

Response to Questions – June 4, 2019

What can be done about excessive speeds on McCarthy Road? *After construction the speed limit south of GV will remain 25 mph while north of GV it will be reduced to 35 mph. The McCarthy corridor has been discussed as a location that could benefit from a speed board. The existing trailer mounted unit could be placed there on a temporary basis as needed.*

- Can a pedestrian crossing be added/considered in the residential neighborhood south of GV? *Crosswalks with pavement marking and signing are planned across McCarthy Road at Brookview Drive, Anita Street, and at the round-about south of CTH GV.*
- How will handicap accessibility accommodations be handled for those needing them? *When your driveway apron or curb and gutter are being replaced, you will not be able to use your driveway for about a week. The contractor will notify you in advance so you can make other arrangements. The final product is best if it the concrete can be completed without gaps. However, special accommodations can be made upon request. Information on who to contact and how to make this request will be forthcoming via a letter to property owners.*
- Why is there no wheel tax in Grand Chute? *See the most recent newsletter article which is included at the end of this Q&A document.*

Article from the Town of Grand Chute May 2016 Newsletter:

Wheel Tax – Could this Work Here?

Every time the Grand Chute Town Board discusses road improvements, residents that are faced with the prospect of paying a special assessment request that the Town Board consider a Wheel Tax much like Appleton adopted. If everyone drives on the roads, why doesn't everyone help pay to fix the roads?

Well this could work, but it would not work well in the Town of Grand Chute for a few reasons. The first reason is that the Town has been using special assessments to pay for road improvement projects for 20+ years. The majority of residents and businesses have already paid for the road improvements abutting their properties through special assessments. These property owners were told that once you pay for the roads, you won't have to pay for them again for 20-25 years. This is the average life span of a roadway. So how do you impose a wheel tax now that would be used to primarily benefit a minority of property owners in the Town? The truthful answer is you can't.

Also, a wheel tax in Grand Chute would only generate approximately \$150,000 per year. Special assessments cover approximately \$1,400,000 + per year in road projects. We cannot let our local infrastructure deteriorate due to inadequate funding.

Well how do some of the other area communities pay for the road projects if they are not using special assessments? The answer - look at your tax bill. Grand Chute has one of the lowest mil rates of any community in the Fox Valley. If we raised our mil rate to eliminate special assessments, residents would be paying for this cost every single year from now until forever. There would be no transparency in reviewing the costs for individual projects and residents would be left out of the process of providing input on proposed local projects. I can't imagine any resident would want to pay a wheel tax as well as see an increase in property taxes, especially the majority of property owners who have already paid a special assessment.

The residents in this community decided 20+ years ago to utilize special assessments and although no one likes to ever have to pay an assessment (myself included), it has worked well in this community for a long time.