

MINUTES –

## Hull PUBLIC SAFETY Task Force

Thursday, Nov. 17, 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, Nov. 17, 2011 at 6:40 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, Randy Kruzicki, John Jury, Recording Secretary: Patty Amman.

Others Present: Will Stites, Bob Fisch, Kasmier Wawezaszek

Absent: Fred Hoffman, Heidi O'Brien

Excused: Tina Peters, Ted Stoltz, Ed Martinsen, Holly Smith

- 2) **Approval of minutes from Oct. 20, 2011 Public Safety Task Force meeting.** *No motions were made as there was not a quorum of members.*

- 3) **Citizens wishing to address the Task Force on non-agenda items. Agenda items are for discussion and possible action:** *NONE.*

- 4) **Announcements: Public Safety Task Force Members.**

Holdridge You have in your packet a letter Dave Wilz and I wrote to Chris Kegal of the Bike Federation of Wisconsin asking for financial support. We're speaking of pamphlets, etc. The letter was also to Wally Schmitt of Heartland Bike Club of Stevens Point.

I got an e-mail regarding defining what groups are. This comes from Fort Collins, Co. It says, "I have found that Fort Collins requires permits if groups disrupt normal traffic." That's one of the standards in Fort Collins, CO. They have a lot of bikers and walkers out there.

In your packet is an opinion from Bob Konkol that I shared with you. I asked him about bicycles having the same rights and responsibilities with some exceptions as automobiles. I tried to clarify that. There's actually one court case referred to.

Then walking at night; we find pedestrians walking at night with no lights and often with dark clothing on. Consequently, the Town could consider an ordinance requiring a pedestrian walking along a Hull road at night to carry a light or wear light-colored clothing.

Then we got to the question of groups. It seems to spark some interest. According to Bob (*Konkol*) groups are any pedestrians, should be no more than 2 abreast on a road.

Today I got an e-mail from Dave Schlabowske, he's the communication director for the Bike Federation. There's a new law passed by the state governor. In the ordinance it talks about needing to have a red reflector. Now you can have a red flashing light in the back. It was signed yesterday.

Then in terms of turning, you can use regular hand signals, there's a picture of that. Those are the two major changes.

Fisch The change for hand signals is that bicyclists can now use their right arm too, that's new in the law. Just like any other vehicle, the left turn, right turn and stop is for all vehicles. The change in the law is that bicyclists may now use their right hand to signal for a right turn.

Holdridge The other thing that I found interesting is that they allow the use of studded tires for bikes. Do people ride with studded tires?

Deverell Oh, in the wintertime, yes. I've got studded tires for my son because he's a bike courier in Madison.

Holdridge It says it is currently illegal to use studded tires on bikes on the roadway, well they changed that, so now you can. Could you do that before in Madison?

Stites It's still illegal for vehicles (cars).

Holdridge So those are the big changes. Then the Board just approved the Frost Bite Road Race/Walk that's going to be December 3<sup>rd</sup>. They gave us a map. This one we don't shut down the road. When we were talking about it, Pete Kaminski, our road crew foreman/snowplow person mentioned that last year on Old Wausau he was plowing. They've got the plow and they've got the wing down and some lady was walking right in the middle of the road with her dog. He said he sounded the horn and got her attention. In something like this, do they run if we get a lot of snow? Do they still conduct it?

Jury They've never cancelled it, even when it was pretty bad.

Wilz I asked Pete after that meeting, why he was out plowing the road. He said normally they wouldn't but it was sleeting and raining and it was icy and very dangerous so they were plowing and putting down salt for safety reasons. He couldn't let that road go like that for car safety.

Holdridge For that run, they don't shut it down or block it off like they do for the JusticeRun?

Jury No. Maybe when you ask people what's going to happen, maybe you should get the time on it so if there needs to be a sanding, they could get it done before it starts.

Holdridge Or else you could do like we did with some of these, block the road off. Here's one, this fellow stopped in, it's called BikeWisconsin.com, permits for Bike in Heaven 2011. It's a for-profit group and the leader is Eric Sherman.

Fisch He leads that as well as the one along the Wisconsin River.

Holdridge He apparently comes from Door County. He stopped in and we had a visit. Any other comments?

**5) Biker community comments on Hull road usage – Bob Fisch, Jack Freis, Will Stites and others.**

Holdridge Bob, you sent me a 4 page letter.

Fisch Actually I sent 4 letters.

Holdridge I read the first one and read the 4 pager. When did you send the second one?

Fisch I dropped them all off in person every week around Monday or Tuesday.

Holdridge I've got this one dated November 13<sup>th</sup>. You want to talk about this and your concerns? I think everybody got this.

Fisch I understood that when I dropped them off, it would be scanned and delivered through e-mail.

Deverell I got every one of them.

Fisch I have a statement to make. Should I make it now?

Holdridge Yes, but understand that people have read this. So make any comments you care to make.

Fisch I have a prepared statement so I'll give it now.

My name is Bob Fisch and I'm a Stevens Point bicycle transportation advocate. Let me say that the comments that I prepared were before I received the updated ordinance today (just handed out tonight). I see that some of what I'm addressing may have been addressed by that updated (version of the ordinance). I'll still read the prepared comments I have from the ordinance from the last meeting.

The Public Safety Task Force has heard and received many statements from the public in their current pursue of the path of cooperation and education to improve safety in town roads for all people. Including people who drive, bike and people who walk. In the spirit of cooperation and education, I would like to educate the Task Force about road safety from the perspective of a bicycle operator. To this end, I've contributed 5 sets of written comments to members of the Task Force.

The 1<sup>st</sup> letter explained a bicycle riding technique called "taking the lane" that enables safe bicycle travel on narrow roads without shoulders.

The 2<sup>nd</sup> letter explained why shoulders are irrelevant in evaluating whether or not a road is safe for bicycles. Which is why North Reserve Drive is about as safe for bicycling as Old Hwy. 18 even though it has no shoulders.

The 3<sup>rd</sup> letter explained why so called "common sense" is inadequate for deciding how to improve road safety because unintended consequences can cause a more dangerous hazard than what currently exists.

The 4<sup>th</sup> letter contrasted the reasons why motor vehicle operators choose to disobey the speed limit to the reasons why some bicycle operators choose to disobey stop signs.

All too often, roads are designed for the convenience of motor vehicles while ignoring safety considerations for people who bicycle or walk. Some people who bicycle feel that following laws does little to keep themselves safe. Such people know the laws but choose to ignore them but focus instead on self-preservation. This may be an inconsiderate choice but it is also a rational one.

Passing an ordinance with a motor vehicle centered attitude, such as the one the Task Force has proposed, is counter-productive to improving the road safety because reinforcing the attitude of valuing motor vehicle convenience over all considerations for other modes of travel only polarizes uncooperative attitudes among motor vehicle operators and other road users. This would make it more difficult to educate the self-preservationists about the benefits of sharing the road.

The 5<sup>th</sup> letter critiqued the ordinance. I explained how the proposal's language of prohibition and permit requirements regarding bicycle operators is severely flawed. Furthermore, due to the unnecessary and unreasonable barring of bicycle operators from the public right-of-way, any attempt to enforce such a prohibition could expose the Town of Hull to a civil rights lawsuit. Trying to improve road safety by prohibiting bicycles and requiring permits is analogous to solving racial strife by the abhorrent act of physically removing all people belonging to minority races.

These 5 letters covered a lot of ground in a very short period of time. I hope the Task Force members learned a great deal from reading them. Some of you should now understand why this proposed ordinance is an ineffective tool for improving safety. For this reason, I ask the Public Safety Task Force to not recommend this proposed ordinance for future consideration by the Town of Hull Board of Supervisors. Instead, I ask the Public Safety Task Force to recommend that the Town of Hull embark on a safety education campaign. This effort to reach out to all road users including people who drive, bicycle and walk, should teach all people the benefits of sharing the road with each other. The Bicycle Federation of Wisconsin has clearly indicated in past communication that it's eager to lend and assist with its vast experience to such an effort if the Town of Hull would only ask. To help lead the Town of Hull down this path, I encourage someone on the Task Force to make a motion during tonight's meeting to recommend this approach of cooperation and education for improving public safety to the Town of Hull Board of Supervisors. Thank you.

Holdridge Any questions for Bob? I've lived in Hofmeister subdivision now for 30 years and I use Green Ave. every day. When I taught at SPASH, I used it every day. When I first started living there, that was a County road. It had a 45 mph speed limit. If it was 45, people would go 50. There was a jurisdictional transfer from the County to the City. I think the County paid for the upgrade and put 3' shoulders in there, dropping the speed to 25 mph and there would be a police officer by Scaffidi at times. They have a mid-way culdesac in our subdivision. It changed the whole character of that road. The first time they did it, I was coming home from Hull and there was a lady pushing a baby buggy on one side and I thought, man that was risky. Then increasingly, people started to use the shoulder. I saw bikers using the shoulders. So it was a dramatic change from what the road used to be. Now is that a perfect situation, probably not. But it was a big, big change in terms of safety and usage of that road. Some of you have maybe ridden on that. One day I was coming and there were 3 bikers in one lane. Somebody mentioned that the bike speed is 6 mph.

Fisch For a commuting speed, that's not unusual.

Holdridge They just blocked the lane. There were cars starting to back up. So I read your stuff but I haven't read the most recent one, Bob. But given the nature of our community and what we have to work with, this is a big step for us. I would guess that if you went across the State of Wisconsin for all the towns in counties that are urban, trying to do something like this is a major sort of accomplishment.

Fisch I appreciate that effort.

Holdridge Old Hwy. 18, the questions was in redoing Old Hwy. 18, put in 3 foot lanes but only on Hull's part because that splits. It was a 3 to 2 vote and one of the arguments against it was that it could be annexed by the City and why would we want to improve it. So we put in the 3' lanes, a lot of pedestrians use it and I think we had more positive comments on that road. There's Bannach school across the way. In terms of where we were and what we're trying to do, it's pretty substantial. If you start looking, and I've got some comments in that background on the Town of Hull, the financial situation is pretty drastic. I was asking Pete if we have to put in a 3' shoulder for one mile, it costs about \$11,000. I think when we started that shoulder discussion, the law was that to be a bike path, it had to be detached from the roadway. Which would probably have meant that we would have had to buy some land or build it into the right-of-way or something like that. The proposal is so unrealistic in terms of the ability of local governments to afford that that it's almost prohibitive. There was even a terminology problem. You can't call it a bike path unless it has certain dimensions to it by state law. We came up with this notion of an accommodation path. That's what we have and it's used by pedestrians and bikers. Do you have any comments Dave?

Wilz Yes, I do. I read your stuff, a lot, several times Bob. From my perspective, where I'm coming from on this, you represent an interest group, bikers....

Fisch I represent myself. If other people have the same issues....

Wilz You happen to be a biker. In our approach on this, we've tried to be pretty broad brush, pretty general, pretty holistic. We've got some issues out there, if there are some little things we can do to make things better and safer for other people, okay. You give us a lot of good information, but as we move forward, we have to think of the whole group, the whole mission of what we are trying to accomplish. We want you to debate and have the right to fight for what you believe in but understand that compromise is somewhere in there too. We can't do all things for all people. I don't even know what we put in the budget for this; I think it was \$5,000. You can't get a whole lot done for \$5,000. But we want to become aware. Initially in the first initial meetings it was education. We do have an education component. It isn't finished yet. We're going to work with Portage County on that because they're going to be rolling out something too so they have a high interest. We brought in law enforcement. Part of what we tried to do, we didn't know what the laws were. Everybody had opinions but nobody really knew. So we brought law enforcement in twice and they explained it to us, how all this stuff works. I thank you for your comments and I can commit this much, we're not going to move forward unless and until we're ready to. We're not drafting an ordinance tonight. I would not

imagine there would be any kind of an ordinance ready until a month or two. This group is not going to complete this task. This is a recommending group of things that we've all talked about saying these are the things we want the Board or whoever to continue on and investigate. I just want to be clear on that. We're not taking action. Even if had a quorum tonight, we probably wouldn't be taking action because we're in the draft mode. I appreciate your comments and the time you took and your perspective on this but we are trying to look at everybody's stuff.

Holdridge This Town has no administrator. We have a part-time Board. We don't have the resources of the City, for example. We just don't. Our budget is \$1.7 million. We're trying to develop a system; we'll go through the ordinance. Everything has to be based on state law as this is a government body. It's not a non-profit. These are all public roads so we've got to do it based on state law. We've got a little flexibility; Konkol points that out in these legal papers. Given where we were at, where we're trying to go, what we're trying to establish, I view it as we've come a long way. Because we've set the standards, simple things like walking against (facing) traffic, riding with traffic. You're at a level, Bob, that's far beyond us. We're in the 6<sup>th</sup> grade and you've graduated from high school.

Fisch Let me mention that I've lived in Portland, Oregon for 15 years and I know from the past meetings you are aware of what they've done and much of what I've learned is through being in that environment and seeing what traffic is like there.

Holdridge I know we'll get contacted about this. Not the negative stuff that went out. That was mis-reported. We're going to get feedback from other towns in Wisconsin. The same thing happened...we've got a weight limit ordinance that controls trucks on our roads. That's known all over the state now by towns. We get calls from them. So if we put this together, this ordinance/policy in some kind of package, other towns will want to look at this. I suspect the urban towns around the major cities like LaCrosse, Sheboygan, Green Bay, Fond du lac are probably starting to face these same kinds of multi-traffic sort of issues as they grow. It'll be debated and reviewed. We'll go through the ordinance and you can see what changes we've made. Some of those you may not like, but that's okay.

Fisch I actually see some I like a lot with just a brief skimming of it.

Holdridge All this is a draft. This is like the 4<sup>th</sup> draft. We had people saying it was the final draft. Maybe it was our problem in miscommunication but I don't think the newspaper did us any favor the way they handled that. It was just appalling.

Wilz I think we are too transparent. We put our stuff out to everybody and say take this thing apart and tell me what you think. So somebody looks at it and says, look what they're doing in Hull. Nobody called to verify anything. It just spun out on the Internet. So we try to be transparent. We ask for input. Unfortunately it really hamstrung us on this deal because we spent more time trying to fend off all the .... People were saying, "Where do I get my permit so I can walk across the street to get my mail?" And I said, "What are you talking about? Well I read on this post that..." So you make one comment throughout all of this about ordinances, that we should not have them; that it would be best to take an educational approach and avoid ordinances. I thought about that because I'm not a big ordinance guy anyway but when we

started this committee, about in the 2<sup>nd</sup> meeting it became clear we needed to write some of this stuff down. We needed to have a plan. Not just a protocol. But a plan and we're going to have to tell people why we have that plan. What do the rules say? Even though I wasn't for it, I agree, we needed something and we needed to quote the law and that's what we've been working on. I understand where you're coming from but in this case we need something. It may scare people but I think with the way this ordinance has been re-worked, we can get it refined. As you said in your 5<sup>th</sup> comment, writing near the end, "that if the leadership decides to move forward with the proposed bicycle/pedestrian ordinance that you ask all language of prohibition and permit requirements be eliminated." In other words you're saying, if you have to .....can we clean it up a little bit, is what I think you are saying. I think we can do that.

Holdridge     You have an opinion and we have an opinion. We are ultimately responsible for about 5,500 citizens of Hull. They are the ones that pay the bills. We have 14% of the property tax that goes to the Town of Hull. So we want to accommodate our neighbors because these people use the roads. Through your gas tax, you pay for the roads. We've got to make sure that we don't forget the citizens of Hull. Do you live in Hull?

Fisch           I do not. I live in Stevens Point.

Holdridge     Okay. Will, do you live in Point?

Stites          Yes.

Holdridge     That's fine. We just fought a major battle with the City on I-39/Casimir Interchange. The alderman at the meeting that night, Jerry More said, you know we've got to cooperate with Hull. That was where the City Plan Commission turned down the efforts to annex that area. They voted unanimously to turn that down. So we want to cooperate but we cannot do anything in government until we know what the law is. What struck me about this interaction is that a number of the bikers didn't know the law. The organized groups seem to know what's expected. But there were some that contacted me that just didn't know the law. We are a nation of laws and the laws are right in the statutes. If you try to enforce something and you're not clear on the law, the sheriff's dept. is just going to laugh at that. We need to get that right and most importantly, communicate it saying, here's what you have to do by law. When people keep saying educate, I say we have to educate them on what the law is. When we do that, I think we'll really make some progress. Will, did you want to comment?

Fisch           I just want to comment. The purpose of my letter was to educate and to put it in the public record. Even though I always knew any action would have to go to the Town Board before anything would happen, this seemed to be the right place to put it in the record so that's why I did that.

Holdridge     Everything you gave to us will go to the Board.

Fisch           I think the key item that got you all that national attention is that statement that after a public meeting, you can prohibit bicycles on any roadway. That is the key thing that got all the attention, I guarantee you. Then other things are peripheral.

Holdridge That's in the law.

Fisch State law allows you to do it but just because state law allows you, doesn't mean you aren't impeding on civil rights to do so .....

Wilz It's someone's interpretation of it....

Fisch Right, and that's sort of the key sticking point. You can do that but I do want to point out that since you do not have sidewalks that any prohibition on the right of way that would prevent a bicycle operator from using that road, even Stevens Point in the one location they have a prohibition, there is a side path and state law, as I said in one of my letters, if a side path is not available, bicycles may use that road, the prohibition no longer applies. So even Stevens Point realizes that the road has to be available to all vehicle operators. If you want to enforce that kind of prohibition on one class of vehicles, you're stepping over a line that no other...according to Sarah Wallace's November letter, no other rural road has done so. I don't know how legal things proceed. But do you really want to step in that area and have to hire lawyers to defend that?

Holdridge You've talked about civil rights, etc., if we were to block a road, for example, we close roads for water or trees over roads....

Fisch But not permanently.

Holdridge No. But we may not even be talking about permanently. If it's a safety factor and we have death or accidents that occur that involve pedestrians, we can consult the sheriff's dept. and our road crew is great because they know the roads, we might well ban the bikers and walkers from a road. We've banned trucks that can't go on some roads. Right now we block off roads for bikers. Now what do you think the people that live on those roads feel when all Saturday, they can't drive their car? Or they can't get out of their driveway? We get reactions. So we're trying to be judicious with this. The number one issue here is safety, public safety. It's not a civil rights issue to me.

Fisch That's exactly what the town of Blackhawk, Colorado said when they banned bicycles from their roads and they've been in a 2 year legal battle.

Holdridge We're not talking about banning bicycles from our roads.

Fisch Any one road means that you are. I just want to make sure it doesn't happen in the future.

Holdridge Let's go to Will. Will, any comments?

Stites A couple, yes. Like Bob, I have a prepared statement but it's kind of been rendered obsolete by the latest information so I'll try to react to the latest in an off the cuff manner. Also, I'd like to thank you for putting me on the agenda and inviting me here. That's appreciated and just so everyone knows, I'm Will Stites and I officially do represent the

Heartland Bike Club. John, you said a couple of things about bike paths, as you are probably aware, bike paths are not the favorite method of bicycle accommodation for many bicycle advocacy groups.

Holdridge The reality is that I don't know that. We go from one crisis to another crisis. When we get this ordinance developed, we'll put it out, it will be publicized and communicated and in this ordinance we have a public safety committee of review that will get together in December with a report to the Board on how things are going. Other than that, I'm not going to spend a lot of time on bikes and trying to .... I'm a part-time guy. You people who live this, that's one thing. I don't live it. I've got to live any number of other things.

Stites Bike paths probably aren't going to happen anyway since it's so expensive.

Holdridge That was our impression of it.

Stites Also I wanted to say we appreciated the measures the Town has already taken in putting up those signs, shoes on the left, wheels on the right and marking the pavement. As I'm sure you are aware of too, we have concerns about 2 aspects of the October 20<sup>th</sup>, ordinance draft. One, a clearer definition is needed for groups. I see you've made a lot of progress on that. You're not there yet because, at one point it says something like, contacts are proceeding, which is not really ordinance like language. But you're getting there. We were pleased to hear that on Oct. 20<sup>th</sup> that the Heartland rides were not the type of thing that was meant to be included in the permits and we also urge you to not depart from.....(unclear)...that would be so burdensome for statewide groups to make contact with every local municipality that they pass through. Then our other concern was the part that bans bikes from certain roads following a public hearing. We're aware that states allow this procedure for a town, but putting it in an ordinance like that, even though you are trying to be comprehensive with your ordinance, but putting it in the ordinance has no real practical effect because it's still available whether it's in the ordinance or not. It does serve as a red flag. It creates apprehension and a bad feeling. We hope that, even though this ban is available to use, that you never use it. We don't believe that road conditions in Hull call for it. People that don't bike a lot have an exaggerated idea about the dangerousness of cycling. One thing you might consider is putting up signs that say something like, this road is not recommended for bicycling between 6:30 and 7:45 am until 4:30 – 5:30 p.m., something like that would be completely acceptable to us. I don't know how you all feel about it.

Holdridge Do you have some roads in mind?

Stites I've never seen a sign like that. Lastly, if the Heartland Club can help you address safety issues on Town roads, we're at your service. Thanks again for including us at this meeting.

Wilz Thank you Will.

## **6) Review of the mission and Task Force objectives – Dave Wilz.**

Wilz In your packets we've included a list of possible actions and things to work on dated the 15<sup>th</sup> of August and updated last Friday. If you recall with the people on the Task Force,

on August 15<sup>th</sup> I rolled out 6 different potential concerns with possible direction. It was an attempt at that point to encapsulate all the things we had talked about. We didn't necessarily make motions but there was a general feeling that this needs to have a little bit more attention put to it in that we need to do something with it in the future. I'll review these quickly.

The first one is overall concerns about speed as it relates to neighborhoods and major roads. We talked about the fact that we hire the sheriff's dept. occasionally throughout the summer season to go on roads to try to keep people...and try to learn some new things. We probably need to continue to do that. We get great reports from the sheriff's dept. and they tell us how many people they stopped, how many were ticketed and what was going on. So we need to continue to do that. I think this group here thinks that money is being spent wisely.

Number 2, overall concerns about the closing of the on/off ramps as it relates to X and the increased traffic. We talked about it then. A lot has happened since then. John, can you briefly update everybody on what has happened since then on X and the off ramp?

Holdridge It's really a confidential situation. We meet with the governor's staff and the governor has directed the DOT to review the situation at X. We had a meeting last week. Our goal is safety. Our goal is to get big trucks off North Second Drive and get traffic off North Second Drive. We might know within the next month.

Wilz That would be a great win. It's highly unlikely we will but it seems like we're lined up pretty well to be successful.

Holdridge I appreciate the bikers who got involved in this. I got a call from a gal who used to work at the school district and she said, "John, do you know that they're planning to annex I-39 and Casimir?" I said, "Oh yes." She said that would just destroy their biking in the I-39 West area. I said, yup, by golly, you're right. So we had another interest group that came into the fray. I hope they communicated with the mayor.

Wilz So that is briefly, what is going on with the off ramps at X. The next one was the overall concerns about the use of Hull Roads from area high schools and University athletic teams, ROTC, special outdoor event groups and the safety issues related to their use. What we had decided to do was initially talk to the athletic directors about the use of Hull roads in terms of their cross country teams. But we held off until we got this ordinance draft. We invited everybody into this room here last week from the University, Pacelli, SPASH. We had a representative from SPASH athletic, Chris Hakka and he was representing Stephanie Hauser, who is the athletic director out there as she was at a conference. We spoke about this ordinance and we spoke about the issues and talk about cooperative, they're all over it. They want to be part of this. They do hear this. They get a lot of phone calls especially from city residents and aldermen. Especially in the spring when there is still snow on the ground. Kids are running up over fences and all sorts of things, being kids. We ended the meeting, there was great cooperation. They are going to send us what their coaches tell their athletes then we'll get back together and write an expectation letter that can be shared with everybody with their input. They understand the issues and get the phone calls themselves. That's a big issue they know really well.

Holdridge Pacelli and the University were not in attendance. We send out letters and they get all these letters, so you almost have to make a personal contact. We'll go back to Pacelli and the University including ROTC. This will probably happen by March because that starts their spring running. Those are what we call in the ordinance the athletic organized groups. Why are we dealing with them? Because those are the ones that run up into Hull. Ben Franklin may run south. Although I think he said the junior high often comes over and combines with SPASH.

Wilz So overall that went well and we'll continue with that and get that shored up. The next item was overall concern how to educate and communicate to the general public what the safety concerns are and how we can help people. We talked about the shoes on the left, wheels on the right sign and the Town needs to write a position statement on their website and we need to incorporate that and share that with the County and the City. This needs to be a larger endeavor. Get support also from Green Circle/Active Portage County and the Bike Federation and share that and do that collaboratively. It's really interesting because since we started this out, Sarah Wallace has been pretty involved in that. They're now starting to do something so maybe this is the impetus to get a larger movement going.

Holdridge If we do this here and make a road safe, it'll start to spread because others will want to do it. We have a Water Study Task Force talking about the water in Hull. These other towns are going to start asking what is the status of their water. So this stuff will start to move around. There's always miscommunication and that's always going to be tough. That's why we talked in the ordinance about how we've got to de-legalize it. We need to get away from the legalized language. The sort of stuff you put in pamphlets or just get it out in other ways.

Wilz The fifth item that came out of this group in the middle of August that there was really concern about was, what are the laws as it relates to motor vehicles, bicycles, pedestrians and all that and how it relates to these sort of things and how are these laws communicated and would they be enforced. We brought in Portage County Sherriff's Dept. They reported on what laws were and what they would be willing to enforce. We contacted the City in terms of what they had going on. Off of this one was our next step: we need to establish protocol and the protocol became the start of an ordinance. We really needed to get this laid out so we know what we're talking about.

Number 6: there was concern about the high traffic counts and speeding on Old Wausau Road by SPASH students during the school year. We said that we needed to continue to do what we had done in the past, which was occasionally Hull elected officials would meet with Hull citizens and SPASH administrators and possibly with law enforcement to try to manage that problem.

Holdridge I think Kontos mentioned some things going on between the police chief and SPASH near Old Wausau and the south end near Bukolt Park.

Wilz That's where we ended in the middle of August. Since that point, I added on a few other things I'm hearing from this group. That we need to roll the protocol into an ordinance that will clearly demonstrate the law as it relates to the various usages of our roads in terms of bikers, pedestrians, runners, motorists and large organized groups. That will be the basis for moving forward. We talked about traffic calming devices including signage. We learned about

that and how it might be effective in some of our roads. We also had a study done by Gremmer and Associates on traffic calming devices in terms of how that could be worked into major road projects when they're to be reconstructed and what benefit that might bring to the safety aspect of it. So we brought engineering in at this point.

Then on #10, the use of occasional signs at various times of the year should be used to remind motorists and pedestrians to be safe and aware. That's more of a communication or education but one thing that surfaced was that there are a lot of great signs out there through the Bike Federation and what have you. Can we utilize that somehow periodically to remind people that it's spring and if they see these bright yellow signs.....these are 10 items I hear from this group that I think they wanted us to continue on with and put some effort into. Anything from the Task Force here that you think we are missing or that you want me to take off?

Holdridge I want to point out that we sent out Randy Kruzicki's statement. That's an excellent statement about the balance we are trying to achieve on this Task Force.

**7) Draft of revised, updated policy ordinance pertaining to multi-uses of Hull roads.**

Holdridge Does everybody have a copy of the ordinance (*draft*)? This is the one dated 11/17/11.

Kasmier Wawezaszek (Kas) Is there an extra copy of the ordinance?

Amman Yes, here's one for you.

Holdridge The title should be Public Safety Ordinance: use of Town of Hull Roads by Bicyclists and Pedestrians and Vehicles. The first section is the Purpose. Then the next section is the Wisconsin Statutes. The first couple of sentences are important: The Town of Hull Board of Supervisors responsibility created by Wisconsin law is to promote the health, welfare and safety of Hull citizens. The Town of Hull, like other local governments, based on well established Wisconsin law, has authority over all Hull roads, the paved 11' to 12' driving portion and the right of way which is usually 4 rods which is 66 feet. So in other words, on every road we have, basically it's a 66' road right of way. We control the right of way.

We had an issue come up on our Water Study group where the City will put wells in our right of way. They can't do that without our permission. This is true of every government. The County has their right of way, the City has their right of way, etc. That's well established in the Town of Hull.

Then we quote the various statutes and they're considerable.

The last 2 sentences there it says to secure uniform state-wide regulations, that's the purpose of the state law. When you folks bike in the Town of Middleton or the Town of Rib Mountain, those laws they have should be based on state law and that should all be clear and stated and uniform.

The next part we have the background where we talk about the Town of Hull and our situation. If you read down a little bit, about midway, it says: To construct one mile of road with blacktop costs \$150,000, seal coating is at \$15,000. Hull's projected 2012 budget is \$1.7

million. 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. So we're strapped for cash.

Jury I have a question. I don't see in the background anything that has to do with issues unless we clarify your concerns with maintenance.....

Holdridge It is sort of establishing what Hull can do. In reality when you get cut \$50,000 out of a \$200,000 state-shared revenue, that's a biggie. So we can't do.... for example, we were going to seal-coat some roads. One was Jordan Road, one was North Second Drive. This is a budget thing, it's finances. You have the pressure to keep the tax rate down, with the pressure to maintain roads and equipment.

Amman John, can I interrupt....going back, Randy wanted to clarify, where you were talking about seal-coating costs, it's written in the ordinance as "\$115,500", is that correct? Or was it supposed to be \$15,000?

Holdridge For one mile, that should be \$15,000.

Amman \$15,000, not \$115,000, okay, thank you.

Holdridge That's why we do so much seal coating. John (Jury), in answer to your question, if you wanted to put whatever you could do for pedestrians, bikers and automobiles, you're hamstrung by that.

Jury I assumed that but it looked like it was kind of just dangling in the middle there.

Holdridge I think people have to understand that that is why I put it in there. Pete says the cost of oil goes up 10% a year. If our road aids are stable for 2 years, then you just compound the problem. What it means is that you can't do as much. So people who ride our roads, they discover that generally, our roads are pretty good, pretty solid.

Jury I guess that's my point. This exercise....I would add something that it's possible that maintenance is not going to be as much.

Holdridge That it may possibly stay the same. The levy has to stay the same. You can't say to our taxpayers to give us more money because the state won't let us. The same is true of the state and every municipality.

Then the section on Safety Approach of the Town of Hull: Hull's approach is to promote and establish safety policies for bikers, pedestrians and vehicles using Hull roads includes three components – education, engineering and enforcement. These approaches are not mutually exclusive. The first one is education: Distribute the ordinance/policy to law enforcement, organized user groups and the community utilizing various media. Develop pamphlets for distribution to users of Hull roads incorporating a non-legalistic language. The expectation is that we'd get some support from biker groups. We're also talking about pedestrians. I don't know if pedestrians have any kind of organization. They probably don't. Right? There's not a walking group.

Fisch Not at the local level.

Holdridge Then we get into the engineering. We had a presentation by Dave Glodowski on what is called traffic calming devices. Place a flashing speed limit sign giving vehicle speed and place them periodically on long Hull roads such as Jordan, Wilshire, North Second Drive, North Reserve and Brilowski among other roads. So that's the one that's going to cost us about \$4,000. It has the current speed limit and it has your current speed. Because one of the things we're trying to do is to get vehicles to slow down.

Then on b: continue horizontal markings on roadways reminding motorists of speed limit for that road. I don't think we've painted them every year, but maybe every other year for upkeep. I get positive feedback on those.

Then on c: Place along in the spring and remove in late fall along long (collector) roads, signage which indicates and reminds vehicles of the speed limit and/or reminds them of other users of Hull roads. May include Bike Federation signage. We've got some that Justin Sonnentag had brought out. We passed them around at one of our meetings and they're very catchy. We've got 4 snow plow routes, and I could see each one of our snow plow guys putting those signs out on selective roads somewhere at mid-point, in the early spring and take them out in the late fall. That would serve as a reminder to slow down, multi-users of road, etc. Randy had some ideas about using polling places to get signs out to people to put in their lawns.

Kruzicki One sign I mentioned was actually distributed by an insurance company that made people aware, that people put out at the end of their driveway about pedestrians. But there's one, and I don't know if it's the motorcycle association or whatever but I see quite a few of them. It's kind of catchy; it says motorcycles are everywhere. It's just a reminder to be cognizant of the fact that not everybody that travels the road is inside a car. We could use the same kind of terminology and say, pedestrians are everywhere, or bicyclists are everywhere, because they truly are. I come out of my driveway with a maple tree on one side and huge oak tree on the other side and I don't ever stick my nose out into the roadway because there is almost always somebody coming. Things usually happen when you're in a hurry and you don't pay attention a lot and because it's not a bright color or light coming at you, especially at night, people walking, it would be easy to just pull out in front of somebody. A pedestrian would probably stop and the worst thing you might do is probably hit them. With a bicyclist, they might hit you.

Holdridge These are relatively small steps but they're very important in terms of where we go with education.

Then on d: place a crosswalk across North Second Drive linking Evergreen Villa Mobile Home Park across to Meadow Manor neighborhood park. The crosswalk would serve as a calming device with signage, etc. I think that would tend to slow traffic down on North Second Drive.

Jury On Wilshire we have a crossing for the Green Circle and no longer have one where it doesn't cross.

Fisch You might consider getting some advice on that because crosswalks...one of the problems with crosswalks is they tend to give a false sense of security to people using them.

They think because it's a crosswalk, they can step out into them because that's a safe place. A car going across...maybe there isn't enough time and the pedestrian or bicycle rider has made a bad decision. It may be actually safer to not put a cross walk in so the foot traffic or bicycle traffic is more aware and has to wait for a true vehicle stop. I don't know what the answer is. I'm not a traffic engineer. I just wanted to point out that in some situations, a cross walk could be more dangerous. Marked crosswalks are more dangerous.

Holdridge We got data from Dave Glodowski, a civil engineer and in that one, there's actually a corner. Bob Bowen drives it every day and he keeps bringing it up.

Fisch I'm not speaking of that location, I'm speaking of the Green Circle location. I don't even know where this other one is.

Holdridge Then at enforcement: place a 3 way stop sign at Wilshire and Jordan Road. Evaluate other roads for possible stop signs. The DOT will argue that you can't use stop signs for that but every time we and others have put them out, they work. They stop traffic. Sometimes is a situation of slowing them down. We put a 3 way stop sign at North Point and Old Wausau Road and we're getting high marks for that one. What happened is the kids come out from SPASH and when one stops, the others (*behind them*) have to stop. So it's another one of those tools that isn't perfect, but it works.

Fisch That seems like an engineering issue, not an enforcement issue.

Holdridge That's why I say it's not mutually exclusive. But a stop sign is enforcement.

Fisch Well enforcing the stop sign is enforcement.

Holdridge On b: continue supplementing regular Portage County deputy patrol during the summer months with additional deputies particularly on the urban roads close to Stevens Point.

Kruziki I have a question on that. It seems to me when we get the extra time from Portage County sheriff's dept. it's at the end of their shifts. Do you know when those shifts are?

Holdridge They keep a person over on the midnight shift then they keep a person over on the afternoon shift. We could go one day week where a deputy could come in on his off day and we could pay him time and a half and they could take the whole day in Hull. So you have a couple of options.

Kruziki You might want to consider changing that because the thing at midnight, that's a OWI enforcement issue mostly and maybe speeding. But I don't know that you get much bang for your buck to have an officer there for 2 hours from 12 to 2 a.m.

Holdridge No. We don't do that. When he gets done in the morning at 7 a.m., he works a couple of hours.

Kruzicki Oh, okay. I thought you were referring to the shift ending at midnight and coming in at the end of the shift.

Holdridge Then in the afternoon we keep them over for a couple of hours.

Wilz Deputy Kontos also told us at our meeting here, that as we come out with concerns other than that, we could specifically engineer that in.

Kruzicki We want the enforcement there when the people are there.

Wilz Absolutely.

Holdridge We have problems on the Red Bridge and along the Pipe area. Those are usually evening problems. But that patrol situation is flexible in how we want to use it. Maybe we're not using it to the fullest benefit. Those are the approaches. Are there any other's that you can think of? This is a start and we can change it, modify it, etc.

Busa When we come into education, what about funding? In bicycle registration, I don't see anywhere that we have anything that says bicycles in the Town of Hull should be registered.

Holdridge There's an old ordinance in Hull that says they will register with the fire station. That's not in here but that may well be something that could come back.

Busa That could be a source of funding.

Kas. Stevens Point requires you to have a license, one time for \$3. You put it on the bike. It has a number which is helpful if the bike is stolen.

Holdridge I wish there was some way to generate revenues to get into the schools and try to build this culture of safety at a young age. That's how they do hunter education. They love to start with younger people.

Fisch There is a program called Safe Routes to Schools that's a nation-wide program that does try to teach elementary school children how to safely walk and bike to school. Jefferson Elementary off of Division Street is currently implementing Safe Routes to School in Stevens Point.

Holdridge I think you need some of that for sure.

Kas. With drivers too, in drivers education classes and in bike shops.

Holdridge Is there any funding that bikers pay to assist on these roads?

Fisch I pay property taxes through my rent.

Stites            We don't pay gas taxes.

Fisch            Although I do drive so when I drive, I pay gas tax for any road use.

Jury             There's a state trail fee for the Tomorrow River Trail that a few have but there's no enforcement.

Holdridge      I think the problem with licensing bikes is that you probably have to start doing it like we do with dogs. There's a real effort to get licensing dogs to make sure they've got their rabies shot. The smaller towns do a great job because these governments know where every dog is. If you can get the bikes in Hull licensed, I don't know who would do that because we don't have the staff.

Kas.             They had a police officer on campus do that at the University. They put some announcements and e-mails indicating they'd have a person there at a certain time and you should register your bike.

Holdridge      We'll have to see how many bikes there are in Hull that were registered this year. Do you know what the fee is David?

Wilz             I do. Two or \$3 and I know the revenue line is anywhere between \$6 - \$10 a year maximum. I keep making the joke that if I register my 3 bikes, I'll double the income for that line item.

Fisch            I can't speak for Stevens Point, but many places around the county, bike registration programs have chosen to either not register or abandon it because the implementation of it costs more than the revenue it brings in.

Holdridge      You're only getting 3 bucks.

Fisch            That's for you to decide.

Jury             At the risk of bringing this up one more time, I would officially recommend that we omit #13 and if you insist on keeping it in there, that it starts with....I guess you're not there yet.

Holdridge      Section 5, Bicyclists using Hull Roads: In general, every person driving a bicycle upon a roadway or shoulder of a roadways is granted all of the rights and is subject to all of the duties which are applied to an operator of a vehicle except those provisions which, by their expressed terms apply only to motor vehicles and which, by their nature do not have application to bicycles. That's taken right from the statutes. That's the one where bikers have all the responsibilities and duties of a vehicle except there are exceptions.

Fisch            I'm generally thrilled to see you have added that into this ordinance.

Holdridge      Why?

Fisch With the absence of this before, there seemed to have been no indication in this ordinance that you really realized bicycles have a right to be on the road. By including this statement, it's the first indication within this ordinance....

Holdridge I think Bob, you totally misread us. You think we are out to ban bicycles and not give them every right. We realize that bikes have the right to use the road. Pedestrians have a right to walk on the roads.

Fisch But you didn't say it and now you have.

Holdridge Well this is a draft. This is the 4<sup>th</sup> draft of this.

Fisch That's why I'm saying I'm really thrilled. I'm trying to give you a compliment.

Busa I want to make sure they know that they also have the duties to stop at stop signs, looking both ways, not pausing in front of traffic. You hear, but you don't hear the other part.

Fisch I fully understand. I know there's a great deal of problems getting bicycles to comply with the law. I'm working on a project for next summer part of which will try to encourage compliance of the law.

Holdridge The only thing about this that might be added is something to the affect that Hull bicycles are different from vehicles. I had this come up at one of our Plan Commission meetings. Shelley Binder was one of the first woman state patrol officers, she'd just retired from motor vehicle and the person from planning was saying how bikes have all the rights of a vehicle and she said, no that's not right and she named a couple. That would be the only qualification I would put in. Something about them being different in some ways.

On #2: Persons operating a bicycle shall not carry any package, bundle or article which prevents the operator from keeping at least one hand upon the handle bars.

On #3: 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,...then there's these qualifications....then I've got....didn't you write about that Bob?

Fisch Yes, and I appreciate the changes you made.

Holdridge On #4: The operator of a motor vehicle overtaking a bicycle proceeding in the same direction shall exercise due care, leaving a safe distance, but in no case less than 3 feet clearance....this is the George May, remember he brought that up at the last meeting.

Fisch I mentioned that and I cited the state statute. Oh, I didn't read this carefully enough, now I see it.

Holdridge That's the one where the vehicle has to stay a certain distance. The new law that was just passed says that a vehicle going by a slower moving vehicle can go out on a yellow line.

#6: Persons riding bicycles upon a roadway shall not ride more than 2 abreast. That's an important one.

#7: No person may operate a bicycle upon a roadway where a sign is erected indicating bicycle riding is prohibited.....that largely pertains I think to the interstate where they usually have a prohibition there.

#8: Bicycle riding on a bicycle way....now a bicycle way.... is that the Green Circle? What is the bicycle way?

Jury           It is a trail for non-vehicle use.

Holdridge    I would say that doesn't belong in this ordinance because don't you have Green Circle rules that you follow, John (*Jury*)?

Jury           I think it just prohibits any motorized vehicles on the trail except for maintenance.

Holdridge    If we don't have a bicycle way and most of the Green Circle is on state or city land....

Wilz           We have bicycle ways in Hull on the Green Circle. It's okay to be in here. I think that's okay. All we are saying is that you have to be safe and let people know you are coming up on them.

Holdridge    Why don't we call it the Green Circle? We don't have any other bicycle ways other than the Green Circle. Why don't we change that to Green Circle? That will clarify it.

Wilz           Okay.

Fisch          If at some future time you decide to build a bike path, you'd have to amend this.

Holdridge    The Green Circle is 2 way traffic isn't it?

Wilz           It certainly can be.

Holdridge    Then #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. The bicycle shall also be equipped with a red reflector.....the new law now says you can have a flashing light, isn't that right Bob?

Fisch          Yes.

Stites         Does it have to be flashing?

Fisch          The law before was, if you had a light, you also had to have a reflector. It made no sense, but that was the law. The law signed yesterday, now permits a light solely and you do not need an additional red reflector. So that's the change. It's just a common sense change.

Holdridge Do you have to have a red light?

Fisch You have to have a red light or a reflector.

Holdridge So this would be or a reflector or a red light, is that what we're saying?

Fisch You could omit the "not in lieu of". I would just recommend getting a copy of the change in the law that's verbatim rather than editing this.

Holdridge We'll do that. This will be screened by our lawyer before it's approved by the Town Board.

Kruzicki Can I make a suggestion in respect to terminology? Maybe we should be consistent and put roadway wherever it says highway.

Stites I think "highway" means the whole road and roadway means just a portion of it, right?

Kruzicki All I'm saying is I think we're kind of bouncing back and forth between roadway and highway. So in #10, it says "no person may operate a bicycle on a highway..." I don't know that we have any highways in the Town of Hull.

Stites Oh yes, roads are highways.

Holdridge That's a good question. We can research that. It should be consistent. You're saying the Hwy. is the 66 what?

Stites There's all these definitions in the state law.

Holdridge I know. We should clarify that. #11: No person may operate a bicycle upon a highway unless it is equipped with a brake in good working condition..... #12 No bicycle shall be equipped with nor any person riding upon a bicycle use any siren or compression whistle." What is that about?

Fisch You put this in here, I don't know.

Holdridge This was from the state law.

Wilz It never ends up in the state statutes unless it was a problem somewhere.

Fisch It's probably a rule for automobiles. You can't pretend you are a police vehicle.

Holdridge No, it says, "no bicycle shall be equipped....."

Fisch Right, because they took the law from the motor vehicle and they applied it to bicycles as well.

Wilz Or it could be that they made a bike with a siren on it back in the 1960's and somebody got killed.

Holdridge What's a compression whistle? Is that a blow horn or something?

Kruzicki I think a compression whistle is basically an air horn. The same thing you'd have in your boat.

Holdridge Well that maybe makes a little sense. That would scare the ... out of you if someone was on the Green Circle and came up and blew a horn from behind.

#13: Hull Board of Supervisors may, after holding a public hearing, by ordinance, prohibit the use of bicycles on a Hull roadway. Roadway means that portion of a highway which is improved, designed or ordinarily used for vehicular travel, excluding the berm or shoulder. Then the footnote: On occasion, the Hull Board of Supervisors closes roads to traffic. Those closures may be related to natural events such as water overflow, trees down, washout of road. At present, we close roads to vehicle traffic to protect the safety of bikers and pedestrians who are engaged in physical activity approved by the Hull Board of Supervisors." This is one of those groups that actually comes to us and tell us what Saturday they're going to do this and we put up barricades and the sheriff's dept. gets involved. "Those activities might be sponsored by Justice Works, Walk Wisconsin or other groups. Should a road be closed to bikers or pedestrians, it would be based on evidence of major safety concerns supported by accidents involving bikers, pedestrians with motor vehicles and after consultation with the Portage County Sheriff Dept. and Hull's road crew. In addition, a public hearing is required by Wisconsin Law. Decisions to close roads are made after careful evaluation of safety issues and in the best interest of all users of Hull roads." That would be the standard.

Stites I have one question; I think it would be a question for Mr. Konkol. I don't think the statute says anything about banning pedestrians. So you may want to check that.

Holdridge If we were to close down a road and stop vehicles and stop pedestrians and bikers, it would be pretty inclusive. If we had a road where we had a biker or pedestrian killed or injured, if we and the sheriff's dept. took a look at it and said, well, we could probably fix it, maybe we'd need \$200,000, we could fix it in some way. If we didn't have the money to do that, our alternative might be to restrict or ban people or certain groups from using that road. We've already banned trucks from some roads. To me, this board cannot lose that authority. That's a public safety issue. I understand that bikers might think we're going to go out and close roads. That's not going to happen.

Jury I would still suggest we omit #13 because you already have that authority and it's just creating confusion. If you insist on leaving it in there, I would start it with something like, "in rare instances when safety is a concern, the Hull Board of Supervisors..."

Kas. It isn't that clear to the public. I came here to see what was going on. To the public, it feels like an attack to bikers. I don't feel that way at all in listening to this board. But it isn't clear.

Stites I do like the part about consulting with the sheriff's dept.

Holdridge We'd have a public hearing, but we have a public hearing for everything. What would you say John?

Wilz "In the rare instance where there are safety issues..."

Holdridge Why does this get under people dander so much?

Jury I think it's the word "ban". That's what was in the headline and it won't go away.

Holdridge This would be a basic responsibility of government.

Jury You already have that.

Busa We have everything by state law already now. The only thing you're trying to do is to use it for educational purposes. I think everything that is in this ordinance is in state law. The only thing you are trying to do is use it for educational purposes. We wouldn't have to publish this, but it's information for education. That's the way I look at it.

Fisch So what is the education in saying it's unsafe and we might prohibit a user group?

Busa Say it's wintertime, you've got 12' snow banks and you have a bunch of runners out there. A car goes out and hits a few. There's no way to move the snow. What are you going to do? You're going to shut down the highway traffic? Or are you going to take the runners out.

Holdridge We should talk briefly, because I hear this all the time, "Why do you need an ordinance if it's in the state law?" I could get you 3 statute books from back there and you tell me who goes to those statute books. Now George May had looked it up last time when he stood up. Certainly the biker groups know it but do you really believe that John Q Public will go back and look at a statute? What we're trying to do is condense it into an ordinance and then take it from the ordinance and make it into some kind of pamphlet; make it less legalistic but get the information out to people.

Fisch But why not use what the Bike Federation has already published on the relevant bicycle ordinances to be able to hand out to the public?

Holdridge We might use those.

Fisch But why not use those instead of all this stuff.

Holdridge This is the Town and this is what we've come up with. We went through the statutes and we'll have Bob Konkol look it over. I just don't see....people are....we're threatening people because we're going to close the road? These bikers?

Kruzicki Using the word "prohibit" and we basically did target just bicyclists because there's no mention of pedestrians here, I suggest maybe "by ordinance, may have the option to close the roadway or the highway to bicyclists and pedestrians depending upon..." you've alluded to the reasons why that may possibly happen with the water over the road, washouts, etc. But to say "prohibit the use of bicyclists...." I don't know....my bicycle has 2 flat tires and I don't ride a bicycle but I can understand where you're coming from, I really can. Either we're too comprehensive or we're not comprehensive enough.

Holdridge What you said Randy....

Kruzicki Don't use the word "prohibit". Maybe "close the roadway". Again, you take a look at the whole area around Stevens Point and the only area that's really closed to bicycle traffic right now is over by Hilltop. I can't see a situation where we'd do that on a permanent basis.

Holdridge They have sidewalks too.

Kruzicki Right. But I can't see where we'd ever do that on a permanent basis. It's more of an emergency situation if anything. Maybe John is right, maybe we don't even need to state that. That's just the common sense type of thing.

Fisch The state statute you are quoting here is expressly about permanently prohibiting bicycles from a roadway. In particular the kind of roadway the state statute is applying to is like the interstate highway. Maybe that isn't your intent to have....

Holdridge Bob, that's not what our lawyers are telling us. It really pertains to any road controlled by a municipality

Fisch But what's your intent? That's what the state uses. Now I'm hearing that you intend a temporary closure if the weather is bad or something.

Wilz Something could happen where we have to shut a road down until the situation gets resolved. Another intent could be to let people know that these are the laws. We're not threatening but people needs to know this is how it works. Dave, what is your opinion on this? Do you see this as any big issue?

Deverell No. I'm listening to all the parties involved tonight to see all sides of the coin. *(end of tape)* ...had 5" of rain in 1 day....in Portage for the school district, she's all the way out to DuBay and back and she had all sorts of road issues, North Second was flooded too in spots. That's where this really comes into play. When I read this, it would have to be almost a really extreme situation. We're talking about bicycling deaths. I don't know if there has been one in Portage County. There was one in Wausau recently.

Jury That was just an accident.

Deverell We're talking about something very extreme here.

Fisch If there were multiples, but I couldn't see if there was one death, that would be the triggering event.

Deverell Maybe I'm looking at it wrong but I don't see where it's really that big of deal. It's a common sense statement and it's saying in these situations, they have this power to do it. They already have the power to do it.

Holdridge We'd be irresponsible if we didn't do it given the circumstances.

Kas. Why don't you state that? If you don't want the public calling you about permits all the time, why don't you state that?

Holdridge We're not talking about the permits yet, it's later on.

Wilz It defines that a public hearing would be done and that's a big deal. If we held that up at SPASH, there'd be 3,000 people and they'd have to raise their hands and say, "yes, we want you to close down X, Y, Z". It's a big deal. It's not something we can do.

Holdridge When we close roads for bikers and pedestrians to protect them, we get reactions to that from owners. So we'd say, "Hull Board of Supervisors may, after holding a public hearing, by ordinance" what do we say? Close roadways, may close roadways for bikers, pedestrians and vehicles – right? We have the authority to close down roads. Does that make more sense?

Wilz Yes, let's make it more inclusive. John, I think the clarification down below, we can work on that and clean that up, but I think that would be fine. We can clean the language up.

Holdridge Does that make sense? The Board is not going to give away these things. We've got the authority on public safety issues. We've also got the problem on law suits and all the rest of this. So we're trying to make our roads safe for everybody and treat people as equitably as we can. But if someone thinks we're out to get bikers, we're not out to get bikers or pedestrians or vehicles for that matter. So we'll be inclusive there. Is that okay? Does anybody dispute that?

Jury That would calm things, I really think that would.

Holdridge I don't understand why people get so upset.

Wilz I don't either.

Kruzicki Prohibit has a pretty negative connotation.

Jury I think it came out as initially some kind of attack and it won't go away so I think this softens it.

Fisch You don't need a public hearing if you see the weather is bad and you can close a road.

Wilz If we wanted to permanently close a road, we'd need a public hearing, because we can do that.

Fisch You can. Right. But that's what's getting all the reaction. That isn't really isn't what this is really about.

Jury If there were 3 accidents in the same place....

Wilz There's going to be a public hearing.

Busa Somebody is going to wonder why you let the 2<sup>nd</sup> and 3<sup>rd</sup> one happen.

Jury We might have to close it until we figure out what happened.

Fisch Right. But part of what you'd have to do is figure out if there are other safety measures you could use.

Wilz Sure, there'd be signs we could use.

Holdridge Bob, this ordinance does more for bikers than it does for anybody else. It says you have to have a public hearing. I don't know that we have to have a public hearing for pedestrians.

Fisch That's because it's a state requirement.

Holdridge That's why we have it in here. Let's go on. There's an important one in here: Section 6: Persons may walk or jog on Hull highways but shall walk or jog on and along the left side of the highway. #3 Pedestrians walking or running along Hull roads at night shall carry a light or wear fluorescent clothing which clearly identifies them to vehicles using the road. Light colored clothing should also be worn." Konkol says we can do that. There's nothing in the state law. But Bob says we can do things that are not in the state law as long as it doesn't counteract the state law. We get a lot of reaction from citizens about people who are out walking at night often with dark clothing on and no lights. This ordinance is for pedestrians. My question is, what kind of language do you use there Dave? Is there fluorescent vests besides the light situation?

Deverell I see this all the time. I see my neighbors, I don't know who they are, but they're walking their dogs and walking as a couple and it's pitch black outside and they're out on North Second Drive in dark navy blue sweatshirts and black pants on the right side of the road walking their dogs. There's Construcks and everybody rolling through that neighborhood in the dark and

they do it all the time. What happened to common sense? If I'm on my bicycle, I've got a green fluorescent vest on and I've got a flashlight in hand. I want to be seen. I want to be like a neon sign.

Holdridge Does a light mean.....

Deverell Something like a flashlight, it's common sense.

Fisch Maybe you could use language like the bicycle language, visible from a certain distance.

Deverell I know we don't have any funding but if at some point in time someone gets a safety device at a reduced rate, from a group maybe and have it available to the citizens of Hull who do walk.

Wilz I think what you're asking John is what is common sense to put in there.

Holdridge What would make sense from a walker's standpoint? Light is an obvious one. It says carry a light. We could say flashlight on or elaborate on that. Then this fluorescent clothing, maybe that's a good term.

Wilz I walk at night a lot with other people and we don't wear a fluorescent vest but we carry our flashlights and we're in a subdivision. We try to do what we think is the right thing.

Fisch If someone crosses the street to their neighbor, do they have to have a flashlight to go across?

Holdridge Well, it's common sense.

Fisch I hear what you're saying but that's why the law is ....

Holdridge We don't have much in here about subdivisions because they're 25 mph and they have people in there who live there and they know the environment. We're concerned about the longer roads where people are out walking at night with no lights on sometimes on the wrong side of the road.

Fisch I understand why you want to have an education campaign where this would be a very important part, but that's very different from making it an enforceable law with penalties.

Holdridge Bob, we've got penalties at the end of this. The penalties aren't much, \$25, but we've got to set the standard. The standard is set by the rule of law.

Fisch I'm feeling attacked but I'm just making a suggestion here.

Holdridge Maybe we leave it as it is. #4 is: Pedestrians running as groups are required to travel upon the left side of the road and upon meeting a vehicle, shall, if practical, move to the

extreme outer limits of the travelled roadway. They shall run no more than 2 abreast on the roadway.” I have to confirm that with Konkol. We know that bikers have to be 2 abreast.

Jury Yes, there’s not much language on pedestrians.

Holdridge Here’s the groups: Groups are denied as 2 or more individuals, either pedestrians or bikers using Hull roads.” Now it could be 3 or more individuals. “One group is the organized groups who require Hull roads to be closed and motor vehicles to be prohibited from using roads. Generally this occurs on weekend afternoons or all day. Those groups need to apply to the Town of Hull Clerk for authority to use the roads with a map and other details of the usage. The Hull Board of Supervisors formally approves the usage.” What we’re doing is closing the roads and that, potentially, is a big issue. The next group, this is a group in the process of being better defined, it says: “Organized groups from educational institutions” you could add YMCA there, “these are groups who regularly run on Hull roads, generally in the spring and fall (cross country and track). These groups include SPASH, Pacelli and UWSP runners who will be provided with Hull’s requirements for usage of the roads. Ongoing discussions are occurring.” One of the things I think they’ll have to do, if it’s clear that the law says 2 abreast, that’s the sort of thing we have to define. They’ve got to run facing traffic. I followed them when they’re blocking a lane going with traffic. We’ve talked with Chris Hanka at SPASH, we’ll communicate and talk with the University coach, Pacelli and probably others. That’s unfinished at this point. We’ve had one meeting. We know we have a March deadline for that because these groups start up in March. Then we have the group that is just a group. “Groups using Hull roads but not organized, these would be random, usually small groups. These are subject to the requirements of pedestrians using Hull roads – see above.” If you’ve got 5 people that want to go out and run, you’ll probably have to run 2 abreast, that’s the standard, and against traffic. You don’t need a permit for that. It’s free market.

Fisch Would you say pedestrians or bicycle riders using Hull roads in #3?

Holdridge That would include biker riders. Bikers, is that a better term? Then Section 8: General use of Hull roads: “Signage...” any questions about that?

Amman I have a question. What is an “unmarked crosswalk”?

Holdridge Probably a crosswalk that isn’t marked.

Amman I don’t understand what that means. What is it?

Stites That would pertain to sidewalks and you (Hull) doesn’t have those.

Wilz Out in Wilshire now where the Green Circle has moved, that’s really a crosswalk even though it’s not marked. That’s how you’ve got to get from one side to the other.

Holdridge Some of those may be just custom. People use that.

Fisch You’d have to look at the law, I don’t know.

Wilz            What's your question Patty? Is that on number 3?

Amman        Well sometimes it's been referred to in here where it will talk about a "marked" or "unmarked crosswalk". I know what a marked crosswalk is. I don't know what an unmarked crosswalk is.

Holdridge    That's what we're saying. I'm thinking there were some up on Old Wausau where the Green Circle may have crossed from one side of the road to another. I don't know if that's marked. But it's sort of a custom.

Wilz           I think what they're saying here is the big thing is that bicycles or pedestrians, whenever they're in that situation, they need to yield the right-of-way to be safe. That's really what they're trying to say.

Amman        I've come across persons where they'll be walking across just a parking lot where there's no crosswalk, no nothing and they'll hit my car and say "pedestrians have right-of-way, anyplace". And I was thinking, I don't think so.

Wilz           Not on a roadway.

Deverell     Go walk on I-39 and see how long that lasts you.

Fisch         In Stevens Point, on most neighborhood streets, there are no marked crosswalks. There are no markings on the road, but every sidewalk crossing is still a crosswalk.

Deverell     I think that's what it's is saying. It's like a road intersection.

Fisch         But that is what the state law refers to and it's best to include that language.

Holdridge    Does anyone have a question on #1-#4?

Wilz           I think we're good.

Holdridge    Now on signage: "Signs may be erected on entryways to subdivisions and to arterial roads which directs pedestrians to operate on the left side of a 2 lane road facing traffic and that bicyclists operate on the right side proceeding in the same direction with other traffic." The other thing that isn't in those traffic calming devices, which Dave Glodowski suggested, I think it really makes sense, is when you enter Hull, you have some sign that says, "This is the Town of Hull, drive safely" or "multiple use road". Glodowski's point was that when you do that, you create a community. It's not just a flow from the north in Dewey through Hull. All of sudden you say you're in Hull and here's what we...we want you to know you're in Hull and we have multi-uses of this road and you've got to slow down. Something to that effect. I think that makes real sense.

Busa          That makes sense.

Fisch            Should that be stated in the Town of Hull section on safety?

Holdridge        It could be. But I'm just throwing that out there (*for consideration*).

Deverell        I like that. I like his recommendations on certain areas of entrance into the Town. I think that's a great idea. Of course getting the funding to do this, that's a whole other matter.

Holdridge        Maybe you do it in stages. Pick out some roads. Get the right signage but let them know they're in a different community. The other thing that struck me at our last meeting was a comment about the Village of Plover. I double checked by talking with Ted Stoltz and with Glodowski. They said when you go through Plover, you better do the speed limit. You get charged down there. I think that's the culture we've got to develop in Hull. The sheriff's dept. is our police dept. and somehow that's got to get in there. You've got to have a notion that you've got to drive the speed limit. You can't be speeding.

Busa            Besides the speed limit, you have to observe the rules, regulations and use common sense.

Holdridge        Both of them reaffirmed that. Dave said that when he enters Plover, he watches his speed limit.

Busa            Rapids is the same way.

Holdridge        Section 10: "Annual Review by Public Safety Advisory Committee: An advisory committee of road users will be appointed to annually review the ordinance/policy and other safety issues affecting Hull road usage." Then we've got a date: "By Nov. 1 an annual review of the policy/ordinance and road usage will be undertaken by the Public Safety Advisory Committee." Then on #3, I would say "By December 1<sup>st</sup>." "Recommendation for changes to the ordinance/road usage will be recommended to the Hull Town Board...." That would be an annual thing. You've got the watch dogs and you keep up on what's working, what isn't working, what we should do.

Wilz            What the new laws are.

Holdridge        I would ask for volunteers. We'd formally appoint them. It would be a group that's out there, hopefully, in different parts of Hull. See how the ordinance is being implemented. Section 11 Penalties, I've got to check on these in terms of how they apply to each one. But \$25, \$20, not a big deal. That's about it. Reactions?

## **8)      Wrap up and closing comments/thoughts by the Task Force members.**

Busa            Is Portage County Sheriff's Dept. willing to, if this is published and weighs in there, with these minimal fines, are they willing to enforce them and write citations for them? Or is it just hollow?

Holdridge As long as it's based on state law, that's why we've got the statutes. I talked with Kontos about it. It's certainly not a money maker. I would guess, as they often do, they stop people, give them a warning.

Jury They're fairly good at that. You really have to mess up to....

Holdridge It seems to me like they track the warnings so if you get a warning then get a second one, you may get a fine. John, what do you think?

Jury That last part with the fines, it seems really low to me.

Busa That's why I mentioned would they enforce that.

Wilz I think they're in there because generally in an ordinance, you talk about fines. I don't know that we're going to have the walking police out there. Because we'd have to assign a deputy and say we've got issues with bikers with joggers or runners. It's going to be an educational process.

Holdridge Deputies become watchers of things besides just vehicle traffic. Kontos talked about in the old days, they used to have a deputy on a bike. He said maybe that's what we've got to look at.

Wilz They talked about doing that too. That if we had a section of crosswalk by the Green Circle trail where bikers or walkers were just running across, they'd go out on their bikes and have a friendly chat, create awareness. That's what they do now probably with 80% of the traffic. Just try to remind people when it's summertime and the roads are busy and keep it slow. Because I don't see 10-15% in tickets being written out.

Holdridge They check to see if you're wearing your seat belt.

Wilz John's right. If they stopped you 3 times in one week, yes, you'd be getting a ticket. You almost have to do that, it sets an environment.

Holdridge Randy, what are your thoughts?

Kruzicki As a whole, I think we did a pretty good job. We concentrated on some things too much and maybe on some other things not enough. That may be some of the reasons we have 4 people that remain to make it to the last meeting.

Holdridge No, that's not accurate. Ted Stoltz is hunting, Holly Smith is sick, Tina Peters is gone. Now there may be some of this. I think the firemen kind of fell away.

Kruzicki That's kind of what I was referring to. I think we paid a lot of attention to things that were common sense that came from the group last month and toned the verbiage down a little bit. I'm certainly more aware of the laws as they're actual laws and the enforcement of them is always going to be an issue. I hear 2 things. I hear that you go into Plover and they'll

write you a ticket and that's how they enforce their laws. Then I hear that Portage County Sheriff's Dept. will stop you 2 or 3 times and just give you a warning. Sometimes that works. Most of the time I think it doesn't work. People go, whew, I'm glad I just got a warning and they go right back to what they were doing before. I think I got a speeding ticket 12-15 years ago. I remember that spot very vividly every time I pass through it. And I've taken on a different approach as far as my driving habits.

I see it from every perspective except from the biker's perspective, yet I see the organized groups being the least of our concerns. If you guys felt you were being targeted, boy, that's the furthest from the truth. Because I see a lot of bike traffic on Old Wausau Road and I can pretty much tell you, that's not where we see the problem. It never has been. I rarely see people....I know Jack Freis. They rarely...if 2 abreast, that's it. They're very mindful of what's going on. The safety issue, we want to keep the roads safe for people like that as well as everyone else. I would agree with Bob, more bike accidents probably happen when people try to get off the edge of the roadway and onto a shoulder that's not really meant to accommodate traffic. I have no problem with a person riding a bike at a reasonable pace being in the roadway and being able to ease around them if I need to. That's certainly not an issue. I can tell you right now that I'm only here today because of 2 guys that were riding bikes and I won't go into a lot of detail but I was involved in a pretty serious accident while logging and if it hadn't been for 2 guys out getting a good bike exercise route on Hwy. X, I wouldn't be here today. So I've probably leaned towards the other side in respect to bicyclists but I also agree with some of the other comments. It's a 2-way street. It's like Patty said, when a pedestrian bumps into her vehicle and says, "Look, I'm a pedestrian and I have the right-of-way here." Common sense would lead you to believe that yes, you're unprotected as a pedestrian, but you still can't put yourself at risk. I think that's true of the bicyclists too. Whether it's putting yourself at risk by going through a stop sign or not getting far enough around or getting far enough over, certainly all of those things are common sense but people get caught up in day-to-day activity and some people are just flat out arrogant or maybe in some cases even ignorant. The education part, yes, I think we need to do that. I don't suspect that we're going to change the world and I don't think we want to bring the weight of the world down on the Town of Hull administration by trying to be unfriendly. That's the farthest thing from the truth. That's why leaving out the words "ban" and "prohibit" I think....yes, you have the right to do it but I don't think you want to put that out for publication and say it because people will take the negative and run with it. That's my opinion.

Holdridge      How many of the bike riders in this area are members of the Heartland Bike Club?

Stites            It's a small minority. I asked Jack for numbers and he didn't have them at his fingertips. I think we have about 80 or so paid members. There's a lot more cyclists than that.

Holdridge      Is there another bike group? Or are you guys it?

Kas.              There's a bunch of bikers but we don't have an official name. It's the Tuesday night road ride, or the Wednesday night sprint ride, or the Green Circle group, it's ambiguous.

Holdridge      Are those University groups, largely?

Kas. No, they're ..... the University groups change every semester. It could be 4 people or it could be 20. The groups on Tues., Weds., those nights are mainly men and mainly 30 years old or 40 years old, some 20 year olds but not many. That varies too.

Fisch The largest class of bicyclists are unrepresented. People who ride their bike to get from here to there. Just like pedestrians aren't represented, car drivers aren't represented. We're all just people so there is no one who speaks for all the bicycles.

Holdridge Dave, did you have anything you wanted to add?

Deverell This has certainly been quite the experience. The only reason I was interested in getting involved in this was because I am a silent person by nature. I was trying to be as involved as I could with the closing of.....I've seen what happens when the DOT makes a decision and doesn't give you any choice and says this is the way it is and this is the way you're going to do it and you're going to like it or lump it. Then you've got the county who is being influenced by all this road money saying they want your road but this is what they'll do for you. No, you just want the jobs and the cash flow. That's kind of what got me in it and I've seen my road go from a nice quiet community road to now all of a sudden, it is no longer that way. Oh well, that's just where I choose to live and like it or lump it. That's just the way it is. So I can certainly understand the hubbub over everything but as a group, I think we've come a long way. We went from people all over Hull with all different agendas to developing into here's what we can do to promote public safety in the Town of Hull and put it into a written document. That's a long ways from where we were the first time we got together. We had concerns with the Pipe, with Bukolt Park, concerns all over this whole Town. It was obvious there were things going on. We live in a society that is...if I have to wait more than 2 seconds to get that thing off the U-tube/phone, it's too long. It's just where we live today. People are in a hurry doing 18 things while they're behind the wheel but they're not looking down the road but that's just the culture we live in. What we've done here is very good. It's not perfect and it can be tweaked and changed. We've allowed input from people that don't even live in the Town of Hull to help us put this together, that's a huge step. I'm proud of it even though it created a bunch of hubbub.

Jury I would say while most of our discussions were about cycling, what we did here about a half hour ago shaping law about pedestrians and bikes, that's.... not only are they wearing dark clothing at night, but they have ear buds in and can't hear what's coming up behind them. So we've made a statement about that.

Wilz That really is the biggest group, I think.

Jury Because there has been the hubbub, maybe more people will read this and learn a little about the laws they didn't know before.

Holdridge We've got to make sure that's solid.

Wilz Our educational approach and the marketing of this, that needs to really be stressed. That's what most people do.

Jury I'll take responsibility for this, if we get some of the cycling and hiking businesses to maybe offer a line of products for safety. Inexpensive lights that can be taken when going for a walk.

Holdridge Are you comfortable with that fluorescent?

Jury Light or bright colors, that can be seen.

Busa The reason you walk on the left isn't so much to be seen as it is to see what's coming at you. You're able to move out of the way.

Holdridge Do we need another...when I look at who was excused, Ted Stoltz, Ed M., Tina P., Hoffman hasn't showed up, Matt S. changed jobs so is working and no longer can come. Some people may not totally like what we've done but that's natural. We've blazed some new ground here.

Wilz Our intent was never to get the whole process done in 5 or 6 meetings but more to create a base then go from there. Complete it as we go and tweak and learn more.

Holdridge That's why we have the advisory committee established. You people are active in this, are out there and see things we don't see now and maybe we need to do additional things. I think any help we can get on this educational front...I was talking to Kontos about this and he was supportive of the ordinance as the basis, foundation. Getting this transferred into common usage, I see that as the role of the pamphlet. Get that as widely distributed as you can. For both bikers and pedestrians.

Wilz I'll contact Sarah because I read what she gave us today. I'll take her up on her last paragraph about being anxious to see what we're doing. Yet when we first started it, she talked about the Portage County being 2 years out. I read tonight like we're rolling it down the road. We'll give her a call and ask where you are in this process so we can collaborate.

Fisch So what is the process forward? Do you need another meeting?

Holdridge I don't know, we don't have a quorum here but on the other hand, we could take it to the Board and make some changes based on the advisory discussion tonight.

Jury This is advisory.

Fisch Nothing was recommended since it wasn't voted on by the Task Force.

Wilz Most everything here was already done when we did have quorums. It's not like we sprung something new on the committee.

Fisch I just want to understand your process, that's all.

Holdridge I think what we could do is revise this and send it to the total Task Force members and if they have any questions, to get back to us. If they don't, then we can take it to the Board as we are an advisory group to the Board. We haven't formally voted on a motion but maybe it's time to move on. If those that aren't here have any objections to that, they can say so.

Fisch So is it a 2 month process before the Board might start to look at it? I'm not trying to pin you down, I'm just trying to get a sense of when.

Holdridge Maybe January.

Wilz We gave SPASH and the other institutions 30 days to get some stuff back to us so we can complete that part of it which hasn't really been defined in here yet. We've got some time to wait to do some things.

Holdridge I'd like to have that wrapped up.

Jury I'll get something out in the Walk Wisconsin newsletter coming out. Quite a few people who walk in Portage County get that newsletter.

Holdridge Mike Wiza mentioned last night a new newspaper they have on-line. Is that reasonable for those that are here tonight? We'll modify this based on our discussion tonight, get it back to everybody and if anyone has a question about it...if it's a hot button issue, we can reconvene the group and get a quorum. Otherwise, we'll say we're moving it on to the Board. I think the important part long term in the review group. If there's problems that come up, then we'll take another look at it.

Wilz We'll get it ready to use in a few months. I want to thank everybody. It was a pleasure meeting everybody and thank you for your input.

**9) Adjournment.** *Meeting adjourned at 8:50 p.m. (final meeting).*

Respectfully submitted,

Patty Amman  
Task Force Secretary  
Town of Hull, Portage County