

MINUTES –

Hull PUBLIC SAFETY Task Force

Thursday, Oct. 20, 2011 at 6:30 p.m.

TOWN OF HULL MUNICIPAL BUILDING

4550 WOJCIK MEMORIAL DRIVE, STEVENS POINT, WI 54482

**Hull
PUBLIC SAFETY
Task Force**



Safetymatters

- 1) Call to order:** The meeting of the **Hull Public Safety Task Force** was called to order on Thursday, Oct. 20, 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. *John noted this is the 5th meeting of this Task Force with one more meeting to go. After that, recommendations from this Task Force will be forwarded to the Town Board on what should be done in terms of public safety policies in the Town of Hull.*

Present: Co-Chair: John Holdridge, Co-Chair: Dave Wilz. Committee Members: John Busa, Dave Deverell, Randy Kruzicki, Edward Martinsen, Holly Smith, Ted Stoltz, Recording Secretary: Patty Amman.

Excused: John Jury, Tina Peters, Fred Hoffman, Heidi O'Brien

Others Present: **Bob Fisch**-2009A Division St., **Myrna Holdridge**-710 Hofmeister Dr., **Phil Smith**-703 Granite Ridge Rd. West, **Will Stites**-425 Bukolt Ave., **Jennifer Dodge**-Town of Stockton, **Sarah Wallace**-Portage Co. Plan. & Zoning., **Dale Bembenek**-1567 Brilowski Rd., **Cliff Bembenek**-1566 Brilowski Rd., **B.C. Kowalski**-Stevens Point Journal, **Phyllis & George May**-5466 Highland Ave., **Dave & C. Pringle**-450 Maple Bluff, **Jack Elsinger**-5408 Claret Dr., **Amy Domaszek**-1565 Water St. #4, **Sara Brish**-3232 Hay Meadow Ln., **Tom O'Malley** -4416 Sequoia Dr., **Rosan Zahn**-2253 Frosty Pine Ct., **Bob Bowen**-2139 N. Second Dr., **Susan Zimmerman**-1217 4th Ave., **Beth Mortensen**-4300 Sequoia Dr., **Linda Pias**-261 Canterbury Dr.-Plover, **Cathy Dugan**-615 Sommers St., **Annie & Tom Wetter**-485 Casimir Rd., Hull Staff: Pete Kaminski, road crew foreman and Janet Wolle, Town clerk.

- 2) Approval of minutes from the Sept. 15, 2011 Public Safety Task Force meeting.** *John Holdridge noted that the minutes are long and include a comprehensive summary of the meeting. Once the minutes are complete, they are posted to the Town of Hull website. John had heard from one person who indicated it took 4^{1/2} hours to read all the previous minutes and that person realized that the Task Force was examining a number of issues that were very important. The September minutes included a section on traffic calming devices that was presented by engineer Dave Glodowski. Motion made by Wilz to approve the minutes of the Sept. 15, 2011 Public Safety Task Force meeting. Seconded by Stoltz. Motion passed.*

- 3) Citizens wishing to address the Task Force on non-agenda items. Agenda items are for discussion and possible action.**

Holdridge Modern Wisconsin law requires that no action can be taken until a topic is placed on the Task Force agenda and published at least 24 hours in advance of the meeting. We can listen to people. We can't take action on it. If we want to take action, we have to put it on an agenda.

Sarah Wallace I'd like to read a general statement on behalf of Patty Drier verbatim as though she were here: "I wish I could be here tonight. I live just down the road about a mile

north from here. I walk these roads nearly every single day or evening, and sometimes twice each day, to exercise my yellow lab and myself I might add. I bike and hike the Green Circle Trail here. I drive the roads of these Hull neighborhoods daily—most frequently Wilshire, Jordan and North Reserve. Yes, many people use the roads and trails. And isn't that a terrific thing? We are a community that promotes walking for our health. We are a county with premiere trails. The serious cyclists I know tell me that Portage County has some of the best bicycling any countryside has to offer in our state. We are a community that prides itself on organizing healthful events like Walk Wisconsin. We are a community that found a way to connect our trails under I-39 so that we could bike and ped more safely across our county.

Surely, we can find logical and reasonable solutions that ensure we can share the roads safely together in the Town of Hull without restricting people's freedoms, overreaching with policies, creating enforcement nightmares, and restricting all of the benefits that come when using our community trails and roads and have high participation in outdoor activities. Surely we can find a compromise that maintains safety and that brings to light our community's spirit as one that welcomes bikes, pedestrians and runners. For that is truly the kind of community we are." Patty Drier, Portage County Executive

Bob Fisch I'm a Stevens Point bicycle transportation advocate. After the creation of your draft of the proposed ordinance and the subsequent public and media reaction, the Town of Hull Public Safety Task Force finds itself at a crossroads. One possible path is for the leaders of the Town of Hull to conclude that fostering a cooperative attitude among all people includes using Town roads as the most effective way to improve safety for all road users. Education is a key focus of this path, meaning education for both Town leaders and road users. Town leaders should educate themselves on the perspective of all road users, not just the perspective of people who drive motor vehicles. They should realize that past collision data indicate that the roads are actually safer than they currently fear. All road users, whether they drive, bike or walk, should educate themselves on how to safely share the road. Messages of how to operate safely are widely communicated by state and local departments of transportation and organizations such as the Bicycle Federation of Wisconsin. In this sort of environment of cooperation and education, a culture of safety can develop and thrive. The other possible path is to legislate prohibition and permit requirement regarding the use of public right-of-way. These are the sort of acts historically attributed to totalitarian regimes and far from the values of liberty and justice which our county is founded on. Acts that threaten the civil rights of citizens are likely to be countered with outcry, protests and legal action. On this path, a government must be prepared to defend and enforce its actions making expenditures of its limited available resources to do so. In cities and towns throughout our country, this path has been ineffective in creating a safer environment on our roads. In fact, it's had the opposite effect fostering hostility between people choosing different modes of travel and inciting road rage and harassment. The Town of Hull Public Safety Task Force is at the crossroads of these 2 paths. Your actions tonight will take the first step down one or the other. I sincerely hope you choose your path wisely.

Holdridge Thank you. I've got your letter and I'll be referring to it when we get to that section of the agenda. Just a comment: in approving the minutes tonight, I didn't see this Task Force taking any specific action. We're still getting information and there's quite a bit of it. At the next meeting, we will probably be making the recommendations to the Hull Town Board.

Will Stites Thank you for this opportunity. I'm here representing the Heartland Bike Club. The Club has existed for more than 20 years and organizes dozens of rides and events every year. Our membership logs hundreds of thousands of miles per year, many of those miles on Hull Town roads. This is our first time attending one of these meetings and we are here to learn. We believe in safe biking and we believe everyone has a part to play in making walking, driving and cycling safe and enjoyable. We are in favor of preserving road connections between the urban area and the rural county. This promotes healthy living, practical transportation and overall quality of life for all area residents. We look forward to cooperating with the Public Safety Task Force and the Town Board on drafting ordinances, traffic calming and educational efforts to improve safety for Town residents and those passing through. Thank you very much.

Holdridge Very good, thank you.

Kathy Dugan I got a copy of your draft of the ordinance, thank you for that and I told Mr. Wilz I really appreciate the democratic spirit that Hull seems to advocate. It's not the first time I've spoken at Hull meetings.

Holdridge You've been impressed?

Dugan Yes. I also want to tell you, although it may not seem to some of you that it pertains, but the potential annexation (*referred to under announcements*) all the way up to Casimir is a really serious matter for all of us to be involved in, not just Hull. It's really serious and there are a lot of Stevens Point people here tonight and a lot of Stevens Point people use Hull roads because we love them too. I just wanted to reiterate and add a little bit to what was in this article today (*we handed out the article from the Stevens Point Journal as she spoke*). Let me reiterate the points in it which I think are particularly good. Like Will and Bob, I have been a bike and pedestrian advocate for a lot of years and have this to say: I support the main idea and the 3 supporting points in the article "Active transportation good for Hull" in today's Point Journal opinion section. The authors are the directors of the Walkable and Liveable Communities Institute, it's a national institute. I want to list those ideas and add 2 additional ones. The thesis you see there I think is right on. The Town's right to want to protect residents from the dangers of the road, especially those that were designed to only move cars and to move them quickly. But the proposal to ban people from walking and biking along certain streets or without first filing a travel plan is misguided. I agree with and want to also emphasize these supporting points in that article. The first point that I really agree with and I know is true and should make an impression on you is that roads with high rates of bicycling actually result in a lower risk of fatal crashes for all road users. I think Bob Fisch mentioned that too. That means motorists, cyclists and walkers are safer on roads where bikers are. Why? The article explains that. One of the more important ones is that they are really visible and motorists, unless they are full of road rage, slow down and are on the alert and that makes crashes less likely. The second point that the article makes that I really like is making roads walkable and bikeable result in measurably better health. There's a lot of good research on that. Physical and mental health really helps. We have a lot of that going on in this county with Walk Wisconsin and the Green Circle Trail. I think all of us need to support that. #3, I like the solution and I know a lot about this from my past observing of the City as well as bike/ped connection. There are proven methods of designing and redesigning or just tweaking existing roads to make them safer and thus healthier.

These are techniques I think Mr. Holdridge mentioned at the meeting I attended before. There are traffic calming techniques. One is an island at an intersection. There are others. Narrow lanes are one of them, it makes people slow down. The 4th thing I wanted to add is my own solution, I mentioned it at the other meeting and I heard you talk about it again and that is workshops and other training by licensed educators of bicycling safely, walking safely, also, driving a motor vehicle safely when others are using the road. From looking at the ordinance which Mr. Holdridge sent me and thinking about it, it appears to me that arguments for walking and biking on Hull roads, the ones I just mentioned, won't go very far with people if those people making the decisions or speaking vocally really are...it's not going to convince them very much if they hold these 2 unspoken assumptions. One appears to be that Hull Town roads are primarily for vehicles, hence restrictions on bicyclists, walkers will impede the swift and unimpeded traveling of vehicles. That's understandable. Hull has a lot of subdivisions. Most people in those subdivisions are going to Point or Plover. They've got to go in and out swiftly, quickly. But I ask you to think about your roads as belonging to all of us. Two, Hull Town roads – that's another assumption. Hull Town roads belong primarily to the people of Hull. That's what it looks like, some kind of assumption there. But I think you've heard from everyone tonight that it's a public road that all of us love. In fact I think I mentioned to you that my husband and I actually located on the north side of Stevens Point near Wilshire Drive so we could zoom out and take our long bike rides easily into the countryside on those great roads. I encourage Hull residents and their officials to re-examine these unspoken but very real assumptions that may hold people back from opening their minds. Thank you.

Holdridge Thank you. Anyone else on a non-agenda item?

Annie Wetter I don't have much to add that hasn't already been said but one of the things I want to stress is today in our declining economy there are a lot of people who are struggling to pay for things they really need and access to physical activity is one of those things. I know of a lot of people who feel they cannot afford a membership to Adventure 212 or the YMCA or any type of fitness group so for them, being able to be physically active in their community, safely but also whenever they want, with their pets, with their spouse, with their children is really important. It's really the only regular way they can stay physically active. Even if we want to talk about the rapid transportation and motorists being afraid of being impeded by cyclists and pedestrians so for 100 yards they go 25 mph instead of 35 mph. If you compare that compromise to people not being able to be physically active and all the health consequences of that, it seems pretty small. I would like my son to be able to bike to school. We were talking about this tonight. He said, "Well we could ride our bikes on the sidewalk." I said, "That means we have to drive almost all the way to your school Eli before we can start biking. How would that work?" He said, "Okay, it doesn't work." So I think it's really important, as other people have mentioned, to find a compromise so that safety can be insured but that we don't take away something really important that helps people's health and wellbeing and economic wellbeing as well. Thank you.

Holdridge Do you live west of St. Casimir church?

Wetter Yes I do.

Holdridge Anyone else? Thank you for your comments.

Domaszek I live in Stevens Point, but I grew up on Bobby Lane. My parents live on Sunny Crest and so Hull has basically been the place I was raised. I didn't really prepare anything so everything I have to say is antidotal and it comes down to the heart of creating memories. All the memories I have of biking, walking, running in Hull, I don't want those experiences denied to anyone else, like Eli. I learned to ride my bike over on Bobby Lane and took a nasty spill and got a deep hole in my knee, on a bike all my aunts had learned to ride on, we had repainted with a basket and a hard seat. I remember being able to ride to school. Ride now people don't perceive it as safe as it used to be. But I rode my bike to school over to St. Pete's and St. Stan's. I remember riding my bike to Portage County soccer with my mom. We ran over a snake over by Reserve. I took my dog on his last walk around the neighborhood around Sunny Crest Drive. It started out with long walks in the neighborhood with my mom and then I started running. Very peacefully, I didn't feel threatened at all by traffic in the subdivisions and along the Green Circle Trail. Now these days, a lot of the memories I have right now are of the local events that run through the Town of Hull like the duo-athlon, United Way so a lot of these things connect us and help us grow as people individually and help us grow as a community. All these experiences being able to be out and be active in Stevens Point and the Town of Hull. I think they serve to unite us so anything we can do to continue and foster that I think should be considered. Thank you.

Holdridge Good, thank you. Anyone else?

4) Announcements: Public Safety Task Force Members.

Holdridge I have a pie chart (*handout*) based on the 2011 budget. It shows the part of the property tax paid by Hull homeowners which is 14% (it's different for the City). That pays for road maintenance, snow plowing, garbage pickup, those most basic services. We have a volunteer fire dept. and a minimum expenditure on parks. The police service is provided by Portage County. Note that Portage County's share of this is around 29%, a big share. What a homeowner pays to Portage County is twice what is paid to Hull for all these basic services. At the bottom of the pie chart, it shows the state shared revenue is down 25% from the 2011 amount. That amounts to about \$50,000. General transportation aid: Hull has 80 miles of road, gets \$2,017 per mile and that is frozen for the next 2 years. The tax levy is frozen at the 2011 level. When I look at the education for bikers, pedestrians and automobiles we need some help from bike groups, etc. because we certainly want to educate as much as we can but if you get into any high costs, it could be pretty tough.

The second thing I'd like to share with you is the City of Stevens Point has a request to annex an area at the I-39/Casimir interchange. If you look at the 3rd page of this handout, it shows a map to indicate what is being proposed: an annexation running along I-39 up to the Casimir interchange. If you are biker and a walker, that will have some impact on you because people like to come up North Second Drive or Old Wausau Road and then cross over I-39 and go up into other parts of Hull. If this goes to the City, it will be commercial. We've heard everything from truck stops to motels, etc. That commercial expansion will probably be extended. I know bikers and others are very, very concerned. These people that live in the I-39 West area, which is a planning area, they are very active and concerned. People along North Second Dr. are very concerned about it. The cover page shows that this annexation request had to go to the Dept. of Administration and they had to review it. They reviewed it and said they

don't like it. One of the reasons is that there's no sewer and water coming out there, the City can't extend sewer and water that far. It also violates the Hull Comprehensive Plan. It took us 6 years to develop a comprehensive plan required by the State of Wisconsin. I'm not sure what the City is going to do. This is advisory to the City. It's a significant development because I don't believe the City has ever had an annexation turned down, where the State has reacted against them. These are important things for Hull citizens.

I should note that the people sitting up here are all volunteers, they get no compensation and they are a cross section of Hull residents. We also have a Water Study Task Force which is also about 11 members that is looking at the water quality and quantity in the Town of Hull. That group is also meeting for 6 months. They'll be through probably in early January. This group (*Public Safety*) will be through by Thanksgiving.

5) Mission Statement – Public Safety Task Force.

Holdridge This was a statement that was drafted before we started the Task Force. It has guided us along. I mentioned the Task Force is meeting for 6 meetings and this is our 5th meeting. We've had considerable input and discussion from a number of different sources. Dave will briefly go through this.

Wilz A little history, this concept of a task force came out of a discussion one night at a Board meeting that Jack (*Elsinger*) attended. Our law enforcement is provided by Portage County Sheriff's Dept. Over the years we've had a variety of issues with excessive speeding and things like that and have spent additional dollars for extra enforcement from the Portage County Sheriff's Dept. We had decided in last year's budget that we wanted to increase that feeling that we needed more enforcement, there was a lot of speeding going on, a lot of mishaps and Jack, who also serves on the volunteer fire dept. said he didn't think we should spend more money on that. There are other unsafe type things going on in the Town too. It kind of spurred a conversation and we backed off of that little and said it's not just about excessive speeding of vehicles, let's think larger in terms of safety in the Town of Hull. We had talked about all the areas of concern and that people had told us about. We decided we would put together a task force of individuals from the Township with various viewpoints to talk about some of these things. To see what the issues were and if they had credence and what could be done to shore things up. That's the history of how this got started.

The goal is to promote a culture of safety on all roads and neighborhoods in the Town of Hull.

The purpose is to identify and examine public safety issues, review Town of Hull response and policies that address safety concerns and propose new policies, if necessary, to deal with identified safety problems. The Task Force shall report and be advisory to the Town Board, as John had said.

The membership is 9 to 11 citizens and we have quite a variety of individuals up here. Those who are into exercise and those who think the roads should be used for vehicles only. So we want that discussion to go on. John Jury isn't here tonight but he sits on this group too.

We'll run for 6 months and see what we get. The results from a task force could be that maybe nothing is wrong and we don't need to do anything. So we started without the end in mind. We wanted to explore. We did come up with some key issues we felt we wanted to talk about and that was speeding on Hull roads, failure to stop at stop signs and how to enforce that, there's a lot of that going on. We've witnessed that and get phone calls from our citizens.

Pedestrians using Hull roads and following no protocol or acceptable roadway practices and we found that to be true. If you've noticed on Old Hwy. 18 and Old Wausau Road, with the help of Active Portage County, we helped develop a sign that says shoes on the left and wheels on the right.

Holdridge Old Hwy. 18 is shared, you'll see 3' lanes on each side of the road then it gets to a point where they drop off. That's where the City of Stevens Point starts. If you're coming from Brilowski, you'll see the signs that David is talking about. It's signed and there's a 3' lane. I've always considered that as a model road for the Town of Hull in terms of pedestrians, bikers and automobiles. That is very expensive to construct. The other road I think is pretty sound is Old Wausau Road as we have some shoulders there and its double seal coated. Most of our roads are not like that. Some are narrow, don't have any shoulders. Very few shoulders. We have no sidewalks in Hull. So if people say what is the safest road, I would say Old Hwy. 18 until it enters Stevens Point. We got commitments some time ago to continue that out to Brilowski. I think there was a plan to run it further into Stockton. Those are, in my judgment, the safest roads we've got for pedestrians and bikers.

Wilz Another thing we had talked about was the marking of Hull roads by groups sometimes creating confusion and conflict with Hull official road markings. We have large groups that have activities in Hull like Active Portage County and JusticeWorks walk and we need to know where they are going to be. We want to make certain they have the proper law enforcement there so people are safe. We also don't want them to mark up our roads with paint in front of somebody's house. We want that communication to happen and we've been successful with them and we want that to happen. We also need to know about those activities because what has happened in the past, when we didn't know there was a big event, had we known, maybe we wouldn't have seal coated a road the day before they'd have to walk through it. So there are real common sense reasons why we want to know about the large event activities.

Another thing was trucks using Hull roads without weight limit permits. We have a very extensive weight limit ordinance in the Town of Hull which John Holdridge and the Board drafted some years ago. It's one of the best ones in the state. We have fairly good compliance from many of our businesses and truckers that come through but we have problems with those that don't follow the law. That was an enforcement issue, how do deal with that.

Holdridge Barb Brilowski issued over 1,000 permits last year for heavy trucks coming into Hull. How does that affect pedestrians and bikers? We can direct those trucks to use certain roads. The least road we'd like them on is Hull roads because our roads are not constructed to the standard of the county and state highways. So our roads could get damaged. Pete Kaminski, our road foreman, say's they are awfully expensive to repair. So that's had some advantages. If they're over the weight limit, go in to take out a septic system, or logging, we'll film the road beforehand and film it afterwards to check for damage. We've collected one time up to \$25,000 in damages from the truckers. That gives the advantage of getting heavy trucks off the roads. In that ordinance, we can also set a speed limit for those trucks. So that becomes very important in terms of safety.

Wilz Speeding and lack of turning lanes on Hwy. 66 as it passes through Hull. As a group, we haven't dealt with that yet but it's always been an issue and it's on the list. In general conflict in the use of Hull roads between vehicles and pedestrians. At times there seems to be conflict that we wanted to talk about.

 Specific programs or policies to look at, we wanted to understand what the role of the Portage County Sheriff's Dept. was with us. We had them out at one of our meetings explaining what they do and don't do. It was important to know how law enforcement viewed some of this too. We also have concerns about our fire dept. and EMS roles in public safety issues particularly of a preventative nature. Our fire dept. building is right down the road here and we have the disc golf park across the street from here. Sometimes the cars park on both sides of the road and if there is a fire, our personnel can't get through the road. We talked about adopt-a-highway and adopt-a-road programs, Town of Hull's civil involvement in improvement programs. How to keep these people safe.

Holdridge The adopt-a-highway program was a national program. Bannach School has been in that for about 20 years. The students every fall and spring pick up along the length of Brilowski Road. PJ Jacobs students do Wilshire Road. The kids from SPASH do North Second Drive and also North Point Dr. Those have been on-going programs with great participation. The most active groups go from the elementary level on up. We're proud of those folks. We also have 5 families in Hull that participate in this program having agreed to pick up 2 miles or less in the fall and in the spring. We have one on Jordan Road, one on North Reserve. We want to protect those groups as they're out there. They're given reflective vests, gloves, etc. Those are very significant citizen groups that participate.

Wilz Other items that we were going to discuss were the neighborhood watch programs. Some subdivisions are active in that, some are not. We need to learn more and get that information available for those who wish to participate. Organized groups using Hull roads as part of charitable events, there are some of those. Those are the large ones like Walk Wisconsin. Impact of educational institutions on the north side of Stevens Point, U.W., SPASH, Pacelli, running teams and groups using those roads. We know that happens, we endorse that, but we also want to know when their season is and show them the best ways to be active out there and still be safe. Not to prohibit it. We've seen and have witnesses who have seen where they're running 5 or 6 or 8 across taking up a whole road. We want to let them know the proper way to exercise so it's more educational than anything else. Also people that live out in the Town of Hull, we want to say that cross country season is from August to end of October, be safe out there, look for them. So it's an awareness issue. It's a two-way street.

 The role of Hull citizens in identifying, reporting, monitoring and enforcing policies and ordinances. That was a spirit of wanting our citizens to be out there and active and see what is going on. It's not about enforcement. It's about awareness.

 As you can see, our intent was to be inclusive about ways of safety in the Town of Hull. Not just bikes or walkers. I will tell you from a personal standpoint, I walk quite a bit and I can tell you it's not my intent to have anyone's right's restricted. On the other hand, if there are some common sense things we can do to insure that this works out for everyone to create a safer environment, I think it's something we need to look at. I know that we, as a nation, and this community in particular, is an active community and I hope it becomes more active. My friend John Jury, he talks about 10,000 steps, he'd like everyone to walk 10,000 miles. That's my

personal stand on all of this. That's the history on this Task Force and our goals and little bit about the various items we had talked about investigating and learning more about possibly coming up with ways to improve safety in the Town of Hull.

Holdridge Thank you David. One of the goals is Hwy. 66. Ed Martinsen is sitting over here. Maybe it was 5 years ago, citizens in those subdivisions are very concerned because there are 4 entryways into subdivisions off Hwy. 66 but only 2 have turning lanes. The speed limit is 55 mph even before you get to Jordan Park. Its 45 mph then 55 mph. We had a group and wrote to the Portage County Safety Committee and they got the DOT to do a study. The upshot was they didn't have enough evidence and so they didn't do anything. Dan Kontos, when he was out here talked a little about that. I think that is something that will come up again because that's an important one.

The role of citizens is crucially important. I had a call yesterday from a person who is on the Task Force but isn't here tonight. He said he saw 3 people biking up Old Wausau Road in the dark with no lights. He asked what can we do about that. First of all, we need to know the State law on that. The State law is pretty clear on that. We are a Town and we can't do anything unless it's authorized by the State. One of our goals, as we look at ordinances, is to incorporate the State law. We've had practice with this. We have big trucks going on our roads with no authority. Citizens will call in and we get the time and date and get the sheriff's dept. and sometimes trucks get stopped. We need to get citizens who see this stuff to be involved in the enforcement. I'll talk a little bit about enforcement on our last item tonight. We have real issues here in terms of conflict. I've been around Hull quite a while and drive up a road and find runners on the road taking up a whole lane of traffic. Now is that legal or isn't it legal? That's the first question. We can't do anything unless we have some authority. My wife and I were walking on the Green Circle on Saturday. The City has regulations for the Green Circle as most of it is in the City. Somebody came up on a bike, came by us and never said on your right or left and almost clipped us. I think it was a teenager. Going down and coming back, there's a plank right off Hofmeister Drive where we live, we got half way across this plank and here comes 2 youngsters and 3 adults on their bikes shooting down there. We were able to get out of the way. One of the bikes almost went into the slew. When we got up to the top, there's a clear sign, "walk your bike". We need to get people to understand this. We do as much as we can to encourage it. I'm sure many of you have stories like that.

At the end of this Task Force, we'll report to the Town Board and then it's up to them to accept or reject or approve our recommendations.

6) Traffic Calming Devices Report, Dave Glodowski of Gremmer & Associates.

Holdridge Is this an old or new concept?

Glodowski It's extremely new for a town to be involved with it. It's somewhat older for cities. This report on traffic calming is an overview of what it is. We all know of the unique situation in the Town of Hull because of its proximity to Stevens Point and the City versus the Town situations. I live in the Town of Stockton and I want to get into Point and want to get there quick and easy. I live further away. As you get closer to the town, you get this merging and shared use escalating. Traffic calming is something that is used to try to blend them together somehow, sometimes in subtle ways, sometimes in more distinct ways. We have the heavy use of the north side with pedestrians and bicycles. We have the U.W., SPASH and Pacelli. But the

Town of Hull is proactively taking all that into consideration with the idea of needing to move the travelling public too. One big thing to be concerned about when you have this shared use is speed. Traffic calming deals a lot with the reduction of speed. To date, the Town has done a lot to move in that direction. They've reduced speed limits on most of the roads down to 35 mph. They've added horizontal pavement markings with speed limits helping to reinforce that speed limit. They've added stop signs at intersections. They've got a strong attitude of trying to keep the roads rustic by keeping the trees in place and close in. Keeping the road alignments curved and hilly instead of blowing them open like a major highway. We've done a lot of roadwork over the years and we've generally kept the alignments where they were at. Not trying to cut down every tree in the right-of-way.

Holdridge That's what makes it attractive for bikers. We have a strong tree ethic out here.

Holly Smith Thank you Pete!

Holdridge Before our road crew cuts a tree, it's got to be justified.

Glodowski The Task Force here is looking for opportunities for slowing traffic. This report gets more specific on high use roads like Jordan Road, North Second Drive, Wilshire Drive and Brilowski Road. There's a schematic in there that shows the relationship with Stevens Point and how these roads feed into the City.

Jordan Road is a major east/west collector road going through the center of Hull. It indirectly connects Hwy. 66 to I-39 and feeds several other lesser Town roads and subdivision accesses. Existing features on the road: it's the 8th highest average daily traffic (ADT) from a study we did back in 2007. There are 4 way stops at Torun and North Reserve. It's posted 35 mph and marked 35 on the pavement. There are pavement markings, centerline and edge line on that road. Another example of alignment, it's curved on the west end with two 20 mph curves that are in place with curve warning signs. The Town has signs that call out the bicycle and pedestrian situation. Some things to consider as options of things that could be done to calm traffic: adding a 4 way stop at Willow Springs which is an intersection that is currently a through intersection with no stopping on Jordan but stopping on Willow Springs. Wilshire Drive is another spot with potential for a 3-way stop. You can see many pictures of traffic calming on the internet but most pertain to city environments with curb and gutter but some could apply to the Town here. Something like a traffic circle or island. I was envisioning something on the east end of Jordan Road as you leave Jordan Park and there's Deer Lane intersection, to have a center island in the middle of that intersection that would reinforce that you're not smoking through a town area but entering a community. You could have a center island with a sign saying Welcome to the Town of Hull. It would divert you to the side and keep you to the side, slowing down and let you go into the Town. Maybe over the next couple of miles people will realize they're entering a community, not just flying through the Township.

Holdridge Would you put a stop sign there?

Glodowski Deer Lane would still have the stop condition. We could add a stop sign there too but you just left Jordan Park and I'm sure the speeds aren't quite there yet. So it would be more of a diversion on Jordan with a stop from Deer Lane.

Holdridge Ted, do you have any comments? Ted lives on Jordan Road.

Stoltz Yes, we need something on there real bad, real bad.

Glodowski Another one would be a traffic circle at Torun Road. Torun Road is a high traffic area with a lot of traffic on both roads. You'd get a big bang for your buck if you put something in that area.

Holdridge Does it take up much road area?

Glodowski That's the thing, all these things cost money and it's not like the city where it can do all the stuff in 25 feet. You need to spread this out over 100' because you can't taper people instantly and still make it safe for the traveling public. To do something like this, you are tapering it out over 100'. Hopefully not getting into any right-of-way where you'd need to buy some property to expand the right-of-way to fit this. That's something if you are really serious about it, we could do a schematic of it to get a better feel for costs. You're probably going to impact 100' of roadway to do it.

North Second Drive is the next one as a north/south collector which has gotten a lot of press over the years. Especially with the closure of X and the opening of Casimir Interchange. This was the 3rd highest in the Town in 2007 on the south end and the 6th highest on the north end. It's posted and marked at 35 mph, it has the pavement marking. There are some curves to the road especially on the north and south ends. The Town has their bike/ped signs along that road. Some options on this road would be the same thing as you enter from the City, as you feel like you're going out into the country, to reinforce the community idea with a traffic circle at DuBay Ave. and another Welcome to the Town of Hull sign so they're not thinking they're leaving the City and free to speedup but still in a community. Another one at the end by X. You get a lot of traffic coming in by X now and they're trying to work their way down to either I-39 or into the City. They're in a hurry to get in and just before they enter Hull, right at X on the south side, we could do the same kind of thing: a splitter island with a sign welcoming them to Hull and reinforce the idea that they are entering a community and not waiting until they enter Stevens Point to get into a community. There's also some opportunity for 3 way stops on North Second, at Jordan Road and/or at Casimir Road.

Holdridge Any questions about that?

Sara Brish What about another logical area with the subdivision just south of Evergreen Drive with a 3 way or one of these islands? Because that's where you really enter the community.

Glodowski You need to look at it as a whole. It needs to be a global look throughout the entire corridor and not just one corridor but the whole Town. Do we seal off the ends? Do we work in the middle? I think this needs to be looked at from a whole-town standpoint and not just focusing on one road and then the next road but more of a comprehensive feel.

Bob Bowen Dave, what affect do crosswalks have on slowing traffic? If you have a pedestrian crossing sign at the required distance from the crosswalk?

Glodowski That's a good one on the next one for Wilshire Drive. The thought would be if you have good markings, people would tend to slow down. Speed bumps are extremely effective and extremely controversial. Can be hard to maintain with snow plows but they will be something I'll talk about for Wilshire. They tend to slow traffic.

Bowen Have you seen any ADT data from DOT since 2008 when traffic was diverted onto North Second Drive?

Glodowski No but I think we did the studies in 2007 because of that.

Bowen That's the same thing we got when we did it. I tried to get something from them. They just finished the count this last week and they'll have it available in the summer of 2012.

Glodowski Pete has a new tube counter though, that he's going to get up any minute, right?

Kaminski Yes.

Holdridge Highly sophisticated. Some of you may not know Bob Bowen. Bob has been on our Plan Commission since day one and lives up on North Second Drive. A very active citizen. I think what you're talking about is the crossroad from the mobile home park.

Bowen Right, Ann's Drive, it's a blind intersection because of the curve and a lot of crisscross activity with the kids that live in Hay Meadow and Evergreen Villa. And there are 2 parks there, one in Evergreen Villa and Hull also has a park there which induces more walking traffic.

Holdridge And there is a bend there.

Holly Smith When you do a crosswalk like that, do they put signs quite a bit ahead?

Bowen There's a state law that says it has to be 1,000 feet or something, I don't know.

Smith So that would slow down some of those trucks barreling through that area.

Deverell The other thing that is unique to North Second Drive is the fact that when X was eliminated, there is a quarry in the Town of Dewey and there's only one way to get to it and it's up North Second Drive. So Paradise Trucking, ConsTrucks, Gollon Services, DB Rusin, I know I'm missing people, I see them every day. So we're not just talking about vehicle traffic anymore, we're now talking about heavy truck traffic. I don't know how you address that.

Holdridge That truck traffic is because they took out the ramps at Hwy. X as it enters I-39. That's the great problem for us.

Smith Bob's working on that for us, aren't you Bob?

Holdridge He's working diligently on that.

Deverell Yes.

Glodowski The one this about the cost, North Second could potentially be a roadway that may be reconditioned in the near future. That's the time to plan to incorporate this. If you can do this with a new or redone construction project, the costs go way down rather than try to come in and patch 100 feet. The 5 or 6 year plan from a transportation standpoint should be factored into discussions like this.

Holdridge Is that true of most of those calming devices?

Glodowski Yes. The next road is Wilshire Drive. Major collector for north/south traffic running through the center of the Town feeding directly into Stevens Point. Green Circle Trail route is on this stretch of Wilshire for the southern 0.9 miles. It was the 7th highest ADT in 2007 posted and marked at 35 mph, it has the pavement marking at center line and edge line. Paved shoulders for the first ½ mile because that was the limit of the Green Circle Trail at one point, now it's up to 0.9 miles because there are 0.4 miles that do not have the paved, wider shoulders.

Holdridge The land owner didn't want it to go across there so the Green Circle committee moved it further north and now it's just south of Dave Way's place. How far is that from the...., a mile or so?

Glodowski It would be 0.7. So with the Green Circle Trail, there is a crossing at that location. The alignment is somewhat curved at the south end and the Town does have their ped/bike sign up. There's the I-39 crossing structure that occurs through that crossing. One thing that jumps out would be potentially a serious crossing signed, marked and possibly humped at the Green Circle Trail because it's going to act as more reinforcement that there's a crossing here. People are going to know that there's a speed bump or hump at that location. Its right in the middle of that stretch where people are up to their maximum speed, then all of a sudden in the middle of it, they'll have to slow down or damage their car. So that's an option. I don't know how Pete (*Kaminski*) feels about that. Pete's our road crew maintenance guy. They do make humps that can be removed for the wintertime. So there are options. Beyond that, extending paved shoulders was talked about when they talked about moving this location.

Holdridge This is one of 3 locations in Hull where the Green Circle crosses. It's in my subdivision on Hofmeister, it comes in on Old Wausau Road and at Bukolt. The fact that trail goes through creates additional travel and more pedestrians and bikers. That needs to be accounted for.

Glodowski So extending the paved shoulders up to that actual crossing location. Potentially another option would be for a Welcome to the Town of Hull sign as you are leaving Stevens Point. It wouldn't be a center median but as you go over the top of the interstate bridge there's a

nice wide are on the right side of the shoulder where you could put a sign that would reinforce that you're still in a community.

Brilowski Road is a very major north/south collector on the east side of Town connecting Hwy. 66 to Stevens Point. The highest in traffic on the south end, 4th highest on the north end for ADT. There's a 4 way stop at Golla Road. It's posted and marked at 35 mph and has the pavement markings. There's an issue with part of the road being posted at 45 mph that is the City section in the middle. There are 90 degree curves on the south end with 20 mph warning signs for that location. The Town has their pedestrian/bike signs on that road also. I don't know about this road. It doesn't jump off the page as much with opportunities to put things in. Getting the City to concur with reducing the speed to 35 mph for the whole stretch to reduce inconsistency would certainly be a nice approach. Certainly could try some of these things proposed on the other roads but with the curves on the south end, I don't know if speed is an issue. You have curve, curve, stop sign. Once you get out to the north end, people are speeding. Houses are a little more sporadic and the shared use is maybe not as high.

Holdridge David, can you drop that 45 mph in the City portion if the City cooperates, based on State law? Based on the housing spread and all that?

Glodowski Yes. I'm sure the City would have a say and analyze that.

Holdridge Most of it is governed by the State anyway.

Glodowski Right. To wrap up in summary: education is important, public outreach by newsletters, meetings, mailings. Private signage was talked about at one time. Old Wausau Road would be a good one with all those houses. If property owners would put up some kind of sign warning people that this is a heavily used bike route and every time you drive it, you see another sign, that would mean they're serious about it in this area.

Holdridge Did you see the signs up here?

Glodowski I looked at some of them, yes.

Holdridge Kind of catchy.

Glodowski Yes. Bottom line is that feedback from all stakeholders is important. Including emergency services, maintenance guys, the traveling public and all the other users including the Town and their budget. So a lot of stakeholders are involved. We talked about enforcement. I know the Town has worked with the sheriff dept. but that was a more regular basis and people understood that they'll get tickets for speeding. Just like when I drive through Plover, I drive the speed limit because I know what's going to happen. If you had that feeling in the Town of Hull, that would help.

Holdridge They're pretty strict in Plover?

Stoltz Oh yes.

Glodowski One thing that would go great, hand and hand with that would be the radar enforcement sign. It's one of these signs, I think you have a picture of it, it says YOUR SPEED IS THIS, YOUR SPEED IS SUPPOSED TO BE THIS and you get the guilt feeling when you see it and what your speed is. Relatively expensive, each sign is around \$3,000 to \$4,000 depending upon how you power it. It's a tool that's portable and you can move it from spot to spot and could be a great investment for the Town. Certainly a tool that could be used by other municipalities too if you want to partner up with other towns or other municipalities to share in the cost of using it.

Holdridge That's very mobile. So some are solar powered?

Glodowski Battery, solar or A/C. I have some specs on 2 suppliers on that. One actually is right out of Madison.

Holdridge Have people seen this? I kind of like this. It says: "Speed limit 30, your speed 29." I suppose that flashes?

Glodowski Yes. And if it's over by 10, it probably makes a phone call.

Holdridge Really?!

Glodowski I'm stretching it a little bit.

Wilz Next year's model!

Glodowski Any other discussion or questions?

Citizen I was wondering, when you put a center stripe on a road, does that un-calm traffic by making it look more like a highway?

Glodowski I've heard it argued in both directions. A lot of times it goes hand and hand with an edge line. You want an edge line to define maybe the bike route or for pedestrian accommodations. It's not safe to have an edge line without a centerline. So that's one of the things we wrestled with on Old Wausau Road. So if you want an edge line, you need a centerline. Residents on Old Wausau argued that they don't want their road to look like the City's so some feel if you have the pavement markings, it looks like the City and then tend to drive like you do in the City.

Dugan These are excellent ideas and there are other traffic calming ideas that I know about. These are techniques and good ones but there's something beneath this that is more serious. Two things: one is that so many people are commuting. I know that Town Board members and the highway dept. those folks say we've got to keep the roads really safe so we can get people in and out. It's important because of the people working. They're realigning with big projects, I'm glad Hull isn't doing that. Great big intersections they're realigning several of the roads. That's another area people like to bike, in the east, Stockton and Sharon. So that's one

thing. Is there anything we can do to help people get into the city without doing it so quickly and so often? With single occupant cars. Promoting car pooling.

Holdridge Dave, you want to respond to that? Is there a question back here?

Bob Fisch Some of the traffic calming ideas are great ideas but of course they do cost money. Has anyone actually sat out at these key locations, an engineer, at peak travel times and actually documented roadway behavior, near misses, concerns? A lot of this discussion with traffic calming will go into money. It seems like it would be good to get, not just antidotal information that it feels dangerous, not just someone sitting out there for an hour 3 times over the course of a summer.

Stoltz Come and sit in my driveway in the morning.

Fisch I fully understand but of course someone objective who is familiar with traffic situations can really evaluate the level of danger compared to other places.

Holdridge That's a much more sophisticated level than where we are at. David could probably do it.

Fisch That's what I'm asking David (*Glodowski*).

Glodowski Again, I think the Town is being more proactive than reactive. I don't know if there's going to be a solid amount of accident data. I haven't looked but it sounds like from what I've been hearing, there's not. Anything that's been pieced together...are we high or are we low.

Dugan Could you have people from your committee or other Town officials do counts to see who is disobeying the law? People that disobey the law means they have no respect for it.

Holdridge I think the first thing you need to do is make sure everybody knows the law including bikers and pedestrians. Because there is a State law.

Dugan Well they do know what a stop sign is. Tonight I saw someone shoot right out onto Hwy. 66 without ever stopping. They didn't even go though the stop sign rolling. That's how bad it's gotten.

Holdridge I like the folks in Plover. They are enforcing the law as it should be enforced. It seems to me that's what needs to happen.

Dugan They're consistent.

Holdridge Consistently tough. Did you have a question in back?

S.Wallace I just wanted to make sure everyone in the room knows the efforts that Portage County Planning & Zoning office is doing. This year in September we started our first national bicycle and pedestrian count in 15 locations across the area. I believe 3 of those locations are

specifically in the Town of Hull. We've started gathering traffic count data for bikes and pedestrians like you do for vehicles. We also went back 10 years and identified all traffic, bike and pedestrian related accidents across Portage County and we'll continue to do that to identify areas that have high problems. So as a County, we're looking at it county-wide. That's data we have available in our office for use in different municipalities who are looking for that information, along with our larger county-wide bike and pedestrian plan. Our request for proposal and consultants will go out probably this week or next week. That plan will be started in early 2012 which will address the majority of the issues here on a county-wide scale.

Glodowski Do you have that broken down by municipality?

Wallace Regarding the money, it's a grant that we wrote. As long as the funding is there in the 2012 budget at the State Dept., we're looking to identify specific We're encouraging other communities to work with us so we can identify those and move forward and apply for projects on a county-wide basis. Our dept. wrote the grant...we'll move forward, they approved the grant and that's ultimately how we're going to get this plan in place. We want to proceed in identifying infrastructure projects to do the same thing. That's our goal, to continue this movement forward.

Holdridge Our effort here is at a general level. We need to make sure that people don't ride at night without lights. We need to make sure people bike with traffic and walk facing traffic, those kinds of things. Since I've gotten more up to speed on the laws, I've seen much compliance. Many solid people on bikes and walking are doing it absolutely according to hoyle. But some are not. Someone said somebody ran a stop sign but they're talking about a vehicle. We're dealing on a general level to get the Town of Hull culture and community to follow some of these good safety practices.

Bowen Responding to what Kathy (*Dugan*) was saying about the efficiency in getting people to work.....this is beyond the scope of the Task Force but at least be aware of the fact that if we are successful in getting the restoration of those southern ramps at X, that will reduce the ADT on North Second Drive by at least 1,000 cars a day if not more and probably also on Reserve Drive going to Sentry because all those people will go down to the Stevens Point exit and go to Sentry. Sentry is a goodly number. It will reduce the truck traffic nearly 100%.

Domaszek As far as your available funds for tracking that kind of data, when we tracked...in the county, it was all volunteer driven. The only money that was used was for snacks for our training session. So we tracked 15 sites over 2 weeks with about 30 volunteers. So it is possible.

Holdridge Any other questions? Then let's move on.

7) **Communication related to Draft Ordinance on Public Safety.**

Holdridge I have a communication from Bob Fisch (*handout was given out*) also Bob pointed out some language change from "possible" to "practicable" that has a big part, that's part of State law. On the second side he talks about "taking the lane" which is an interesting thing. I appreciate the comments, Bob. The other one is Will Stites which is again, a responsible letter

which we need to look at very seriously. You want to comment any on your letter Will? I know you talked earlier.

Stites I do have one comment which is after I wrote this letter, I learned more. I read some of the minutes. The minutes of the first two sessions you had of this Task Force. I became aware that this was not some misguided effort to quash bicycling. It was a really sincere effort and I was impressed. So if the tone of my letter doesn't reflect that, it's because I wasn't aware of it at that time.

Holdridge Any questions about that? I thought they were both good letters. Here's another comment that looks like an e-mail or a phone call from Debra Dean, Houston, Texas. Her message, she said she heard about the ordinance in the Town of Hull and she said, "Hull, Wisconsin has been voted most unfriendly place in the United States." Did any of you participate in that vote? We had some real interesting ones.

8) Update on Hull Ordinance on Public Safety.

Holdridge You have an update of the original (*proposed ordinance draft*) and that update says the first date is 9/15/11, then 9/19/11. That has been reviewed by our attorney. I'll just go through this. It's based on State law and I hope there's nobody in here that would suggest we don't have to follow State law, because we do.

Under Section 1 "Purpose: To promote safe use of Hull roads by bicyclist, pedestrians and vehicles (motorized vehicles) through reasonable separation and usage regulations based on Wisconsin Statutes but incorporating Town of Hull experience." We are considered an urban town and one of our challenges is we have a lot of subdivisions but also a lot of rural areas. According to the Wisconsin Town's Association, we are one of those urban towns. Most of those urban towns are located around cities like Sheboygan, LaCrosse, Oshkosh, Eau Claire, etc.

Then under Wisconsin Statutes: "Pursuant to authority granted in sections (and there's 4 of them listed there), the Town Board enacts this ordinance. The statutory provisions in Chapters 340 to 348 of Wisconsin Statutes, describing and defining regulations with respect to use..." And it goes on. One of the criticisms we get frequently is, "Why do we need an ordinance when we've got Wisconsin Statutes?" How many people have read Wisconsin Statutes, bikers? Some of you have but most people don't read that stuff. If you start reading it, you'd better have a lot of caffeine. One of the things we did as a communication device was to identify those ordinances, reference the State law and put them in here. Our intent with this, once it goes through some drafts, it's in its third draft now, is to solidify it and approve it, get it disseminated. Another step might be to develop a pamphlet. Get it out in a newsletter, anybody who wants it, circulate it so when people think about biking or walking and automobile use to some extent, they can find out what the law requires. That is a big step. If you want to just rely on Wisconsin State Statutes and don't tell anybody what they are, that's a breakdown in communication between government and its citizens because very few people ever read the Wisconsin State Statutes. One of the things I discovered by all this communication is some of the bike people don't know Wisconsin Statutes.

Now background is important, this is Hull's experience, this is where we're coming from: "The Town of Hull has 80 miles of roads and over 50 subdivisions within its jurisdiction." Most of those are contiguous to Stevens Point. "There are no sidewalks in Hull and Hull roads often

lack adequate shoulders for pedestrians and bicyclers to use. Three educational institutions exist on the north side of Stevens Point where students often travel Hull as individuals or in groups walking, biking or jogging.” That creates additional challenges for us. I found out also that PJ also has a cross country group that runs up here. “In addition the Green Circle requires bikers and pedestrians to use Hull roads. Four major roads enter Hull from Stevens Point and three other major roads cross Hull in various directions – Jordan, Brilowski and Torun Roads. Hull’s Weight Limit Ordinance regulates the roads that heavy trucks may use. In 2010 over 1,000 weight limit permits were issued. One major concern for Hull officials is the cost of roads and shoulders construction and maintenance. During the 2012 and 2013 budget year, Hull will lose 25% of its state shared revenue and per mile road aids will be held at the 2011 level for the two budget years. In addition, state mandates no tax rate increase for those years. But we have what we have. Because of the various users of Hull roads, a need exists to promote safety by defining more precisely the responsibilities of pedestrians, bikers and vehicles using Hull roads.” This is the challenge and this may be unique to Hull.

The next part is on the Approach of the Town of Hull. I sent letter out to 3 people, to Sarah Wallace, Justin Sonnentag and Kathy Dugan; I was particularly concerned about educational things we can do, engineering and enforcement. I’ve got a question mark on the side of that because I think I have to fill that out. When we talk about education, I think one of the best educations is what the law is, to start with. But then you talk about signs like this, you talk about some communication in a newsletter. I would particularly want the biking groups to participate in this because I go back to our budget problems and they are real. So education is something we need and it’s got to be on-going and to keep rolling because new people come in, people forget, etc. Then when we talk about engineering, that is, traffic calming devices. Let me address enforcement right now: the article in the newspaper, we have copies of the portion of minutes when Dan Kontos was here at the first or second meeting and I talked with Dan yesterday about this enforcement question. Dan’s strong feeling is that as long as ordinances relate to State law, and as you read these, you’ll see sections of the State law as part of the ordinance; those are enforceable by Portage County. I said to him that the City has police on bikes and he said, “Well, we used to do that.” So as we enter summer, there might be some places we would have police on bikes. Then the question comes up, what about at night? We’ve used Portage County deputies for about 5 years and typically what happens is those coming off the midnight shift stay 2 hours, those coming off the day shift stay for 2 hours, a kind of journey to work kind of thing. But there’s no reason why we can’t hire a deputy to work one day a week starting at 12 and working until 8 or something just to deal with people who ride bikes without lights or other sort of things. It wouldn’t only be bikes or pedestrians, but also automobiles. So they will do that. In the past we paid like \$5,000 for 4 or 5 months. They concentrated on major roads and it’s been a question of seat belts and stopping speeders. We’ve got the data for each month. That to me is enforcement. The other enforcement thing that combines calming devices with enforcement is putting up some stop signs. We know from North Point Drive and Old Wausau Road, we put up a 3 way stop sign and that’s worked pretty well particularly with the kids coming out of SPASH on the noon hour coming down to Bukolt Park.

Section 4 is Bicyclists using Hull Roads: this is from the statute, “After holding a public hearing on the proposal, the Hull Board of Supervisors may, by ordinance, prohibit the use of bicycles on a Hull roadway.” Then it quotes the statute number. “Roadway, means that portion of a highway which is improved, designed or ordinarily used for vehicular travel, excluding the berm or shoulder.” Now this is an extreme measure. This is not something to be taken lightly.

But it's there and in fact, I think there's a part in the Stevens Point ordinance we received from Kevin Rutter that there are some sections of Stevens Point that do ban bicycles. I think they're on the east side. Is that right?

Fisch One section. The section from the 4100 block on Hwy. 10 up to the Hilltop tavern. I won't say why, but that is the only street.

Wilz That's because it's so steep and it's 45 mph in there. You can say they didn't really restrict it because they put a bike path there. But the bike path is closed down in the wintertime so it's really restricted. That is the only place in town.

Holdridge This would be an extreme action by the Town Board. Probably precipitated by some real accident. If I would say what is a dangerous road, I'd say North Reserve from Sentry to Jordan. It's very narrow. We've talked about widening it when we redo it but we'd have to put in new ditches and that's terribly expensive. But that's in the very distant future if it ever happens but this is part of the statute. *(end of tape)*

Wilz You have to have a public hearing to even consider enacting something like that. It can't be just done by a board. A public hearing is a big deal. So it's there, it could be used but it's difficult to use that.

Holdridge Remember, governments in Wisconsin are controlled by the open meeting law. Whenever we meet to take action, in the Town of Hull we have 5 members, if 3 of us meet, that's got to be advertised 24 hours in advance. So it's all out there, it's all transparent.

 Then on registration, we don't register many bikes. Maybe we ought to do more of that and use that fee for education or something.

 Then on #3 of that section on persons operating a bicycle needs to have at least one hand on the handlebar.

 Then on #4, "Persons operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right hand edge of the unobstructed traveled roadway, including operators who are riding two abreast where permitted, except: a. When overtaking and passing another vehicle proceeding in the same direction. b. When preparing for a left turn or u-turn at an intersection or a left turn into a private road or driveway. c. When reasonably necessary to avoid unsafe conditions including fixed or moving objects, parked or moving vehicles, pedestrians, animals, surface hazards or substandard width lanes that make it unsafe to ride along the right-hand edge or curb.

 #5 "Persons operating a bicycle on a roadway shall exercise due care when passing a standing or parked vehicle or a vehicle proceeding in the same direction and when passing a standing or parked vehicle that is a school bus not displaying a flashing red warning light, shall allow a minimum of 3 feet between the bicycle and the vehicle." Then the statute is quoted.

 #6 "Persons riding bicycles upon a roadway shall not ride more than 2 abreast." I go down Green Ave. to go home and I've seen 3 people abreast taking up a whole lane of the road. According to this, that isn't proper. Did you know that?

#7 “No person may operate a bicycle upon a roadway where a sign is erected indicating bicycle riding is prohibited. Every rider of a bicycle entering on a highway shall yield the right-of-way to motor vehicles.”

#8 “Bicyclists riding on a bicycle way shall exercise due care in giving audible signal when passing a bicycle or a pedestrian proceeding in the same direction.” Now bicycle way, that might be like the Green Circle but it also may be those in the City where they have specific bicycle lanes. Is that right? Do you know?

Wilz I believe that is true.

Holdridge We don't have those. Then #9, “Persons operating a bicycle on a bicycle way opened to two-way traffic shall ride on the right side of the bicycle way.

#10, “No person may operate a bicycle upon a highway during hours of darkness unless the bicycle is equipped with, or the operator is wearing a lamp emitting a white light visible from a distance of at least 500 feet to the front of the bicycle.” It goes on and it's pretty well detailed here. Mr. Buza, remember you raised that question about the fact that there's got to be some regulations on night riding, and here it is.

#11, “No person may operate a bicycle upon a highway unless it is equipped with a brake in good working condition, adequate to control the movement of and to stop the bicycle whenever necessary.”

#12, “No bicycle may be equipped with nor may any person riding upon a bicycle, use any siren or compression whistle.” One of the things that should probably be here is an early statement that says bicycles have to conform to vehicle laws or something to that affect. Bicycles are considered vehicles and they've got to do everything that a vehicle has to do. That's actually in the Stevens Point ordinance. There may be some other things, but this is a pretty decent list, I think. Any questions about that?

George May I commend you on this. Most of it is backed by State law. It's reworded some of the State statutes. The purpose is ostensibly to promote safety with all vehicles and pedestrians. Some of your signs, or the signs of Share and Beware allude to something that is left out of here and that would be 346.075: overtaking bicyclists. In your ordinance you make a point that a bicycle needs to stay 3 feet away from stopped buses, autos, etc. But it doesn't say, and in my experience, probably the most dangerous part of my biking has been motorized vehicles overtaking a bicycle and not staying a minimum of 3 feet from the bicycle. That's not in here.

Holdridge That is in the State law.

May Well all of this is in the State law.

Holdridge I'm saying what you said is in the State law.

May Yes, 346.075. I would suggest that be placed in the ordinance.

Wallace I just have a general question: There's an assembly bill, 265 I think that is out there that is looking at possibly making changes or tweaking some of these ordinance for bikes

that you're referencing for the Town of Hull. What kind of process is there going to be for every time a state law is changed, the Town of Hull ordinance changes?

Holdridge We try to keep up with that.

Wallace I was curious because with the Bicycle Federation being as active as they are working on different rules and regulations, I just want to make sure that it would actively be....

Holdridge One of the things about working through this legislative process, it starts here and by the time it gets over to here, there's modifications, sometimes it never gets passed. The Town's Association pretty much stays on top of it. Didn't I get a copy of that bill from you? Didn't you send me a copy of it? Yes, okay. There's one in there and there's some changes. We would keep abreast of that. Generally what we do, just like with our weight limit ordinance, we review it once a year or so because that also....they change the weight of trucks, etc. Any question about that? I think George has one we need to look at and I certainly want to put in here that bicycles have to follow vehicle laws. That's important.

Section 5, Pedestrians using Hull Roads: "Persons may walk or jog on Hull highways but shall walk or jog on and along the left side of the highway and upon meeting a vehicle shall, if practicable, move to the extreme outer limit of the traveled portion of the highway." That's what needs to happen and that's what is on our signs that say wheels to the right, shoes on the left. This is the law and so our signs are very accurate.

Part 2, "Pedestrian traffic upon Hull highways may be regulated including the prohibition of crossing at places otherwise permitted by law if signs indicate such prohibition. Community events or celebrations, processions or assemblages on Hull highways may also be regulated." The question I have and I don't know if there is anything in the law, groups running and taking up a whole lane of road. What's the State law pertaining to that? Do they have to get off to the side? What happens there? That has come up so that has to be pursued.

Section 6 General Use of Hull Roads: "1. Signage and sign information shall be in place to enforce this ordinance against an alleged violator. An official sign shall be in proper position and legible to be seen by an ordinary observant person to enforce this ordinance.

2. No pedestrian or bicyclist shall suddenly leave a place of safety and walk, run or ride into the path of a vehicle which is so close that it is difficult for the operator of the vehicle to yield.

3. Every pedestrian or bicyclist crossing a roadway at any point other than within a marked or unmarked crosswalk shall yield the right-of-way to all vehicles upon the roadway.

4. No person shall stand or loiter on any roadway other than in a safety zone if such act interferes with the lawful movement of traffic.

Section 7 Signage: we intend to put signage up. We've talked about what David (*Glodowski*) was talking about in creating a community feeling with some signage coming into Hull that welcomes you to Hull. Those I would say would be put on North Second Drive, on North Reserve, Willow Springs as it comes down from Dewey and probably on the southern end so people understand this is a community and we welcome them or be safe or something about multi-use roads. We're still debating about the message.

Then let me turn to a very controversial one: Groups using Hull roads (section 8): "A formal notification system is established which provides contact with known groups who walk, run or bike in the Town of Hull. Groups will be informed of the State law and the Hull

ordinance to control their operation on Hull roads. Groups operating on Hull roads shall be required to have a permit based on an application which details travel plans (time, date, roads used, and numbers) prior to operating on Hull roads. They will need to certify to following all applicable laws and ordinances. The application and permit will be developed by Hull officials.” There are basically 3 groups that use Hull roads, one I would call the non-profit groups, charitable groups and we had JusticeWorks, the Boys and Girls Club and the United Way. There may be another group.

Citizen Active Portage County and Walk Wisconsin.

Holdridge What happens with that is they’ll notify us and come before the Board with a plan that they’ve already cleared with the Portage County Sheriff’s Dept. Sometimes they’ll want us to help put up barricades because they’re blocking roads. One of the big questions they always ask is, “When are you seal coating?” If we say, “We’re going to sealcoat it next week.” Then they’ll ask us if we can postpone the seal coating and we often do that. That’s one group and that group is very responsible. The second group is what I call the school groups. Those groups we’ve had virtually no contact with. I’ve got the athletic director, the cross country coach and those are Pacelli, SPASH, U.W. both the running groups and the ROTC and possibly PJ’s. Our intent is to talk with those groups, go through and find out when they are doing it, trying to figure out a system that we can all work together with. The DOT has a regular booklet on groups that they go through as a process on state roads. We don’t want to make this cumbersome because we have limited staff so we need to get the people to work with us. The other group is these random groups where 4 or 5 people want to run on Hull roads. If the law says 2 abreast, that’s what would control that. People can go out and run on our roads, we just want to make sure there’s some kind of protocol and it’s based on State law and that’s a real buttress for us. We’ll try to meet with these groups. We’ll try to get them to come in and I’ll notify the Task Force, those that want to come and we’ll try to work some things out. Any questions?

Holly Smith I talked this past week to the cross country runners. I can understand trying to get some kind of communication before a big event before a triathlon or whatever big events like that but the cross country teams don’t really operate in a way where they could fill out a permit for a specific day. They’re training schedule varies. Certain parts of the team might be doing a longer run while others doing a shorter run so I think the educational component and the communication with what are sometimes large groups that are out on the roads, I don’t think trying to have them get a permit would be feasible. But I do think informing the coaches and trying to emphasize the safety part of for these kids out on the road....

Holdridge Permit is probably too strong but what we’d like to know is where are they going to run. Maybe a suggestion would be, maybe you ought to run on this road instead of that road based on safety factors. We might have road construction and whatever. Right now we have no contact with those people. These non-profit charitable groups are just great, they come to us and basically, they’re going to block off roads. It’s a one-shot, usually one Saturday, they usually come out of Bukolt Park and go up into Hull.

Smith When I’m referring to the cross country and the track teams and kids from the University, this is on-going. A lot of these people are running through the winter even though

they don't have a set time they are supervised by a coach. They've been running these roads for years because we have this beautiful area where there isn't too much traffic and it is those schools at the north end of town. I feel a permit would not be doable but I definitely think educating and reinforcing communication with the coaches will be really helpful.

Holdridge You think that would be helpful for them to say where they run on our roads?

Smith They could give you a chart and say these are the roads we run on, I know because I used to run with these kids and a lot of it is out in the Hull area. Out North Second, Granite Ridge, Casimir area, over Wilshire, those areas.

Holdridge I think we need to have a dialog.

Smith Yes.

Holdridge Other questions?

Fisch I wanted to get clarification on this third category of random groups. It sounded like when my friends and I go out running or biking, that the group would be under this ordinance and need a permit. Do I understand that right?

Holdridge If you have 4 people riding bikes, I think the statute says you can ride 2 abreast.

Fisch But do we need a permit?

Holdridge No. We're not interested in...if you have a group of 5 people that want to run on Hull roads, I think what would govern that would be Wisconsin statutes that you need to be no more than 2 abreast.

Fisch I agree with that. But a group wasn't really defined here.

Holdridge Remember now, this is a draft.

Fisch I understand, I'm just asking.

Wilz The intent is for the large groups and the educational institutions..... so that we can share expectations and try to keep people safe.

Holdridge One thing a person told me, a contractor over on North Reserve, he came out of his driveway at 6 a.m. and it was dark and the ROTC was running right down the middle of the road with no lights. That's not safe. But that is what happened and that was relayed to me. We at least need to have some discussion with ROTC, with running teams, etc. There are potential unsafe situations that we want to get some dialog going on. I suspect these coaches will be very sensitive to this because they are responsible for these young people and they want to do the right thing.

Under the penalties section, penalties don't amount to much as you can see.

Then the last one is severability which is about constitutional, etc.

This is, again, a draft. If you have thoughts about this, get it to us in writing at some point.

A.Domaszek With respect to the notification system referred to in this draft, is there a notification system right now?

Holdridge Which notification?

Domaszek About groups.

Holdridge No.

Domaszek I just want to make sure that your organization is aware of the FrostBite group that is coming through. I know an e-mail was sent.

Holdridge When is that?

Domaszek The first Saturday in December.

Holdridge They usually contact our Town secretary, Barb Brilowski. I'll ask her tomorrow. These groups are usually great at notifying us. I'm talking about those charitable non-profit groups. I'm sure the reason they notify us is because we literally block off roads.

Domaszek I don't want to add anything to the agenda that wasn't approved beforehand, but I do have a map of the FrostBite if that would be helpful.

Holdridge Can you give that to Patty and we'll see that Barb gets it. Is that run by the YMCA?

Domaszek Yes.

Holdridge Any questions about this? This is a work in progress.

9) Discussion on Group Activity in Hull – Organizations (Non-Profit Groups, School Groups and Random Groups).

Holdridge We talked about this already.

10) Enforcement of Hull Ordinance.

Holdridge I relayed my conversation that I had with Dan Kontos, chief deputy. I suspect that what needs to happen in terms of police services, you need to jump from the automobile to other users of the road. If you think of the DOT, until fairly recently, they were interested in trucks and automobiles. It seems that now there's getting to be an interest in biking people by the State DOT which is a great thing. That has not always been the case. I know when we developed the weight limit ordinance, we had this building full three times with truckers and in

their mind, they felt that they pay for these roads and they need to be on these roads, they felt they should own them. But eventually we got it through and they understood it and it's a good ordinance and people are cooperative. Anything else anybody has or does any Task Force member have anything?

Kruzicki I live on Old Wausau Road and have lived there for the last 23 years. I walk about 2,500 to 3,000 miles a year. When asked to be on the safety committee, my reason was to address the concerns of pedestrians and bicyclists. The observations I've had over the last 5 to 10 years have been much more usage of Town of Hull roads. I see it every day.

Some comments I have which I think a couple of people here represent, the bicycling group, are going to be very happy to hear, is that our issues are basically not with the organized bicycle groups, not at all. They are some of the most respected...by me anyway...I respect them highly. They're friendly; they're outgoing and more than happy to move off to the side of the road. They do everything right in my opinion. It has been more the individual occurrences and unfortunately mostly younger people, I'm going to say, from maybe 25 on down that don't have that same attitude. When it comes to groups, it's just the opposite. It's not the Frostbite, it's not Walk Wisconsin.

One thing that I might mention with respect about notification, is for groups, the earlier you get the word out, the better it is for everybody who travels in the Town of Hull, to know that event is happening. I do not participate in most of those things. I find a way to do my business or stay home. I don't need to be out on the road when there are 3,000 people walking on the road. There's no way you're going to get them to walk single file. That's not going to happen and you need to understand that event generally takes place and is usually done within a 2 or 3 hour period of time.

Once again, the organized bicycling is not an issue. If you see the undertone of everything the safety committee has taken into consideration, it is to make those roads safer for the pedestrian and bicyclists. We're not steering towards making super-highways and making those conditions unsafe for the people that live in our own community. Even if it means it might take an extra 2 or 3 minutes if you live in the Town of Hull because you have to drive a lower speed limit. The cost of an accident or the loss of a life can never be reversed. Once bad things happen, it's done, you can't change it. So we're trying to be pro-active by toning the speed down and getting people to think about what they're doing when they're out on the road. It's not just the drivers. It's walking against traffic. If you're walking at night or at dusk with a flashlight...people just don't think about things like that. They should be. I know the bicycle groups generally all have highly reflective clothing and usually in very vibrant colors. A lot of people who jog, especially people who do it on an individual basis have done the same thing. I'll wear a safety vest with reflective...I don't want to be the person out there not being seen.

I think maybe there was a little bit of misunderstanding after the first Journal article came out that the Town of Hull was becoming a communist community telling people they could not even walk out to get the mail out of their mailbox or have their kids ride their bikes to school. Maybe it came across because it didn't really address the situation...we're really more concerned with larger groups of people and informing the individuals and the small groups of people what the rules of the road are so everybody can be in a safe environment. That's why I'm here. I think I speak for a few other people.

Obviously we've got some issues with trucks and speed limits and turns and there are a lot of issues with respect to safety but I would say out of the 5 meetings I've been to, at least 4 of

them has this recurring theme of let's have it be a safe community and have it safe for pedestrians. We don't want to stop people from coming into the community. We don't want to get another letter or e-mail from somebody in Texas. It just doesn't make any sense. That's not the Town of Hull. We have some of the best scenic route for people close to Stevens Point. You can go down to Tomah or Sparta or wherever and get more hills and get a better workout. But you go along Old Wausau Road in the fall or spring; you see a lot of really neat things there. There's traffic, you have to pick your moments but the whole thing is I think if we can get the speeds down a little bit and get the people that are using the roads to pay attention to what they're doing, that's really what our goal is.

Holdridge Good comments, thank you. In terms of this exercise question, there's some reference to that, anybody who is ill or who has had heart problems, what's the one thing they say: get out and walk. Walk for 30 minutes, 5 times a week. The whole goal, it seems to me of someone with illness is to get more exercise and be more active so we certainly want to promote that. I think we're on the right track. We've taken it slow. We've listened to people and communicated and gotten lots of feedback and will probably get some more feedback.

Domaszek I just wanted to say if the Town of Hull needs any help organizing volunteer efforts to track traffic or violations, there are resources and people that are very happy to help, myself being one of them. Also the Bike Federation has a lot of educational material that they are very happy to share with people who are trying to advocate for safer roads.

Holdridge There was a communication in your packet from Dave Schlabowski, Communications Director of the Bicycle Federation of Wisconsin. He called up yesterday and I had a long conversation with him and we were basically on the same page. They are very anxious to help aid us in any approach we take.

Fisch On that note, on the Bicycle Federation of Wisconsin blog yesterday, they published a lengthy article about the conversation with you yesterday. I think it's a very good article. You can go to that blog and read those comments. Did you discuss the enforcement?

Holdridge I commented on my conversation with Dan Kontos that if our ordinance is based on State law and we refer each one (*ordinance to the state statute*), those are going to be enforced by Portage County.

Smith For those of you remaining here, there's a couple of really important issues if you are wanting to keep this beautiful, rural, but close to the city thing going; Bob Bowen has been working diligently for a long time on getting those ramps back on X that were removed, so that the traffic that goes up North Second Drive, for people that want to go out with their strollers and walk aren't having these numerous trucks going up and down because that's the only way the trucks can get to their business. The other one is the attempted annexation of the area on the west side of I-39 and Casimir. There are some concerns about that and how it might affect the area if they turn that into a commercial development. There is going to be a City meeting (on that) on Nov. 7th, the first Monday in November, the City Plan Commission (*at the Lincoln Center*) building. You can check on-line for the time.

Holdridge We'll certainly get the information out on that.

Smith Things like that can really affect the ability to keep things safe. If you like biking or running out along Casimir or North Second, the increased southbound traffic from up north coming in to purchase gas, food, some kind of commercial development and then just continuing to head south and not going into Stevens Point....if you have friends in Stevens Point that are not aware of this, let them know.

11) Next meeting date: Thursday, November 17, 2011, 6:30 p.m.

12) Adjournment. *Meeting adjourned at 8:35 p.m. with a motion made by Wilz and seconded by Stoltz. Motion passed.*

Respectfully submitted,

Patty Amman
Task Force Secretary
Town of Hull, Portage County