

MINUTES –

## Hull PUBLIC SAFETY Task Force

Thursday, July 21, 2011 at 6:30 p.m.

TOWN OF HULL MUNICIPAL BUILDING

4550 WOJCIK MEMORIAL DRIVE, STEVENS POINT, WI 54482



- 1) **Call to order:** The meeting of the **Hull Public Safety Task Force** was called to order on Thursday, July 21, 2011 at 6:30 p.m. by Public Safety Task Force Co-Chairperson John Holdridge at the Hull Municipal Building, 4550 Wojcik Memorial Drive, Stevens Point, WI 54482.

Present: Co-Chair: John Holdridge, Co-Chair: Dave Wilz. Committee Members: John Busa, Dave Deverell, Fred Hoffman, John Jury, Randy Kruzicki, Edward Martinsen, Tina Peters, Matt Schneeberg, Holly Smith, Ted Stoltz, Recording Secretary: Patty Amman

Others Present: Sarah Wallace-Portage Co. Planning & Zoning, Dan Kontos-Portage Co. Sheriff's Dept., Justin Sonnentag- Regional Coord. for Ed. & Safety Efforts, Bob Bowen

Absent: Heidi O'Brien

- 2) **Approval of minutes from June 16, 2011 Public Safety Task Force meeting.** *Motion made by Ted Stoltz to approve the minutes of the June 16, 2011 meeting. Seconded by Ed Martinsen. Motion passed.*

### 3) **Announcements; Chairpersons and Task Force Members.**

Holdridge We have a Water Study Task Force and one of the members is Harry Obremski. He called me from Pennsylvania to tell me he couldn't make this meeting. So I said to him I've been through Penn. They have a big sign right as you enter that says: "65 means 65". He said, "You know John, that's right, we had one of our guys going 67 and he was stopped." So I'm thinking speed in Hull...I know we have some speed problems. We need to get their mph to match the speed on the signs. That's not an easy task.

Also, Barb took a message from a person on Jordan Road who indicated their dog was hit by a car going excessively fast. The dog died instantly. There were parts of the vehicle left behind. The vehicle did not stop. The dog owner understands that it's their responsibility to be in control of their animal but they feel the speeding is getting worse on Jordan Road. What if this had been a child chasing a ball, they asked. In another e-mail, they called again with a suggestion on how to slow people down on Jordan Road. They would like to see a 3 way stop sign at the Deer Road/Jordan Road intersection to slow traffic down by the campgrounds. Also they would like to see a 3 way stop sign at North Star Drive and Jordan Road intersection and a 4 way stop sign at Willow Springs and Jordan. They live on the eastern end of Jordan Road which is where they experienced the problem. So some good suggestions for us to consider.

Hoffman It's too bad their dog was hit but if they have no idea who hit their dog, how do they know how fast the vehicle was going that hit it, or could the dog have just run out in front of a car that was going 20?

Holdridge I don't know. They called in and this is what they indicated. *(John shared some information about a recent court case involving issues about speed signage in various parts of Hull and how the Town is checking and making sure all areas of Hull are signed with proper speed signs.)* Are there any other announcements or things of interest? Is there anybody that doesn't have electricity or water yet *(from after the storm)*?

Hoffman Is Hull doing a special brush pickup from after the storm?

Holdridge We're strongly considering it. We haven't really talked about it at the Town Board but it's obvious we've got some need.

Hoffman We don't have any problem with it but somebody asked me because the City told people they were not going to pick it up.

Stoltz It's in the paper today, that they will pick it up, the City will, on garbage pickup day, *(those that live in the City)*.

**4) Dan Kontos, Chief Deputy, Portage County, role of Portage County Sherriff Dept. in promoting road safety.**

Holdridge Let me introduce Dan Kontos who is the chief deputy. He just got promoted; I understand you are second in command after the sheriff. Dan has been a real leader in this community in terms of fire service, metro fire. He's currently the fire chief in Whiting. He's in a position now where he can provide some real leadership in the community so I'm pleased he's here tonight. So it's all yours.

Kontos I would be happy to answer any questions you have as we go along. I was going to do an overview focusing on traffic safety here in the Town of Hull. What we provide as a sheriff's office. Portage County has a large area to cover and lots of mileage. Typically the sheriff's office runs with a shift of 3 or 4 deputies so we have 3 or 4 people patrolling the County. Depending upon the situation, we may have 2 shifts that overlap for awhile in the evening. You may have as many as 7 deputies patrolling the road. We're just getting our last deputy off his field training and into his solo patrol status as we call it; certified to be able to go out on patrol on his own. That's the first time since 2004 that the sheriff's office has been fully staffed on patrol. Before that it was the mid 1990's. So we don't have a very robust patrol group. They are responsible not only for traffic safety but also for handling calls for service, responding to accidents, any criminal activity plus they're doing crime prevention as well. The Town of Hull is split between 2 different patrol areas so anytime during the evening or day, you'll have 1 or 2 vehicles that are responsible for the township and patrolling the roads that are in there. That's in addition to any other contracted patrol services which I can talk about in a little bit. We also have a supervisor or 2 that may be working. One primarily in the office but is available for emergencies, the other one may be out on the road and helping with traffic.

We talk about Portage County, that is over 800 square miles. That is a lot of room for us to have a thin number of deputies to patrol. We're spread kind of thin. In order to do that, we try to maximize the resources we have out there. The deputies are expected to do traffic patrol when they're not doing calls for service. Being a former patrol officer myself, I can tell you that it's usually feast or famine. Sometimes you have a day that is non-stop calls, one after the other and you don't get a chance to do any traffic enforcement. I was always a big traffic person. That was one of the things I liked to do so I was trying to do that when I had the chance. Other days, you have the ability to go out and work on those special enforcement areas. We do have some directive patrol sending deputies out to certain areas if we have a complaint. We try to attend to all of those. It's usually not for a long period of time because, just like any other request for special patrols, they come in daily and with only 3 or 4 officers out on the road, you can't service 20 or 25 requests for special patrols around the clock. So we try to do the best we can with targeting the high value special patrols trying to do the best we can with high visibility patrol. Encouraging the officers to take advantage of traffic control.

We've taken a number of the vehicles we have that were unmarked vehicles, administrative vehicles that don't necessarily go out and do traffic control and they now operate traffic-like squad cars. The trip and transport officers that don't do a lot of traffic enforcement at all have marked squads just like patrol officers do. Supervisors all have fully marked squads now. A lot of the other specialty folks like the evidence property sergeant who has a truck is marked and out, not because they have time to do traffic enforcement but because that gives us higher visibility. What you'll find is that with any type of traffic safety program, it's not the enforcement end that gets the dividends. It's the voluntary compliance that you're trying to generate with the public.

I couldn't help but notice on the back of your name plates you have a statement that talks about changing the culture and actually trying to affect people's attitudes about safety. That really gets to the crux of how you improve traffic safety. We can put squad cars out there, stop people, cite people, we can do all those things and we will if there are violations that certainly warrant that, but we can't be everywhere so it's a matter of figuring out how to get people to voluntarily comply with the laws. Some of it is through education, some of it is through fear of enforcement, some of it is because that's what they expect they are to do. It's like when you are driving in the middle of the night and there are no vehicles around and you come up to a stop sign and can see for a mile in each direction, most people stop. Not because they're afraid there's a deputy behind a tree somewhere, it's just that's what you are supposed to do. There are no cars, you're not going to hit anyone, there won't be an accident, you know that intellectually but you also know it's your responsibility to do what is expected of you. That's the kind of thing you need to instill not only into the citizens that live here but also the folks passing through. Transient traffic I know, especially on Hwy. 66, is an issue and there are some roads that folks that don't live in the Town use to traverse the County. It's sometimes a trick to try to catch those people in that same net to foster that sense of safety responsibility. It's not an easy thing to do. It takes a coordinated effort. No one approach is going to be able to solve it. Education, enforcement, the engineering of your roads are the 3 pillars of traffic safety in order to start building that culture to make driving more friendly, as they say in Texas. If you go to Texas, that's the first sign you see going into the state, it tells you to "drive friendly". That's really what you are trying to do. You're not going to be able to stop everyone. You're not going to be able to take care of everything, all the dogs that wander out into the street. Unfortunately things

are going to happen. If people care about their own driving a little more, then that will be contagious.

I serve as the President of Portage County Traffic Safety Commission. It's a statutory commission that every county has. It's responsible for safety issues on the county's highways. It's a pretty robust commission that we have. A lot of people sit on there and we get a lot of input from the DOT not only from their safety people but from their engineers and their state patrol. The City of Stevens Point, Village of Plover Police Dept. and Sheriff's Dept. are a big factor in that. Also all kinds of other folks from fire and EMS. We're trying to find ways to reach out to the public and try to get them to do the right thing. Your task force here and the philosophy you have on the back of your name plates really gets to the heart of how you're going to be able to take care of the roads in the Township and get people to drive a little more friendly. The sheriff's office stands ready to do what we can to support you. That is part of our mission.

I'm very curious to see what will come out of this task force. What great ideas you have. You are the folks that live here. You know the people that live here. They are your neighbors. We get a lot of requests about checking on speeding down certain roads. We find that some of the estimates of speeds are a little exaggerated. If my dog was hit, I would probably think the speed was a lot greater than it was.

Unfortunately you find a lot of the folks that when we do go out and do a concentrated enforcement effort, the people that complain about it are the people that asked for the extra effort. It's not that there isn't a need to go out there and patrol, but it's a fact that we need to get people to look at themselves and their driving habits and not how other people are operating their motor vehicles. It's not just driving, but pedestrians, bicyclists, its people with recreational play vehicles. It's a whole gamut of getting people to take responsibility for their own driving. That's a challenge. I don't profess to come in here with any magic solution for you but we would like to be part of that formula. I am happy to answer any questions you might have.

Hoffman I'm glad you mentioned it. Part of the problem that we discussed at the first meeting is that most people here realize it's not just vehicular traffic on the road, its bicyclists and it's not organized groups, it's not bike clubs but individuals and families and runners and pedestrians. It's the whole deal of safety on the roads. Unfortunately a lot of times the pedestrian and the runner and some of the bicyclists are the ones causing some of these problems. That's one of the big issues. I'd like to know what we can do about it. Unless people start getting ticketed or fined ...because somebody said we have to educate them. But it's like you said, they know they're supposed to stop at a stop sign. They know they're not supposed to go the wrong way on a one-way street but they still do it. Until somebody makes it hurt, you can't say you should do that. It's like the parking out her; until they started to get tickets, they kept parking out here on the road. But as soon as they started getting ticketed.....now when you go down the road here, there's nobody parked there because they hurt a few people in the wallet. I'm wondering is there any solution other than that? I don't think education will do it.

Kontos Education has to be a part of it. The bumper stickers for the folks that are the non-motorists is that they share the road. That is the attitude you need to take. That everybody on the roadway has the responsibility to operate correctly. Like I said, we can't be everywhere and if you are counting strictly on enforcement, then what you'll get is a few angry people that get stopped and most of the other people are going to continue with their poor driving behavior.

I don't think we can drag everyone here into the Town of Hull and force them into a driver's education class. When you are talking about younger folks, you have school access, get that type of curriculum into the schools to be able to educate young bicyclists and pedestrians how to operate on the roadway correctly. I've sort of given up on driver's education because as soon as you give a license to a new driver and ask them, "Didn't you know you can't do that?", they'll say, "Oh, nobody ever told me." You know it's in their curriculum. It's not just the education. Some of it has to be reinforced by us or by somebody else. Not certainly just citations. We give out a lot more warnings than we do citations. That's part of the enforcement effort. It also allows us to stop people at a lower threshold than we normally would if we were going to give them a citation. The officers are able to reach down into that pool more to stop someone just to make a point. Part of that is also the public display. When you see a squad car stopped by the side of road, I could be giving someone a warning for a brake light out or giving them directions because they were looking completely lost or pulled over to use a cell phone and I'm checking on them. But for every motorist that passes by, they're all thinking the same thing: they probably got stopped probably for speeding. The first thing they do is check their speedometer when they see flashing lights at a distance.

Holdridge Put on the brake light.

Kontos Yes. That's right. That is part of that reinforcement, but as soon as they pass by, they're out of sight, they tend to get back into bad habits. If you don't change the habits, you really only affect the people immediately around that one squad. You may or may not be able to affect the traffic enforcement so you have to try to change those attitudes. But you are right, enforcement is definitely part of it. The example you gave, Fred about the folks out at the disk golf course, I was one of those guys that used to love coming down here catching the ones that parked on the street because they were causing such a problem, and they knew it too.

Hoffman Those people got tickets and now that street is clean out there.

Kontos That is a component of it. But there are others as well. Engineering is one and John talked about proper signage. Making sure you have the roadways set at the proper speed limits because you can go out and post every road in the Town of Hull at 15 mph and you'll get no compliance. Then everyone is going to complain, "He was driving 45 in a 15 zone" when if the road is posted at 45 as the statute says it's supposed to be, you're allowed to go that, they'd be going with the speed limit. So it's not so much the speed itself as the area those folks are operating in.

Some things are within our control to change and some are not. Some are set by statutes and some are really where you need to look at the area and the engineering. You can do the engineering studies if you need to. Its pretty cut and dried for the roadways in the Town, what that speed should be. It's set that way because some of the things we look at when we set speed limits are the human factor that goes into it. People will drive the speed they feel comfortable driving at. If the speeds are set appropriately for the roads you have considering the sight lines you have and curves, then the speeds will match what the people are comfortable driving at. Obviously there are those that will drive well above the speed limit.

Holdridge Other questions?

M. Schneeberg        On the topic of the letter, how the lady suggests all the stop signs; at the last meeting, Pete Kaminski and Bill Omernick from the Town Road Crew were told by the DOT to not use stop signs to slow traffic down because instead of speeding, all you'll end up is with people calling about running stop signs. All that will happen is that you'll change the complaint.

Kontos                There's a whole list of traffic calming devices that you can use. Stop signs are one of the poorer examples but one of the easier ones to do. Stop signs affect behavior in the immediate vicinity of that intersection, assuming that they stop. You'll have a percentage that won't comply. The majority of the stretch of that roadway, outside of the bounds of that intersection, they're going to go back to the speed they feel comfortable driving at.

Holdridge        One of the roads that is affected by this notion that you can't change behavior is Green Ave. and YY. County Road YY was 45 mph and I live in a subdivision back there. The City took it over in their jurisdiction and dropped the speed to 25 mph and they started to put fleets down by Scaffidi sometimes and down at the other end. The change on that road is pretty dramatic. The first time I saw a lady pushing a baby buggy on that 3' pedestrian lane, I thought I wouldn't do that. But once they controlled that speed and it got down, it had a great impact.

Kontos                They did drop it from 35 mph to 25 mph. They did some roadway improvements on there and removed some of the sight-line problems. Through a combination of enforcement and engineering, they've made that a nicer roadway to drive on.

Smith                The same with Old Wausau Road. They put stop signs in there and dropped the speed limit somewhat and I think it's a big improvement out there.

Hoffman            Dan, you also said there's a lot of hypocrisy involved and found out that a lot of the people doing the complaining are also doing some of the speeding. Where I live out in Meadow Manor, Bob Bowen agreed with me at one of the first meetings, if you go the speed limit on North Second Street, you're going to lead the parade. You start going into town and the same people that signed the petition saying they don't want the country trunk, will pass you at 45 or 50 mph to get into town. In other words, they don't want someone else driving fast by their house but they can go fast by your house because they know what they're doing, so there is a lot of hypocrisy. If the people who complain would drive the speed limit.

Holdridge        They complain and we have hypocrisy but my view would be if they're going 55 in a 35, give them a ticket.

Hoffman            But like Dan said, they can't be everywhere.

Holdridge        I understand that, we've got 80 miles of road.

Hoffman            The City gets them when they come over the hump and come in by the Moose Lodge because the City loves the parking lot over by the ballpark.

Kontos            You're talking about a different statute than when they enter into the corporate limits with a little tighter enforcement.

Hoffman          I don't want to keep talking but I do have to ask you about this because of our subdivision, is there any law or rule about children on motorized scooters, electric motors, going maybe 15-20 mph with no helmets? There'll be an 8 year old with a 2 year old on their lap zipping around the subdivision roads. Is that legal?

Kontos            Technically no, unless it falls in one of the exceptions like a utility or all terrain vehicle or a play vehicle. Those aren't typically motorized. The way the statute is written, those vehicles need to be registered and have a licensed driver, but they're not a vehicle that qualifies for registration.

Busa              It's road rash. Kids 6, 7 years old riding those things.

Holdridge        Has anyone talked with the parents?

Busa              You might as well talk to that table as talk to them.

Hoffman          I've talked with them about burning complaints and so they're usually not real happy to talk to you. One last thing, how about headsets? Pete talked about coming up behind someone who was wearing a headset and the person couldn't hear the truck horn behind him. They don't hear the yelps on the fire or squad vehicles either. They're riding a bike, walking or driving a car with headsets on with music playing. That's perfectly legal?

Kontos            There's nothing in the statutes about that.

Deverell          Unfortunately there's nothing in there about common sense and a lot of it goes back to that, or the lack of it. I really appreciate the enforcement I've seen on North Second Drive. Living right on there. What I'm frustrated by is the amount of heavy truck traffic that I witness every day. Now that it get's cooler, I'll start working out early in the morning and I go out about 5 a.m. Well at 5:20 a.m. a dump truck went rolling by the house again. When can a person get out on the road and exercise? You can't go early in the morning because the trucks are rolling and at 6:30 every night, I can give you the names of the trucking companies that are rolling by the house every night and that's when everyone is out walking their dogs. I know they have every right to the road and they're generally following all the rules of the road but it's very frustrating.

Holdridge        If they're over a Class B weight limit, they need a permit.

Deverell          I'm sure they filed and got one.

Holdridge        If you call Barb and give the name of the trucking company, the time, the day and location, we'll check it out.

Hoffman          I know who you're talking about and it's just normal, legitimate truck traffic.

Deverell Yes, ConsTruck and others come by every day, empty trucks. So they are within the weight limit. Believe me, if they were loaded, I would....

Hoffman I think more of them are driving more safely than all the people in town.

Deverell They're following the rules of the road. But the road doesn't have a wide enough shoulder in that area to accommodate....that truck will wind you right into the ditch if you're anywhere near it.

Holdridge When I was coming out of my subdivision tonight, there was a person walking facing traffic and there was another lady running on the same lane with the cars. She pulled out to avoid the lady that was walking, she should have been on the other side facing traffic, the runner. Those are the kinds of things I'm concerned about. How do we influence those people? Is it appropriate for a deputy who drives here who sees someone riding a bike against traffic for example, to stop them and say, would you please follow the correct protocol?

Kontos Sure. We do that.

Holdridge I think the role of the deputy, when you tell them something, it makes an impression.

Kontos I certainly appreciate that and I always try to take every opportunity I can to swing up to someone, especially now that I don't have a marked squad car than I'm operating, I like to see the look of surprise on faces.

Holdridge We have a lot of that in the Town of Hull. It's just amazing to me.

Kontos Pedestrians sometimes are going to take the path of least resistance. If it's easier for them to be on one side than the other maybe because of the shade, I don't think it's because they don't know what they're supposed to do. I think it's inconvenient for them at the time and it's not a big deal for them.

Holdridge We don't have sidewalks.

Kontos Sometimes part of the engineering solution is to be able provide separate pathways for motor vehicles and non-motorized but that's an expensive option.

Holdridge So even the deputies we hire that are supplemental, they can do that?

Kontos Sure. They're mandate right now is mostly to concentrate on motorized vehicle speeding in particular. But while they're out there, we can certainly have them take every opportunity they can to make contact with the non-motorized users of the roadway and do a little education.



Holdridge I think if we could get a protocol where people understand it. John Jury had a wonderful sign on that. If you're biking, go with traffic, if you're walking, face traffic.

Kontos I've seen the signs the township has put up. I don't know if the Town does a newsletter to remind people about that or if you can partner with other organizations to try to provide some of that. A lot of that stuff is inconvenient for them. There's a segment that would benefit from getting some education and reminding them of what they once knew in the past.

Smith One of the things I've noticed since school is out is a problem I talked about at the last meeting, the area of the Red Bridge and Pipe. I've been out walking my dog and the neighbors are out pulling their kids in wagons and there are kids drag racing with each other side by side down the road going very fast in places where they come up to a hill where there could be vehicles. So that is not happening at all (*since school has let out*). I'm just curious, I don't know if there is someone that goes out in that area. That's a place where the kids tend to go. I know they've improved it a lot down at Bukolt Park where there used to be some problems. But that is an area where students head out to hangout. It's been really great to not have it during the summer. It's over the lunchtime, not before or after school. The first lunch starts at about 11:20 a.m. and so there's about 1 ½ hours. I'm sure if someone was out there, especially at the beginning of the school year to check, stop and warn kids, that might be helpful to set the tone that you're aware of them being out there and someone is checking on them.

Kontos The officers in both the City and the County are aware of when the students are allowed to go out for lunch. They are always hurrying to go somewhere, even if it's just to go sit there. But there are also some efforts, especially by the City, to make places for them to go to. There's some unused City property they are looking at to develop to allow the students to congregate near the school where they don't have to rush to get there and then when they are all together, a squad car can go by and they'll know that as long as they are behaving, that's an acceptable place for them to be. If they're good, they'll be left alone.

Holdridge Do City police officers have authority in Hull or outside the City corporate limits?

Kontos Yes. We've deputized all the City police officers and they are all deputies as well. What that allows us to do is in case there is a conflict somewhere near the border, there won't be a question as to whether or not that officer had authority to act where he did because he might be 15 feet over the line. That's primarily what it is there for. The City police will come out of the City to assist us if they are called to. I don't know if you're looking at the City to come out and do some enforcement action in the Town.

Holdridge We'd love to have them.

Kontos I'm sure you would.

Hoffman They could take care of the disk golf course.

Holdridge Right, that's a big one over there.

Wilz I did e-mail Kevin Ruder, Chief of Police for Stevens Point. I told him what we're trying to do here. I explained not only that we're concerned about interaction between cars, pedestrians and bikers but keeping people safe and aware. What is Stevens Point doing, if anything, with some of the issues I gave him? We have the Green Circle and that problem. He e-mailed me back. I suggested we were looking at it from an education and communication standpoint and from an enforcement standpoint and could he give us tips. His e-mail said it didn't seem like they were doing any kind of real enforcement in trying to change behavior but they were really working with the young kids setting up clinics for safe biking and giving free helmets away and they're all about the educational aspect. They're not really concentrating on enforcement. I was hoping they would have some tips for us. He said he'd be happy to visit with me on it again.

Kontos They've had some of the same problems as far as coverage and the amount of calls to service so I sympathize with them on that. They do participate in some dedicated patrols for enforcement. They have a violation of the month where they try to publish that in the paper and they would go out and try to target enforcement of those areas and actions. They had these roving gangs or large groups of bicyclists that would get together and purposely go out and try to disrupt traffic. Some of their enforcement was in response to that. Both the City and the County are involved in the bicycle rodeos for the young kids so we're trying to hit it from all.

Peters Are there any funds available through grants, through the DOT to do education?

Wallace Yes, there is.

Peters Do you do anything with social media? I don't know how we'd do it but that would be one way to get to the 25 and under people. Third, when I've been in Florida, on the bottom of the TV screen in the morning, they put where there is going to be enforcement and what it's going to be. I don't know how affective it is. Whether or not people avoid all those intersections that they'll be enforcing or even if they really do it or not, I don't know. It may be just a threat that there will be someone out there watching. I don't know if they can do that because our stations are out of Wausau, not Stevens Point.

Holdridge I think in some cases they put it in the paper.

Kontos You'll see that for target enforcement programs when we're doing alcohol or speed enforcement, you'll see the articles in the paper well in advance of when we do that. It's not that we're warning people that we're out there, it's that we're trying to get them to voluntarily comply with what they're supposed to be doing in the first place.

Peters I was thinking during the announcements at SPASH you could let them know where the enforcement is going to be.

Kontos If people know about a high enforcement area, they don't necessarily avoid that area, they just pay attention to their driving when they go through. If that's the place they want to go through to get to their final destination. It's not like you have a burglar and we're saying we're going to be concentrating on the west side so they're going to burglarize the east side. If

they have a place in mind that they want to go to, they're just going to pay attention instead of paying attention to their cell phone, friends in the car or something else. Some of that is not just the strict enforcement of the traffic violations, it's some of the other laws that go with that like graduated drivers license, how many kids you have in the car when you're a novice driver. That affects your driving performance and ability to pay attention to those things you are supposed to. It's a multi-faceted problem. You try to hit a little bit of everything. I'm not sure if we have the resources there to hit everything heavily all at the same time. We try to rotate those efforts.

Busa I lived out in Seattle, Washington for awhile and the newspapers out there had a column, "Know your traffic laws". They'd ask a question on one page and 5 or 6 pages later they'd have the answer. You'd be surprised how many people would come to work the following morning and ask if you saw the answer. Would that be a back road way of educating the public? Could the County and City get together and do something like that?

Kontos We could take a look at working with the Journal or the Gazette and seeing if they would donate some column inches to put this out and then dedicate the resources to putting out a regular column for them.

Busa It did work.

Deverell If you are looking at targeting a younger generation, you're going to have to use social media. They don't read the newspaper.

Hoffman I still say, the older person, if he's out walking, jogging, biking, driving, you can tell him the rules but he knows all the rules and there is arrogance. I can come down North Second Street and have 16 runners from SPASH or the University in front of me and I can swing out into the other lane and they look at me like..... Like I said at the last meeting, people think the Town of Hull is one great big Green Circle. It's a bedroom/recreational area so they think they can walk, run, drive, whatever they want to do in the streets because nobody in Hull cares because it's a beautiful little wooded recreation area that happens to be next to where we are coming from. To me it's a complete disregard and most of it is from adults. And they know, they'll be pulling their kids with a little trailer and blow the stop sign. I don't hate bicyclists, I own a bicycle but it's the adults who are setting the terrible example I think for the kids. The young ones you can educate but the older ones have already been educated.

Wilz We know we're having supplemental patrols done right now by the sheriff's dept. and it's been done in the past primarily for traffic enforcement, speeding, etc. Do we get any of that on the weekend? I don't remember the reports. Do we have something set up on Saturday and/or Sunday? Or is it always a Monday – Thursday type of deal?

Kontos Typically it's Monday – Friday because when you start talking about all the different violations that can happen and start looking at the distribution of things you want to avoid the most like car injury, accidents, fatalities, during the daytime, the high traffic volumes typically happen Monday – Friday. That's where you're getting your biggest bang for your buck. Not that we couldn't throw in some weekend ones but then you're taking away that added force during your peak travel times.

Wilz I know we need to have officers available to volunteer to take that shift too. I know that's part of it because they're working on their day off. My thought was if there was any benefit of enforcement for walkers, bikers, etc. I was just thinking it makes the most sense to get your greatest bang for your buck with that on weekends. That's when I see people out there and was wondering if that is available.

Kontos It's available. In the distribution of your injury and accidents happening in the Town of Hull, there are very few pedestrian/bike accidents over the last few years. I think if you are throwing your effort into trying to prevent injuries and fatalities, really we're concentrating on reckless motor vehicle operation, especially on the higher speed roadways. So remember, we can certainly do that. But there would be a tradeoff and everything is a question of priorities and where you want to put your priorities.

Wilz I was thinking more of the educational aspect with the interaction between people that exercise and vehicles. That's what we're talking about right now.

Holdridge If we could just get people to follow certain protocol. You'll never get 100% but if you gradually build up, those people who have arrogance or whatever it is or just convenience, you come out of your house and run down that side of the road, and get them to understand that we have a protocol and we think you need to follow that.

J.Sonnentag *(He held up some new signs the Bike Federation is sponsoring)*. I'm not going to take up a lot of your time but I could discuss this.

Kontos I would certainly yield my time to these 2 who are much better experts in this matter with education and interaction with the public in these groups.

Sonnentag I just want to introduce myself real quick if that's okay right now?

Holdridge When we get to John Jury, then we'll give you some time.

Wilz John, can you briefly tell the group the arrangement we currently have with Portage County Sheriff in terms of our enforcement? Maybe Dan, you can explain that.

Holdridge We basically have 6 hours a week. The deputy that comes off the midnight shift stays over. Or a deputy coming off the day shift stays over. We've identified roads that are a problem: Old Wausau, Jordan, Wilshire, Brilowski and over here where the stop sign is at Skyline. Those roads we've identified because those are the ones we get issues with. There's nothing to say that .... Holly mentioned the Pipe area in NW Hull that goes out to the river bottoms. It's a place kids like to go for parties, etc. That is a potential area that may be added for supplemental control. The Red Bridge area down on Walkush Road, if you go straight down from Casimir and keep going, you'd be right at the river bottoms. Those 2 areas, as Holly pointed out, tend to be a noon-time stop for these kids. If you talk with anybody on Old Wausau Road, Randy is here, trying to deal with kids coming out of SPASH and going to Bukolt, getting

them to drive responsibly, those are the kind of problems we have. Dan is open to that and adding additional patrols.

Hoffman        What does your deputy do during the 6 hours? Do they basically sit with radar?

Kontos         They are primarily patrolling the roads that you targeted plus we have some stop signs violations we're looking at.

Hoffman        What do you mean by patrol? They're not constantly driving that car around, I can't believe that.

Kontos         They may or may not. It's a combination of activities. They may be stopping somewhere running radar, some may be running a circuit and checking traffic as they're driving because they can operate their radar as they're doing that as well. If they are doing stop sign violations, it's a matter of trying to find a spot to be able to observe the intersection and sitting there and watching what's happening. During the month of June, we did 15 ½ hours of extra patrol in the Town of Hull in addition to the normal traffic patrols. Put on 218 miles, made 28 traffic stops, 10 citations, 36 warnings, responded to 3 emergencies outside of traffic patrol and 6 motor vehicle collisions. So they are out there doing things. If you ask me at any one particular moment what an officer would be doing, I wouldn't know. I can tell you that when they are out there doing their couple of hours before or after their normal shift, that they are dedicated to that traffic patrol and serving the Town.

Holdridge      They are fully certified officers or currently full time, they have the vehicles and have everything an officer working the day shift would have.

Hoffman        Are those violations all public record?

Kontos         Sure.

Hoffman        So if I went down to the sheriff's dept. and wanted to know for example, who got picked up for speeding, Wednesday on Willow Springs, they, by law, can tell me.

Kontos         Any record we have that's a public record that we can release, that's not exempted from being released, we'd be more than happy to do.

Schneeberg    Pacelli, the University and SPASH who all run through the community and as Fred said, they run 10 wide, they don't care if they plug the whole road up. Is there something the law enforcement can do about that?

Kontos         Sure. Theoretically if you want us to go out there and round up all these joggers and line them up and start issuing citations, I'm not sure if that's the best, most efficient way to do it.

Schneeberg I understand that. But to go to the University or SPASH and say that there have been complaints from the township and we need the coaches to say how to run, 2 or 3 wide. But for a citizen to call the schools, they don't care what Joe Blow has to say.

Busa I tried that and was told, "Then I suggest you slow down".

Schneeberg Like I said, the average citizen, they don't care about or pay attention to but if a municipality or a law enforcement agency goes to them and asks what is going on, you'll get a lot more reaction out of them than just one of us making a phone call.

Wallace When you contact the University or schools, do you specifically ask to talk with the coaches?

Busa When I called, the person who answered the phone wouldn't even identify themselves but asked what was my complaint.

Wallace I work with a lot of different coaches. If you get to that level, it can really hit home. Stevens Point has a very strong long distance track. They have a very long season and are going to be out there. But if you contact the head coach and talk to him.

Busa Who is the head coach? So the next time I do this I'll know.

Wallace It's Rick Witt. ([rwitt@uwsp.edu](mailto:rwitt@uwsp.edu)) He's really active in the community.

Holdridge If the Town backed up by law enforcement does that, I think you'll get some reaction.

Schneeberg I'm not out to get a 100 kids ticketed. The 18-20 year olds don't care if they're causing anyone else problems. So to get someone that says if they don't shape up, this could be the end result.

Holdridge I think we may have talked about this last time.

Busa We did.

Holdridge In terms of SPASH, 3 or 4 of us met with the principal including the police liaison there and we didn't get very far. Their argument is that they have open campus and if they're going to close it down at noon, they'll need much more staff. I don't think that's the last word on this thing. Randy, you know what happens when they come out of SPASH and go down North Point and Old Wausau Road.

Hoffman I've worked as a cross country coach and I've told kids where to run and how to run and that's the way they did it. As I said at the last meeting, you contact the coaches, it's their responsibility, it's their team.

Holdridge Let's move on. Does anybody else have a question for Dan?

Martinsen I live over on Meadow View Lane and Hwy. 66. This summer there have been a lot of people from Plover Heights that walk into town and they're walking on the south side of the road. As I'm coming home and go to turn on Meadow View Lane, in the last 2 years, probably about 6 times, I got passed on the left as I was trying to turn. Now this year what is happening, when you're going to turn, you're slowing down, these cars are pulling into the other side of the white line and they are almost hitting people if they're out there.

Kontos That's always been an issue on Hwy. 66. I know some of the engineering improvements out there were adding turning lanes, widening the road and shoulders.

Martinsen Isn't it a white line, you're not supposed to cross?

Kontos There were changes in state law awhile back. If the shoulder is paved and someone is making a left hand turn, you are allowed to drive onto the shoulder to go around them. That wasn't the case before but it was a recent change about 3 years ago.

Martinsen We have people in our subdivision that won't use that road. My wife is afraid to turn in at Meadow View Lane. All they need to do is put a yellow line on there.

Kontos On the right hand side?

Martinsen Yes, as you are going east. When you turn to go in north, they pass you on the left because its 55 mph just up the road.

Kontos So you're making a left hand turn and they're passing you?

Martinsen Yes. I've had semi's do it, not this year yet but there are people that won't turn at that intersection because they're afraid to. That shouldn't be.

Holdridge That issue came up. We went before the safety committee and they supported us. There are 4 turnoffs as you go out towards Rosholt but there's only 2 that have turning lanes. The DOT did a study and said there would be no change. The speed limit picks up there before Jordan Park. It's 55 even before the corner.

Martinsen When you're leaving Stevens Point on Hwy. 66 and you get to Plover Heights, it's already 55 mph. Even before that it's 55. Coming into town, where Pulaski had their farm, it used to be where 45 mph started. Now it's changed to a yellow sign that says 45 mph ahead so it goes past Meadow View Lane before it even hits 45.

Holdridge There was a suggestion and the safety committee supported it, to move that 55 after the bend by Jordan, don't do it before there.

Kontos It's something we can take a look at and look at the crash data. Being a state road, the DOT has the final word on that.

Martinsen Do you have any clout to get them to put a yellow line there? A yellow line would at least stop the cars from passing you.

Kontos You're talking about making a no-passing zone.

Martinsen Yes. It's that way at the driveway before that, at Somerset, its yellow line but then it quits.

Kontos There's a formula the DOT uses to determine passing and no passing zones and I'm not an expert or engineer on that. I don't know if access roads are part that formula or not. It is something we could bring up at the next traffic safety commission. We have engineers that are part of that commission.

Martinsen After Meadow View you have Plover Heights and Patrician Pines plus everyone has driveways there.

Holdridge We have over 80 miles of roads in the Town of Hull. I'm wondering what can citizens do to assist you in enforcing whatever procedures are needed?

Kontos I would say the best way to change that culture is by operating properly themselves. Not getting caught up in the fact that if everyone else is driving fast, so can I. Try to instill a sense of responsibility not only in them but in the neighbors, talking to their neighbors and their kids and people they know, about the traffic hazards. The enforcement part, there isn't anything really a citizen can do.

Holdridge The way we get our best and only information is from citizens. For any number of things. Dave talked about heavy trucks, people call that in and say they saw a truck overloaded. They are the watchdogs.

Kontos They know their neighborhood better than anyone else.

Holdridge If they call in on an issue that we agree is an important issue, we tell them they need to talk to the Portage County sheriff's dept.

Kontos Citizens do call all the time and we try to do extra patrol for the requests and try to address those as manpower allows. Not necessarily on particular ones like where someone calls and says someone was speeding and they have the license plate #. There really isn't anything we can do about that. There's nothing we can take action on. We can call someone who might have been driving recklessly and remind them, but we can't do much unless we catch them in the act. The information about where trouble is and the times they usually occur would help us to target our resources.

Wallace It's lead by example. I'm out in the community all the time, hiking, biking and running and I take the initiative if I see a kid doing something. I don't always get the best response. But I let them know they're putting themselves in danger. You're riding your bike the



wrong way in traffic. I'm hoping that educates people in my community and I think that's the only way to change the culture, taking the initiative yourself to do it.

Holdridge Dan, thanks for coming out.

**5) John Jury – Task Force Member, effort of Active Portage County to reduce use conflict of roads.**

Holdridge John Jury had sent us an e-mail and we invited him to elaborate on it. He's a very active biker. A long-time member of this community who lives over on Old Wausau Road.

Jury I am part of Active Portage County and I'm also on the Green Circle committee so that's why I'm also on this task force. We are aware that we have created some of the use conflict on the roads due to encouraging people to get out and moving and off the couch for the health of the community. We have a data base of 3,500 walkers most of which are in Portage County. There are lots of cyclists moving around especially this time of year. Overall that's good but it has created a conflict. Having said that, we started looking at what we could do. We did some surveying and marketing and asked some questions. I disagree—people do not know what they are supposed to do. We started talking about how we could make it as easy as possible. We came up with a concept and tested it: wheels on the right, if you're wearing shoes and walking, you should face traffic. Yes we took it to all the coaches of the schools and I think they put them up in the locker room. We have the little business cards and all the kids got them. We've given them to everyone in Walk Wisconsin every year. You can see the different things we've done on the note/e-mail you have a copy of. Although it's doesn't necessarily affect the Town of Hull, we've worked with the 2 Dan's down in Plover around a new trail that will be going in on R and Porter. We're bugging them about putting a separate trail on Okry that would be similar to the Hoover trail to get as many people off the streets as possible. That's always going to happen. That will happen in Hull. You're right Fred; Hull has some of the prettiest places like Old Wausau Road. I live on Old Wausau. Many evenings about this time of the evening, there'll be 10 alternative vehicles for every car. It is a major way the people get out to the blacktop. North Second, Wilshire, Old Wausau, Old Hwy. 18, heading out that way. We've worked with Hull. We co-financed the signs that they put up and I've seen people walk right past the signs on the wrong side. We should get a picture of people walking right underneath the sign. But I've stopped people too and asked if they were aware of it and people have said some really nasty things to me. So it's an effort. After our last meeting, I met with Justin Sonnentag. Unless you have other questions for me, I think it would be a good segway to Sarah and Justin.

Sonnentag My name is Justin Sonnentag and I work for the Bicycle Federation of Wisconsin. I am part of their brand new program called Share & Be Aware. We are funded by the Dept. of Transportation. This is a grant from them. We want to do exactly what you are talking about here today: making the roads safer for everybody to use. My job is primarily as an educator. To get out in the community, talk and work with different people at meetings like this. Find out the issues, what needs to be worked on in your area. Our funding is small and my area is quite large. It's all of Central Wisconsin including Adams, Friendship, the center of Wisconsin all the way north. I live here in Stevens Point and we're focusing here on this immediate area but we want to broaden out and try to change people's behavior. Exactly what you are talking about,

changing the behavior. How do we change someone's behavior? You need to give them a reason to want to change their behavior. It's a person's choice. It's a person who rides that bicycle, a person who walks, that person who drives a car that you want to change. There are lots of different ways to do that. Some people, like you say, they can see the sign right there. They don't care. They're walking on the wrong side of the road. They're biking on the wrong side of the road. I'm talking to people all the time. What are you doing? You know the law. They just have disregard for it. It's lead by example, that's what my biggest thing is. To get out there and do it. The people who bike, the racer types who are really guilty of blowing stop signs. You try getting them to stop and they laugh at me. They think I'm a joke. They ask me, "What are you, the police now?" I get a lot of criticism for it. I just keep doing it. If I go for a ride with a bunch of guys, I stop, even if they go ahead.

Hoffman I love your signs.

Sonnentag I just got these and I'm glad to show them off today. I got these yesterday at our group meeting. I'll hand these around for you to see. There are lots of good signs that we have. They are 2 sided, same thing on both sides.

Peters Where are you going to put them?

Sonnentag I'm going to use a lot of these. We'll try to sell them. We'll use them around the community when we can.

Hoffman They're not too weather proof are they?

Sonnentag There are metal frames for them. We're not making money on these, we're just trying to education people. We'll use them with Walk Wisconsin or anything where we're around. We'll put them up in different areas. We're pretty much focused on bikes; part of my job is also educating pedestrians. We made these up and they just gave them to me on Tuesday.

Wallace It's a state-wide initiative and if you go the Wisconsin Bicycle Federation they have really good information on the rules and regulations and state law for bikes and pedestrians. Justin had given me a number of handouts. I gave one set to the Town of Hull. There is a little business size card with all the state statutes. It's good information to try to get out there. They have a lot of questions on their website. If you are biking and doing this, what is the actual state law, what is the pedestrian law. It's a good place to send people for information and research.

Amman We have bicycle licenses that we issue. Would there be some benefit in giving them one of these brochures when they get their license?

Wallace Yes. Or even just printing out information from the website for them. I can give you the one copy and you can copy it. I think it's beneficial to put it in their hands although not everyone is going to read it. But it's that repetitive nature of seeing that information. It takes awhile to change the culture.

Hoffman I used to ride a bike a lot when I lived in Sheboygan. We had to take a little test, make sure our bike was safe, no riding on the sidewalk. The license plate was hung on the back of the seat. If you were riding on the sidewalk and Mrs. Jones didn't like it, she could see your license number and call it in. Now, the license is wrapped around the post of the bike so if there was a violator and you wanted to call and report it, you have no idea because you can't read that number. Is it the cost of the plate that changed? There's no way to identify the person.

Deverell There's no coolness factor in that.

Holdridge Justin is there any community that has an ordinance or law that says something simple like "walkers face traffic, bikers go with it"? Where they actually developed an ordinance? Are you aware of that?

Jury There's no law for pedestrians.

Wallace Yes, there is. There's state law. I have a handout from the Wisconsin Bike Federation website. There are things you can and cannot do. State law sets the majority of the standards for bike and pedestrian use and regulations. There are areas you can't go beyond. Like you can't prohibit them. So if you are looking at ordinances for pedestrians or bicyclists, it's a little bit of a slippery slope if that is the direction you want to go.

Holdridge I'm just asking. Laws are important to these things and if you have a local ordinance, it obviously has to agree with state law. But sometimes state law has flexibility, you can go further than the state law. If you have an ordinance that says this isn't a question of you not liking it, if there is an ordinance, for example, in the Town of Hull that says you have to ride your bike with traffic, or have to walk against traffic.

Kontos Sarah is correct. That state statute 349 gives you what you can and cannot regulate as a local municipality and the general rule of thumb is that all your ordinances have to be in strict conformity with the state law. You can have an ordinance that matches it. Typically municipalities do that for funding purposes. With citations, they get a bigger portion. If you have an ordinance that is the same as the state law, then you need to have an enforcement mechanism and right now you don't have one.

Holdridge We have a tough weight limit ordinance. One of the toughest in the state. If you read the state law on weight limits, it's basically very simple. We added on to it through our attorney. People that run these trucks and put in septic systems and tear up our roads, we fine them and it can be triple damages if they damage the road. So I'm just asking if there are towns out there with official ordinances like that which were adopted by their town board, or it could be a city and city council.

Wallace I know of a couple of towns down in southern Wisconsin that have had some ordinances but the interpretation from the attorney is that they really have no teeth because they are in contradiction with the state statutes. They go above and beyond what is allowed by the state statute and they are not really very enforceable. Some state statutes are minimal and you can regulate beyond that but not all state statutes run that way.

Holdridge      What do they say about pedestrians in terms of giving them directions?

Wallace        I gave you a card with the rules and regulations on it.

Holdridge      I think the bicycle thing is pretty well set isn't it John? A pretty good body of law on bicyclists.

Jury            Yes, there is, in fact I picked these up also. There are bicycle laws. Maybe we need to get some of these and hand them out.

Wallace        The same information is on the website.

Schneeberg    Like you were saying, you could put a sign 10 feet from the stop sign that says all bikes have to stop at the stop sign and 99% of the bicyclists are going to blow the stop sign. So once again, it falls down to, the only way you're going to get these people to follow and change the culture is to enforce it. If you stop a couple of people for blowing stop signs, it will run rampant through the biking community.

Smith          I taught physical education at SPASH. I don't anymore because they've cut P.E. quite a lot, but we had bike classes of 25 kids in a class and we'd go through all the bike safety like this that just went around. We gave a pre-test, they had to know everything and demonstrate all the signals and we had things set up so they could demonstrate coming to a stop sign and we'd take them out on short routes. It was a very comprehensive thing and there's still kids going through stop signs. I even got the police to stop and park in certain areas. If they went through, then they were going to have repercussions, whether it was a detention with me at lunch time or re-writing information and taking another test or something like that. They knew everything and knew what was expected and they still were not...they were wearing their helmet but not following the rules after they'd gone through this really pretty extensive training. They were about 16-18 year olds so they knew. I do think that enforcement is good to stop people. Like John (*Jury*) said, people can get really nasty if you stop and mention it to them (as a lay person). Their attitude is like, who are you to tell me what to do. Word does get out if warnings are being given out.

Holdridge      Do you know of any place in Wisconsin, Justin, whether a town or village where they really have a good comprehensive program of dealing with conflicts between pedestrians and bikers, walkers, joggers and vehicles?

Sonnentag     Right off the top of my head, right now, no. This is my first month on the job. This is a brand new program that started this year. Part of why I'm here is because I want to hear what you guys are doing. I want to hear what's going on and what are the issues here. What can the Bicycle Federation do to help the people that ride bicycles in the Town of Hull and the people who walk here. I'm not just focusing on people that ride bicycles. Also walkers as well. My job is to focus on all those things. I'll be out there educating and doing lots of different things and I want the Town of Hull to know I'm here to help to do what I can. I'm stretched pretty thin myself but I don't cost anything. My materials don't cost anything. The DOT has

already paid for that. We can get it out and get it to people. Call me, let me know. If we have an event where there's going to be a lot of people, let's get out there and do something, not just sit and talk about it.

Holdridge I agree. Thank you for coming. We'll get you the agenda. John, do you have anything else?

Jury No.

**6) Sarah Wallace – Portage County Planning & Zoning, future Portage County plan for pedestrian travel.**

Wallace Officially, I'm Sarah Wallace from the Portage County Planning and Zoning office in case you are wondering where I fit in. We have a number of different initiatives and efforts going on right now. The first one is called the National Bicycle/Pedestrian Documentation Project. I am working hard to coordinate traffic counts for bicycles and pedestrians across the County. I have contacted all the police and sheriff's departments and am getting crash data for bicycles and pedestrians for the last 10 years. We're integrating all that information into our GIS system and also working with different bicycle groups and bicyclists in identifying what roads are heavily used within the County for recreational or commuter biking to identify where we can do the traffic counts. It'll be the 2<sup>nd</sup> or 3<sup>rd</sup> week in September. I will be asking for volunteers to participate in this project. ALTA Design Company, they are a nationwide bicycle and pedestrian design company. All they do is bicycle and pedestrian. They're a very strong company and they started this national documentation project because there is no good data on bicycles and pedestrians. I can give you all the traffic counts for every road in this County. We have not, as a nation, looked at bicycles and pedestrians as real options for transportation. Our roads are built for vehicles.

There's another initiative out there nationwide called Complete Streets. As we move forward in our efforts, we are trying to design and use our streets as complete streets. I can give you more information or you can Google Complete Streets and get a lot of information. I printed off some stuff here to give to the Town to take a look at.

The National Bicycle/Pedestrian Documentation Project is something that I want to do at least once or twice a year so we can have good, solid data. Everything gets inputted into a computer and online. That's just a standard way we do traffic counts, etc. We need to do bicycles and pedestrians. The first year will probably be very rocky until we get it figured out. I'm hoping to get between 40 and 50 volunteers. I want to have as many locations in the County as I can do. I want to have them in the City, rural County. I don't want it to be just bicycles or just pedestrians, we need equality for both. That's a project we have going on right now with a lot of support from our department. Anybody that is an active bicyclist or walker, please e-mail me at [wallaces@co.portage.wi.us](mailto:wallaces@co.portage.wi.us) and I have some cards. Let me know where you walk and bike, let me know where the Town of Hull roads are that are the best for doing this documentation project. Are there certain intersections or areas of the roads or stretches of roads? We're going to do intersection counts, straight line counts. If anybody wants to be a volunteer, let me know.

I've worked for Portage County since 2002-2003 then left for 7 years and came back in 2010. I applied for a State of Wisconsin Transportation Enhancement Grant. We have been

awarded \$141,000 which includes our 25% match to do a County wide bicycle and pedestrian project to identify everything we're talking about now. Education, resources, what is the appropriate facility for these roads, how do we make our roads safer and how do we make complete streets. I finally got the contract from the DOT, it's on my desk waiting to be signed. We were initially awarded in a letter from the previous administration at the state in October but it's taken some time with budgets to get the contract. Hopefully we'll be moving forward to submitting requests for proposals of qualifications for consultants. I've been working with ALTA Design and there are a number of other consultants we've been talking to. We will be bringing in professionals to help us identify our scope of services that we have for the project. At the end of the day, we want to have the City of Stevens Point, Village of Plover, implementation plan, identify priorities, how to get implemented and how to get funding to do those projects. Whether it's education, striping for bicycle facilities, adding width to the road or an area so it's not just the 12-14" bike lane but a shoulder that's paved. It's identifying what are the most appropriate facilities in specific locations. So that's part of the project, to get some baseline data to find out where we are and what we have now. The planning process will take 12-18 months. Every year we'll take those traffic counts to see how our efforts are improving. My goal is to have as many bicycles and pedestrians on the road as possible because I think that's great. The more bicycles and pedestrians we have on the road, the safer all roads usually are. There are many studies that say the more people you have using those kinds of facilities in a safe manner, eventually it gets to a point where it naturally slows the traffic down and it changes the community. There are many people that want to make this happen that are young and enthusiastic.

I also work with our health dept. with safe routes to school. Our health dept. has some funding and they're doing little mini grants for a number of different elementary schools. I'm really hoping the next transportation grant funding, if it is available in 2012, we have talked about doing a county-wide safe route to school for all schools and have it as a coordinated effort. We wrote it so that all schools across the County could have a 1 mile inventory of what's around the school, to have a start on our safe route to schools program. To have that data and information to make it possible to identify what we need to specifically have to make it more easily accessible for bicycles and pedestrians to get to school.

Peters           The Portland State University has a whole department that talks about it.

Wallace          Mia Burke, she's the one that started it in Portland (*Oregon*), she sent me her book.

Holdridge       Portland State University, have they done enough work to say here's a community.....we're called an urban town's community because we have a certain amount of urbanization. Do they actually have recommendations of what a town of our size ought to....

Peters           I just got started on the website the other night and I'm not the best data minder but I bet Sarah is a whole lot better at it than I am.

Wallace          Those are recommendations that will come out of our project. We want information for all towns but especially those urban towns that are right alongside a city. You're

the perfect example with great places to ride. I live on the other side of Park Ridge in Stevens Point and the great running parts are in the Town of Hull.

Holdridge My problem is that we have issues right now and yours is a research project, which is great, but I see these issues every day and I'm saying, what can we do as a group based on Portland State University or Augusta or yourself, what would the recommendations be? We've got a topic right now on subdivisions. Subdivisions have a plat and they're generally 25 miles an hour. We have all kinds of walkers without any sidewalks. What can we do in a subdivision? We may have 25 subdivisions in the Town of Hull.

Wallace How wide is your right-of-way in your subdivisions?

Holdridge Generally 66', our roads are about 22'.

Wallace You only need 11-12' in a 25 mph for your vehicle, anything more than that is substantial in my opinion. The other thing in research is road diets. We have so many wide, large roads and it promotes driving faster. Maybe taking certain areas and striping them for bicycle lanes would give the vehicle an area where they need to be. It narrows that road for them. There's all these little techniques that can be done. Not all of them cost a lot of money.

Hoffman Do I hear you saying that if you narrow down the road and make the lane and the cars stay where they're supposed to be, the bicyclists will stay where they are supposed to be and everything will be fine? If you put a bike lane in, I'll tell you this right now, on North Second Street, the width of 3 bikes side by side, they will still be 6 across. I'm not against bikes or running. I don't want to see someone get hurt and I'm afraid someone will come around that corner by Stan's Drive when there are 20 runners and bicyclists and somebody is going to pass them and there'll be a whole bunch of people hit by a car. I don't care how many lanes are put on the side of that road for bicyclists or pedestrians, they're not going to stay in that lane.

Wallace I think that it's a start. You're looking for ways to start. Identifying appropriate infrastructure, work on education. You're not going to find a one fix. There are multiple different efforts that need to be done to resolve the issue. Those are the suggestions and proven things that have happened across the nation. I'm bringing those ideas forward to you. It's up to your committee to determine what they want to do.

Holdridge Can you provide that to us, the examples from across the nation? Wisconsin may be way behind on this stuff.

Wallace I can provide information and names. Wisconsin is pretty decent.

Peters 1971 is when they started this initiative in Oregon.

Sonnentag Bicycling contributes \$1.5 billion to Wisconsin each year.

Holdridge Often the big movements start on the east or west coast and they come to the Midwest.

Wallace Portland, Oregon is by far the leader in bicycle and pedestrian and how they have changed the culture of their community. If you contact them and their agencies, they'd be more than happy to share with you.

Holdridge How many people think we ought to come up with this, get the information, come up with a plan, maybe starting with subdivisions, then go to the roads where we really have a speeding problem and come up with an initial process and start implementation? Maybe you don't implement in every subdivision. It could grow over time. Some of this may be a little more intensive in manpower to get this done. Just push along with the best ideas we can find.

Deverell You've got to start someplace, and just take baby steps. We wouldn't be here if there wasn't an issue. There's a lot of good experience in this room so we don't have to re-invent the wheel.

Holdridge That's right, we don't want to re-do something and if Sarah has the resources and ways of doing this, that's a lot of help.

Hoffman There's people walking in our subdivision all the time and I don't see problems with pedestrians but where are the subdivisions that have the problems?

Holdridge My own subdivision is. When I drive across that bridge, I've got people walking right in the middle of the road coming at me. It's not uncommon.

Hoffman We have that too but we just go slow to go by them.

Deverell I witnessed that last night at 9:30. I'm out in my garage and I hear 2 voices. I look out and there are 2 women walking down the middle of North Second Drive and it was dark.

Sonnentag If you give them a place to walk, they'll walk there. But as there's this big lane and there was no traffic, they'll walk there.

Stoltz I disagree with you.

Schneeberg My sister lives in Augusta, Georgia and they did a big thing where they put bike lanes in because they don't have a lot of sidewalks for a big city. So they put bike lanes in on almost every new road they've built and they get a few people that use them but the majority of them just ride their bikes wherever they want.

Wallace According to Wisconsin laws, they have that right.

Stoltz I pay \$80 a year for a license. A biker pays one time and he has more rights on that road than I do.



Wallace        It's complete streets. If you want to have a healthy, happy, active community, you need to provide access for vehicles, pedestrians and bicyclists.

Sonnentag      You can't just put bike lanes in. If nobody knows how to use them, then they're not going to use them. They'll be out in the road because they're scared that someone will hit them, there's this whole fear factor. You need to educate them that they have the right to be in that lane (a bike lane). They are a vehicle on the road. When I ride my bike, I'm a vehicle and I have to get in the left turn lane when I want to turn left. A lot of people don't realize that the bike is an actual vehicle. You can't just do one thing. You have to do it all.

Wallace        There's the 5 "E's": enforcement, engineering, encouragement, education, etc., it takes all of those to do what you're trying to do.

Holdridge      Randy, what do you think? I know you have some thoughts.

Kruzicki        Old Wausau Road recently was reconstructed and there were some questions about if there should be some accommodations for bicyclists, joggers and walkers. The Township had the money to make an accommodation and the citizens that live on Old Wausau Road, not overwhelmingly voted against it, but did express an opinion that they felt speed would increase. I have a tendency to believe that when the lane narrows, the speed drops. When you give someone the option to be able to stay safely off of the road, yes, a lot of people won't comply. If it's a bigger group, they just like to converse. I can hear people talking coming down Old Wausau Road from a long ways away. They're wearing helmets and they talk loud and they like to be where they can hear each other and that's not front and back. I don't know how you change that. That's a bicycling issue.

Wallace        The Wisconsin state statutes have changed. If there is funding coming from the state and federal government for the infrastructure, there are requirements for bicycle and pedestrian facilities. If it's all local money, you can do what you want. But if you are looking for funding, and a lot of towns get funding through their road projects, there are these requirements now and there's a whole set of rules. That came down the pipe late last year. If you want to have state or federal money attached to any project, you're required to do these things.

Kruzicki        The communities that have done the best job have the biggest budgets and have been able to do that. You go out towards Plover, Junction and see that separate path along the road with a separate spot for bicyclists, joggers, they do a good job. There are plenty down by Appleton as you go towards the airport.

Wallace        The Appleton/Menasha area is a very strong bicycle community. They started the Get Up & Ride campaign that is in its first year state-wide. It's a challenge from June to Sept. for logging 1,000,000 bike miles by the end of September (*total of all teams/bikers*). There are number of areas that do very well.

Holdridge      They are probably multi-governmental operations.

Wallace Which is part of the reason for the planning process. We're identifying those routes. If you want to go for funding, you want to justify these things, this is setting that base to find enough funding to do these projects and to justify them.

Sonnentag I don't know if anyone knows this, but Stevens Point has the highest percentage of bicycle commuters. That means people that ride their bicycles to work. That has a strong correlation with recreational riding. We have a higher percentage of people riding bicycles than Madison.

Wallace 6% of our population commutes to work. That's year round. By far the highest. I think Madison was at 4.2%.

Sonnentag Madison was almost 2% lower than Stevens Point.

Smith Madison has bike trails. I know people who ride on them. They've gotten grants to do them and so there's a set place and I know people prefer to ride on those.

Sonnentag The point I'm making is that a lot of people in this area are riding bicycles and they are pedestrians and they are being active. People want to be healthy and live great lives. In Wisconsin, Stevens Point and Portage County is a great place to ride bicycles and to be active. I've heard that. So we're going to have a lot of people doing this and you need a plan because it's just going to become more popular.

Holdridge I understand these County plans, but we are the Town of Hull and we have some issues. The reality is, as you start talking about bike lanes, we've been cut 26% in our state aid and this is not unique to Hull. If you can get some federal money or categorical grants from the state, that's great. Within our limited resources, we're trying to deal with some conflicts.

Busa Everyone is planning for the future, but what do you do now? All the professionals here are telling us there's nothing we can do today.

Wallace No, I'm not saying that. Lead by example, education, traffic enforcement.

Busa It's not an answer. It's not solving the problem today. Today is the problem.

Holdridge I think one of the outcomes of this group is to take those categories of education, as Dan mentioned, traffic calming devices, there may be some alternatives. I know we have these issues and when we talk with people they say, "Well, it's about time somebody looked at this stuff" because we have it all over, all over Wisconsin. We need to find areas, maybe not in Wisconsin, where communities have really looked at this to give us ideas on what we can do. We can do things. Dave Wilz and I at the last meeting said we're prepared to put some resources behind this stuff. This is not just an academic exercise. We want to do some things that make a lot less conflict between vehicles and pedestrians and do what we can.

Kontos The issue did not develop overnight. It developed over time, so will the solutions. Unfortunately, there's no turnkey solution for you. It's a matter of incremental steps to

continuously improve the situation. It'll never be perfect but don't let perfect be the enemy of the good. As you continue to make improvements, you make things steadily better and better as resources become available and as we learn things. I would caution you to not become frustrated because we can't do anything next week to completely solve the problem. But we can start moving in that direction.

Jury            About 10 years ago, a bunch of us got together from all the different municipalities, the Bike Federation was there, Will lead the group and we came up with a county-wide or at least an urban-wide set of recommendations. Again, we get back to who is going to fund this and that's where it breaks down. If you haven't seen that from 1996, I think with the new traffic counts we'll see some trends there and that might be really helpful. To at least review that if you haven't. Not much happened with it because of funding but I still think there were some good things in there. I would seriously doubt that you will find biking and pedestrian routes have changed very much, maybe just the numbers up some.

Wallace        I looked at that in our office and I know Plover has implemented a lot of that. They've used that. What I've seen, being gone 3 years and coming back again, that's only a short period of time, I feel there is so much more effort at the political level. Working with certain places in the County that I thought would never be active in putting in new facilities, they are doing so. I was surprised to see some of that and support. I think there's this new storm of people who have come onboard with this and see the benefits it has for the community. I think that some of the political that we have will help achieve some of those goals. I feel that there are so many more people taking the initiative on it now and it makes a difference.

Peters        John, maybe one of the things we can put into the plan, maybe everyone here represents an area of Hull or subdivision area. If you and I said we'll be responsible for our subdivision and get the word out to the residents there about either what we're planning on doing or what the issues are that we're facing and how do they want to help and maybe if people come together like they did in this storm, neighbor to neighbor, we can do the same thing with pedestrian, bike and motor safety.

Holdridge     You could take a couple of subdivisions and say this is what we want to do and see how it works. A pilot study.

Peters        Maybe you and I are going to be out painting stripes on the road or whatever. You never know.

Busa          Could you actually do something like that? What we are hearing is that we're hamstrung in so many areas and ways with usage. Could you actually do that in a subdivision without being in conflict with the state or federal law?

Wallace        An educational thing? Is there something you could do in your Town newsletter to talk about education and certain areas?

Holdridge      What John is saying is can you legally put a stripe on a road. That would be something we'd look at. We're not going to do things that would be legally questionable. We want to do things that are legal and we have the resources to check that out.

Wallace        There are standards with the State Dept. of Transportation.

Busa            We don't want to see anybody get killed or any of our loved ones get killed and we don't want to kill anybody because they do something stupid. Education is fine, 10 years down the road, but we have to do something now.

Sonnentag     The statistics that are out there the percentage of people who get killed, pedestrians and bikers, per year, is really small.

Busa            I almost got 2 today.

Sonnentag     The actual number of fatalities or serious injuries is small.

Hoffman        The trouble is when there is an accident with a vehicle versus a bicycle, they're usually not good.

Sonnentag     Right, the higher the speed, the higher the risk or fatality. The actual number, you said you almost killed 2 people today, but you slowed down, you braked, yes it's dangerous, but I'm saying the actual number is really small.

Busa            I'm taking my share of lives in my hand and I don't like it.

Sonnentag     Nobody does, nobody want to do that so just keep that in mind. You're very concerned and passionate about that, I can hear that in your voice. There's a small number of people getting killed and we want to make it zero.

Holdridge     I don't think anybody disagrees with that.

Hoffman        It's been pointed out that bicycle usage is probably going to continue to increase and the more it does, the conflict between motor vehicles and the bicycles, those figures you're talking about will probably increase and not decrease unless everybody starts obeying the laws.

Sonnentag     The more people out there riding bicycles, and if they do it consistently, the more people that drive know what to expect from somebody riding a bicycle.

Hoffman        I know what to expect now. I never will assume, if I pull up to a stop sign, and there is a bike coming at a 4-way, that the bike is going to stop. I know what they're going to do because I'm out there driving fire trucks and I see it.

Wallace        I don't trust vehicles. I don't trust anybody.

Kruzicki If you take a look at hunter safety and the success of that and the number of fatalities with firearms and people who are hunting, it's infinitesimally small. That didn't start because all of a sudden everybody decided it was important to not fire a weapon at any moving object. It's a long process, it doesn't happen overnight, unfortunately. But I think Wisconsin is a great example of how successful that particular program is. I don't know that we've instituted those kinds of programs with bicycle safety. Strapping on a helmet at a bike rodeo isn't bicycle safety. That's a component of it and maybe it gets people thinking about it. But it's not the same.

Wallace That's what we're trying to with the safe routes to school program is trying to implement that and give that education.

Kruzicki Hunter safety is 12 hours or longer.

Stoltz It's more than that.

Kontos It's been a phenomenal success.

Kruzicki So junior, at 14, gets a mountain bike and he comes down here with his money and gets a lifetime license, there's no safety involved there. And obviously a pedestrian is never going to get any instruction on safety until they make a mistake or get yelled at by somebody and that's unfortunate. I walk 5 or 6 miles every day and you're right. You can tell people a lot of things but they have formed their own opinion when it comes to this. If I say something to somebody because they're walking on the wrong side of the road, I try to be courteous about it, but I'll tell them, "You've got a headset on, you're wearing black, it's 5 a.m. and you can't see what's coming towards you because you're on the wrong side. That person also can't see you."

Stoltz But don't hit them, because it would be your fault.

Hoffman Absolutely. The finger of guilt is pointed at you no matter what.

## **7) Subdivisions – what can be done in subdivisions to reduce conflict between vehicles and pedestrians?**

Holdridge I think we'd like to come up with a plan for subdivisions. What can we do with those areas that are relatively self-contained. People who operate in there are normally residents unless you have where we live where there is the Green Circle so people can walk down that. Sort of categorize this so we deal with subdivisions. At a future meeting we need to deal with a speed issue with these long roads, the Jordan's the Wilshire's, North Second, etc.

Schneeberg On the topic of subdivisions, and Fred brought this up, your subdivision seems to be the only one with problems. I live down by Floral Lane and we have very little issue down there with pedestrians interacting with cars. People are very respectful. Most of my neighbors walk facing traffic and ride their bikes on Old Hwy. 18 with the 3 foot shoulders on it, most of the bikers use that 3' shoulder.

Hoffman        Maybe it's the main arterial border in subdivisions like Meadow Manor, when you get in by Second Street, it's different, it's the main arterials.

Schneeberg    Like you say, most of the people that use the subdivisions are local residents.

Holdridge     There may well be differences between subdivisions. Where I live we have a lot of people from the Green Circle and we get a lot of people from Stevens Point who walk in the subdivision. So we might have somewhat of a unique situation. Then there may be commonalities at least in terms of creating the discipline of people doing certain things consistently. Walk on one side and ride on the other. Dan pointed out, a lot of people want things to be excellent. If we can get something very good or good, that's a step beyond what we have now. So that should be something we shoot for. We need to address the speed issue on a number of these roads and that certainly involves directions for pedestrians and bikers and joggers and it also probably involves some enforcement.

Hoffman        Dan, children have to be restrained in car seats, we all know that. What about pets? I see 2 or 3 dogs in the car and on the person's lap and a cat sitting up in the back end. Isn't there any regulation on that?

Kontos         Unless you can prove that the pet is situated in the car in such a way that it interferes with the drivers ability to operate the vehicle or vision of a critical area, it's not illegal.

Hoffman        But it's not smart.

Holdridge     What are the thoughts about subdivisions?

Busa            Your subdivision, John, may be unique with the Green Circle through it. We have no problem with ours.

Hoffman        But once people leave our subdivision, they may be causing problems on the arterials.

Holdridge     David, what about Kirshling subdivision?

Wilz            We are fairly well self contained but we do get some pass through traffic because of our relationship to the ball park for T-ball at certain times of the year. But in terms of subdivisions, one of the reasons we put this on here is because it's not just pedestrians and traffic, it's other things with our subdivisions. Do we want to talk about incorporating the neighborhood watch program? Is there a need for that? That has nothing to do with pedestrians at that point. So that's why we put this on. More of a holistic approach. What are the concerns in subdivisions? Certainly traffic is some of it. I know yours. I go down to yours all the time to go walking back there. You get a lot of traffic through. We've had some subdivisions where there have been break ins over the years and we've put in the neighborhood watch concepts. Might there be more that we could do that way to sponsor or promote that for those that are concerned?

Hoffman Like warning sirens and fireworks ordinances, other topics for another meeting.

Holdridge Other thoughts?

Bowen John, I have a recommendation. I think you have a very unique situation on North Second Drive with the Hay Meadow subdivision and the Evergreen Villa mobile home court. You have a park in each of these locations and they are magnets for the kids that live there to move back and forth. The movement is usually at Ann's Drive and there's a blind corner there. I think you ought to look at the possibility of putting a cross walk at that point, stripes on the road and signs at whatever legal distance from the cross walk that need to be put up. That will not only alert the drivers that they ought to slow down because there might be pedestrians there because they can't see them when they're coming from the north. I would just recommend the committee take a look at that and see what the possibility would be. I would footnote that with referring to the 2 letters I sent to the Town Board recommending that you take a look at that. Another footnote, we hope to remove 1,000 cars per day on North Second Drive if we can convince the DOT to restore the south ramps that are at County Road X. It would be great if this committee could create a letter in support of that proposal that's going forward.

Holdridge Other thoughts? Where do we go from here?

Schneeberg In the pedestrian versus vehicle traffic, I think we should start on the major roads first. There doesn't seem to be a lot of conflict in the subdivisions.

Holdridge You live in a subdivision, Matt, Randy doesn't, John you do, Ed.

Martinsen Ours isn't a problem. The people that walk, don't walk in the dark. The only problem we really have that when they get to our intersection, they do not stop. There are houses on each side of the street that have children out there playing basketball. Sure, they shouldn't be out in the road but it's the driver, you need to put that sign up there, "Stop means Stop".

Holdridge Of this committee, there aren't too many people who live in a subdivision. I wouldn't say that we shouldn't have a plan for subdivisions. The big issue that affects most of the people here is enforcement of speed laws, stop signs, etc. It's true on North Second Drive and Jordan Road.

Martinsen When you have people that go...the speed limit is 25 through there, you aren't going to find those that would be going 35-40 to the point where you'd give them a ticket. Still, how fast are they going? It looks like they're going faster than they are.

Wallace Whatever this committee and the Town of Hull decides to do, there are certain things the Town can do to add to a subdivision ordinance that would be enforceable by the Town of Hull. It would not be part of the Portage County subdivision ordinance but there are avenues depending upon what type of information you want. If you have a subdivision ordinance and a new subdivision goes in, it's required. It would be reviewed by the Town of Hull and enforceable by the Town of Hull. Those are options that you have at your disposal.

Holdridge We have an active Plan Commission and they're in the process of looking at a subdivision ordinance which is I think is better termed land division ordinance because that's what you're talking about. So that's a possibility.

Wilz John, I would suggest for the next meeting, as we come up with agenda items, I'll review it with you and use Patty's notes to put together the notes of the last 2 meetings to try to come up with recommendations I've been hearing these last few meetings. We need to start putting some possible action plans down on paper and get the group to decide if that sounds good, to try that. Let's start building a plan as we're having these meetings. That's my suggestion.

Holdridge I agree. So we have something to move along with.

Wilz So we can start checking them off.

Holdridge It'll be better than what we have now because we don't have anything right now.

Wallace John, here's some of the material I can share with you.

Busa Is that available? Are you going to post that through the bicycling community, clubs? Is it possible to have signs made up and put at arterials, "Stop means for bicycles also."?

Sonnentag That is definitely part of my goal. If you guys want a few of these to try out in certain areas to see how affective they are, they cost \$5 each and they come with the metal frame. I have some. I only have 2 of each and I want to use some to show people like you so I have an extra set if you want to put a couple around to see how it works. Or, I can get some more. If you'd like to spend \$20 and get 4 of them. Post them around and try it.

Holdridge If we decide to do signage, we want them to be metal and be on the roadway and we want them to convey a positive message but a firm message.

Wilz I see using those, if we came up with a recommendation that we wanted, let's say, enforcement a few extra hours a week just for pedestrians, I could see taking those and doing a section of road per week or 2 just to get people used to them and then try some enforcement. Then move them to another road.

Holdridge You put them in a yard and as they walk by they see this thing.

Hoffman Put a couple of signs on North Second Drive where there are runners, prominently displayed, permanently, metal to let them know when they come out, this is what you have to do, but not temporary because you don't need a temporary fix, you need a permanent fix.

Holdridge You need to convey a message.



Jury            John, I would suggest, if Dan would be so kind, before we meet again, cross country season starts and if you or someone in authority might chat with the 3 cross country coaches, I think it would be very helpful.

Holdridge     What's the message we want to convey?

Jury            Shoes on the left.

Holdridge     What about this issue with them running down the middle of the road?

Schneeberg   We'd like them to run single file or side by side, uniformly so that all of a sudden there isn't 2 in a row and then 20 wide, then 2 wide.

Busa            Were you in the military?

Kontos         22 years.

Busa            When the military goes out on a run, how do they handle it? Guards before and after.

Kontos         Guards, in formation.

Busa            What about having the University doing the same thing? One ahead and one behind.

Kontos         I don't know how that conforms with their running regimen as far as training goes.

Busa            I would make them a lot safer.

Hoffman       A little narrower, against the traffic, then 75% of the problem would be solved.

Holdridge     John, what would you do in terms of talking with these coaches, how do we want them to do actual on-site running?

Jury            Tell them to stay in 2 or 3 groups, they know who the fastest and slowest runners are. It's not like they all have to be together. I've seen them running with the assistant coaches down the middle of the road. Everybody needs to agree that in order to stay safe, this is what needs to be addressed.

Holdridge     One of the horror stories I heard was Stuczynski Trucking over on North Reserve, he said he was coming out of his business, it was dark, and the ROTC was running right down the road with no lights and he almost hit them. So I think you're right John, we need to get to these people and say here's what we need you to do.

Wilz            The expectations to be safe and enjoy themselves.

Kontos We could use some of our contacts in the media, maybe this is something they'd like to bite on as far as a community safety reminder.

Holdridge Dan, do you know, can we ban bicycles and pedestrians from certain roads based on safety? I'm thinking of North Reserve.

Kontos Only on certain types of arteries and the Town of Hull doesn't have any of those type of arteries.

Holdridge North Reserve; that's a narrow road and we don't have hardly any shoulder and it's dangerous with so much traffic. I'm saying making a case for safety on that.

Kontos Only controlled, limited access highways and Hull doesn't have any.

Hoffman I suppose you can't ban headsets either.

Kontos No.

Holdridge The next meeting date is Thursday, August 18<sup>th</sup> at 6:30 p.m. We'll have some conversation before then with some people.

**Adjournment.**

*Meeting adjourned at 8:45 p.m. with a motion made by Dave Wilz and seconded by Ted Stoltz. Motion passed.*

Respectfully submitted,

Patty Amman  
Task Force Secretary  
Town of Hull, Portage County