

ALDERMAN  
ROBERT J.  
BAUMAN



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SEPTEMBER 18

Dear Neighbor,

Summer is a great time for Milwaukeeans who've been cooped up all winter to get out and enjoy all that the city has to offer; and I hope you have been enjoying that. This newsletter will give you a summary of what the District 4 office has been up to during the past couple of months. Stay safe and please reach out to my office if there is anything at all I can help you with.

Sincerely,

Robert J. Bauman  
Alderman, 4<sup>th</sup> District



COMMITTEE ASSIGNMENTS

CHAIR

- Public Works Committee
- Capital Improvements Committee
- Frank P. Zeidler Public Service Award Selection Committee
- Historic Preservation Commission
- Historic Third Ward Architectural Review Board
- Joint Committee on the Redevelopment of Abandoned and Foreclosed Homes
- Public Transportation, Utilities and Waterways Review Board

VICE CHAIR

- Joint Committee on Streetcar Implementation

MEMBER

- Steering and Rules Committee
- Judiciary and Legislation Committee
- Zoning, Neighborhoods & Development Committee
- Housing Trust Fund Advisory Committee

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### Public Safety Focus of Town Hall Meeting at Our Savior Lutheran Church >

Meeting attendees first heard discussion about a new traffic initiative kicked off on May 1, 2018 through an MPD collaboration with the Milwaukee County Sheriff's Department as well as the Wisconsin State Patrol. The enforcement initiative aims to address reckless driving behaviors including speeding.

MPD is also currently recruiting to increase the diversity of the city's police force and it was noted that officers are trained to "see people, not situations." In addition, MPD is working on a formal mentorship program for officers.

On the topic of panhandling, officers shared that panhandling itself is not a crime, but aggressive panhandling is; so if you are followed or if panhandling is done on freeway ramps, that kind of panhandling is illegal. A tip to business owners is that they can get court injunctions (for harassment) to deter repeat panhandlers.

One town hall attendee asked why the community was not utilized more for crime prevention and if there is a phone application that the community can use to help report criminal activity. Officers responded that MPD is working



During a Town Hall meeting on May 14 Alderman Bauman was joined by MPD District Three Captain Jeffrey Norman, MPD Assistant Chief Brunson and MPD District Three Sergeant Velasquez.

on that with a handful of crime prevention organizations and tech companies. **MPD's non-emergency number is 933-4444.** ■

### Boaters, Boating Business Owners Collaborate with City, Downtown Residents >

With Milwaukee having the 2nd largest number of moveable bridges in the United States, 21 in total, Alderman Bauman has been very active in working to balance the needs of commercial shipping and recreational boating with the needs of vehicles, cyclists and pedestrians traversing over the bridges. A City of Milwaukee study found from 2014 to 2017, the raising of

moveable bridges went up 60 percent annually from 14,003 to 23,244 in part because of an increase in waterfront businesses, an improved economy, and higher Lake Michigan water levels. Bridge openings can lead to traffic backups on adjoining roadways, while horns and bells accompanying the raising have drawn the ire of nearby residents who are concerned about their noise. Additionally, with an operational cost of \$95.41 per opening, this amounts to \$2.2 million dollars for the more than 23,000 bridge openings that take place each year.

#### Increased coordination/limiting openings

Alderman Bauman continues to facilitate improved communication among stakeholders while participating in numerous civic and

intergovernmental meetings. He also sponsored a resolution that successfully renamed the Public Transportation Review Board as the Public Transportation, Utilities and Waterways Review Board, which he chairs, to ensure bridge and boating issues are properly addressed.

As Public Works Chairman, he advocated for minimizing the number of bridge openings as these movements also increase wear and tear on the bridge while increasing costs of bridge maintenance. Recently, coordination has improved to stage openings to let several boats through at one opening. While bridge openings for commercial boats with less than 50 passengers are not allowed from 7:30 to 8:30 a.m. and from 4:30 to 5:30 p.m., Alderman Bauman has recommended expanding



those peak-time restrictions. On his recommendation, the Department of Public Works performed a study on boating volumes which revealed a need for increasing afternoon restrictions to

Moveable Bridge	Openings
Wisconsin Avenue	3,649
Michigan Street	3,559
Wells Street	3,305
Water Street	3,096
Broadway	3,073
Clybourn Street	1,876
St. Paul Avenue	1,712
Kinnickinnic Avenue	1,043
Kilbourn Avenue	680
State Street	635
1st Street	276
Plankinton Avenue	226
Remaining 8 Bridges	114
<b>2017 Total</b>	<b>23,244</b>

an earlier start time of 4 p.m. Such a modification would require approval from the U.S. Coast Guard; therefore, the Department of Public Works is currently working on a request for that change.

**Bridge roadway traffic**

To accommodate the roadway bridges and approaches, bridge operators are now instructed to give traffic either five minutes or three green light cycles to allow traffic to clear before performing another bridge opening. Additionally, bridge operators are now required to take into account vehicular and pedestrian traffic, waiting for that activity to clear before initiating the opening.

**Horns and bells**

While horns and bells are required by federal law for safety purposes, DPW has scaled back use of bells



to ensure safety while minimizing excessive noise. Whereas bells had been ringing continuously throughout the bridge opening, current protocol is to have them ring when traffic gates are dropping down, then again when being raised. And at bridge locations on Broadway, Water and Wells streets – only two of the four bells will ring during openings. ■

**Canopies Near Construction, Demolition Sites Required for Pedestrian Safety**

With ramped up construction and redevelopment activity in and around downtown, various worksite locations have been using covered pedestrian canopies over sidewalks for greater safety. Before canopies, sidewalks were closed and people had to cross streets or walk in the street, but now we can avoid having pedestrians treated as second class citizens and allows respect for pedestrians.

to protect pedestrians from those possible dangers and should always be used by the public.”



Alderman Bauman sponsored legislation for construction canopies, saying that the canopies are required under Chapter 228 of the City Code and provide greater protection for pedestrians when work is underway at adjacent building sites. “It is rare but there’s always the possibility of demolition debris or construction equipment or material falling and/or coming into contact with site boundaries and fencing,” he said. “The pedestrian canopies are designed

The relevant portion of Chapter 228 reads: “During the construction or demolition of any building or structure, the commissioner of neighborhood services may require, and in the case of construction or demolition of any building or structure on property in a C9 downtown zoning district where the work is occurring more than 10 feet above grade, shall require, that there shall be erected and maintained a protective canopy roof over walkways or sidewalks of a length and width

as required by the commissioner of public works. Such canopy roof shall be erected as soon as the building or structure reaches a height of 10 feet above established adjacent grade and shall be maintained until the entire work on the side abutting or near the public sidewalk is completed.

The canopy roof shall be tightly boarded and have a clear height of 10 feet above the walkway or sidewalk. The entire structure shall be designed to carry loads to be imposed on it, provided the minimum live load to be used in design shall not be less than 30 pounds per square foot, uniformly loaded.

The commissioner of neighborhood services may require that the canopy roof be designed by a registered architect or engineer. The drawings shall be approved by the commissioner and a separate permit issued for the construction of the canopy roof.” ■

### Public Gets a Chance to HOP Aboard the Streetcar >

Milwaukee residents were given a great opportunity to see the inside of the streetcar as well as the new streetcar maintenance facility at the HOP Open House, a special event that was attended by Alderman Bauman and Mayor Tom Barrett. The crowd seemed very enthusiastic, curious, and full of positive energy about the project that will improve transportation and promote economic development. The streetcar can hold up to 150 passengers and will not require riders to pay for the first year it is running. The streetcar's downtown route, M-Line, is projected to start running this fall, while the Lakefront route is expected to begin operations in 2019. The streetcar route is 3.1 miles, including the lakefront route, and links the Milwaukee Intermodal Station to the city's lower east side. The streetcar's initial route is intended to serve the greatest number of riders while promoting economic development. The route was also designed with future expansion in mind to connect additional neighborhoods to the downtown area.



Pictured: City Engineer Jeff Polenske, DPW Commissioner Ghassan Korban and Alderman Bauman

More about the Milwaukee streetcar: <http://thehopmke.com>. ■

### Statue Restoration at Juneau Park Takes Shape >



Accomplishments and future plans were shared at the Juneau Park Friends Annual Meeting, including the restoration of two historic statues from the late 1800s. Milwaukee County had no funding or maintenance plan for the county-owned statues so JPF launched a successful campaign raising \$131,000 for their restoration.

Dedicated in 1887 and still in its original location, the statue of Solomon Juneau depicts Milwaukee's first mayor in buckskin and carrying a rifle while looking westward over the city of Milwaukee. The statue

was commissioned specifically for placement in Juneau Park, Milwaukee's first planned park, and was last restored in 1996. Meanwhile, the statue of Leif, the Discoverer depicts the young Viking in a suit of mail on the prow of his ship around 1002. The statue was installed in Juneau Park in 1887 and was moved away from the bluff's unstable edge in 1994, when it was last restored. Conservation of Sculpture & Objects Studio, Inc. has been chosen to clean and restore the statues which will also receive a patina and coating to protect the artwork.

JPF Director Lisa Hatch said the Solomon Juneau site will be illuminated for the 1st time ever by two in-ground, energy saving lights while the Leif site, two of these same fixtures will replace an outdated, pole-mounted light. Milwaukee's Staff Electric Co. has been chosen as contractor for the jobs.

JPF is hoping the Brunch on the Bluff event, which took place at Bacchus, becomes an annual tradition. ■



At the June 1 event, JPF also discussed the possibilities that lie ahead for the lagoon along the lakefront, the parking lot of the Milwaukee County War Memorial Center, and traffic flow on Lincoln Memorial Drive.

## Transformation of Grand Warner Theatre Underway >

Renovation and construction work is underway to remodel and transform the Grand Warner Theatre into a world-class music hall, the new future home of the Milwaukee Symphony Orchestra (MSO). A groundbreaking ceremony took place on June 21 for the \$89 million project that is being led by Milwaukee-based architecture firm Kahler Slater. The building, at 212 W. Wisconsin Ave., was built in 1930 by Chicago-based firm Rapp & Rapp. The theater has 2,400 seats and is topped by a 12-story office tower. The theater also has strong acoustics because of the balcony's height and distance from the lower level.



Restoring the art deco theater will require original detailing of the elaborate, historical artwork and molding inside the lobby and performance space of the theater. The theater will also feature a new central spiral staircase with an elegant circular light fixture that will complement the space. The Grand Warner Theater has been well preserved despite not being in use for the last 30 years. However, as a former

movie theatre, the former screen area that will be converted to a performance space simply does not have enough room for an orchestra.



In addition to the internal renovations, the Milwaukee Symphony Orchestra (MSO) will demolish an adjoining restaurant space built in 1936 and will add modern amenities to the surrounding area of the theater. As chair of the Public Works Committee, Alderman Bauman sponsored a resolution that would vacate a portion of 2nd Street to allow the eastern part of the building to be expanded thus providing room for the performers onstage. The project will transform not only the 90-year-old building, but is also expected to revitalize that stretch of W. Wisconsin Ave.

The new space will save the MSO nearly 18% on venue costs and it will provide them with a much more improved storage, rehearsal and office space. After moving to the Grand Warner, all of these spaces will be under one roof for the first time in the history of the MSO. The Milwaukee Symphony Orchestra hopes to move into its new space in fall 2020 and out of its former performance hall, the Marcus Center of the Performing Arts. ■

## Enhanced Security at Downtown Parking Facilities >

Last December, downtown parking lots experienced a rash of car break-ins and vehicle theft. Overall the downtown has experienced an increase in such criminal behavior at parking facilities over the last year. This is unacceptable. Alderman Bauman responded by authoring legislation to enhance security and change licensing requirements at these facilities. Specifically, the legislation requires

additional security measures at parking lots where two or more security incidents occur in a month. It also states that no license application will be considered without a completed security plan. The ordinance also reduces the term for a parking lot license from two years to one year and requires license applications to be signed by both the facility operator and property owner. ■

## Foxconn Under Scrutiny; City focuses on Transit, Job Connections and Utility Costs >

The Alderman Bauman has led the city's review of the proposed Foxconn project. While the massive \$4.5B state subsidy to the Foxconn development has generated a great deal of controversy across the State, Alderman Bauman has focused on the issues of whether there will be public transit service connecting the Foxconn facility with the City of Milwaukee and on whether Milwaukee WE Energies customers (which is nearly all households in the city) will be saddled with the cost of added electrical infrastructure for the Foxconn manufacturing plant in rural Racine County.

Alderman Bauman has conducted several hearings on the transportation issues before the Public Transportation, Utilities and Waterways Review Board which he chairs. Testimony from representatives of the Wisconsin Department of Transportation and the Southeastern Wisconsin Regional Planning Commission indicated that the State was planning to spend approximately \$788.5 Million Dollars on new and expanded roadways to serve the Foxconn facility but that not one penny was allocated for any public transit improvements to serve the facility.

Several possible transit improvements were discussed including express bus routes from Milwaukee to the Foxconn facility, expansion of the Racine bus system

“...but not one cent was being invested to improve public transit to enable low income Milwaukee residents... to access the thousands of jobs...”

to serve the plant and expansion of the current 7 daily round trip Chicago-Milwaukee Amtrak service which stops at Sturtevant, Wisconsin. The Sturtevant station is about one mile from the Foxconn facility. Variations on possible expanded rail service could also include a dedicated commuter rail service that would originate on Milwaukee's

Northside; use the 30th Street rail corridor to run through downtown Milwaukee and then proceed on to Sturtevant using the same track as Amtrak service.

Alderman Bauman stressed that it was unconscionable that Billions of taxpayer dollars were being spent by the State to develop a private, foreign owned, manufacturing



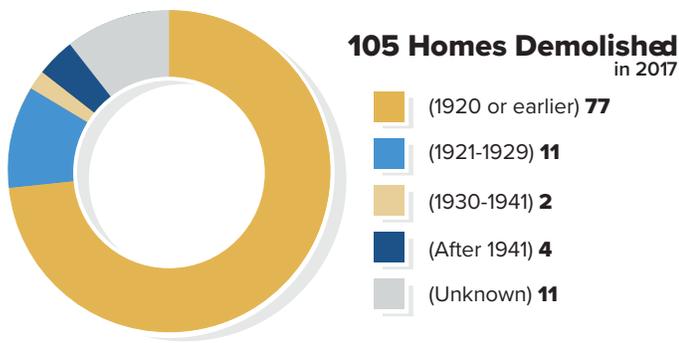
facility 25 miles from Milwaukee but not one cent was being invested to improve public transit to enable low income Milwaukee residents, many of whom do not own automobiles, to access the thousands of jobs that will supposedly be created by the Foxconn development. Alderman Bauman called on Governor Walker and the Republican leaders of the state legislature to support state investments in improved public transit serving the Foxconn facility and to support legislation that would permit the formation of a Milwaukee-Racine-Kenosha regional transit authority to plan and implement these improvements.

Alderman Bauman also questioned the fairness of imposing the cost of electrical infrastructure improvements for the Foxconn development on all WE Energies rate payers. The Foxconn funding package included approximately \$120 Million dollars for electrical infrastructure improvements to serve Foxconn power requirements. Rather than imposing this cost on Foxconn, the State funding package proposed that all WE Energies rate payers would bear this cost which includes nearly all households in Milwaukee. This represents yet another subsidy to this private, foreign owned, corporation. Alderman Bauman objected to this cost transfer and authored a resolution directing the City Attorney to oppose this cost transfer before the Wisconsin Public Service Commission.

Finally, Alderman Bauman directed the City's Legislative Reference Bureau to prepare a comprehensive overview of the Foxconn project in order to provide city residents with a detailed profile of the company, their record in other cities and countries, and their plans in Wisconsin. This document entitled *Foxconn Company Profile; An Overview of the Foxconn Technology Group Plans for Wisconsin Operations, April 2018* is available both online and by contacting our office. ■

## New Demolition Requirements Promote Sustainability and Create Jobs >

Under legislation authored by Alderman Bauman, the city has made major changes in its demolition policy to promote job creation and sustainability. The new ordinance requires the deconstruction of most one to four family residential structures built before 1930, designated historic structures, and structures in history districts that are slated for demolition. Those structures must be dismantled manually instead of using back hoes and bull dozers that basically destroy the building materials.



Homes built 1920 or earlier	28.6%	40,068	Total Homes	140,717
Homes built 1929 or earlier	43.7%	61,462	Total Homes	140,717
Homes built 1941 or earlier	49.7%	69,991	Total Homes	140,717

Deconstruction will help create family supporting jobs for entry level workers since deconstruction is much more labor intensive than mechanical demolition. In addition, taxpayers will save money because the city will not have to pay tipping fees to dump demolition material in landfills. Finally, deconstruction will enable the salvaging of valuable high quality old growth lumber and other building materials for reuse in new construction.

The main challenge to this program is developing a commercial market for the salvage material. As such markets develop the city anticipates offsetting the higher cost of deconstruction with the proceeds from the sale of these materials.

This ordinance applies to the demolition of both city-owned and privately owned properties. ■

## New Ordinance Approved to Clean Up Dumpster Issues >

After receiving numerous complaints from residents about overflowing dumpsters, litter around dumpsters, open lids and dumpsters blocking public rights-of-way, Alderman Bauman authored legislation aimed at correcting these problems.



Approved by the Common Council in late 2017, the ordinance (**File# 170930**) requires a property owner using a nonportable solid waste container in the public right-of-way on an ongoing or permanent basis to obtain a special privilege granted by the Common Council. The requirement does not apply to a Dumpster placed in the right-of-way on a temporary basis (i.e. a dumpster used in conjunction with a construction project).

Under File # 170930 a property owner granted a special privilege to place a nonportable waste container placed in the right-of-way must comply with the **following standards**:

1. *The container must remain in the location for which the special privilege was granted.*
2. *The container must not have rusted surfaces or otherwise be in a state of disrepair.*
3. *The lid or lids of the container must remain closed at all times, except when refuse is being placed in the container or the container is being emptied.*
4. *No contents of the container shall spill onto the public right-of-way.*
5. *No refuse shall remain on the ground on the perimeter of the container.*

In addition, the ordinance provides that, in the case of a special privilege for placement of a nonportable waste container in the public right-of-way, the Common Council may, by resolution, revoke the special privilege for failure to comply with the five standards. ■

# ALDERMAN ROBERT J. BAUMAN



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SEPTEMBER 18



Alderman Bauman, Bobby McQuay with NWSP (pictured right)

Nearly 100 residents and friends of Near West Side came out for Brats for Your Thoughts on June 11 at 27th Street and Kilbourn Ave. Alderman Bauman spoke with dozens of constituents at the Near West Side Partners (NWSP) - sponsored event which gave out free brats, chips and beverages. Community members filled out a total of 44 questionnaires expressing what they would like to see improved in their neighborhoods.



### Robert J. Bauman

Alderman, 4<sup>th</sup> District  
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## Meet the New District 4 Legislative Assistant >



Jodi Lemmer started working in the Office of the City Clerk on Monday, May 14, 2018 and completed graduate course work at Marquette University for her M.A. in Political Science the week prior. As a Trinity Fellow of Marquette, Jodi has been trained in social justice leadership.

Jodi was born and raised in the city of Milwaukee, with a variety of work experiences in nonprofit, private, and public sectors, including most recently the Housing Authority of the City of Milwaukee.

Jodi is a proud Milwaukee Public Schools alumni and former participant

of the city's Earn & Learn program. She attended the University of Wisconsin-La Crosse where she attained a B.S. in Community Health Education, directly after which she served two years in a rural village in Zambia (located in Sub-Saharan Africa) as a Peace Corps Volunteer teaching health.

Jodi and her mother, father, and four siblings reside all across the city of Milwaukee from the northwest side to the south side and areas in between.

**Jodi can be reached at:**  
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or 286-2886. ■