

MINUTES –

Hull PUBLIC SAFETY Task Force

Thursday, August 18, 2011 at 6:30 p.m.

TOWN OF HULL MUNICIPAL BUILDING

4550 WOJCIK MEMORIAL DRIVE, STEVENS POINT, WI 54482

**Hull
PUBLIC SAFETY
Task Force**



Safety matters

- 1) **Call to order:** The meeting of the **Hull Public Safety Task Force** was called to order on Thursday, August 18, 2011 at 6:30 p.m. by Public Safety Task Force Co-Chairperson Dave Wilz 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, John Jury, Tina Peters, Holly Smith, Ted Stoltz, Recording Secretary: Patty Amman.

Others Present: Mel Bembenek, Bob Bowen, Jack Elsinger, (*Kathy Duggan, Fred Z. – didn't sign in so uncertain of spelling*)

Absent/Excused: Randy Kruzicki, Ed Martinsen, Fred Hoffman, Heidi O'Brien, Matt Schneeberg.

- 2) **Approval of minutes from July 21, 2011 Task Force meeting.** *Motion made by Ted Stoltz to approve the minutes of the July 21, 2011 meeting. Some discussion on various highlights in the minutes and observations made by John Holdridge as he read some of the parts of the minutes to the Task Force. Motion passed.*

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

Fred Z. (*not signed in, uncertain of name*) *Expressed concern about parents in groups with children on Wilshire Road and the hazardous interaction with vehicles. Expressed his opinion that the children shouldn't be on the road, or at least not all over the road. Dave Wilz acknowledged this input and indicated the Task Force was attempting to address these issues.*

- 4) **Announcements; Task Force Members**

John Holdridge shared information about the brush pickup after the recent storm and power outage indicating that although the spring brush pick up takes about 3-4 days, this recent brush pickup was much greater in volume and was taking 3-4 weeks. The road crew is almost complete with the task. John also spoke about the "baby boomers" who are now the elderly that are increasing in numbers as walkers out on the roads. John talked about engineering, education and enforcement as ways to address concerns. John also shared an article from the Wausau paper on a biker that was killed in an accident in Wausau.

John Jury said the number of bicyclists killed in accidents is very low.

Holdridge shared pictures taken recently of Hull roads with the horizontal signage painted on the road indicating the speed limit so that people who don't see the regular vertical signs, might at least see the painted speed limit on the roadway. He also indicated he's requested Barb B. to contact the athletic directors in Stevens Point, to discuss with Hull and them in making attempts to address conflict issues with runners, etc. Establish proper protocol for road use.

Dave Wilz talked about possibly forming a small group to work on this.

5) Wisconsin Law on pedestrian use of Town roads – Town of Hull supplementing State Law with additional regulations (ordinances).

John Holdridge handed out an informational packet from Hull's attorney Konkol with attachments on information of Wisconsin State Statutes for pedestrians, bicycles, etc. John read some of the pertinent parts and requested Task Force members to take it home and review it more closely.

Some general discussion from members on how many rights bicyclists have in terms of the road. A member of the Plan Commission who is a former state patrol trooper recently indicated that any areas that are 25 mph, a bicycle can use a whole lane, but anything over this speed limit, the bike must be off to the side as much as possible.

6) Speeding on Hull main roads and use of Traffic Calming Devices.

Dave Wilz handed out a piece on traffic calming statistics and their general use and talked about some of the different calming devices listed on the sheet.

John Busa said there are maintenance costs involved in some of these devices and that should be considered as well.

Some general discussion about stop signs being of some help in some situations but not always an appropriate device to use for every situation.

Fred Z. talked about the importance of enforcement that should be done on Wilshire Road.

Holdridge We had our two guys who went over and met with the DOT safety person, Mr. Becker. They got all the specifics on speed limits, between houses for example, open areas. If a road is not marked with a speed limit, it's considered 55 mph. The 2 road crew guys, Pete K. and Bill O. went all over the Town and measured this stuff. It's very well articulated. Pete said there are 8 areas where there was a real conflict between what the DOT wanted and what we thought. We may have to look at engineering studies for that sort of thing.

Wilz You can't just make those changes. You've got to have signs. You have to get the approval from the DOT. You're forced to do what you're suggesting.

7) Subdivisions – What can be done to lessen conflict between pedestrians and vehicles? Signage, speed control, incentives, etc.

Holdridge You have this listing of subdivisions; we have over 50 subdivisions in the Town of Hull. If you took the subdivision where I live and Tina lives for example, it's "Assessor's Plat #1", it has 34 lots in it. If you go down to "Virginia's Addition" towards the bottom of the list, that has 8 more, that's where I live. That's all part of that subdivision. When Dick Hoffmeister developed it, he had the initial plot then he added Virginia's addition and that gave 8 more lots.

If you look at Conifer Acres for example: that has 72 lots in it. I don't know how many of those lots have improvements on them. Most probably do. The best example is Maple Bluff, there are 4 additions to the original plot for Maple Bluff and there are 58 lots in there. I would think one way to approach subdivisions is take the 5 or 6 largest, because I've already heard from Fred Hoffman and Matt Schneeberg about Meadow Manor.

All these subdivisions are 25 mph. Some are managed and people know each other. It's basically local traffic except when you get into the Green Circle areas or where you're close to the City like where I live. They come out from the City and come down to go onto the Green Circle. You could take 5 or 6 of these subdivisions and indicate what you want for a plan for those subdivisions. Test it out on those. See if it's feasible from a financial standpoint. A plan that says here's what we want in a subdivision.

I think the sign we looked at (*shoes/wheels*), that's a great sign. We may want to revise it in some way. That gets a message out there. I noticed in driving on the long arterial roads in Hull, an awful lot of people are doing it the right way. I'm really impressed by that. Right over here on Torun, my wife drove me out, a kid was riding a bike against traffic. He shouldn't have been doing that. But generally, people are doing the right thing, it seems to me.

Going back to engineering, education and enforcement; what do we do in a subdivision and how do we get the word out. Here's what you've got to do and maybe there's some room for some engineering thoughts or calming devices. Maybe not near as much in subdivisions as on the long roads. Enforcement: we have very little enforcement in subdivisions. That's important, the notion of security (*when a sheriff's car goes by*).

Busa It calms people.

Holdridge It really does. Makes them secure. The staff here along with any input you have will develop a plan specifically for subdivisions and a plan specifically for the main roads or arterials. That's where we're at now, we have a lot of information and visited with some people. I have others, Bronson gave me some great leads today. Justin Sonnentag was going to find me somebody at that Wisconsin Bicycle Federation that I can talk with in Madison.

Kathy Duggan (*from Stevens Point*) A question first: Is Hull going to develop anymore subdivisions? If so, there's a nice solution to that.

Holdridge Oh yes, we will. It's very slow now, I think we had one building permit in Hull all last year.

Duggan I took a look at your list and it's very interesting. You have a lot of subdivisions and 10 or 12 have developed just in the last 10 or 12 years so there was a lot of activity for awhile. I heard Mr. Holdridge say before that Hull wants to continue developing neighborhoods.

Holdridge We're big on neighborhoods.

Duggan I see that. I'm not, but that was part of the comprehensive plan and it was a decision you could make.

Holdridge I should explain that: we want to preserve neighborhoods. We resisted the Home Depot going in. We resisted when Mayor Halvorson wanted to put a multi-family building in Kirschling Subdivision.

Duggan I know. I was part of that.

Holdridge It's all been about preservation.

Duggan I understand that and I think you supported those people very well. You are doing the same thing with the Plover Heights people and the new high capacity well. However, if subdivisions are developed where there is open land, the best way to preserve a kind of rural character is the cluster subdivision. Do you know about that?

Holdridge Patrician Pines right off Hwy. 66 is a conservation subdivision.

Duggan Does it have lots of open land?

Holdridge It has the open land around the edges.

Duggan That's something. A cluster subdivision is similar to that. The idea is to preserve the land. If you have 40 acres to develop, rather than giving people 2 acres per lot, you'd get 20 houses on 40 acres, recommend to the developer and the potential home buyers that they have ½ acre lots and that would be 10 acres. Then you have prairie acres for preservation/conservation and the subdivision then can develop walking trails and solve some the problems with pedestrians on the streets. That's a great idea for preserving the rural character of a township. It's one of the smart growth comprehensive plan provisions in state law, that you can develop that if people like the idea of having a lot of open land they can use for walking, biking and watching nature. That's one thing regarding subdivisions. The other thing is regarding traffic calming in subdivisions, because you have so many commuters living in Hull, you're going to have a lot of traffic. They work and go to school in the City, they're going to be driving back and forth every day, sometimes more than once a day. People drive fast to get to and from work and

school and some of their other activities in town. It's just what happens when you have lots of people living in the country and working 2, 3, 5 miles away. So you have a lot of commuters. There are other solutions I could talk about.

Wilz Thanks, Kathy, I was going to have to rein you in because we have other specific things to cover. As far as your ideas about subdivisions, our Plan Commission is working on reviewing the subdivision ordinance.

Duggan I saw that and that's one of the reasons I came.

Holdridge Why don't you put your thoughts in writing to us. We'd be happy to look at them at the Plan Commission meeting.

Duggan I want to let you know that I am a licensed biking instructor and one of the things you need is people to give that kind of instruction to folks maybe in your different subdivisions or here at the Town Hall.

Holdridge We agree with a lot of that but it's always a question of how you articulate it and who does it.

Duggan The Bike Federation of Wisconsin does that.

Holdridge They could be a big help, sure.

Duggan They license us. Another solution is to get in touch with the DOT pedestrian and biking division. Tom Huber who was head of that for a long time, just retired recently, and he gives wonderful presentations. You could use that resource and that would be excellent as well.

Wilz Back to the subdivisions, what can be done to lessen the conflict. John was talking about highlighting those subdivisions that have those issues. We talked about this last time. Matt S. made a good point that his subdivision doesn't have any issues. Mine doesn't either. I can't identify right now what those issues are, but if there are other members here in the committee that has these kinds of issues, maybe we can come up with some suggestions right now so we can start that process. Tina, what do you see in your subdivision which I know is a little bit active?

Peters A little bit of speeding, but not a lot. Personally I think it's because there isn't a delineation of lanes in that area or on the bridge that comes across in our area.

Wilz You mean like a striping technique?

Peters Yes.

Holdridge Something like having a white line.

Peters A white line on either side.

Holdridge At least they can walk the line or the line can be their sight pattern.

Wilz Picking up on that, John, at the first meeting you talked about West River Drive and what the City had done over there. My son just bought a house there and I was over there and I noticed it. You're right, it didn't look like they built an accommodation lane at all. They just took part and laid a strip down. There were walkers and bikers that day. When I drove by, it was segmented very clearly to me. So that's a technique we could look into. Any other suggestions, Tina, from your subdivision? Or does anybody else have that issue.

Jury It seems that problems will bubble up in every subdivision and each one will have a different issue. As much as you'd like to set something down for all of them that will work.

Wilz I'm not sure that we are. We're talking about taking a few that we think might be issues and saying what could be possible solutions because there are none with me. We have all local traffic other than occasionally we have industrial park traffic that does come into the subdivision but it's so minimal right now it hasn't been an issue so we're not going to make it one yet.

Holdridge I like the signage that you propose. That could be modified, it could be fluorescent. That would be right at the entryway to the subdivisions. That says clearly, "bikers with traffic, walkers facing traffic". Maybe look at a line or something to guide them. Maybe that's it. I know that sign has been affective.

Deverell It's possible to utilize signs that Justin S. had in as well and maybe put those in north/south routes that we know are utilized or east/west routes that are utilized. On the main roads, look at targeting that, maybe when spring comes around. I'm not saying have it up all the time because then it loses its effectiveness. Just like back to school – slow down. Put them out when we feel it's necessary.

Holdridge One of the calming articles talks about through traffic. We have a lot of through traffic in Hull and maybe we ought to have something as you enter Hull on the Dewey line or on the City line that talks about courtesy between bikers and vehicles or something, make that fairly prominent to encourage people to have some respect for others using the road. The sign that Justin had, I don't know if those were metal, but we can configure them so they're metal so they would last.

Wilz I'm going to suggest in this area, between now and the next meeting, I'll meet with some other people and see if there are other things we can come up with as minimal suggestions that might affect some change without going overboard. We don't want to go overboard. We've have enough signs in Hull right now. Any other comments on agenda item #7?

8) Review of past issues and recommended solutions.

Wilz

This is a list I put together and I'd like to walk through it. As I was reading through the minutes, it became quite apparent to me that over the course of the last 2 meetings especially, we've talked about a lot of different things. One of the charges of this Task Force is to identify things to talk about and take that in all possible directions and come back with a possible plan with recommendations to the Board that might be implemented to improve the safety in the Town of Hull. As I was reading these, there were a lot of things we talked about and there were some items that we discussed that I think we might have had some possible solutions for. I didn't want to lose track of the work we had already done so I put together a list. It's handout #8 (*with the 8 on top*). Key issues with possible directions. "As the meetings continue, many areas of concern have been discussed along with some possible solutions. None of these items have been voted on for a recommendation to the Board. The following list attempts to identify these items. This list should be kept current as we go through our process, so that when we are done, we then move forward with refinements and recommendations. These are in no special order of importance." And by the way, these do not include everything we've talked about. These were the big, general things I felt we had some momentum on or maybe we had already done some things on.

The first one is about overall concerns about speed as it relates to neighborhoods and major roads. I put this one here because I think we've already identified key parts of Hull as it relates to this problem. Road crew, as John had mentioned, continue to survey the 4 different quadrants. We're checking for the correct usage of signage. We know that we have to get that up to snuff first before we can have any kind of enforcement. They'll involve science and studies to back up recommendations and make changes. The Town of Hull continues to pay for and utilize Portage County Sheriff's Department for specific enforcement on selected roads primarily as it relates to speed. John had brought that up earlier today.

I think we've already started this and it's ongoing. I'm saying this is where we need to end up but this is certainly one of the things we have input on.

#2 Overall concerns about the closing of the on/off ramps as is related to X and the increase traffic and road destruction that has occurred. Dave, this came from an item you brought up. "What are we going to do about the traffic?" "What are we going to do about the way the roads are falling apart?" One of the things we had talked about is this. There's a current movement from citizens of Hull and Bob Bowen is back there and he's a big part of this, in Portage County to approach the governor about the need to reopen this area. Town of Hull officials have endorsed the suggestion in writing. Have made the building available for all local officials and citizens to meet and communicate with our State Representatives, the need for the project to reopen these ramps or build ramps and to move the process along through the political venues that are necessary. This has been started and is on-going. Whether or not we're going to be successful or not at this point, we don't know but if that worked, would that make a difference.

Deverell

I was home for lunch today and D.B. Rusin went by 8 times. Grizinski went by 6 times, ConsTruck went through and every night at 6:30 when everybody is out walking, it's ConsTruck, Grizinski's, Pbleski, it's like a parade. Every night between 6:30 and 7:00, every night! That's when everybody it out. It's a beautiful evening. Take tonight,

wouldn't you like to go for a walk? I understand that its commerce and you've got to have a balance. You can't just have my own agenda, where you're going to protect your own little corner. No, no, no. You have to think big picture on the whole thing. But it's very frustrating. Kids still aren't back in school and they're out on the roadways during the day. What are you going to do? You can't tell them they can't run it, they're empty. They have to make a living too.

Wilz Bob (*Bowen*), I'm glad you're here. Can you briefly bring the group up to speed on the project?

Bowen We're making steady progress. We're planning on a meeting with Walker or his designated staff person who will deal with this. What you're talking about Dave (*D.*), is the issue on North Second Drive. That's the safety aspect of it. The economic issue is for each of those businesses you identified and every one of them are suffering because it costs them more to operate through Hull and Dewey by virtue of having to travel the detour routes to comply with our weight limits. We're getting letters from the trucking companies in support of the project. Rusin said he doesn't want to have anything to do with it. He told one of our member contacts. John Butkus didn't have any success in talking to him. He was very adamant that he didn't want to have any part of it and yet he could benefit considerably from it.

Holdridge I hope he's following our weight limit ordinance.

Bowen He was hauling all day today. It had to be local hauling.

Deverell I was home for an hour and he had to have gone by at least 6 to 8 times.

Bowen At noon hour, that was constant all day long.

Wilz Slow but sure, right Bob?

Bowen We're making steady progress and I'm going to put together an update for our 25 entities that are involved in this so they know where we stand right now. We're moving forward. We still have our contact in the governor's office and she's helped a lot.

Wilz So that's #2. On #3, we've talked briefly about the use of Hull roads by area high schools, University athletic teams, ROTC, SPASH and safety issues related to all of them. Hull officials, just as John had said, need to establish protocol as it relates to these athletic teams especially as it relates to outdoor event groups usage, communicate in writing to the respective coaches, athletic directors and other school and group officials what the protocol is and work with all parties to affect the safety issue. I think we've already got that going in motion.

#4 is overall how to educate and communicate to the general public what the safety concerns are in the Town. John had mentioned that briefly in his opening remarks. I think the possible direction we have to establish, that I heard from this group, is increase use of new Town of Hull signs, the shoes/wheels signs that John Jury came up

with, in selected areas. Town officials to establish and put in writing a position statement with expectations. What do we expect, not only from these special groups but what do we expect from all our citizens, or any citizens that uses the township. Put that in a newsletter, town website, share with the City and other municipalities and special interest groups. Try to get it out there, everybody's website, social media, Green Circle Active, Portage County Bike Federation, asking them to endorse it and include it in their communications. That's part of the communications package.

The 5th item is overall concern about what the laws are as it relates to motor vehicle, bicycle, pedestrian use of our roads. We've had discussions from Portage County Sheriff, tonight's legal opinion by our attorney speaks to all of this. What are the laws? How do they work? How are we going to enforce them? The Portage County Sheriff's Dept. has reported what the laws are and what they are willing to enforce if requested. I think that's a big statement: that they are willing to enforce it. The City of Stevens Point has been surveyed on what they have been doing and they have responded in terms of bikes and pedestrians. We shared that communication with you last time. Other special interest groups have been invited in, the Bike Federation, John Jury is here representing the Green Circle and Active Portage County and they've given their opinions. The Town continues to get legal opinions on laws and possible enforcement issues. We're not completely done but I think we're getting pretty close to understanding all the issues. When completed, the Town officials need to establish protocol for enforcement of these laws at a level that is manageable and cost effective. That's what John H. was talking about, we need to write an ordinance at some point.

Holdridge I see the ordinance as the basis. We are a government body and we operate by the rules and law. We'll meet with attorneys but that ordinance has to be the basis. As I talked about earlier, if we take a specific road or pick a couple roads out and look at anything we can do from a calming device standpoint. We're obviously not going to go back and reconstruct the road. Some of these roads are there from 1900. That's pretty well set. We've spent a considerable amount of money on roads but we need ideas for: how do we control speed on roads, how do we control the conflict with vehicles and people who walk and bike. Subdivisions are pretty much a separate type of thing. I agree with Tina, I don't think you get much speeding in subdivisions. But you need to give direction to people when then they come in to walk and bike, etc. That might be fairly simple. I think that's a case of good signage. We've had good experience with that although it could be modified. We could make it brighter. I keep asking, where are these things being done, what can we adopt? Maybe there's not a cookie cutter at all. We're out there on this thing, we're doing our own development of these things and there isn't much to rely on. I think you could go to cities but remember, cities are urban. We have a hybrid with urban and rural.

Wilz The last item I came up with for main concerns that we have possible direction on is really one of the main items that started this Safety Task Force, that was the concern about high traffic counts and speeding on Old Wausau Road by SPASH students during the school year. The possible direction includes a little history. John H. along with citizens had met with SPASH administrators and law enforcement about a year ago. This appears to be a never ending issue that will need to be revisited on a regular basis. I think

Hull leaders need to visit with City police to become aware of what they are attempting to do and partner with them along with County law enforcement to develop a plan that will better manage this. The reason I said we need to be aware what the City is doing is because at our last meeting, someone said that they've done something at Bukolt which has eliminated that problem. And they're all running out by you (*Holly*) now.

H.Smith Years ago they started having lots of officers down there (*Bukolt*).

Holdridge It's kind of like water, you block it at one point and it goes somewhere else.

Wilz As I was walking along that area (*Bukolt*) the other night, I was going on the east side of the pond where all the students park and I noticed new signage up where all the traffic parks parallel right in front of the shelter. There is absolutely no parking in there during school time. They're going to limit where they can park. If you go down to the skate park end, it's still there so they're going to push it down that way. It'll be interesting to see if they enforce that. That may force them to relocate because that's their area to hang out. I think that's what the City has done, those signs are brand new.

Holdridge I think Dan Kontos mentioned they were working out some other place where these kids could go. It's in those minutes. I'll be talking with Mike Devine on adopt-a-highway and I'll ask him what they have up their sleeve.

Smith The Red Bridge and the Pipe are big hangout places. It was better before but now that they really put the hammer down in Point, they're all roaring out there (*Pipe area*).

Wilz Back to these 6 key issues, are there any other things we had talked about in the last few meetings other than these that we gave a general direction to or that we put emphasis on?

Busa I think everyone's main concern throughout all of these meetings is safety. For awhile we got kind of mired down with everybody's rights. At what point do you look at people's safety and step on their rights to provide them and everyone with a safe place to live and work? I think that is where we are at right now with the ordinance. We've got to do something.

Holdridge I think you could add in here a paragraph about education. What do we do? Specifics? How do you educate people about these problems?

Peters Dan Kontos said that last time.

Holdridge One, two, three, we need specifics. Then we can start putting dollars behind it or we can say who should do this.

H.Smith One thing, Kathy and others have gone through training and that's their job to educate. I don't know about these different subdivisions but out in our area, the loop around Casimir / Granite Ridge, we have gatherings of the neighbors and there could be

something like that offered even for the kids. A lot of the kids aren't learning that information. I think if they learn it younger, be with their parents in the different subdivisions, coordinate that and let people know about the walking too. There are other people like yourself in Stevens Point right?

Kathy D. Yes. I think you took one of our courses, right?

Smith Yes, years ago.

Kathy D. You taught at SPASH?

Smith We taught it at SPASH and it was really tough with teenagers to try to get them to revamp their thoughts on what you do on a bike. They did learn what's appropriate. But I think that maybe going to neighborhoods that are receptive to that, to some of these subdivisions, you could put it in the paper or make an announcement.

Holdridge It's almost like the neighborhood watch concept.

Smith Right. But just a free education for people for their children or themselves on how to stay safe in your subdivision and on Hull roads. They could sign up or announce it for different weekends/times.

Busa Don't they offer something like this in the elementary school system for children?

Smith The Boys and Girls Club has really taken the lead on a lot of these things.

Jury Typically a bike rodeo is announced and the usual people come.

Smith Just to utilize people like yourself and others willing to do that, to maybe go into the subdivisions.

Kathy D. Another resource might be Heartland Bike Club. Hull roads are a favorite with bikes.

Jury I think the education point is well taken, to continue how to do that. I got a call this afternoon from the Journal and it was about activities in the area and he wanted numbers for a bunch of different things. This came up and he asked if I was on this committee, so we started talking about what we're doing. Who knows what they'll print but I think there might be an article coming.

Holdridge He was out here today.

Jury He was, okay, good.

Holdridge I told him to contact you.

Jury I quoted you.

Holdridge We'll have to see what comes out.

Jury As these come out, I would like to look at Wilshire. I was disappointed to hear the other night, when Sarah was talking about \$140,000 grant to study things again. Gee, \$140,000 would widen a lot of roads.

Holdridge I didn't mention that but I circled it when I read the minutes.

Jury With Old Hwy. 18, when you talk to the City I would also talk to the City about North Point coming out to Old Wausau. We're on that all the time and the sun is coming up, going down, you can't see and there's tremendous use conflict on that. North Point is the City's jurisdiction for most of it.

Holdridge We have it though where that adopt-a-highway sign is.

Jury Then Jordan which I know is an expensive issue. I'd like to suggest that you make the point to the County and City that those are their residents and is there any help out there to protect the lives of their citizens. I'm wondering if there can't be some kind of coalition that could be formed. We had a problem with HH and Whiting and Stevens Point and the County all have acts in that fight. They are all coming up with some money to help solve the problem. That may be a model.

Holdridge Maybe we should sit down with Patty Drier.

Peters When does the new state law take affect that Sarah (*Wallace*) talked about? When you start improving roads, you have to.....

Wilz The complete streets concept?

Holdridge The problem with that is they're going to put another mandate on local government and that will be an awful hard sell to implement that. There just is no money. If we get money, it will probably be local.

Jury There may be DOT grants out there from time to time. Not to say that because we can't afford it, we won't do it. I still think enforcement...there are 4 roads we know people use a lot which are Old Wausau...

Holdridge That's an excellent road now. That has a shoulder.

Jury Then Wilshire, Reserve, Jordan and Old Hwy. 18. But Old 18 is not your issue. I mean that's a problem, but not a Hull problem.

Holdridge We've done our job there.

Peters We were motorcycling in the U.P. last weekend and in Michigan all the streets are wide enough. Even Hwy. 2 has a considerable amount of space for bicycles and walkers. But when you were talking about the traffic calming, instead of the speed bumps, down the middle of their roads and on the sides they also have the rumble strips. I know they get as much snow as we do so there must be a way to do the same kind of thing.

Holdridge Some of the pictures in here show those.

Peters I could research Red Wing where they've done complete streets. I know that's more the size of Stevens Point.

Holdridge What you may end up doing is you adopt what the City does for close in subdivisions and then these long roads it's a whole different situation. There was a lot of discussion last time about Portland, Oregon. Jim and Karen Katella, they're out in Lake Oswego, Oregon we were talking about this and they said, "You know, they promote that a lot but they're getting some real kick back on that. The kick back is often coming from pedestrians against bikers." Jim is the guy with heart issues and so he walks all the time and he said the bikers go right by him and almost knock them over on these trails. So some of these things look great and get promoted but there can be a down side too. I was a little surprised to hear that. Lake Oswego is I think the first suburb as you go south out of Portland.

 But any ideas, you need ideas then you can determine if those are feasible. What's the cost? What do we need to do to implement them? I know there are ideas around but Dan Kontos mentioned last time that it's hard to find a cookie cutter that fits in with what we need for the Town of Hull. It will probably be pulled from here and there and combined with common sense.

Wilz Anything else we need to add to this list? I felt we had good direction.

9) Set next meeting date. Thursday, Sept. 15, 2011, 6:30 p.m.

Holdridge I think a target for that meeting should be a plan for subdivisions and then a plan for the long arterial roads, maybe the 4 that John Jury talked about. Develop a plan for those regarding speed, which is a big issue for those roads. The rest of it is the protocol which is bikers with traffic and walkers facing traffic.

Busa That's about the most practical way of keeping everybody apart. That's what we're trying to do here, keep everyone from hurting each other and it seems like you're fighting an uphill battle trying to do that.

Holdridge That part about the walkers is in the statute. It's very clear. Is there anything in there about bikers going with traffic?

Wilz Yes, it's in there.

Jury I'm going to read that very closely. I didn't know there was law for pedestrians but there appears to be.

Holdridge There's a clear distinction. Pedestrians and bikers.

Jury I thought it was common sense.

Holdridge Common sense is uncommon!

10) Adjournment.

Meeting adjourned at 8:05 p.m. with a motion made by Tina Peters and seconded by Ted Stoltz. Motion passed.

Respectfully submitted,

Patty Amman
Task Force Secretary
Town of Hull, Portage County