



Hull ROAD Committee



MEETING MINUTES

April 23, 2019

1st meeting

1. CALL THE MEETING TO ORDER: The Town of Hull Road Committee Meeting was called to order on Tuesday, April 23, 2019 by Committee Chairperson John Holdridge at 5:30 p.m. at the Town of Hull Municipal Building, 4550 Wojcik Memorial Dr., Stevens Point, WI 54482.

Members Present: John Holdridge, John Koshnick, Larry Barikmo, Dan Dieterich, Brett Boehnlein, Jim Kalpinski, Jim Pozniak, Mary Olson, Pete Kaminski-Hull Road Foreman, Patty Amman-recording secretary.

Committee Member Absent: Madeline Petz

Also present: Dave Wilz, Barb Brilowski, Karl & Susan Varga (N. 2nd Dr.), Ken Firkus (Willow Springs Dr.), Patti & Mark Fritsche (Helen Lane), Pat & Jim Gliniecki (N. 2nd Dr.), Ted Stoltz (Jordan Rd.)

2. CITIZENS WISHING TO ADDRESS THE COMMISSION ON NON-AGENDA ITEMS MAY BRING THEM UP AT THIS TIME. CITIZENS WISHING TO ADDRESS AGENDA ITEMS CAN DO SO WHEN THE AGENDA ITEM IS UNDER DISCUSSION.

Ken Firkus - 2320 Willow Springs Drive (*he provided pictures of tar/marks on his vehicle*)

I called in recently and went down Country Club Drive Wednesday afternoon. As I went through, I was hitting all the pockets in the road and I could hear tar flying up on my truck. I went all the way down the road and got onto I-39 and it was shooting all over the place. When I got home, I looked at my truck and my truck was completely full of tar. I've hit tar before and you hit the pellets or bb's or whatever and it just hits it and there's some marks or whatever. So I had called and left a message for Janet. I believe Peter called me back this morning and said they hadn't put any tar on the road. So I called the City this afternoon and he said they've had several complaints with people calling about tar on their vehicles. So I talked to the gentlemen from the City department of streets. He said they never put any tar on the road, Country Club Drive, that the Town of Hull has been doing it. I mentioned to Barb today about it and she said about the meeting so I sent her some pictures. I went through the car wash at Fleet Farm twice. I took bug and tar remover and tried that and it's not coming off. So there is either something you put down with the tar that reacted with the water or something. I went through there yesterday and all those potholes are empty so all that tar or whatever was in there is gone, or a majority of it is gone. I just figured I would come in and address it because I've got a 2017 truck and I don't want to scrape on it and mar the paint. I can see if there's a few spots here and there but it's all over the front quarter of my hood and headlights, on my roof, on my windshield. When you hit the water, it hits the truck and it smears. I don't know if there's anything the Town can do to address it. I've never had it when it was this bad and my truck is here if anybody wants to go look at it and Barb, I think, showed the pictures.

Holdridge Did you put something in writing to us? Can you put something in writing? And we'll take a look at it. Peter, have you seen these?

Kaminski Nope. But we have not put any tar down. We are out there blacktopping, patching holes every few days.

Firkus It could have been blacktop.

Kaminski We have not stuck one ounce of extra tar down.

Firkus The City says the Town is doing it. The City is not doing it.

Holdridge I wonder if we don't have a problem with definitions here. Tar or blacktop. Maybe we're calling it the same thing.

Firkus I asked them if they had worked on that stretch and they said, no, they haven't touched that part.

Holdridge Okay. Get your details to us in writing and we'll certainly take a look at it. I've got that on the agenda here. Country Club Drive is one of our priorities this summer. I've had more letters and communication on Country Club Drive right across from the Country Club.

Firkus This is right where the dog kennel is then heading north. The first road to the right, right after there I hit that thing and there were some puddles there but the tar or asphalt just sprayed up and I heard it all the way down I-39 coming off the tires of the truck.

Holdridge I know that part where you come from the south and go over the overpass and hit that stretch with tons of potholes there. I've had more communication on that this year than other roads for sure. Anybody else? Yes sir?

Ted Stoltz – 3627 Jordan Road

I've got two of them. It wasn't bad until it warmed up now with the motorcycles. It's, the speed limit there, is just ferocious on Jordan. It's bad. As a matter of fact, the other day, a motorcycle took off from Wilshire and on to Jordan squealing tires. A motorcycle. That's one. The other complaint I've got is I would like to know if the Town of Hull could put a culvert in from my driveway to my daughter's driveway. Because that water comes in there and now it will sit for a month and it just sits there. In front of my house it looks like crap. When I was younger, I could get down there with my lawnmower and cut it but now I can't do it and I was just wondering.....my daughter is right next to me.

Kaminski She has a culvert already, right?

Stoltz Yes but I want one from my culvert to my daughter's culvert, underground.

Kaminski Yes but there is a ditch there, correct?

Stoltz Yes.

Kaminski You want that ditch covered?

Stoltz Yes.

Kaminski You want a pipe buried. You want your ditch covered up.

Stoltz Yes sir.

Holdridge We've got that information and we'll take it up.

Kaminski I know what he's talking about.

Holdridge We've got that information and we'll take a look at it.

3. INTRODUCTION OF HULL ROAD COMMITTEE MEMBERS.

The various new members of this group introduced themselves and told how long they've lived in Hull. Larry Barikmo, lived in Hull about 3 years, retired, Edgewood Lane. Mary Olson, lived in Hull 15 years, Riverview Court, she walks and runs, uses the roads recreationally a lot. Jim Pozniak, lived in Hull his whole life, on Evergreen Drive, walks, bikes, runs, retired from Portage County Sheriff's Dept. John Holdridge, chair at Hull since 1990. Dan Dieterich lived in Hull 9 years, retired English teacher from the University, walks, bikes, lives on Evergreen Drive. John Koshnick, newest Hull supervisor, lived in Hull most of his life, lives on Wilshire Drive near Lake Susan, walks, bikes, ATV/snowmobile, motorcycle. Brett Boehnlein, lived in Hull 35 years, on North Second Drive. Jim Kalpinski, 26 years in Hull, on Jordan Road, retired from Copp's. Pete Kaminski, works for Town of Hull but lives in Town of Sharon, worked for Hull 20 years, road crew foreman.

JH said we have a good group and will have some challenges.

4. REVIEW OF HULL ROAD MAINTENANCE, RECONSTRUCTION, SAFETY COMMITTEE ORDINANCE (HULL ROAD COMMITTEE ORDINANCE).

JH read through the revised Road Committee ordinance. 82 miles of roads in Hull with 4 full-time road employees with 40-45% of Hull budget usually spent upon Hull roads. Hull gets a payment from the State so much per mile which has gone up the last 2 years.

JH emphasized this citizen member group, as are the other citizen groups in Hull, is advisory to the Hull Board of Supervisors. Citizen involvement is very important. Some members of this group are appointed for 2 year terms, some for 3 year terms. Those that decide to stay on the committee after the initial term, would go to 3 year terms.

Although Hull is an unincorporated area, Hull has Village Powers (since 1967).

Committee will meet around 5 times a year and are subject to Open Meeting Laws. Meetings are posted and advertised to the public. Agendas are made beforehand and must be followed. If any member would like something put on the meeting agenda, please contact John Holdridge a few weeks before the next meeting so it can be included in the next meeting agenda.

Although there is no compensation for being on the committee, in December, a gratuity of \$100 is given to each active member to cover any incidental expenses. If a member does not want the gratuity, it can be returned and put back into the budget.

Official minutes are kept and are, generally, the responsibility of the Town Clerk although the secretary for the group may be a different staff member. Usually Patty Amman will be taking the minutes and the one the group may have more contact with via e-mail messages.

The Road Committee Chairperson is the Chairperson of the Town Board.

JH suggested at the next Road Committee meeting, we would like to elect a Vice-Chair for this group. If anyone is interested in that position, please contact JH.

We will be looking at the Hull Safety Plan to review it. Need to educate people who use the roads to use them in a safe manner.

Hull has a weight limit ordinance for the roads.

We will get the 5-year road reconstruction plan to the committee members.

We will get the annual inspection of roads report also to the committee members. There are 4 snowplow routes in Hull and each driver analyzes his route/section for stop signs, safety concerns, etc. This is reviewed annually.

There are some small modifications to this ordinance but those will be made and then the ordinance approved.

A motion was made by Dan Dieterich to accept the presentation of the Road Committee Ordinance. Motion was seconded by John Koshnick. Motion passed.

5. Hull Road Projects for Summer of 2019.

JH read through Pete Kaminski's report. Plowed 23 times this season. Freezing rain, 8 separate times. A tough year for the road crew. Town got a lot of positive reaction to road crew for their plowing efforts this season.

Pete K. spoke about the list of roads he would like to see chip sealed this year. Chip sealing could be as much as \$19,500 per mile. With the funds available, the town could maybe do 4 miles this year. This would go out on bids as required by state law. One of the worst areas is the area east of the old Copp's; roads falling apart and Pete wants to do those. Then the south end of North Reserve Drive up to the City limits and also stripe that section (painting in the center line and the road edges).

Jim K. spoke about south Reserve to the City limits which is a narrow road with deep ditches, heavily used. He thinks sometime in the near future it may need reconstruction. Hardly any shoulders. Maybe in 5 to 10 years from now.

Pete said a good chip seal job will last 8 to 10 years.

JH said the North Second Drive project is half funded by the state. Hull is paying an engineering firm to oversee the project. Bids have come in from the contractors. Hull had to pay \$42,000 for some wetland mitigation to a wetland bank. The big costs are all accounted for.

Pete spoke about Evergreen Drive. A section has soft mud and they would like to dig out that area and build it right. Torun Road past Jordan Road has an area where moving water ruined about 40 feet. They

want to fix that section. Pioneer Road, first 1,000 feet off North Star, it fell apart from frost and a variety of other reasons. Wants to fix that area too. Walkush Road washed out recently and Pete met with Tom Witt from Consolidated Papers that own some of that land. The high water washed out a lot of the gravel. Pete will add more granite and fix it properly. Consolidated pays Hull for the work, material and labor to repair that area. The Pipe area also had high water.

Branch pickup begins May 6th. Hull can deliver full loads of compost to citizens in 3 or 12 yard loads. People use it for their farms, gardens, food lots. Preference to Hull citizens. Hull yard waste site is now open for the season.

A motion was made by Jim Kalpinski to accept Pete Kaminski's report. Motion was seconded by Mary Olson. Motion passed.

6. Road Budget for 2019.

JH said the column to look at is the first column which shows the budgeted amount approved for 2019. He went through the list and highlighted certain budget items. Bulk salt is \$27,000 with about 100 ton left over after this past winter season. This year/season they used around 300 ton. Gas and fuels are a big item at \$27,000. Road materials and maintenance at \$23,000 which covers things like culverts, granite, sand, road base. A large item is Seal Coat, Road Surface Treatment at \$81,000 and what Pete uses to maintain Hull roads.

JH talked about the 2 citizen involvement groups known as Adopt-a-Road and Adopt-a-Highway which involves about 7 family groups as well as some school groups who go out in the spring and fall to pick up along portions of certain roads. Hull provides the safety vests, bags and gloves. These groups do a great job. It is citizen involvement taking care of their own environment.

Pete said about 4 mailboxes were taken out this season and explained Hull's replacement policy. If it can be fixed, the road crew will fix it. If it needs replacing, Hull will replace it up to a cost of \$75. If a claim comes in, Pete investigates to make sure it was actually the road crew that caused the damage.

Sweeping of roads has \$9,000 to clean up the loose gravel after the winter season. It has been put out to bid and has come back in. Costs may be higher this year due to the large amount of snow events and larger amount of sand on the roads.

Total road budget is \$536,466 out of a total Hull budget of around \$2 million. Road costs are about 25% of the Hull total budget.

Larry B. asked what happens to the sand that is swept up. If it comes back to the Town. Yes, it does and Pete uses it under Hull roads.

JH said the Hull contingency fund for the town is around \$50,000 to \$60,000.

JH said if anyone has questions about the budget, they can call the Town.

A motion was made by John Koshnick to accept the road budget presentation. Motion was seconded by Dan Dieterich. Motion passed.

7. Special challenges for elderly drivers, ATV's pedestrians (walkers, bikers, runners).

JH spoke about the fact that people in the area are getting older (see Hull Comprehensive Plan statistics). This requires special circumstances such as striping the roads for better visibility. JH would like to have someone come out from the County Commission on Aging (ADRC) to speak at a Hull Plan Commission meeting about the special needs of the elderly. The Town has these concerns and needs to be aware of how to deal with these issues as our town population gets older.

At the recent Hull Annual Meeting, the ATV issue was discussed to some extent. Bryan Lockman, the Portage County Game Warden for Northern Portage County, talked about ATV's. JH has heard some talks/presentations at the Wisconsin Town's Association meetings regarding this topic. It's a big issue for Hull and a big issue for some of Hull citizens. Hull is challenged by a large urban area. We're not like Dewey or Eau Pleine which is more rural. Hull has a lot of walkers, bikers and joggers. JH said Hull will take a serious look at this and is concerned about the method we use. Looking at public safety, looking at the citizens that live along these roads. Any suggestions the Committee members have about approaching how to work with this issue would be considered. Discussion about possibly taking a survey of the citizens along these roads asking specific questions about their reactions and concerns with ATV's on these roads.

Patti Fritsche Suggest surveying the householders along those roads and how they feel about this. Not the whole township, just those along those specific roads.

JH Some of our roads like Jordan Road, Torun Road and subdivisions that have a lot of traffic. Stevens Point does not permit ATV's on their roads. One of the groups supporting this provided a map at one of the early meetings. It's their map but Hull needs to have their own map.

Patti F. The neighbors in her subdivision are not very happy about it. They would like to know what is going on.

Jim K. The map shows only certain designated routes. That needs to be looked at.

John K. ATV's cannot cross the state road so they are looking at an access point from behind them.

Jim K. Lives on Jordan Road and the speeding of some of the cars is unbelievable. Not sure what can be done but concerned about adding another element to the problem there. Also the fact that ATV/UTV drivers could be as young as 16 years old going down those roads at 35 – 45 mph.

Jim Gliniecki lives near the Fritsche's and says there is a tremendous amount of traffic there. His concern is with the bikes and now adding the addition of ATV's, with that many things going at one time, something may happen.

JH said on North Second Drive, there will be a 4 foot paved shoulder put in. Discussion about how once that road is improved, it will be used even more by bikers, joggers and walkers. Brett B. said that extended road shoulder came from discussions 10 to 15 years ago. Now that the road is going to be fixed with that addition put on, to add yet another element of traffic with ATV's, it could become a hornet's nest. Brett wants to know how many people live along this prospective route. JH said public input will be crucial.

Jim K. went door to door on Jordan Road today to present the issue without expressing any particular viewpoint. Out of 20 homes, 4 weren't at home, 3 had no opinion either way, 4 said yes, they would like the option of having ATV's on the road and 9 said no, absolutely not allowed. Almost 57% are saying no, they don't want it and that's just in that area.

JH said this is a big issue and Hull will work out the process and get plenty of public input, letting everyone have their say. The ultimate decision will be made by the 5 Hull Board members.

Brett B. felt the Road Committee members should all get a copy of the map, the one from the groups advocating for ATV/UTV use. The Committee should have an opportunity to look at that. JH said we will get that map distributed but there will be an official map that comes from the Hull Board after they get all the input.

Ted Stoltz talked about the snowmobilers. He didn't think Jordan Road was a snowmobile trail but he said they were going down the road this winter and it was unbelievable. Jim K. concurred with that. Brett B. said his whole area was affected by the snowmobiles. As soon as the Hull road crew had plowed snow that piled up against the snowmobilers small fences and stop signs, the snowmobiles went right down the road sometimes at 60 or 70 mph racing the cars that were on the road. Brett said we need to understand the ramifications of adding to that with ATV's when the reason the road is being widened out is for pedestrian safety, for school buses, for the kids. Ted said many snowmobiles were running down the road at night, some with no lights on. He felt that will happen with the 4-wheelers too.

Patti F. felt with the snowmobiles, they should have let the people on those roads/tracks know ahead of time so there could have been some discussion. JH said the Pokasnoz group comes in every year to present their information for approval by the Hull Board. In 25 years, he's only known of maybe one call complaining about them in that time. Now that the ATV has come up, we're getting all kinds of reaction, not just for or against ATV's but also snowmobiles.

Barb B. said it's important to check the Hull website for the meeting agendas to see when these topics are on the agenda. She encourages people to come and talk about this and to let the clubs/groups know if there is inappropriate behavior going on. The clubs would want to know about that.

Brett B. said this year was an exception due to the amount of snow we got. The snowmobiles were either in the middle of the road or they were on private property along the road (not the specified trails). The exceptional snow will happen at times and the rules don't say it's okay to go down the road because of exceptional snows. This year, everything moved out to the center of the road or went to the other side of the road. The rules should be followed. Maybe it should be an agenda item regarding the rules.

Barb B. said she doesn't remember receiving any calls concerning snowmobiles and so the Town ends up thinking everything is going along fine. She encourages them to have a conversation when the time comes. If everyone has shared their e-mails with the Town, there is a very informative information piece that was shared with the Town on ATV's/UTV's that we could e-mail out. She felt it was important, before any decisions are made, to read that. It talks about the good things but also talks about some of the horrendous things that could happen. Considering the area we live in, it's important for all of us to educate ourselves on that and then make decisions.

Karl Varga Town of Hull has a lot of green space but I don't think using main roads or Jordan Road or North Second, if it's a situation where they have to get to a business, we have made exceptions in the past but to use it on a regular basis, we're not re-doing North Second Drive and putting 4 foot walking lanes on the outside so that ATV's can use them. That's not what it's there for. It's there for the kids to not get hit while entering the bus, for walkers, pedestrians, bikers, people that are in the recumbent bikes. We have all kinds of users, SPASH, the University. Runners are coming by my house all the time. Ten years into this, we're already talking about adding more things. Added snowmobiles, now adding ATV's? Is that the right thing to do?

Jim K. Hull is a wonderful place to live because you have your privacy but yet it's close to town and that's what everybody likes about it. But the Town of Hull is not, like John said, Carsen or Eau Pleine. We are an urban township with density, vehicles and residential, probably 10 times greater than these other townships. Need to think about that too. We're kind of like a subdivision of Stevens Point.

JH You'll hear a lot more about this. This will be a deliberate process of looking at ATV's, how they fit in. We'll get lots of input.

Susan Varga I agree with Patti F. Couldn't they get a survey sent out to all those people living along those routes?

JH That's a primary input. We've got to ask our citizens.

Mary O. If we send a survey out, we need to make sure it's packed with enough information. Because people are going to hear, ATV's on the road, and either they're going to be, wow, that would be great, or, I hate ATV's because they're so noisy. They're going to have an immediate positive or negative reaction so we need to make sure we've got all the information. One concern is if an ATV is speeding, who is the enforcer of rules? Here you're talking about the snowmobiles and the speed and who do you call to complain about that? What happens when you give a complaint? If nothing happens, then they're just going to keep speeding. When they switch sides of the road, once one does it, now there's tracks in the snow and gives license to every other snowmobile to follow a track. That isn't right. I think if we're going to give a survey out, it has to be packed with information. We have to do our due diligence first. We have to check with the Town of Plover, Town of Dewey, all these other towns that have adopted this. The sheriff's department. What's involved, what's going bad, who's going to police it, what are the complaint lines going to be, what are your rights as a citizen on the road? So we're giving all the information instead of just doing a survey, yes or no on ATV's.

Barb B. We've been informed by the DNR as regards to enforcement, that there is none. They can't enforce it and the sheriff's department can't enforce it unless they are exceeding what's posted on the road. Just like snowmobiles going from establishment to establishment with too much drink, like any other vehicle. Don't know if Jim Pozniak, as a retired officer, had any experience with that.

Jim P. Basically, the bottom line is Portage County is around 874 square miles and there are so few deputies out there. I retired 3 years ago and had 25 years in. During that time, they've added more deputies and put them into some special spots. During that entire time, they've never added more deputies on the road. So again, if you only knew how few deputies are really out there. You call in a complaint, but your deputy might be coming from far away and it might be 45 minutes before they arrive. Unless something else comes up that's more pressing than a snowmobile complaint, the snowmobile goes through, then you don't see him again. If there's an accident, all the deputies might be at an accident site for hours, so it depends on the situation. In reality, to designate one deputy for ATV's, sure the DNR reimburses us for overtime for ATV and snowmobile patrol but again, it's so little, it's just touching the tip of the iceberg.

JH That enforcement question is really a big one and it's not clear to me what the enforcement is. We had Bryan Lockman out and he had some comments but that's the kind of stuff we've got to get clear before we start passing ordinances or doing anything. We need to know what the law is and how it's implemented.

Mary O. And what we do about damage to shoulders of the road, when they go off the shoulder and start spinning their wheels and the granite goes flying.

Larry B. Along the lines of safety, when the road gets striped and you get the walking trail/bike lane, I see a lot of bikers and they're riding 4 a-breast down the middle of the road. What's the point of having the stripe there? How many of them do you see stop at a stop sign? I get a little tired of that too. Again, there's no enforcement of that. It's hard to enforce them like this gentleman says. I'm not talking about pedestrians. You get a group of bikers on there and they're going 4 a-breast down the side of the road.

JH That's a real challenge and we need to address that.

Dave W. Pete, do we have road counts on all our roads?

Pete K. Not our small side streets, no. But all of our main roads. Last time I did North Second, the north side, I thought it was something like 1,250 cars inside one timeframe.

Dave W. Whatever our road counts are in this suggested trail, if we don't have them, we should start getting those.

Pete K. I can get them.

Dave W. Because you need it to drive the safety issue. Some roads are appropriate, some are inappropriate.

JH We need accurate road counts. That's basic data. So we've had a good discussion on ATV's and those are all questions and challenges we face. This will be a very deliberate process and we're going to be pressured somewhat, I think, from the ATV people to give a decision, they'll want to see things happen. I've told them this is a big decision for the Town of Hull and we'll get lots of input, collect lots of evidence and at some point, the Board will make a decision. Hopefully, that will be within the next 2 months or so. But we obviously have a lot of other things going on.

Brett B. Has any decision been made as to where the ATV's would be able to drive?

JH From what I was told, again, I want to confirm that, they have to ride on the paved portion of the road, just like a motorcycle. Not on the shoulder.

Brett B. The right of way on North Second just went from as narrow as North Second was to expanding 4 feet on both sides into and close to abutting people's private property. What Mary said earlier, okay, somebody makes a trail and decides they're going to ride in the ditch this way or ride in the ditch on the other side of the road the other way. All of a sudden we're infringing on people's private property now with ATV's as opposed to riding on the road, under some kind of law on the road. If that's the case, okay, now we have a different situation. Now we've got somebody riding across somebody's garden or cutting corners short. If that is what the regulation is, to be out in the pavement, out on the pedestrian road, okay. Now we're talking the center of the road. Otherwise we're talking about Pete coming out and putting road material, fixing the edge. I'm talking pedestrian 4 foot on both side or on the actual road itself.

Jim K. With the ordinance that's created, let's say it's recommended that ATV's are allowed, can it be sunsetted? The ordinance?

JH Oh yes, absolutely. We can review it every year.

Jim K. Then you could sunset it and see if it continues or changes.

JH See if it continues or needs to change. That's all within our range.

Mary O. I'm not for or against. I'm very neutral on this whole idea right now. But I did a little bit of research and looking at some of the other ordinances, there are time limit restrictions. 5 a.m. to 10 p.m. On snowmobiles, there's a time restriction, and when ATV's can be on the road. So there's definitely some limits and some things that can be written into an ordinance to make it more applicable to our Town if that's something we want to do. But again, it's something we need to think about if we want it in the Town.

JH I think we look at other ordinances. We clearly understand the State law. We talk with the sheriff's department. We talk with the game warden. We talk with other towns. Nate Check gave me some State agencies that are very much involved with it. I'll be talking with the Wisconsin Town's Association which has a record of all this stuff. Ultimately, we'll have to talk with a lawyer because these things become legal issues. Whatever we do has to be in the public interest. Sometimes it's hard to get to the public interest, but that's what we need to be about.

Jim P. With the ATV's, in every manual, it doesn't matter which one, it says this is for off-road use only. This is not meant to be on the pavement. Because of the soft tires, it's unstable on pavement. But if the Town says, go ahead.

JH That's not going to happen.

Jim P. I hope not because you'd be opening a door for a whole lot of problems.

Barb B. When you are looking at putting an ordinance together, it's no different than our weight limit ordinance. That you can write anything you want, but how are you going to enforce it?

JH We've got to stay within the State law, but you're right. There's wide flexibility. Schools have a role in this and others have a role because we want to encourage people to get out to walk, bike and jog but they've got to do it safely. We cannot keep them off our roads. We know that. You folks become the eyes and ears out there so let us know what's going on because we're looking for information. As Barb said, I've never been called about snowmobiles being out of line at all. Now, as results of this ATV, we're getting all kinds of stuff about snowmobilers. We need to know.

Ted S. But when you get a call, you might say, here he goes again, and ignore it.

JH I think Barb could attest that we follow up and in some cases, we get the sheriff's department involved. On this weight limit ordinance, if they don't get a weight limit permit and tear up our roads, we'll go out and film the road, we'll get the evidence and they'll end up paying.

Barb B. suggested if people notice problems with the snowmobiles, to call the club first to let them know because she knows the club wants to know these things. Even if you don't know if it's a member of the club, the club will look into it. Hull would not ignore a complaint.

JH You're right though, we need to have an enforcement method. As Jim P. points out, the sheriff's department is all over the County and they're spread thinly. We need to look at our own enforcement and how we do that.

Ted S. Couldn't you have a roadside deputy?

JH We used to have a problem with SPASH kids going down to Bukolt at noon hour. So we hired a deputy, paid him part-time and he would go there, watch that, and catch those kids because they'd

be speeding down Old Wausau Road going to Bukolt. He'd nail them and that stopped them. That's the deputy we had. We may have to do that.

Brett B. So what's the trigger for enforcement? The number of instances? The number of times you guys get a phone call saying someone is doing something? We're never going to stop them. Like I said, by the time I call a deputy, the guy is 30 miles down to Mosinee and he doesn't care who I am. The deputy shows up and says, what are you talking about, I see a track there, but that's it.

JH I think it's incident, but once we get North Second Drive completed, we can expect there will be more traffic and more speed. So we need to look at maybe paying some deputy to be up there.

Brett B. I can open my window at night, now, ever since it warmed up here in the last week or so and when they get off Casimir Road, I can hear them wind up from the corner of Casimir Road and by the time they get to my place, they're doing at least 60 or 70 mph. That was an incident 15 years ago when my girls were backing out of my driveway and couldn't get out on North Second Drive because you could see a guy a quarter mile down the road but he was on top of you in a heartbeat. The Board said we're going to paint these 35 mph signs on the ground and Pete and the guys came out and painted 35 mph but it didn't stop anybody.

JH If we have real enforcement problems in the sheriff's department, then we need to look for an alternative.

Brett B. But what's going to be the trigger? The amount of instances? When you get a phone call? That could alert the clubs. Like somebody said, it might not be club members.

JH Ted has talked about his situation. If you've got them up on North Second and this thing continues, we need to know about it.

Brett B. North Second is a thoroughfare for every walker, jogger, biker, snowmobiler now this last year, it always has been. There were safety issues with school buses 10 years ago that we brought to this Board's attention and that's when things changed and they came to the road and painted nice side lines, after North Second was completed the first time. Now we're at the second addition and we're adding 4 feet to both sides. When do we call the sheriff's department and say we've had 6 instances, we need somebody to sit on the corner of Casimir or sit off one of the other streets like Helen Road.

Barb B. The big problem with that is you need to see and know something about them. You can't just pick someone randomly. I think the one thing we can do, if we have problems, whether it's snowmobiles or ATV's, we shut down the trails. That's an option the Town could do. That's one thing we could say, knock it off or this is what's going to happen. If it gets to that point, and we have no control over it, we could do that. But again, like anything, we have to have proof. If you talk to any officers, you can't be pointing the finger at just anybody.

JH We've heard your concerns and we need to address this as a Board I think. Maybe we need to look at some sort of police authority. We've got to have order. As Jim P. knows, the purpose of government is, first of all, to have order. We've got to have police officers, court systems, people have got to obey the law. That's very important.

A motion was made by Dan Dieterich to accept this report. Motion seconded by Jim Kalpinski. Motion passed.

8. Concerns, questions, suggestions from Hull Road Committee members.

JH spoke of the first date this group was scheduled to meet and why it was cancelled and rescheduled.

JH also commented on the North Second Drive Project at about \$2.5 million which will start construction around early June. There will be a public hearing regarding that for those who live along North Second Drive between May 15 and June 1. The project includes 3½ miles from the City limits up to Country Rd. X and will include a 4 foot paved shoulder for walkers/bikers/joggers use. A big project.

Hull will be dealing with Country Club Drive. Hull has an agreement with the City and needs to look that over regarding shared costs.

State road aid for 2019 is about \$193,000. Two big aid programs, one is road aid and State shared revenue. One of the ways Hull pays for roads is, in part, through the State road aid. Hull has 82 miles of road.

JH spoke with Nate Check, County Highway Commissioner about ATV's and other issues. Nate will be a resource and is knowledgeable about these issues.

Jim K. Something that maybe should be looked into, speed limit signs. You don't have to have them all over the place but maybe two on every collector road such as Jordan, Reserve, Torun. These solar operated flashing speed limit signs. You go 5 miles over the speed limit and it flashes. You can't miss it. Maybe some of these corners with 4-way stops. Maybe have some like they have at the University. They flash by solar battery to remind people. I don't know what these things cost.

Pete K. They're like \$3,500 per sign.

Jim K. I thought maybe if you would budget for one or two a year. I'm talking about permanent ones.

Mary O. Like the one on HH.

JH We've heard a lot tonight about traffic and that is clearly an issue.

Ted S. There's a lot of it in the Town of Hull.

JH I agree.

Dan D. You were mentioning pedestrians walking against traffic and bikes go with traffic. We had a sign on Reserve that said that. I assume it's still up there. But I think those are good signs to put up. I didn't know how many of them we have. I've only seen the one. I think it would be good to have more of those.

JH Yes, we've got to tell the public what we expect of them.

Ted S. There's one on Wilshire too.

Pete K. I think I've got about a total of 8 of them out. North Point, Wilshire, Jordan.

Dave W. We worked with John Jury of the Green Circle and he developed a card that said, Wheels on the right, feet on the left. We made that into a sign and we put it strategically out there and we've heard these comments. The idea was, if it's positive and people noticed it, we would expand that, put more up.

Dan D. I noticed it. Didn't remember exactly what the wording was, but it was on Reserve and Jordan and said which way you should go.

JH At our next meeting, we will have an agenda item pertaining to the safety plan which deals with pedestrians, walkers and bikers. Particularly as we get into the summer season.

Larry B. What are we going to talk about at our next meeting? What should we do between now and May 14th? Should we do any canvassing of citizens or anything?

JH At some point we're going to do that, but I'm very interested in how we approach, particularly the ATV's and we have a decent system set up. Any thoughts you've got, get back to me. Because I think we need the input from citizens along these routes. We need to look at accident data, we need to look at traffic incidents, we need to look at the road numbers of people using these roads and that all has to go into the input.

Larry B. It would be nice to see a map.

JH Yes, we'll get a map. Do you have a map? Now remember, that's what the ATV people did. We can send that out. That's their map. We're going to have our own map.

Patty A. I have the map (from the snow/ATV club).

JH Well, let's get it out to the people then. But let's clearly mark that as provided by those advocates of ATV's. That's one map, but we're going to have our own map. So we'll take their input and have other input and a whole series of inputs on that.

9. Road Committee meeting dates for 2019.

The next Road Committee meeting date is May 14th at 5:30 p.m., Tuesday. A sheet was given to everyone in the group with the revised meeting dates for the rest of the year. Our last meeting for the year is in November before Thanksgiving.

10. NEXT HULL ROAD COMMITTEE MEETING DATE: TUESDAY, May 14, 2019, 5:30 P.M.

11. ADJOURNMENT. *A motion was made by Jim Kalpinski to adjourn the April 23, 2019 Hull Road Committee meeting. Motion was seconded by Dan Dieterich. Motion passed. Meeting adjourned at approximately 7 p.m.*

Respectfully submitted

Patty Amman
Town of Hull