feel if we are going to be spending \$25,000, to me that is double dipping. We already pay the Sheriff's Department through county taxes – now as a Town of Hull citizen I have to pay again. I have a problem with that.

J Holdridge, our budget is 2.1 million. We currently, for police patrol we pay for, pay \$4,000. We are asking to create additional patrols for \$25,000.

M Kranig, I still have a problem with that.

J Holdridge, I know

J Elsinger, you didn't answer the question, how many complaints?

J Holdridge, I've got a list of stops they (Deputies) have made.....

Citizens – that is not what we are asking.

J Holdridge, you asked us to log in complaints. I get complaints and some of the people are here who have complained. How do we log in all of this stuff? They call the Sheriff's Department. Here is a list from the Sheriff's Department of people they have stopped. These include accidents and other incidents in the Town of Hull. This is largely on J Graettinger's time. Stops made for speeding (2 hours in the morning and 2 hours in the afternoon-

deputies have already worked a full shift). Total patrol hours in August – 17.5; miles patrolled – 165; 27 stops – 9 citations, 22 warnings.

Dave Wilz, I hear what everybody is saying. I think when they came up with this budget item increasing it from \$4,000 to \$25,000 it was in response to being proactive instead of reactive over the years. Everything in law enforcement in the Town of Hull is kind of reactive now. If you are going through and see something you will deal with it but generally speaking you're responding according to the Sheriff's 362 calls since 2009. That is reactionary.

J Graettinger, calls for service from Hull residents in the Town of Hull.

D Wilz, there is a problem, we have to get there, we have to deal with something. The proposed concept with law enforcement is to be much like our Fire Department, fire fighters spending all of your time in proactive mode so you are ready when you have to be. We are talking about being proactive and say there is other stuff going on we are aware of and might we spend some money proactively to really get a sense of what is and what is not going on. Maybe \$25,000 is not the right amount, maybe it is \$10,000 but this is a way to be proactive and try to get our arms around. One of the things I thought would be a good idea, and I know we can do whatever we want John we get to call the shots if the citizens agree with us, I looked at safety but I also looked at our roads. We don't catch everybody who damages our roads. There is not a Sheriff's Deputy that goes out and checks for trucks. We have a great Weight Limit Ordinance and Barb does a great job. We found roads that have been damaged. We can do things like that. When you start spending money this way, besides safety, you might get a return 2 to 1 on the money. It is more than just catching people doing things wrong. I am trying to be proactive. I am in support of the function. I don't know \$25,000 is the right number, but I know one thing, it has helped what we have done before and we felt we should probably do a little bit more and that is why it came up as a budget item.

J Holdridge, there are other aspects to it. We have pedestrians and the need to control pedestrians and direct them. We have put some signs up that talk about 'Walk against traffic-Ride your bike with traffic. We need to do more particularly with cross country teams from the university and the high school. We have groups that run in Hull as part of some drive, cancer for instance. They mark up our roads relating to the race. We can't have that. I certainly agree with the SPASH issue. We have to talk with the Principal and maybe we have to go to the School Board and try and control this. If people have other alternatives to this, this is a real issue. You ask about data collection, we have staff here, but this is kind of antidotal. People call and you follow through on that but there are patrol records and extensive records by the Sheriff's Department. We are now asking for a real person with real authority to deal with particularly the speeding issue.

Josh Szymkowiak, 2016 Jordan Road, how much money is made on the violation when the Sheriff's Department sites somebody and where is the money directed?

J Graettinger, a typical speeding ticket is about \$160; of that \$30 is the fine; the legislature has added fees over the years so it pays for everything from Public Defenders to court automation to law enforcement training, etc. Of the ticket \$30 goes to the county and the Clerk of Courts uses that as revenue to offset the local court system.

J Holdridge, Hull gets nothing from tickets written.

M Schneeberg, how many people actually call and complain to the town about speeding?

J Holdridge, Barb do you have any sense of that?

M Schneeberg, if we are going to spend \$25,000 for when somebody in their front yard feels vehicles are going too fast, people have no ability to judge speed accurately, why are we spending \$25,000 for what 3 people want vs. what the other 5,000 say we do not need that. I'm just using 3 as a number, 3 people took the initiative to call and the rest don't care.

D Wilz, I hear what you are saying and the other ones don't care but if it is a safety issue shouldn't we all care? I care about anybody that would get hurt. We currently spend about \$3,000 – to \$5,000 a year, so the budget item is an

additional \$21,000. With 2,020 households that is \$10 a household, divided by 52 weeks, we are talking about 19¢ a week per household for safety. We don't know if we are going to get anything out of this, it is kind of an experiment. We know we have problems; we just don't know what they are.

M Schneeberg, \$25,000 is a lot of money to spend on an experiment.

Citizen for 19¢ it seems you don't care about safety.

J Holdridge, if somebody lives in a subdivision, I live in a subdivision and drive Green Avenue, then Highway 66 to Torun Road and then to Wojcik Memorial Drive, by and large I'm not on Hull roads. If you live on a Hull road Wilshire, Jordan, Old Wausau, Sky Line, etc., I suspect that is where most of the speed is happening. That is where they are running stop signs. Those are also some of the roads where we get a lot of joggers, bikers, etc. We can't keep them off of our roads, and we certainly want to discipline more than what we have. John Jury, is a biker, has a letter talking about this problem. The only way we can deal with it if you want to deal with it, if you don't want to deal with it that is another thing. We have to think about the whole 5,600 people in the Town of Hull and the issue. It is a public safety issue, as much of a public safety issue as the Fire Department. Additional patrols to try and hold down speeding and running stop signs.

J Holdridge, Barb do you have any idea how often you get a call on speeding?

Barb Brilowski, well Bob Bowen calls me regularly. (All in attendance laugh)

J Holdridge, Bob lives on North Second.

Bob Bowen and I cross the road about 25 times a day, I have 6 tractors.

J Holdridge, how many Barb do you have any numbers. You are the in-take.

B Brilowski, probably more in the summer obviously..

D Wilz, Matt is the real issue to you and the people who signed the petition the dollar amount or just the whole philosophy?

M Schneeberg, the principal of paying taxes twice. Everybody I talked to asked why we should pay for it in my town taxes and my Portage County taxes. Like I said earlier, my neighbors didn't have any problem picking up their telephone and calling the Sheriff's Department and they sent a deputy right out (within 20 minutes).

J Holdridge, how do they handle this with speeding?

M Schneeberg, if you have a license number the Deputy can go to their house and talk to them or make a phone call.

J Holdridge, John (Graettinger) do you know anything about that kind of follow-up.

J Graettinger, if we get a complaint and we have the ability to follow-up we certainly can talk to people about it. In all likely-hood there is no enforcement action that can be taken because, if you call and say he was speeding, how do you prove he was speeding?

M Schneeberg, I understand that but they are saying just having the presence there makes the difference, a simple phone call from somebody brings the presence in.

J Graettinger, presence will solve part of the problem. It is a deterrent.

F Hoffman, it is not fare to characterize anybody who is opposed to spending the \$25,000 as being opposed to safety. I believe in safety. My problem is not the money it is the perception. \$25,000 out of a couple a million dollar budget,

that is nothing. It is the perception and that is the thing that bothers me and I believe in safety as much as anybody else. I know Matt does or he would not be in the Fire Department.

J Holdridge, what's the perception problem?

F Hoffman, I think people are going to perceive it as the town paying to have a radar trap setup. Whether you want to say it or not, I think a lot of people are going to think that.

J Holdridge, but what about speeding itself whether it is a town resident or somebody from outside of the town?

F Hoffman, it is wrong, but it is not going to stop it. You will deter some of it.

Tom Haulfmann, 5316 Carol's Lane, try this for a year. In the newsletter we can send out something asking how you think it is going. We should move on, make a decision and say let's try it for a year. See if it improves or does not improve. Put more money if it is effective, if not effective we don't need it anymore. It is a wake-up call to our residents out there to say we should all slow down.

J Graettinger, we can be flexible on what, if anything we do. We can change it today or the next day and again the next day. We can put focus here or there or we can in 2 months from now say, this doesn't make any sense. If you don't want to do it we (Sheriff's Department) can drop it. We can do whatever you want and we are just making our people and resources available to you to tailor make a solution for you if that is what you want. If you don't want it that is fine for us too, we are available to offer a service if the service is wanted.

M Schneeberg, motion to remove the \$21,000 additional to the budget. The \$4,000 that was there originally can stay.

J Holdridge, based on the state law the way the meeting works we have a public hearing; then citizens from Hull vote on the highway budget, the levy, and a few minor things; then the board votes on the total budget. The citizens set the tax levy (\$920,000).

Page 11 of the budget: below the Sheriff's Department, there is Metropolitan Water Study –should be Town of Hull Water Study. The amount should be reduced from \$10,000 to \$5,000. That is a look at the quality and quantity of our water. We are trying to identify the quality of water in the Town of Hull based on tests that have already been conducted throughout the Town of Hull. We have Paul McGinley from the University Collage of Natural Resources and Ray Schmidt from Portage County. We will come up with a plan and look at what data we already have. A lot of the data comes from the well driller(s) they have to complete the analysis of the soil, etc. We know well #11 on Highway 66 is being tested with the cooperation of citizens around there, through the City of Stevens Point. It is conceivable we can use a collage work study student and I think the federal government pays about 60% of their salary.

Page 12 – the parks budget is about \$37,000. One of the items in every parks budget is playground equipment. This is replacing equipment on a rotating schedule of play grounds.

D Wilz, there are 8 parks with play ground equipment. The 2011 will be the last park that hasn't been revitalized. They all have been kind of updated over the last 8 years.

Page 13 – total capital outlay budget is \$182,000 and any equipment would be reviewed prior to purchase.

Page 14 – under other financing uses Reserve funds have been established as follows: Fire Department large equipment (\$75,000); Road large equipment (\$75,000); Road reconstruction (\$150,000); Building (\$100,000) – this is being put in there because we know we have to do something with the buildings; we have normal maintenance repair that has to be made. If there is not an interest by the citizens to do something about a new Fire Department and remodeled Municipal Building, we still have to do something. Monday night (Dec 6) the Building Committee will present their plans for the combined Fire Department/Municipal Building. Some have called it a community center which obviously means we want to get citizens in to the building. Total Other Finance - \$400,000. It is true we have

the reserves in for these purposes but given the unsure nature of possible future funding, particularly from the state, there may be other needs that have to be met.

Total Expenses: \$2,156,823

J Holdridge, any question about the budget?

Mark Kluck, under capital outlay there was an item for the Fire Department about the pond on Wilshire. Was that removed?

J Holdridge, the dry hydrant is still in here.

Mark Kluck, what was the outcome of the meeting on raises for the Fire Department gratuity and members? I would like to have the board strongly consider adding those to the budget for 2011. Mark Fritsche and I took time off from work, came and discussed the raises. As Fire Chief I am responsible for managing, supervising 40 personnel including EMS, evaluating them. I would like to see the \$4,200 in raises adopted in to the budget. For the raises it would be less than a dollar a household. I would like to recommend the board strongly consider adding those in. These are your volunteer fire fighters who are out there at 100° above or 20° below; leaving their families, birthdays, holidays, any time the pager goes off. They are on duty 365 days a year around the clock. I have seen what they do, the training they go through, the efforts and especially the sacrifices they make. I don't think that \$4,200 – we have all had extra work loads put on use. I think that is a well deserved figure.

J Holdridge, on page 14 we have Salary Adjustment for 2011 line item (not including roads). Roads are not included because they are under collective bargaining (3 year contract). We have a lump sum of \$3,625 and at a meeting before January 1st we will have to make a decision how much the staff gets, how much the Fire Department gets. If the board wants to raise the amount they can do so.

M Kluck, I would like to recommend the board strongly consider raising the amount. If this works out to 2.5%, one of the guys we are asking for a raise, we are asking for \$100 increase for the year. That would be a 20% raise. Taking out the taxes you are looking at an increase of about \$8.00 per month.

M Bembenek, you are requesting changing the \$3,625 to \$4,200?

M Kluck, no I am saying what the consideration should be for the Fire Department is \$4,200.

J Holdridge, if this board after looking at everything decides the Fire Department, and there will be support for some of that for sure, for the Fire Department to get a higher raise than others, then that can come out of a contingency fund. By staying with this it does not preclude that.

M Kluck, however the board would like to do it, I have a project on Wilshire Drive for \$10,500, and I'm willing to scrap the entire project to get the guys the \$4,200. I think it is that important.

Don Wisinski, use some of the \$25,000 that they want to put toward police protection and put it in their fund. That is for safety.

M Kluck, I will leave it up to the board.

J Holdridge, we have talked about the reserve funds, Building Modernization is either for some sort of new building or it is money that has to be set aside because these buildings are deteriorating and we have to do something.

What is Hull About?

- Hull is the largest town in Portage County and the third largest municipality. We are half the size of the Village of Plover.

- We are typically called an urban town. Urban towns are around larger size cities. We have a lot of subdivisions and the subdivision growth is continuing.
- Hull has 80+ miles of roads and roads are at least 65% of our expenditures.
- Households – 2,020; very few farms
- Population is 5,680
- Few recent annexations within the last 20 years, people like it in Hull and the other thing is the annexation laws have changed somewhat and it is more difficult. There is probably a better relationship between governments which also make a difference.
- 2011 local tax rate is \$2.55; the rate for all government functions is \$17.98
- Hull debt service is very small. We pay roughly \$120,000 a year for principal and interest this runs out to year 2017.
- Correspondence from John Jury on his concerns, he is a biker but is pretty harsh on bikers. He thinks they have to follow the rules just like everyone else.

Marilynn Kranig, there is approximately \$5,000 the board spent last year for additional Sheriff's Department patrol. Take that \$5,000 for the coming year, hire a Deputy for a 10 hour day until the \$5,000 is used up and see what happens. See if this is going to make a difference.

D Wilz, we can or cannot agree on the amounts in the budget. It is just a budget. It is just a tool. It is just a snap shot of what we think is going to happen. It is all within the \$2.55 per thousand mill rate. I will suggest, as we always do, when we get public input we can pass the budget as a board but it does not mean we have to spend the money. We don't spend it just because it is in there. But certainly this issue, along with a few other issues that were brought up, we really need to give it some more thought and say, did we get this right or should we amend it. Just because we pass the budget does not mean I am committed to spending \$25,000 on the item. It is in there if it makes sense but I would do further research based off of the input.

Phil Janowski, Marilynn (Kranig) are you talking about \$5,000 in addition to the \$4,000 that the town paid in the past, making this line item \$9,000.

M Kranig, no I'm talking about the approximate \$5,000 that was spent this past year and to use that same amount for the upcoming year (2011).

J Holdridge, as I understand Marilynn's comments increase the hours of the Deputy, so it is a 10 hour day. When we implement that see how it works and if you get good data collection and good reaction, citizens see the deputies, then go ahead and expand it.

D Wilz, in her example that gives us about 10, 10 hour days.

M Kranig, after 10, 10 hour days you should know something.

Jack Elsinger, I suggest perhaps a Safety Committee be put together with concerned citizens who have real issues around their homes. Pin point the trouble areas because, I live on Claret Drive, and we hardly have any traffic at all. I'm not seeing these problems. Obviously there are problems that should be addressed and I don't think the county is as aware of it perhaps as they should be and the city could be brought in to deal with some of the stuff around the high schools that spills over in to the Town of Hull. I think they need more attention brought on our part. We contribute a lot of money to the county budget already. Maybe we will get a little bit more bang for our buck if some of our citizens can get.....

J Holdridge we contributed about 29%. What I would do is identify, and I know in areas the people who are sort of monitoring this, and maybe supplement with a couple of others, but have that as sort of an Advisory Committee and identify where the patrols should be, etc. Then get the feedback from the neighborhood. We have to broaden the base.

P Janowski, most of the problem is just on our collector roads. It does not seem to be in the subdivisions too much.

Bill Spitz, 175 Old Wausau Road, how long before people will figure out they will only see an officer once a week?

J Holdridge, in my conversations with management groups at the Sheriff's Department, Monday won't be a day for extra patrol. And you can move days around. But remember we are not going to lose any patrols that are normally in the area based on this county wide allocation. What this is is supplemental to regular patrols.

F Hoffman, they show up at all of our fire runs, accidents and everything else a lot of times there are a couple of squads.

Ernie Zywicki, 1603 Torun Road – Torun Road is patrolled by the county and the city. When they are here the speed limit is fine but 5 minutes after they are gone the speed limit is gone too.

F Hoffman, State Patrol has been having a presence on Torun Road too. Each officer can drive 92 miles a day and they are spending more time closer to the urban area.

Motion Phil Janowski, second Jim Krems, to close the Public Hearing. Motion carried. Hearing closed at 8:25 p.m.

Special Town Meeting

Motion Fred Hoffman, second Tony Butkus, to approve the town 2011 highway expenditures of \$747,933. Call for vote by a show of hand – 32 Aye 0 Nay Motion carried.

Motion Marilynn Kranig, second Tom Haulfmann, to approve the 2010 due in 2011 local levy of \$920,865. Call for vote by a show of hands – 32 Aye 0 Nay Motion carried.

Motion Margaret Check, second Randy Spurlin, approve 2011 contribution to Portage County Teen program, Boys and Girls Club and Portage County Historical Society (total of \$2,000). Call for vote by a show of hands – 32 Aye 0 Nay Motion carried.

Adjourn the Special Town Meeting. Motion Phil Janowski, second Al Steman, to adjourn the Special Town Meeting. Motion carried. Special Town Meeting adjourned at 8:30 p.m.

Call to order Town of Hull Board Meeting.

Motion Supervisor Wilz, second Supervisor Syens, approve the 2011 budget in the amount of \$2,156,823.

Supervisor Bembenek, would like as part of the motion to include the extra patrol using \$5,000 to see if it is working.

D Wilz, there are some excellent suggests, we either do what Marilynn suggested or Jack suggested about getting more input, getting a Safety Committee. I think we take that approach or a combination of those approaches and we put some study in to it before we spend any money. We need to know more.

Bembenek – before we spend any money?

Wilz – right. We slow down the process. It is in there, it is just a budget item.

Bembenek, so it is in the minute when that is approved that that is the route we are going to go.

Wilz, we can approve \$25,000 but that doesn't mean we have to spend more than.....

Bembenek, along with the \$25,000 we will have the study. Agree to that doesn't mean it has to be spent.

Wilz, that is right.

Supervisors Pederson, I concur. I think the safety committee is a good idea and then testing it and finding out if it.....

Don Wisinski, it won't be spent unless the board agrees on it and it would be a public meeting again correct?

Bembenek, we could have a meeting so everybody knows what is going on.

J Holdridge, right now we have \$25,000 in the budget of which we could spend \$5,000 on 10 hours a day and somehow we would have some sort of committee to look on and see how this is being monitored or spent. Is that the way you understand it Jack (Elsinger)?

D Wilz, or come up with something completely different.

J Holdridge, somebody has to appoint the committee and get the committee going.

Bob Bowen, will the committee be formed by the end of the year?

D Wilz, we have to have the idea of how the committee is going to function and who is going to chair it and how we are going to go about done by the end of January 2011 so they are up and running by February.

Motion Supervisor Bembenek, second Supervisor Wilz, get the committee going by the end of January 2011 with \$25,000 in that line item. We will start working with the \$5,000 to see how everything works out. If it does not work out a change of some sort can be made.

J Holdridge, I would suggest, our intent at some point not spending money on this, and let's think about how we deal with this conflict between pedestrians and vehicles and particularly slow down the traffic – real serious safety issues we have. Maybe there are other ways.

Motion carried.

J Holdridge, all in favor of approving the budget signify by saying aye. Motion carried.

J Holdridge: meeting Monday December 6, 2010 6:30 p.m. to discuss of the Firkus Road development and also the plans for the FD/Municipal Building. The Plan Commission will meet on January 18, 2011. The Annual Meeting is on April 12, 2011.

Adjourn: Motion Supervisor Bembenek, second Supervisor Pederson, to adjourn the meeting. Motion carried. Meeting adjourned at 8:37 p.m.

Janet Wolle, Clerk