

TOWN OF HULL
**PLAN COMMISSION
MEETING**

November 22, 2011



- 1. CALL THE MEETING TO ORDER:** The Town of Hull Plan Commission Meeting was called to order on Tuesday, November 22, 2011 by Chairperson John Holdridge at 6:35 p.m. at Town of Hull Municipal Building, 4550 Wojcik Memorial Dr., Stevens Point, WI 54482.

Present: John Holdridge, LaVerne Syens, Bob Bowen, Shelley Binder, Bob Enright, Al Stemen, Jocelyn Reid and Secretary Patty Amman.

Also present: Tracy Pelky, Portage County Planning and Zoning
Citizens: Dave Wilz, Tiffany Broecker (& Tavia), Dan & Kelly Hebbe

- 2. APPROVAL OF MINUTES of the September 27, 2011 meeting:** *Motion to approve the minutes of the meeting of September 27, 2011 made by LaVerne Syens second by Al Stemen. Motion passed.*

- 3. Announcements: Chairperson and Plan Commission Members**

Holdridge I-39/Casimir Road appears to be history. Quite a struggle. Big help from different groups, the bikers, the group in the City that's interested in preservation, and strong, strong support from those people from the I-39/Casimir interchange (*area*). They had wanted to annex that because of wanting tax base and growth. It was never part of any comprehensive plan. It's wasn't part of the City's. It never intended to go north up I-39. But he was approached by the Klismith's and they saw a way to get around the whole comprehensive plan. There was a strong opinion written by the Dept. of Administration against it. Those municipalities that want to annex have to get a letter (*from the DOA*) and it was advisory, but it was a powerful one saying that Hull had planned not to have development there and that the City hadn't planned (*that*) at all. So in some sense it was a conflict between the comprehensive plan and the annexation. In this case, clearly the comprehensive plan was dominant. There were 3 years of planning for the I-39 West that clearly said no commercial development at I-39 and Casimir. So that was a strong one. When it came before the City plan commission, the mayor chairs that, on all the previous items, they invited people to come up and talk. When it came to this item, the mayor just called for a vote. Both the Gazette and the Journal were there. They voted and there were 3 petitions. Two of them were not according to the law, then the third one was a legal petition and they voted unanimously no. None of us there necessarily wanted to raise anything. It all moved in our direction so we just sat there.

Last night, David went to the one last night. I looked at the agenda; it wasn't listed on the agenda. It came in under a part of the agenda which says approval of the minutes of the city plan commission. It wasn't there. Those other items though that were open for discussion were

on the common council agenda. There, again, no discussion, they just approved it. Although Dave Pederson made some comments.

Wilz Dave and I both spoke, but before they talked about it. The only thing we asked them was to vote in the recommendations of the planning commission on item #11 and that was to support no further action on annexation. They voted, accepted the minutes, so that was it.

Holdridge In terms of the politics of this, there has to be a change in the state law because the state law says it has to be contiguous. It can't be run up the right-of-way of I-39 or any other road or railroad track. But the Town cannot challenge it because it doesn't have standing based on state law. If this had gone to court and got beyond the planning commission approved by the common council, that would have been a real interesting legal battle. Who would challenge it—my guess is the citizens up in that area would probably be the challenging partner because they would potentially be harmed. What has to happen now is you have to take that provision out so that town governments can challenge this language.

Bowen There is an amendment or bill in the assembly right now to change it.

Holdridge I suspect we'd get pretty strong support from our people on that.

Bowen Oh yes.

Holdridge A couple of other things: The Public Safety Task Force has completed a draft of the ordinance. Dave Wilz is here and he's been through this for 6 months and it's been an interesting process. What it attempts to do is regulate or control at least, bikers, pedestrians which are walkers or joggers and of course speed on the roads. Al, you were talking about that calming device. Do you have the one (*presentation binder*) that was from Dave Glodowski? That looks at various roads. Some of those we put in our recommendations. We'll go through that tonight. It's still in draft form but to move it along. We feel we were grossly wronged by the article in the Stevens Point Journal; a total misreporting of it. I think, Dave, we're going to take some appropriate action. We need to look at the record. The reporter kind of busted in my office and the first thing he said was, "Why are you trying to ban bikes from Hull roads?" I said, "Where in the world did you get that idea?" You cannot believe everything you read in the newspapers. People refer to that, but more people believe that stuff. If you stick a headline up in the right hand, I think it was, of the front page, people tend to believe that stuff. It's terrible.

The last group is the Water Study Task Force and that's been a real interesting one. We've got some really well informed, thoughtful people on there. Our challenge is to limit it to what we said in our mission statement which was just to look at the (*water*) tests that have been done. A lot of this is historical. We broke (*the Town*) up into 4 regions. We're going to write a report that will look at those 4 regions, probably nitrates, bacteria, chloride and 2 or 3 other indexes that we would use that have been tested for. This testing may go back 20-30 years. The U.W. over here has all that stuff in that water testing lab. We'll be able to pick out a section. I-39 West is a section we call the Northwest section of Hull. Then we have Central Hull and Northeast Hull and Southeast Hull. In those areas we have all this data about how deep the well is and the various tests that have been done. Some of you probably know Paul McGinley who's in natural resources (*at UWSP*), he's done a great job in trying to educate us out here. He's very

good at this. He's a teacher and really does a good job. Then we have Ray Schmidt from the County and those 2 guys have been really helpful. We intend to finish that up in January. We're meeting in December and then in January then we'll give a report. I had a call today from Matt Brown of the Gazette wanting to know when we should meet with him and go over the Public Safety first and later on the Water Study.

Does anybody else have any announcements? I think we should cancel the (*Plan Commission*) meeting in December because I don't know of anything on the agenda and that will give me time to finish up that subdivision ordinance business.

4. Citizens wishing to address the Commission on non-agenda items. Agenda items are for discussion and possible action. Modern Wisconsin law requires that no government action can be taken until a topic is placed on the agenda and published 24 hours in advance of the meeting. *None.*

5. Certified survey map for Tiffany & Lance Broecker, Daniel & Kelly Hebbe and John Oberthaler land in Section 4, Town 24 North, Range 8 East including dedication of Legacy Lane off of Firkus Road.

Holdridge I've got a lot of literature on this one. First of all we've got the map for the certified survey. This has been signed. We had Phil D. our building inspector review it. That was dated Nov. 21st.

Bowen Did you ask Dan and Tiffany to identify which lot is theirs?

Hebbe Mine is lot #4. Tiffany's is lot #3.

Holdridge Tiffany, you've got the driveway back in there?

Broecker Yes.

Holdridge Can you just read that Bob? Those 3 short paragraphs.

Enright This is from Phil D. to the Town Board. "Neither CSM #9779 nor CSM #9778 creating 4 new lots were previously submitted to the Town of Hull for review/approval. However, no road dedications were included so the issue is now mute. This CSM is really not creating new lots as such but is providing road dedication of the north 33' of Firkus Road and the creation/dedication of the new Legacy Lane to provide legal access to the 2 rear northerly lots."

Holdridge Phil is the building assessor/inspector. So that's all positive. We'll get you a copy of that memo from Phil. I've got one here from October 19th. He says, "Pete and I inspected the Firkus Road addition several times during different phases of the construction process and inspected the sub-base, cul-de-sac, culvert and ditches. Everything looks good. Steve Doback who is an employee of ConsTrucks, Inc. called me on Oct. 17th to give final inspection of the 3/4 road base. I inspected 4 different locations and found the average thickness of 8-10" of compacted 3/4 road base. The road meets Hull road standards." So that's fine. Then I've got this from Oct. 26th from Dave Glodowski. Who did your engineering?

Hebbe Dave Glodowski.

Holdridge This is to Dave Glodowski from Dan Hebbe: "Last night I re-read the signed written proposal by the Township that all of us agreed to on the road dedication. It does not reference meeting any kind of road warrantee but the result is we did get a road warrantee."

Hebbe From Dave Ladick.

Holdridge Here's one from Tracy, "Dan, the proposed CSM meets the requirements of our department. Enclosed is the Planning & Zoning Committee's decision from March 22, 2011. Once the Town of Hull and City of Stevens Point sign the map, contact me for an appointment for our signature." So that's all set. That's from the County. This (*e-mail*) is from Dave; "Kelly completed the survey. We have reviewed. In general it appears the project has been built per plan." So that's positive. Here's one from ConsTrucks, from Dave Ladick, "Hebbe/Broecker and Town of Hull: Surface Warrantee; ConsTrucks warrants that all surfaces related to work shall be performed with due diligence in a good and workmanlike manner and shall comply with the customer requirements, policies, procedures and specifications applicable to the service. Contractor shall re-perform any non-conforming services at the contractor's sole expense and to the reasonable satisfaction of the customer or, at customer's option, refund to the customer that portion of the consideration that is attributable to the non-conforming service. The service warrantee period shall be 12 months as agreed to by the parties beginning on the date of completion of the work." Did you get a copy of this Dan?

Hebbe Yes. I asked him for that letter. Tiffany has one too.

Holdridge If you guys haven't gotten any of this, let me know and we'll get it to you. Here's one from the City of Stevens Point, "The City of Stevens Point has their response below about the CSM map. Please see response." It says, "Hi Dan: I don't see any issue for the City of Stevens Point with this CSM." That's from Mike Ostrowski. This one is from Dave Ladick, dated Nov. 17th to the Town of Hull: "To Whom it May Concern: The grass seeding for the Hebbe/Broecker project will be completed in the spring of 2012 as weather permits. It is understood that it will be completed in a timely manner and at no expense to the Town of Hull." Signed by Dave Ladick. Did you get this too? You both got this?

Hebbe Yes.

Enright Where does the grass go?

Hebbe In the ditches. It got too late and some of their subcontractors put away their equipment already so we thought we'd be pro-active and we'll cover that.

Bowen Does that mean all the heavy construction work has been completed except for the seeding?

Hebbe Yes. The asphalt is even done. We had decided to just go ahead with that. So that's already done.

Broecker Electrical is not done though. The power is not done.

Hebbe Tiffany had a great idea to try to pull that at the same time as the seeding to try to not interrupt that.

Bowen In that cul-de-sac, there are 5 dots. What are those for?

Hebbe Reference points I believe.

Bowen So each of you dedicated 33' of right-of-way and John dedicated 33' of right-of-way on his side to make up the 66'.

Hebbe It's not dedicated; it's reserved for future road purposes.

Broecker We're meeting the set-back requirements.

Bowen So you're aware it's there even though it hasn't been dedicated at this time.

Hebbe That's correct.

Broecker We're just planning for the future.

Holdridge I was out a couple of Sunday's ago and I asked Pete this question, where you folks go in, your lot, there's no culvert there. Pete said that when they took the spots on it, maybe some of the dots you're referring to, they didn't see the water flow as being a problem there. Was that your understanding?

Hebbe When they had to change around the back side where sloping goes for water, Pete said with the way it's structured, you don't need culverts back there so he gave us permission not to do it.

Holdridge Sometimes that becomes an issue. Sounds like that's fine.

Enright The private roads are off the cul-de-sac?

Broecker Driveways. We don't have private roads.

Holdridge Tiffany's got hers winding back. I drove back there and Dan has just the entry, right?

Hebbe Right.

Holdridge So when are you going to build?

Broecker I don't know. Now we have to recover from the road expense. Hopefully in the next year or two.

Holdridge It's a nice site. Lots of privacy.

Broecker Yes, it's pretty back there.

Holdridge How about you Dan?

Hebbe It's going to be at least a few years before we do. We've got a couple of spots picked out we would like to consider. Some nice high points back in there.

Holdridge Is the post up for the stop sign?

Hebbe The post is in for the road sign and the stop sign. Pete was going to put the actual stop sign on there whenever he had a chance, but it's already dug in the ground.

Holdridge If we approve this tonight, then it would go to the Town Board on the 5th. Do you have any comments Tracy?

Pelky I was just going to follow up, those dots on the cul-de-sac; they can't draw a straight line so those are arcs. I don't have the detailed survey map but there is a map that would show C1, the arc as you draw a circle, you really can't draw that as a straight line. The surveyor breaks that down so if you had page 2 of the survey, C1, C2, C3 that's the actual marking of the right-of-way drawn into the circle. Map-wise it met the requirement of the Planning & Zoning Committee. When the Town/City signs the map, we can sign the map.

Holdridge I think this is one of the few times we got the City to respond. Maybe that's because we've never asked the City.

Pelky The City gets involved....they're got their 3 mile territorial review.

Holdridge Typically they.....maybe we don't even send it to them.

Hebbe He actually said that typically when the County signs off on them, they have no jurisdiction so they just sign it.

Pelky Most of the time with areas this far out, they'll just sign it. But if it's a quarter mile from Fleet Farm, if I have interest on those lands, then it falls within 3 miles of review.

Holdridge So this is beyond their 3 mile jurisdiction?

Pelky It's within 3 miles of the City limits so probably not that big of a concern. But it falls within that standard 3 miles where they have the right to look at what's being done. So they get notified of it.

Bowen This has been quite an impressive saga on Firkus Road. It's amazing the dedication and commitment you people put in on the project because I think the majority of the persons would have checked out long ago.

Hebbe We thought about it.

Binder When did you first bring this proposal forward? I was trying to figure out if it's been 2 years or a year and a half.

Hebbe July 7th of 2010 is when we rolled the offers. But we actually didn't meet until August or September of last year. You guys will have nothing to do after we go. I'm just kidding.

Binder I agree with Bob (*Bowen*). I commend you for your tolerance, persistence, dedication.

Bowen I think it's a real neat contribution to the Town of Hull.

Holdridge And it was done right.

Hebbe It's been quite a learning curve from our standpoint. Even though it's stressful, it's still exciting. How many people can say they built a road. We've got a story for you.

Holdridge Where did the name (*for the road*) come from?

Hebbe Actually Tiffany came up with the name and it's great. I actually had to look up the meaning behind it (*Legacy*) and it's an inheritance of a story. We've got a story for you.

Bowen Has John (*Oberthaler*) put up any for-sale signs on his lots yet?

Hebbe There's a couple on Firkus.

Broecker There are 3 lots for sale so if any of you want to buy one.....

Hebbe One is on the southeast corner, right in the cul-de-sac.

Broecker Maybe we can put a toll at the end of the road—road fund.

Holdridge I think about Jerry bringing his lawyer in and all that experience at the County level with the 2 meetings up there.

Enright So as it is right now, those 2 lots, those are just 2 lots on the Oberthaler property?

Hebbe Right now they are.

Enright So the for-sale sign is to buy the whole lot so to speak?

Broecker No, he's going to subdivide it as we are able to market it. I'm actually helping him sell those so right now, they're being marketed as 3 separate lots. But he's going to look at some different options. It'll be based on what any potential buyer wants but no less than 5 acres.

Holdridge But you own your lots right?

Hebbe Yes.

Broecker We're talking about John's (*Oberthaler*) off the road.

Enright So you can make 3 lots out of each of those 2 lots?

Broecker Right now we're currently marketing two 5 acre parcels and one 10 acre parcel. But he'll probably do four 5 acre parcels. I've had interest, maybe 4 or 5 calls so far. We put one on the corner because people aren't going to go down Firkus Road and look. Nobody but our road project (*crew*). So we have one on the corner and I think a lot of people think that it's a nice chunk, especially with the hunting season. So I think a lot of people were just calling to enquire what it was and hoping that it was more or a bigger chunk.

Holdridge But you haven't heard at all from Jerry?

Hebbe Once or twice I kind of bumped into him. I had my east line bulldozed because we couldn't come to a conclusion on a community line because when I did my survey, his ATV trail did this. So we got through that piece. We kind of just keep to ourselves.

Holdridge They've still got that public strip there.

Broecker I was going to ask about that, but didn't want to open up a can of worms. Do we have any thoughts on that?

Holdridge I don't have anything. Maybe somebody else does. I do feel though that you can't block off public land like that. It still has to be accessible to the public.

Broecker I still think it's gated as well.

Enright But didn't we abandon it?

Hebbe No, that was the conversation before.

Holdridge That might be an option Bob (*Enright*).

Bowen What did the soil testing reveal as far as the well and septic?

Broecker It should perk conventional. We haven't had any done yet. Jerry has conventional. Everyone I've talked to about this before we didn't have a perk test done. It's going to perk mound or conventional, most likely conventional. We shouldn't have a problem.

Holdridge You'll be interested in our Water Study group.

Broecker I've heard that in that particular area, the water quality is very good. We're hoping that it is.

Holdridge We can't tell you. At this point the Town government can't tell the citizens what their water quality is like. Either the quantity or quality of it because we've never studied it. Never tried to analyze it. We have a lot of individual homes that have had their water tested and we have those records, but we don't.....as an entity, we don't know.

Broecker I don't think the water supply will be an issue, pressure and depth.

Holdridge The water supply quantity question, the City of Stevens Point has some good records on it and they are historic. We have a meeting set up with Kim Halverson, Paul McGinley, Mel Bembenek, Ray Schmidt and myself to meet with Kim and hopefully we'll get better data, particularly on the quantity question. Whenever you get a dry season, people think their well is going dry and there's a lot of panic but it's a lot of peaks and valleys. On CBS News tonight there was a city in Texas just south of Dallas literally running out of water. There's so much drought. Some of these places are really in bad shape. Wisconsin is fortunate in having a lot of water.

Enright Would the Town be taking over this road?

Holdridge When we take it over, I think on December 5th, then it'll be our road. Then we'll roll down Firkus and up Legacy Lane. I think Pete (*Kaminski*) plows that area.

Bowen Firkus is still unsurfaced, right?

Broecker Correct. Its double seal coated.

Holdridge We still have the cul-de-sac at the end? We finally got commitments from all the parties that own that to do something there.

Hebbe Even Jerry?

Holdridge Yes. There was a guy out east that owned land there and he gave permission by sending back something to Dave Glodowski.

Broecker Are you going to pave it?

Holdridge We've got to get that on our schedule and talk about it. We couldn't do anything before because we didn't have the approval of the 4 landowners. I'm sure John Oberthaler gave us his.

Motion made by LaVerne Syens to approve the Broecker/Hebbe/Oberthaler CSM. Motion seconded by Bob Bowen. Motion passed.

Holdridge Very good, thanks for coming.

Hebbe Thanks you, guys.

Holdridge I want to comment to Tracy and he can relay it to Jeff (*Schuler*) on the ordinance about the I-39/Casmir interchange issue; Jeff Schuler wrote a really excellent couple of pages on that. He took the strong position of defending the comprehensive plan. One of the things he hit in there was intergovernmental cooperation. Jerry Moore who sits on the Plan Commission mentioned that, that you've got to get along with your neighbors. So I commend Jeff for that. It was well written and articulated.

Hebbe You haven't seen Kelly for a little while. Our youngest is one year today. That's why she didn't make it to a number of meetings back in November last year.

Broecker See; you can have a baby quicker than you can build a road!

Holdridge Well it's good you got the road built.

Bowen It's amazing, really amazing.

Stemen Well good luck.

Broecker Thank you!

Hebbe Have a nice night.

6. Review of the draft copy of the Public Safety ordinance pertaining to bikers, pedestrians and vehicles.

Holdridge This is really a planning document put together by the Task Force. It's still in draft form; note the dates up in the corner. We reviewed it and I thought I would share with this group where we're going with this. There are a number of changes that need to be made. I think you have the bulk of the data here. The Purpose; Wisconsin statutes, everything we do in the Town of Hull related to roads has to be according to Wisconsin law. So we clearly list the statute there. One of the comments I kept getting from people was, "Why do you need to have an ordinance when you've got Wisconsin statutes?" The easiest answer to that is; we've got 3 volumes back there of Wisconsin statutes. Each volume is about like that. How many people who ride a bike would go to the Wisconsin statute to see what it says about that? Nobody does

that. The ones that are most likely to do so and know the law are these bike clubs. Ours is called Heartland Bike Club. So they know it. What we're trying to do is identify what the requirements are, principally about bikers but it's also about pedestrians. There are a number of points in here are about traffic. On the next page you've got the background information. To this I've got to add the cost of doing shouldering because that's about \$11,000 per mile to shoulder a road. We had some interesting discussion last time with real bike enthusiasts. This fellow, I don't know if he rode out last time, the first meeting, he carries his bike in a case and brought it inside. He is a committed biker. So we had those people and some of them were really questioning what we were really after. There's a community in Colorado that has banned bikes, and these people are fervent bike riders and a couple of them thought for sure we were out to ban bikes which was not our intent at all, it was just to try to bring some public safety to it.

Then under Section 4 there are 3 approaches you can use: one is education, another is engineering and the 3rd is enforcement. Engineering is often the traffic calming devices. Education; I think the best education would be to take the ordinance and de-legalize it. Take the statute number out, etc. and put it in clear language and put it in a pamphlet and get that disseminated. I'll go through what we're talking about in terms of what we'll disseminate.

The first one; "a" on page 3 is to get the ordinance and policy out. Much like we did with the weight limit ordinance. Before we approve this, I'll run it by Dan Kontos at the Portage Co. Sherriff's Dept., our lawyer will look it over. Then we'll develop some kind of pamphlet.

Under #2, engineering, one of the things we should do, if you look at Dave Glodowski's brochure, right at the end he's got a picture of a sign that has the speed limit on it and right below it is a flashing sign. It's very mobile so you can put it on the long, collector roads like Old Wausau Road, Brilowski, Jordan, North Second Drive, Wilshire. That could be moved around and it gives the speed that drivers are going. That is what is characterized as a calming device.

Then "b" is continue horizontal marking, which is where you see the speed limit actually painted on the road. Nobody can go down there and say they didn't see the speed limit. You can't miss it if you're looking straight ahead at the road.

Bowen The manner in which it's been applied, has that been specified that you put the mph first and then 35? It just seems to me intuitively that it should be 35 mph. So I was curious about that from the first time I saw it.

Wilz Where is that?

Bowen On all the markings it says mph 35.

Holdridge So as you get closer it says mph and then 35 rather than 35 and then mph?

Bowen Right from the very first time, I thought why isn't it the other way around?

Wilz Maybe because you're reading the things closest to you first? I didn't notice that.

Bowen Maybe it's specified that way.

Holdridge That's a good question. We need to get that right if it's not. It might have some flexibility on it.

Bowen I don't know, what do you think?

Wilz I remember when we talked about this initially. The first time we did it. Pete said he was following all the protocols from the state. We assumed he was.

Holdridge It's good to double check that. I got that idea from Baraboo. You go into Baraboo on Hwy. 33, that's my home town. Right away, it has 25 mph in the road and it just jumped out at me. I talked to the DOT about it and they call it horizontal marking. The problem is keeping it up and painting it.

Reid Along those lines, this isn't necessarily safety related but it reminds me of the groups when they're having races, they paint signs and things right on the pavement. Is there a way of addressing that?

Holdridge We'll talk about groups later on in this. The bikers argue about us prohibiting them from the road but right now, we block the road and prohibit vehicles from using the road. We block it for pedestrians and bikers. JusticeWorks and a couple of others. One of the things we got reactions from on the signage on the road from the fire dept. resulted in we won't permit that anymore. They'll have to put a flag up or something rather than marking the road up.

Then on "c"; it says place along in the spring and remove in late fall along long/collector roads...what we do there is there are some real catchy signs that were initially shown to us by the Bike Federation. They're good reminders of speed and that these roads have multi-users. I envision in the spring of the year after the ground thaws, we'll take these long roads like Wilshire and somewhere in the mid-point we'll put these signs up. We'll have to get the permission of the owners of the properties. Then take them down in late fall when the bikers and walkers are I think Randy Kruzicki who is on the committee was talking about those kind of signs. Dave Deverell was on it, he brought that up too. These signs mid-way through the route that remind people there are all kinds of traffic on the road and they need to drive safely.

Then "d"; place a crosswalk across North Second Dr. linking Evergreen Villa Mobile Home Park across to Meadow Manor neighborhood park. The language needs to be cleaned up a little there. What we'd do is paint a crosswalk from the mobile home park across North Second Dr. That has a whole protocol on how that has to be done. That will serve as a traffic calming device. They'll be signage up that says there's a crosswalk, slow down.

Enright What would the speed limit be there?

Holdridge I don't know. Is that 35 there Bob (*Bowen*)?

Reid It's 35.

Holdridge We'll have to look at that but if you come up to that, I think you can give the warning and drop the speed. We need to look at that.

Then on enforcement, "a" we place a 3 way stop sign at Wilshire and Jordan Road. Evaluate other roads for possible stop signs. We got a letter from a lady on Jordan Road by Jordan Park, her dog had gotten killed by a speeder and there's some potential to put a stop sign

there. That may or may not occur but the one at Wilshire which comes up north of Sentry up to Jordan, I think that's a good candidate to slow down the traffic on Jordan. You have a stop sign on North Second and Jordan, a 4 way stop. Then you've got a pretty open area clear up to Torun Road. By sticking a 3-way stop there, it may make some difference. That paragraph was suggested by Ted Stoltz. He lives right there and sees all that stuff.

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.

This is a start on these approaches. We may well add others. One of the things I think we should strongly consider is signs when you come into Hull to indicate that you are in the Town of Hull. Dave Glodowski talked about this when he presented his information. That creates a sense of community. Have those on the entry ways. From the north, that would be North Second and North Reserve by Firkus Road, and also when you come out of the City saying that this is the Town of Hull. I don't know the exact verbiage but identify it as the Town of Hull and we want them to drive safely or something like that. It looks like there's nothing that separates Dewey from Hull on the north end. I don't think there is, maybe the road changes or something. But if we clearly mark Hull as here and we need you to slow down and watch your speed.... That would be interesting to design that sign. What did you think about that Dave?

Wilz I think it's a great concept if it's possible to do it. You're going between Point and Hull all the time, it's just all over the place. But the concept was to create a sense of community, kind of like sign the town. That would be our opportunity to get a safety slogan in place so they start thinking of us as an active community with people concerned about safety.

Holdridge Section 5, Bicyclists using Hull roads: You probably need a little introductory sentence there, almost all of them note the statute in the paragraph. Why is that in there? Because that says to the Portage County Sherriff's Dept. that you have to enforce it because it's based on state law. We reference the state law. If you just write an ordinance that you have some leeway to write and it's not part of state law, I seriously doubt that Portage County will enforce it. But all of these are right out of the statute book. They're selective because the statute has other things that don't pertain to Hull. In general, every person driving a bicycle upon a roadway or shoulder of a roadway is granted all of the rights and is subject to all of the duties as a vehicle driver. There are some qualifications there. Shelley, you may know what those are. There are differences with bikes. It's not a one on one relationship. But generally, bikers have to stop at stop signs, etc. Then persons operating a bicycle shall not carry any package.... In other words, they need to keep at least one hand on the handle bar. A strange one, but that's in the ordinance.

Then 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, shall ride as close as practicable to the right-hand edge of the unobstructed traveled roadway, including operators who are riding 2 abreast where permitted.

#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 when passing the bicycle. A couple of meetings ago George May stood up. He pointed out that this was not part of an ordinance. It was part of state law but we had simply missed it. So vehicles going by a biker have to stay at least 3' from them. The other thing just passed by the legislature for vehicles is that vehicles can now pass in the yellow line. That's been changed. A number of

slow vehicles, you know the yellow line typically says you cannot pass. The new law says you can, with caution, pass. Isn't that right?

Wilz Yes.

Holdridge I'm sure we need to put that in there, but that was a change. Then on #5, it's about when bicycles pass cars. Number 6 is really important: Persons riding bicycles upon a roadway shall not ride more than 2 abreast. That's important because I've been on Green Ave. and I've seen 3 and 4 bikers taking up a whole lane of traffic. They cannot do that, it's not legal. Maybe you've encountered that.

Stemen You see that especially on the Green Circle.

Holdridge You take your life in your hands, particularly when they come up from behind you. If you see them coming, that's one thing but these bikers from behind you, often they don't signal that they're coming from the right or the left. They go whipping by you; they all have their helmets on and it's risky stuff out there sometimes.

 Then #7, that's another signage.

 On #8, bicycles riding on a bicycle way....and that's the Green Circle, we changed that....shall exercise due care in giving audible signal when passing a bicycle or a pedestrian proceeding in the same direction. That's a problem when Myrna and I walk on the Green Circle. If the bike comes from behind, often you don't hear them and they just go by you so you've got to have good hearing.

Enright I notice it says here about keeping your distance when you're overtaking a bicycle or parked vehicle, but there's nothing about the distance from a pedestrian is there?

Holdridge Pedestrians are ambiguous or not even spoken about. We've got a pedestrian provision in here and that provision says you've got to use a light when you're walking at night.

Enright I was thinking about an instance when I was on the Green Circle when a bicyclist was going very fast right next to us.

Holdridge That's my point.

Enright It was in broad daylight and it came within 6" of my 4 year old son. But the law says you have to stay away if it's a bicycle but nothing about if it's a pedestrian.

Holdridge This one fellow had a lot of comments that lived for 15 years in Portland, Oregon. I had a friend that had lived in Lake Oswego, Oregon, just south of Portland. He's had coronary problems so he walks a lot. They have a lot of trails and he said his biggest risk is bicyclists. They just shoot through and use it as sort of a race track. So my most recent experience that happened a few Sunday's ago, the Green Circle is right at the end of my road and so our road is always busy. We walked down and went onto the Green Circle and we're down maybe a block in and we're walking along at a pretty good pace, then a bicyclist came by, never gave a signal, clipped Myrna's arm. She yelled but he kept going. Then on our part, we've got a plank

(*section*) that goes across the slew there. Some of you may know where that goes. We went down to walk for 15 minutes and that gets us to where the Green Circle comes in from right by the well fields there. So we turn around and go back there to walk a half hour. Coming back we got on this plank (*section*) that kind of dips down and here come a couple of kids and 2 adults on their bikes. Coming down lickity split. One of them tried to avoid us and caught himself just before he would have gone into the slew. But you get up on the entry way and it says very clearly: “walk your bike on this plank”. Well, they didn’t do it. So there’s problems with bikers.

Stemen Those planks are slippery when they’re wet.

Holdridge Oh yes, and if they’ve got leaves on them..... So that’s about audible signals.

Stemen John, what do they call audible?

Holdridge Typically they say, “On your right or on your left.” I find that, from a bicycle standpoint, that’s pretty late. It almost scares you.

Stemen What I usually do is to say, “Coming around.” They’ll turn around a look and see what’s coming around them.

Holdridge That may be better. Where we are, that Green Circle is

Wilz You can’t see there. You don’t have any straight roads. When I walk along the river on that bike way there, the bikers are real good, they’ll yell out, “coming on the left” or “coming on the right”, whatever. But on parts of the Green Circle, you’re right, you think, “What was that?”

Stemen I thought I read that there’s a speed limit of 10 mph on the Green Circle.

Holdridge We learned the other night that the normal speed is 6 mph for a bike. I don’t know what it is when you pumping and going.

On #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. Now this is state law. These people that ride at night and don’t have a light, they’re violating state law. Also be equipped with a red reflector that new law has changed the red reflector so that you can have a flashing red light. That’s just within the last 2 weeks that has been signed by Walker. So we’d have to change that.

Bowen You mean without the reflector. Before it said you had to have the reflector.

Wilz Now you can have one or the other.

Holdridge On #11, you need to have a brake in working order. Number 12 is a little bit confusing, it says: no bicycle shall be equipped with nor may any person riding upon a bicycle use any siren or compression whistle. We were trying to define what is a compression whistle and what is a siren.

Bowen Years ago you used to have one of those things that rubbed on your tire that would make the sound of a siren.

Holdridge This #13 gets their attention, it says: Hull Board of Supervisors may, after holding a public hearing, by ordinance, prohibit the use of bicycles on a Hull roadway. That's right in the law. A lot of them didn't know that but that's what the law says.

Bowen Is a public hearing a Board of Supervisors meeting? Or does this have to be a special meeting?

Holdridge It could be either but the Board would have to issue it or change it. So it's the 5 member Board of Supervisors.

Bowen So when you say public hearing, you don't think always of a Board of Supervisors meeting. In this case it seems to me that would be....

Holdridge They would be the decision makers. Then we added a footnote. Did I tell you about the gal who called from Houston, Texas? The Bike Federation must have taken that article from the newspaper and it travelled all over the country. A gal called from Houston, Texas. Barb answered and took a note. She gave her name and number and said that Hull was voted the most unfriendly place in the United States.

Binder She made the "Onion" too. That's out of New York.

Holdridge I was sitting home one day and I got this call and the guy said, "Are you Mr. Holdridge?" He was from some development group. He said, "Tell me about your ban on bicycles in the Town of Hull." I just laughed and said, "We haven't banned any bicycles." Then I thought, is this a prank call? So I had Janet look it up on the website, it was a real organization. It deals in some kind of international affairs.

Stemen You're becoming popular all over the country.

Holdridge I don't know about me, but Hull is. What did the Onion say?

Binder She gave me the link to it but I didn't read it. They sent it to me saying, "The Town of Hull made the Onion!" and I thought "Oh goody."

Holdridge What's ironic about this is that they don't understand that Hull is a town. So I think they think all this adverse publicity will cut down our tourist traffic. We'd be happy to have some of that. Here's what I wrote as a reaction to that....Dave and I need to revise this a little bit...."On occasion, the Hull Board of Supervisors closes roads to traffic. Those closures may be related to natural events such as water overflow, trees across roads, washout of sections or a 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. 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." Now I don't know what else we can do for bikers on this kind of issue. Some are arguing we shouldn't even have that in there.

Here's Pedestrians; and pedestrians are much less regulated in any sense. #1, persons may walk or jog on Hull highways but shall walk or jog on and along the left side of the highway. Persons upon meeting a vehicle shall, if practicable, move to the extreme outer limit of the traveled portion of the highway.

#2, pedestrian traffic upon Hull highways may be regulated including the prohibition of crossing at places otherwise permitted by law

#3, pedestrians walking or running along Hull roads at night shall carry a light or wear fluorescent colored clothing which clearly identifies them to vehicles using the road. Light colored clothing should also be worn. That's something that isn't in the state statute and we added that based on what Bob Konkol said where we have the authority to do that, I need to get the citation there. That doesn't say....you look at the bicycle one, you need to have a light that you can see from 500 feet. All we're saying here is if you walk at night on Hull roads, you need to have a flashlight or wear fluorescent clothing, something that identifies you.

Enright You said citation, you mean citing state law?

Holdridge Yes. The part of the state law that it applies to. It's a general provision that says the town can regulate where the state doesn't regulate if it's in the public interest.

Binder It's a little ambiguous as far as how far they are walking, if you walk to your mailbox or something. It doesn't make any reference to the length of your walk. It just says if you're out there.

Holdridge What is a light? What is light colored clothing? That's kind of suggested in there. That's not necessarily a part..... and what's a fluorescent vest, and those kinds of things. So I would say it's probably very important to have it to get the message out on it. But I'd have to run it by Konkol.

Binder If you put "shall" in there, it means you must, but where you put "should", it's like recommended.

Holdridge We would say "shall" in this case. Because it's a big enough issue.

Binder Then again, how far do I have to walk or run? If I walk 10 yards to my mailbox on the street on the road?

Holdridge I think you would interpret it as if it's at night, you need a light.

Binder To walk to my mailbox?

Holdridge Yes.

Binder On my side of the street?

Holdridge Yes. If it's that distance....

Wilz We'll be watching!

Holdridge The point is, if you're out there and walking down the side and somebody is in a vehicle on your street, whether it's half a block or..... My mailbox is right at the end of my driveway. This is vague. One of the members thought we ought to define it more like the bike one with distance for the light and all that. But there isn't anything in Wisconsin law that pertains to the pedestrian. But I think anybody who drives out here sees us. People are out walking at night, often in dark clothing.

Reid There's nothing about the operator of a motor vehicle overtaking a bicycle that has to allow a safe distance. There's nothing about approaching or going by pedestrians? It would be nice if there were. I mean its common courtesy and most people do it but I've had to dive off the side of the road on more than one occasion walking my dogs.

Wilz You're talking about people driving vehicles?

Reid Yes.

Wilz I didn't think we wanted this to get to big. This safety ordinance was encompassing but a lot of stuff that was written was to clarify laws that affect people who exercise. Bikers, runners that probably don't know. Maybe that's not a good enough reason to omit that but I think people who drive a car realize they can't brush somebody with their car.

Binder Isn't it yield right of way to pedestrians?

Wilz We could write something.

Holdridge There is a yield to pedestrians?

Binder Sure.

Holdridge I thought because the vehicle is coming at you when you're walking and as I read it, the pedestrian sees the vehicle coming, they need to get off the roadway. That's the way I read it in this stuff.

Wilz No, that's true John. But she's talking about someone who is driving. They need to yield too. Everybody just needs to be safe and yield.

Holdridge I don't know anywhere where it says the driver of a vehicle coming at a pedestrian....the language of the law seems to be that the pedestrian has to get out of the way of

the vehicle. Now with bikers, it's clear in the law that if you're going to pass a biker, you have to be out 3 feet. But that isn't true with pedestrians that I've seen.

Reid It's mainly in the winter when there isn't a shoulder available to walk on.

Binder The pedestrian is supposed to be on the opposite side of the road facing traffic and that may be why there are no specifics because you're supposed to be on the opposite side of the traffic.

Holdridge Right, and you see them coming.

Binder So motor vehicles shouldn't be close to the pedestrians if the pedestrians are where they're supposed to be.

Enright It says we're allowing pedestrians to be on the road, but the state law says the pedestrian has to move out of the way.

Binder The pedestrian is supposed to be facing traffic, walking into/towards traffic.

Enright You're walking or running down the road in the winter and there's a snow bank there and so whose responsibility is it if you're right by where the snow bank is so you can't move off the roadway and the car hits you? Whose fault is it? Yours because you didn't get out of the way?

Holdridge That's why we've got lawyers.

Enright So Shelley is saying yes, it's the pedestrian's fault for being there.

Binder No, not their fault, but they're supposed to move to the side. They're supposed to be traveling in a safe manner.

Bowen I think there are umbrella clauses in the state statutes that says if you are driving a car, you have to be safe and responsible and use good discretion. I don't know where that's at but I'm sure it's in there.

Enright Could I just ask an overall question? Since most of these points make reference to state statutes, what is the Town getting out of writing this ordinance? Isn't this the law anyway?

Holdridge That's the first point I made. I can show you the volumes of state statutes.

Enright I know, it's simplified. I understand that.

Holdridge This is meant to communicate what the ordinance is but the ordinance has to be based on state law.

Enright But you have a couple of points here that are not.

Wilz How that came about was, when we started the committee, we didn't have any parameters. We were listening to concerned citizens about various issues they were asking us to look at. Then we started to bring resources in. We had runner groups in here, bikers, Chief Kontos was out here. Then we starting realizing that one special interest group thinks the law is this, but they are not aware of this. In August we said we need to see what the law really says. Nobody really knew.

Enright So there's nothing really in here that's not already state law.

Holdridge Right. Well I would say specifically on this one on pedestrians walking at night with a light, that isn't specifically in the statutes, but it's in there because the Town has the right, if it's not against state law, to add something if it's good public policy. There's a provisional statement that pertains to that.

Wilz What we were trying to do was create an environment, to wrap our arms around safety and get everyone educated a little bit. We felt that maybe enforcement might be necessary, not that there's going to be walking police or anything like that. That we clearly needed to know what could be done. To use that to inform citizens too. We had run into citizens, I had and John Jury had, that were walking their baby in the carriage right down the center of the road because it's the smoothest part of the road and they own it. It's like, no you don't. Show me the law. Well maybe I will. So we needed to have something to educate people with, if possible.

Holdridge We are a government entity. The foundation is the rule of law. Mr. Kontos isn't going to enforce anything that isn't legal. You can put signs up and anything you want but his deputies will enforce the law but any other thing, they're not going to touch that.

Stemen How are we going to get this to the violators? Those that really don't care?

Holdridge That's a public education (*issue*). I think there's a big role for citizens in this. If you're out riding your bike and somebody is not doing what they ought to be doing, somebody needs to tell them. That may be a little risky at times. Some of these people are....

Stemen You might hear a few choice words.

Wilz Enforcement, Al, was never the purpose but we knew at some point we might have to use it. That's another reason it's designed (*it that way*). We had talked with people from Green Circle, and John Jury complains all the time, there's so much going on in the Green Circle, that we can purchase some services from the Portage County Sherriff's Dept. or maybe use some of the dollars we use for cars and put them on bike patrol and do educational things by stopping people. People will be shocked, word would get around.

Holdridge I think since we've been into this, I've noticed pedestrians and bikers and a high, high percentage of them are doing the right thing. You make laws for 2% - 5% of the population. I was out a couple of Sunday's ago in the morning coming home, coming across my bridge and here's a lady walking a dog back to me right in the middle of the road. I came up and blew my horn. She raised a hand like this then moved over to the right rather than going to the left. Pete and I were talking about this Frost Bite run that's going to be in December. Pete Kaminski said he was out plowing and a lady was going right down the middle of the road with her dog while he's plowing. That's a big wing on there. Some of this is risky stuff. So you educate them, you do all the publicity, you get the sheriff's department. When I talked to Kontos, we talked about maybe instituting some bike patrols around this urban area. The police officers need to do more than just concentrate on vehicle traffic. You look at the fines and we'll get to the fines shortly, they are minimal, \$20 fines. I don't see this as a harsh approach. I see it as education but there may be times you've got to take the harsh approach.

Binder John, have you asked the Heartland Bike group when they're out doing their rides, to do either proactive, if they see someone violating outside a group, talking to them? I mean the bikers are out there biking all the time and see these people.

Holdridge We haven't said that specifically. Dave and I wrote a letter to the Bike Federation of Wisconsin and the Heartland Bike Club asking for financial contributions so we can do some promotion. One of the ways we can use that is for pamphlets, and any number of ways. They had a representative at every one of these meetings. We'd like to get some money out of them.

Stemen Not from the bikers but from the cars, we're seeing an awful lot more garbage thrown out this year. From the school kids, McDonald's, Hardees's. Litter on both sides of the road.

Holdridge Old Wausau?

Stemen Yes.

Holdridge When Kontos was here, he mentioned he was working with the chief of police doing something with the high school about this but I don't know what is being done. Do you remember that David?

Wilz Yes. They had changed the signs in Bukolt Park. You can't park between certain hours down there by that pavilion. It'll help some. They have to go back by the skate park.

Stemen They get run out of there every little bit from the cops. They're throwing donuts in there and gravel all over.

Holdridge This next one got the hackles up too because when we first wrote it we talked about groups having permits. We got several different groups. One is the organized groups which require our roads to be closed. That's Justice Works and several others.

Wilz Walk Wisconsin.

Holdridge We actually shut down the road and prohibit vehicles from using it. They come to our meeting. They'll lay out the map and any specifics. They will have already talked with the sheriff's dept. to put up barricades and so forth. That's an on-going group we can deal with pretty easily. Then you have the organized groups from educational institutions. You probably see those over there, Pacelli, SPASH, University runners. Not necessarily bikers. Dave and I met with Chris Haka from SPASH and I think I got an e-mail from the athletic director. We intend to meet with Pacelli and the University and the ROTC at the University and get a dialog going. It's becoming clear to me that if you run on a road, and I've been behind them when they take up a whole lane of traffic, you've got to run 2 abreast, that's the state law. I'm going to re-confirm that. If that's the case, it's not a real difficult discussion. We can say, sure you have authority to run on the road but you need to run, if it's at night, which they're not at now, although the ROTC sometimes runs early in the morning, then you've got to follow the protocol which is 2 abreast facing traffic. We haven't talked with Mike Olson or Don Behnke but we need to have that discussion.

Stemen I see those guys sometimes when I come home at 6:30 and they're about 20 wide taking over the whole lane.

Holdridge Are they running against traffic or with it?

Stemen Against traffic.

Wilz As a township, we've never talked to these people. So they're going to get back to us with what they tell their students, if anything, and then we'll give them our expectations. We'll try to get them involved. The other thing I asked Chris was that had he heard anything on this before and he said he had, from the City, all the time, especially in the spring when there is still lots of snow and they're running up the snow banks jumping over someone's fence. Kids are kids.

Stemen The problem in the spring is that a lot of the sidewalks are plowed right tight so they can't run on the sidewalk.

Wilz So he was not surprised we had invited him out here to talk about this issue. He seemed to be very supportive and that they would do whatever they have to.

Holdridge We want to work with them.

Wilz It's to keep them safe, that's the idea.

Holdridge This last one, #3, I had comments like, "What if 3 or 4 of my friends want to run? Do we have to get a permit from the Town of Hull?" Well, that was a draft. All we're saying here is if you want to go out and run with some friends, then you need to be 2 abreast and just run against traffic. John Gardner, who's a part of the Heartland Group, he got something from Ft. Collins, Colorado. I think their basic position is that if you're doing a run and you block a road, you need to have a permit, as I recall. In the definition of a group that had to be regulated,

was a group that you were required to block a road off (*for them*). We're probably using a definition that says if you are 3 or more, then you are a group and you've got to run 2 abreast and you've got to run against traffic.

Enright Can I ask a question about the first one in here? In Section 7 you are just listing things, you're not saying what they are required to do. Like #1 says, "Organized groups who require Hull roads be closed and motor vehicles to be prohibited from using...."

Holdridge Those groups need to apply to the Town of Hull with a map and other details. They're doing that now, usually 1 or 2 months ahead of time.

Enright But to my knowledge, they don't ask for the roads to be closed.

Holdridge Oh yes.

Wilz Not all of them but some in the past.

Enright The Frost Bite doesn't, they don't close the roads.

Wilz We need to know what their intent is there because we need to be sure they've got guards out there where people are crossing the road. The sheriff's department is brought in. The other thing is, if their intent is to run down a section of road, it might be nice for them to know that you're going to chip seal it before the race. And that's happened before. So it's a communication on both sides.... "Are you sure you want to use that road because there won't be a road there on Saturday."

Enright That's more like the opposite, a group that doesn't want the road closed. This says that organized groups that require it closed and motor vehicles being prohibited. Well there are events that don't want the road closed or the vehicles to be prohibited but you would want them to be in contact with....

Wilz We should expand that to either closing roads or interfering with traffic, natural traffic or something like that. Most of them fall under that category.

Enright Or that they're just using the road for an organized event. They don't go out and plan these events without....

Holdridge They usually come to us and we put them on the agenda. Maybe we should say, if you are an organized group and you're going to run in Hull and you have a sense that the road should be closed, you need to come to us. Now this Frost Bite, I think that's kind of risky. What if there's a snow storm?

Wilz John, I think what Bob (*Enright*) is saying is that most of these groups don't need the road closed. They can use the roads and traffic can still run. I think most of them are like that and we need to be aware and clean that language up to expand....

Holdridge The question is, should they make a decision that they don't need the road closed, or should the Town make that decision? Right now, they come to us and they've got the route and the date, usually it's a Saturday. They've already made a decision that the road would be closed. The sheriff's dept. is going to be at this intersection. That's pretty much made by them. Go back to that Ft. Collins business where if there's a chance the road is going to have to be closed for safety reasons, you need to come to the Town Board or the City Council.

Wilz The way Bob (*Enright*) reads it now, some of these groups wouldn't have to come to us, that's what you're saying right?

Enright Right.

Holdridge What groups would that be?

Reid Well, the Frost Bite.

Enright Walk Wisconsin; they don't want the road closed but they want to use the road. So you'd want those people to contact you.

Wilz They give you the route and the road foreman checks on it. For Walk Wisconsin, there will be some parts of the road and intersections controlled and traffic diverted but for most of them, they just go. So that's a mix.

Enright Unlike the Frost Bite, there are no.... for the Frost Bite, they have monitors or a sheriff or something but for Walk Wisconsin there's nothing. Maybe one intersection at the end has it but the rest of it....and you're walking on Old Wausau Road with no control at all and there's nothing to indicate there's a walk going on.

Holdridge Do they walk facing traffic?

Enright Well they have to cross the road and I don't think there is anything that tells you that you have to do that whereas the Frost Bite has the lecture from the police before you go out and tells you what to do.

Wilz We need to expand that and clean up the language. Because you're right, most races don't have a whole lot of road closure or controlling.

Enright Right, there are no directions on where you are supposed to be.

Holdridge This Frost Bite though, somebody said what happens if it's really snowing? And they say that they run. I'm thinking boy, if that road is open and they're running in a snow storm, we could be out plowing.

Wilz That's why I asked Pete when he said that, and I said what were you doing plowing snow in a race and he said, "We didn't have much choice, it was very icy and we

needed to put salt down. It was an unsafe situation for traffic.” So he had to get into the mix of activity and put salt down.

Reid The runners never account for the fact that you might not be able to stop. There’s a stop sign coming up and it’s icy. It’s common sense.

Holdridge The people that get upset about this are those people who live over there on the road, the vehicle owners. Some of them, particularly up on Old Wausau Road, they get pretty anxious up there. I think of all the issues here, the groups are probably the toughest. Then general use of Hull roads and signage, you can read that. On page 9 Section 10, “Annual Review by Public Safety Advisory Committee”. I’m sure we’ll have representatives from different groups and what they’ll do is by November, look at the situation and see where there needs to be improvement. Maybe where there needs to be some regulation or a provision taken out of this or something added, then they’ll get to the Board in January then we can make some adjustments. It’s an effort to get feedback and make changes.

 You can see the penalties on there. They don’t exactly sink you.

Binder When you add the \$100 of court costs on here, then they get to get to be substantial.

Holdridge But most of those, if you forfeiture, you don’t go to court do you?

Binder They still put court costs in everything.

Holdridge Oh do they?

Binder It’s got to be processed through the court.

Holdridge The other thing is we had a real old one on bicycle registration that went back to ’87. You got your license through the fire department. There’s a question whether we want to be in the registration business. The Towns have the option, the law says, of having a registration system to register your bike, which is cheap. So instead of chasing dogs to get them registered, which we’re always doing, we’ll try to get the bicyclists to register their bikes. Maybe that’s a good thing, give them the literature. But the tracking of it is another thing. I think we’ve got 4 bikes in my garage and I don’t think one of them is registered. Do you have a bike?

Enright Yes.

Holdridge Are any of them registered?

Enright Through Stevens Point because that’s where I bought it.

Holdridge I forgot to ask Barb how many bikes we have registered. Maybe you could count them on one hand. I remember when I was growing up in the ‘50’s, we went down to the City police station. They gave us a little license to put on the back of our bike and that was a big deal.

Stemen It's a sticker now.

Holdridge It's good for 3 or 4 years isn't it?

Stemen Forever.

Enright It's mainly just to recover the bike if it's stolen. Are those amounts written in the statutes?

Holdridge Yes.

Enright But the court costs are on top of that. Now I understand that the Stevens Point police are being asked to enforce this type of law for bikers.

Wilz Just because there's a law, it doesn't mean you have to enforce it.

Enright No, I think they're under pressure to do it. They feel like they have a public relations problem with people seeing their red lights pulling over a bicycle.

Wilz We contacted Chief Rutter, I did by e-mail and John wrote him a letter and talked to him too and said what we're going through here with a very active community and it's getting more and more active. We're starting to have these conflicts between groups and we want to keep people safe and active and what are they doing with bicyclists? He said they're basically using the educational approach. They're not heavy handed. They have all the ordinances and stuff on the webpage through the City. Who checks that? He kind of danced around it a little bit like they have other issues besides that. So they're not really enforcing it.

Binder Sometime trying to catch a biker is like trying to catch a snowmobiler. You're in a car and they're in a snowmobile or on a bike and you can't catch them because they dart down streets. Not that I'm endorsing that.

Wilz I think there was a real concern and there still is from the real active people..... *(end of tape)*.....he sees it out there every day. He's one of the founders of the Green Circle so he's on our committee *(John Jury)*.

Holdridge John called me up when he was on his way up to Door County and said he looked out and saw 3 people last night riding their bikes without lights on. I said that was interesting, what do we do about it? The first thing we do is to make sure we have a law that says you can't do that. That is what so many of these people are reluctant to admit to. They see the error or the violation and the only way I know how to get at the violation is to make sure it's a violation. If it's a violation, then you start dealing with that stuff. Then I talked with Dave Pederson up on Granite Ridge Road and he's the one that said we need to have something in there on these walkers. They're walking out here with no lights on at night, often dark clothing, sometimes not even on the left hand side of the road. There are all these things. The tone has to be based on the state law and we try to educate them and do all sorts of other things. Thank goodness you have a

very small minority (*doing this*). I don't know about North Second, Bob (*Bowen*). You know that road pretty well. Old Wausau...

Bowen People still consider Hull a rural area and it's transitioning to a city and when they get out to the rural limits, they think anything goes.

Holdridge It's the wilderness. Kelly Zelmer called me up and I thought she was going to go after this ordinance because she's a biker but she said, "John, do you know that there are plans to put a commercial development at I-39/Casimir Road? Do you know what that's going to do to the bikers who want to get across there and want to bike in the most beautiful part of Hull?" I said, "Yes, I hadn't even thought of that. I'll tell you Kelly, I'll give you a guy you should talk to and that was Dave Pederson." So she went to that meeting. Then I sent a note to these bikers and Will Stites who is.....does anybody know him?

Reid Yes, I know him.

Holdridge What does he do for a living?

Reid Oh, he writes a lot of letters. I don't really know.

Holdridge And they're well-written letters. But he's a rational guy. When I mentioned this he said, "Oh yea, I called the mayor about this." This isn't a hard edge approach, the fines are minimal. We've got to get people to follow the protocol of the law. The Task Force is done. Now David (*Wilz*) and I are going to make some changes. We'll send it to the Task Force members. If there's a big reaction (*from them*) then we might need another meeting.

Bowen I have a suggestion: you still have a lot of editorial work to do on it because of the sentence fragments, that you call in Dan Dieterich who lives in Hull and he's an expert in business writing. I think he would do that, spend an hour going over this and help clean it up a bit. Because it's an educational document, I think it should have someone like that and make sure it's all grammatically correct.

Wilz We're going to need to find someone to work on the marketing piece for this to go on our website and in our brochures. We had mentioned early in the meetings that I see the marketing of this being shared with Stevens Point, putting it on their website, Portage County and all the rest of that. We invited some people in from Portage County and they said they're going to be doing that in Portage County but not for a couple of years. All of a sudden they moved their time-table....doesn't it appear that way John?

Holdridge Sarah Wallace came to our meeting and I don't know if she got the \$140,000 grant? Did she actually get that?

Pelky I don't know for sure. I know she's working on some of that.

Holdridge Her reaction was almost to discourage us. My thought was that we have a problem now and we can't wait for 3 or 4 years while you plan bike paths around here. The

ideal situation would be to have bike paths all over. But we can't afford that and we have mixed use on our roads. Bikers and pedestrians have a legal right to use the roads and we have to deal with that. Sarah has been a good source. She's researched some things and that's been helpful. Any other comments on that?

Reid Are you planning a follow up article in the Journal or anything?

Holdridge I don't know if we're going to follow up or sue them.

Wilz I wouldn't waste time on the Journal but the Gazette....

Holdridge The Portage County Gazette is real interested.

Reid I'm still having people jumping on me at work who never talked to me before. "What's going on? They're trying to ban bikes!"

Holdridge My friend, the county board chairman said don't worry about the Journal, nobody reads it. Well that isn't right. They do read it.

Enright You could maybe put an open letter in it.

Holdridge I think we need to put our ducks in order about what happened and what the mis-interpretation was and send that to the editor or maybe there's a group for fair journalism or something. This was a big omission and it wouldn't have been so bad but the Bike Federation sent it all over the country.

Wilz It went viral in about a day. It was unbelievable. The Portage County Gazette called me and said, "We want to interview you about the Safety Task Force." And I said, "There's no story here." I told them it got spun out of control. I told them if they want to print something, you print something, but you guys are supposed to be a mirror and reflect back what is really happening. There's no story here. He said, "Let me ask you one question? Is it illegal to walk in Hull without getting a permit to go across the street to get your mail?" Because that's where it had gotten. I said, "According to the Stevens Point Journal it is. Go ahead and print that and you'll have egg on your face." And he didn't print that story and now he's following up 5-6 weeks later and asking about getting together to see where we are on this thing. He had believed that too as a reporter.

Holdridge I think Matt Brown will be fine. We can sit down with him. The Journal may be a lost cause. I think we need to take it to the editor because the editor selects the headlines.

Wilz I think we need to let them know they have a responsibility to try to get it right. Like call and verify.

Holdridge We basically had good attendance.

7. Continuation of the review of a Hull subdivision ordinance.

Holdridge We should not meet in December. In January we need to wrap up the subdivision ordinance. This Public Safety Ordinance has been a little more of a challenge that we anticipated.

8. Next meeting date. *The next Plan Commission meeting will be held on January 24, 2012.*

9. Adjournment: *Motion made by LaVerne Syens to adjourn meeting, seconded by Shelley Binder. Motion passed. Meeting closed at 8:25 p.m.*

Respectfully submitted,

Patty Amman, Plan Commission Secretary
Town of Hull, Portage County