

MINUTES –

Hull PUBLIC SAFETY Task Force

Thursday, Sept. 15, 2011 at 6:30 p.m.

TOWN OF HULL MUNICIPAL BUILDING

4550 WOJCIK MEMORIAL DRIVE, STEVENS POINT, WI 54482



- 1) **Call to order:** The meeting of the **Hull Public Safety Task Force** was called to order on Thursday, Sept. 15, 2011 at 6:30 p.m. by Public Safety Task Force Co-Chairperson John Holdridge at the Hull Municipal Building, 4550 Wojcik Memorial Drive, Stevens Point, WI 54482.

Present: Co-Chair: John Holdridge, Co-Chair: Dave Wilz. Committee Members: John Busa, Randy Kruzicki, Edward Martinsen, Heidi O'Brien, Tina Peters, Ted Stoltz, Recording Secretary: Patty Amman.

Others Present: Dave Glodowski, civil engineer for Gremmer & Assoc., Bob Bowen

Absent: Fred Hoffman, Matt Schneeberg, Holly Smith

Excused: John Jury, Dave Deverell

2) **Approval of minutes from August 18, 2011 Public Safety Task Force meeting.**

Holdridge Pretty comprehensive minutes. Any questions, comments?

Wilz Very complete again, Patty. You kept it down to 14 pages.

Amman I know, I'm really condensing these days.

Holdridge If you miss a meeting, you can catch up pretty quick if you take a little time to read them.

Motion made by Dave Wilz to approve the minutes of the August 18, 2011 Public Safety Task Force meeting. Seconded by Ted Stoltz. Motion passed.

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

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

Holdridge We have a couple of things on-going in the Town. One is a petition submitted by Pete & Kerry Klismith and another family that owns property on the I-39/Casimir Road area. They petitioned the City to annex that area up there to the City. That's probably a real stretch. The law says annexation (amended law of 2010) has to be contiguous to the City or Village. They submitted it and it was sent back by the City because they didn't complete it enough. They had to put a legal description in for some of that. In that regard, the Hull Plan Commission and the Hull Town Board met out here and voted unanimously to oppose that and communicated that to the Mayor. We'll communicate it to the City Plan Commission and also to the Common Council and Portage County Planning and Zoning. Our plan up there as far as the Comprehensive Plan was approved by the Portage County Board of Supervisors.

The second thing is the effort to get on/off ramps of the southern part of Hwy. X as it goes onto I-39. Bob Bowen is here. Met the other morning with the legislative committee of Portage County Business Council. They sound supportive of it. This Wednesday he'll meet with the Board of Directors and I'm sure they will endorse our position and that will be sent to Gov. Walker. I think Gov. Walker, one of his staff persons will be up here looking at that situation. If you have to go north and see where X crosses, getting off of that doesn't seem so tough. But coming back to the south, there's a lot of area there because the road coming in from Marshfield actually merges about where X is so if you were to get off and go south, you'd have a long way to string that out. That's a big issue for the Town of Dewey, parts of Marathon County and some of those haulers up there, Jim Grezenski. It's a big issue for us because we could keep more traffic off North Second. A lot of that would get on the interstate there if they had a ramp situation.

Stoltz And Jordan too. A lot people come this way instead of Hwy. 66, they cut over on Jordan Road.

Holdridge We're hopeful. We've had some indication of support from the governors' office. We know from experience that the DOT is awfully tough to tangle with. You have to go beyond them. The only reason we got the Casimir interchange is Gov. Doyle came into it and directed that it be built. So we are hopeful Gov. Walker will take some action there. Bob (Bowen), did you want to say anything about that?

Bowen We're making slow but steady progress. It's all positive. If any citizen wants to write in support of it, that would be a good idea. The more statements made the better. I would hope this committee might put together a statement regarding this, as a separate entity in the Town of Hull as working with safety.

Holdridge In terms of this petition for annexation, I must have 15 letters from people who are in the I-39 to Wisconsin River area. That's a separate unique planning area. The letters are in opposition to any commercial development there. The great fear is if somebody buys that they would put up a truck stop or who knows what. The opposition isn't only from the people on the west but on the east side (of I-39). Those people recall when there was truck stop there. The trucks would pull off in the middle of the night and they would hear them saying, "Back up more, back up more." That came out of the public testimony we had.

Busa The weigh scale.

Holdridge Yes, I think people that live around there are happy it's out of there. Any other announcements?

Stoltz I have a couple of questions, John. I don't know how much power you have over there, but I called the Mayor, I called the City, the street department,—when you ride your bike or if you would happen to go off the road, as you're going on North Second over I-39, you should see how bad that shoulder is. Going south. I called everybody and nothing has been done, it's bad.

Holdridge I think that might be in Hull.

Stoltz No. That's the city limits. The City is up to where you turn right to go to DuBay Ave. That's where the City starts.

Holdridge We can make an inquiry.

Stoltz Another one: I ran into a friend of mine who is on the County police dept. and we got into a little discussion. He said that the speed limit on Jordan Road is all incorrect. That it should be 55 but the township has the right to reduce it to 45. He said it's all wrong on Jordan Road. I said, no, you're wrong.

Holdridge I can get a confirmation real fast with Pete Kaminski because these guys went on every road. A guy by the name of Mr. Becker of the DOT in Wisconsin Rapids, he said here's the law and they went on every segment of road.

Stoltz I was just wondering because this is an officer from Portage County. He said they're afraid to pick up people on Jordan Road and a number of roads in the Town of Hull.

Holdridge They shouldn't be anymore because we've straightened most of that out. There are probably 4 or 5 areas where the state says the speed limit should be higher. We know the local situation and we argue that it ought to be lower. If the road isn't marked and it's a rural road, it's 55. We had that problem west of I-39 because there were no signs there. We signed it and you can drop it down 10 miles (per hour). So those are 45. You've got to get that stuff right. I'll check on Jordan.

Stoltz North Second too. That's bad.

5) Review of Hull Public Safety Ordinance Rough Draft

Holdridge What you have in front of you is about 2 or 3 drafts away from having a final copy. What it's based on is going through the state statutes. I'm going to go through this and if you have a comment or question, note that it is a draft on top. Before this gets to a final presentation to you, we will have it reviewed by our attorney. These things have to be right and correct. The purpose is to promote safe use of Hull roads by bicyclists, pedestrians and vehicles (automobiles and trucks) through reasonable separation and usage regulations based on Wisconsin Statutes but incorporating Town of Hull experience. Then I list the Wisconsin Statutes. There are that many at least but I'll have Bob Konkol look at that.

On the background, I find this useful in ordinances because people often don't understand why you've got them. We have one of the few fireworks ordinances in the state and we give the background where we give some flexibility where if you are rural, it's not near as much a problem as if you are in a subdivision. If you're in a subdivision, you need the approval of the neighbors. But the background to this ordinance is: the Town of Hull has 80 miles of road and over 50 subdivisions within its jurisdiction. There are no sidewalks in Hull and Hull roads often lack adequate shoulders for pedestrians and bicyclers to use. Three educational institutions exist on the north side of Stevens Point where students often travel Hull as individuals or in groups

walking, biking or jogging. In addition, the Green Circle requires bikers and pedestrians to use Hull roads. Four major roads enter Hull from Stevens Point and three other major roads cross Hull in various directions – Jordan, Brilowski and Torun Roads. Hull’s Weight Limit Ordinance regulates which roads heavy trucks may use. That’s an important one because last year we gave out 1,000 permits. Barb Brilowski runs that. When they call in and want to put in a septic system for example, she can direct them to the best roads and sometimes they use the Interstate, sometime the county roads. If you can keep those big trucks off our roads which aren’t built to the standards of the county, state or federal roads, that’s a positive. Over 1,000 weight limit permits were issued. One major concern for Hull officials is the cost of roads and shoulder construction and maintenance. I will put in here what it costs us to seal coat a road for a mile, what it costs to put a 3 foot shoulder on a road for a mile and what it costs to blacktop a mile. You’ll get a sense of why these roads are expensive. Dave (Glodowski) knows that better than anybody. During the 2012 and 2013 budget year, Hull will lose 25% of its state-shared revenue. Per mile road aids will be held at 2011 levels for the two budget years. In addition, state mandates no tax rate increase for those years. But we have what we have. Because of the various users of Hull roads, a need exists to promote safety by defining more precisely the responsibilities of pedestrians, bikers and vehicles using Hull roads.

Now here’s the approach, and we could certainly elaborate on it. The approach taken to promote and establish safety policies for bikers, pedestrians and vehicles on Hull road includes three components - educational, we could have a paragraph explaining that. What is the educational? That’s to be defined. Engineering, which is really Dave (Glodowski’s) area which could be calming devices on the road, it also might well be a stop sign and enforcement could be a stop sign and police presence. I think the key here is enforcement. It’s not enforcement with everybody because many people do the right thing but it’s enforcement with a number of people.

Bicyclists using Hull roads: 1. bicycles may be prohibited from using Hull roads after holding a public hearing. If we wanted to prohibit bikes for instance on North Reserve, by statute, we could hold a public hearing. Citizens could come in and the Board could vote to prohibit them. The argument is that bikers have the same rights as automobiles. Well, as you start looking at the statutes, that’s a little bit of a stretch. Now would we do that? It would probably be a hard sell unless it was really a safety factor. The road would be defined as a surface area of the highway or the traveled portion of the highway. There I think we also need a section on definitions because when we talk about the surface, you’re basically talking about the blacktop. Most of our roads are 12’. I don’t think any are 14’. Most all of them are 12’ lanes.

Glodowski You mean 10’ or 11’ lanes.

Holdridge Yes. Then #2: an ordinance may be enacted to regulate the operation of bicycles which may require registration of any bicycle owned by a resident of the Town, including the payment of a registration fee. That’s right from the statutes. What strikes me about this is we register bikes, we give them a license, and we don’t do anything with the driver (operator). So a kid could come in and get a bicycle license, 10 years old, and go out and ride on our roads. With automobiles, you register them, give them a license and they have a license to drive. With bikes, it’s pretty open. Even registration isn’t a big issue although I think the City will stop people who don’t have their bikes registered. I think there have been a couple of people from Hull stopped and then they come in here and get registered. The registration fee might be one way to create some money to do some education. It hasn’t been approached like that but it’s possible.

#3, Roadway may be designated as a bicycle lane.

#4, This is an interesting one: persons operating a bicycle shall not carry any package, bundle or article which prevents the operator from keeping at least one hand upon the handle bars. That's in the state law.

#5 Persons operating a bicycle upon a road at less than the normal speed of traffic at the time and place and under the conditions existing, shall ride as close as possible to the right hand edge of the unobstructed roadway including operators who are riding two or more abreast where permitted.

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

#7, Persons riding bicycles upon a road shall not ride more than 2 abreast. That's an important one. That's in the state law. So if you see them 3 abreast, that isn't according to the law.

#8, No person may operate a bicycle upon a road where a sign is erected indicating bicycle riding is prohibited. Every rider of a bicycle entering on a highway must yield the right-of-way to vehicles.

#9, Bicyclists riding on a bicycle way – I think a bicycle way may be like a green circle, but that's a definitional issue -- shall exercise due care in giving audible signals when passing a bicycle proceeding in the same direction. Myrna and I were out walking on the Green Circle night before last when it was light out and Myrna heard this bike coming, never gave any signal to us, never said "passing on your left", just zoomed around us. It's a good thing she heard him. The Green Circle is wide enough to pass like that but it seemed to me there should be some kind of audible warning. I think the standard is "passing on the left" or something like that.

#10, Persons operating a bicycle on a bicycle lane opened to two-way traffic shall ride on the right side of the bicycle lane.

One of the things not in here that Ted (Stoltz) pointed out to me is that it doesn't say anything about having lights on when you ride a bicycle. What was your experience recently Ted?

Stoltz After I left at the last meeting, I went up to the corner of Willow Springs and Jordan and turned left to go home and there was a biker going with no lights on, it was dark already.

Holdridge That's got to be in there. There may be other things that are very consistent with state law that we can put in there as an ordinance.

Busa Dusk to dawn -- lights visible.

Holdridge Something like that, the wording has to be....

Stoltz Some do have lights, the blinking ones.

Holdridge Dave Deverell, he comes in and he has lights. Now the section: Pedestrians using Hull roads:

#1, persons may walk or jog on Hull roads but shall walk or jog on the left side of the road and if meeting a vehicle move to the extreme outer limit of the road.

#2, pedestrians upon Hull roadways may be regulated including the prohibition of crossing at places otherwise permitted by law if directional signs indicate.

Then we have a couple that are kind of general: #1, signage and sign information shall be in place to enforce this ordinance against an alleged violator. An official sign shall be in proper position and legible to be seen by an ordinary observant person to enforce this ordinance. That's right from the statute.

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

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

#4, no person shall stand or loiter on any road other than in a safety zone if such an act interferes with the lawful movement of traffic. This is all from state statutes.

Under signage: signs may be erected on entryways to subdivisions and to arterial roads which direct pedestrians to operate on the left side of a two-lane road facing traffic and that bicyclists operate on the right side proceeding in the same direction with other traffic.

Now here's one I stuck in there about groups as that's been a problem. The groups that give us the problems are basically those coming from the 2 high schools and the University. Cross country runners. We have JusticeWorks that comes up here. They come to a meeting and lay out a plan for us and we approve it. United Way, we get maybe 3 or 4 groups that run up into Hull every year because it's a great place to come. We're an urban community. They come and lay out their plan. One of the restrictions we adopted recently is they can't put anything on the road. If they put signage up, it needs to be staked. What happens is if they put signs on the road (painted), those don't disappear and they become somewhat disruptive to drivers. People have been really cooperative. The other thing is if you want to run on our roads, you don't want to run on a road we just seal coated. So all that has to be coordinated and so when they come in, that is always worked out. The groups that causes us the greatest problems are the University and these cross country teams. The question is: what's a group? That has to be defined. What I stuck in here is: a formal notification system is established which provides contact with known groups who walk, run or bike in the Town of Hull. Groups will be informed of the state law and the Hull ordinance to control their operation on Hull roads. Groups operating on Hull roads shall be required to have a permit based on an application which details travel plans (time, date, roads used, and numbers) prior to operating on Hull roads. They will need to certify to following all applicable laws and ordinances. The application and permit will be developed by Hull officials. This is totally new and I'm assuming the Town has the authority to do this. The way I see this working is, we've got the names of the athletic directors and we've got the names of the cross country track coaches so once we get this, maybe even before we can approve that particular provision, the Town will invite them in and have a discussion. That's never been done before. As far as I know, there's never been a communication at least from the Town saying we need to talk about your traveling on Town roads. When you do that, I think you'll get really good compliance. The other group is the ROTC at the University that has caused problems.

The last section is the penalty section. This varies somewhat depending upon the issues. I let the lawyers determine that. Any person violating this ordinance may be required to forfeit not less than \$20.00 nor more than \$50.00 for the first offense and not less than \$50.00 nor more

than \$100.00 for the second or subsequent convictions within a year. That's not a big penalty. Probably it's good that it's not a big penalty. You often don't even have to use those but it's there and the point is that this is an ordinance and has the standing of law and if you are going to violate it, there are some consequences.

Busa There's some teeth to it.

Holdridge Any questions about this? If anyone has a source that they can add to that, we want to try to get outside input as we develop the ordinance. This has got to be the basis of what we do. We are a government and based on laws and institutions, this has to provide the framework.

O'Brien John, I don't see the walking of dogs addressed in here. Where I live over by Skyline, people walk dogs and 2 people will walk their dogs at once and they'll take up almost the entire road. You have to pull your car up behind them and actually wait, they won't even go off to the side. I don't know if it's worth considering putting in but it is kind of problematic. I don't know if we have a dog waste ordinance but I'm real sick of going for my walk and stepping in something.

Holdridge I don't know if we do or not. I know, by statute, the sheriff's dept. is supposed to enforce the dog..... When Stan Potocki was sheriff, people were saying you've got to pick up these dogs and Stan was saying, "We're after criminals, we're not after dogs." What happened was the County contracted with the Humane Society and now I think we have a pretty good system in terms of if someone has a dog that barks for example. If we get calls, we can refer it to the Humane Society and they'll investigate it and if it's a problem, they will issue a citation.

O'Brien I guess I was actually referring to the dog waste as you're walking.

Holdridge I don't think we have an ordinance. The County might have something. That's a real issue.

Stoltz I was watching TV one day about that 400 block in Wausau and they were going to decide if they were going to make it a park because Wausau has an ordinance that if it is a park, you cannot bring a dog in the park. People were bringing their dogs there because it's not a park. I don't know if they went to it or not.

Holdridge David, do we have any ordinance in our parks about not taking dogs in?

Wilz Not that I'm aware of.

O'Brien When we have kids playing at the park and somebody brings a big dog, it's a little scary because you don't know how the dog is going to react to the kids running around.

Holdridge Are they on a leash?

O'Brien Not usually in my experience in Somerset Park and the other small one, I forget what it's called. Not usually.

Wilz What I can do, John, I was speaking earlier, I'm going to e-mail Police Chief Rutter about some things, about their ordinances, to see if they can share if they have anything. I'll check with parks over there and see what the City's position is on that. Maybe they already have something out there and we don't have to recreate an ordinance.

Holdridge When we walk on the Green Circle, some years ago, dogs would be running loose. Now when you go on the Green Circle, they're on a leash. If the dog is loose, when that person sees you, they get their dog on a leash.

O'Brien That's how it should be.

Busa That's only common courtesy.

Wilz Which parks?

O'Brien Somerset and the other little one off of Fairview and it's kind of tucked back in the subdivision back there. I use it all the time but never noticed the name but those 2 parks are where dogs are an issue. Then people bring their dogs there and leave the waste and your kids are playing and they come home with a shoe full.

Martinsen Over where I am on Meadow View Lane, they go out on the open fields out there. People bring their dogs and let them run in the field. You see that all the time. I've seen cars pull up and let them out like it's a dog park.

Holdridge I've got to announce this because I forgot it. Last time it was suggested that the City restricts people that ride bicycles. This is a memo from Patty A. and it says: "Per your request, I called and spoke with the Stevens Point Police Dept. asking them if bicycles are banned on Division Street in Stevens Point or for that matter, any street in Stevens Point. They said bicycles are not banned on any street in Stevens Point. In other words, bicycles can be legally ridden on all streets in Stevens Point." The other thing is people put some poles up. Those have been put up awfully close to Hull property, sometimes on Hull roads, put up, signs for some kind of bicycle path in some places.

Stoltz They say University this way.

Holdridge No, that's different.

Stoltz They're all new signs too.

Holdridge But I'm talking about poles with nothing on it. Apparently they're going to put a sign on them saying that's a bicycle lane but they can't do that on our roads and we'd like to be informed when that happens. That might be a great way to coordinate some of this stuff.

Stoltz There's one on Wilshire just as you go into the Town of Hull. There's nothing on it, just a 4x4. I was wondering what that is for.

Wilz As a suggestion on this ordinance, by the way, I know how much time you put into this and investigation but I agree with you, we need it to come from a position of law first. We need to understand what we can and cannot do. We need to have the information when we visit with people. On the very first page John, under purpose, you go: to promote safe use of Hull roads by bicyclists, pedestrians and vehicles (automobiles and trucks)...maybe we want to leave the automobiles and trucks out of there and say "motorized vehicles" because there's motorcycles and ATV's and tractors and everything. Maybe the general description of motorized vehicles.

Holdridge That's fine.

Wilz If we have a statute and we get in trouble with a guy with his tractor and it's not in there, we're stuck.

O'Brien Would that cover snowmobiles as well?

Stoltz It's a motorized vehicle.

Holdridge The statute covers snowmobiles and I didn't put it in there because we haven't had many problems with snowmobiles. They come in with their plan for the year and they've been doing it for years. They use the same basic one and it's never been an issue with them. They've been very respectful. So I left that out. There are probably some other things I left out because it didn't seem to apply to the Town of Hull.

Wilz There are things like motorized wheelchairs, we don't need to put that in.

Holdridge There's a part of the state ordinance that pertains to that.

Wilz They can't speed and they have to follow the speed limit.

Holdridge As you read this over, I would be interested in any thoughts you have about it. I think this group control is one of the major issues because that seems to create the biggest problem. It's clear that bicyclists have to be 2 abreast, joggers are 2 abreast and when a bicyclist is on the road slowing up traffic, they have to get over.

Stoltz So in other words, the signs we have that say form a single lane are not legal?

Holdridge Form a single lane for bikes?

Stoltz Yes, form a single file for bikes. We have one I think, I noticed one over on Wilshire.

Holdridge Really?

Stoltz Yes.

Glodowski When we did that road project, the Green Circle trail, I think the sign says something like single file only.

Stoltz Single file. And I think there's one as you turn off of Wilshire off of Jordan I think there's one there also.

Holdridge Single file for bicycle.

Wilz Maybe that's a Green Circle sign.

Glodowski If that's where it came from. Isn't there something on Old Wausau Road too?

Holdridge That's probably Green Circle. The other thing is if you go out and see a lot of different signs and wonder what is that, let us know. I've gotten some complaints that we have too many signs. But if you're going to control trucks, you need to have the Class B signs. Signage is really crucial to any enforcement. You've got speed limit signs. Coming into our subdivision you've got a neighborhood watch sign. There's even a sign up that gives the weight limit on the bridge put up by the county. You come over the bridge and that has a certain weight limit on it.

Stoltz Icy.

Holdridge Icy is not...there's a bridge that goes over the interstate, you'll see a weight limit sign on it.

Stoltz There's one on Wilshire that says "bridge may be icy".

Holdridge On Wilshire?

Stoltz Yes siree.

Holdridge Boy, Wilshire has all kinds of stuff. Any questions about this? We'll be adding to it and revising it and make sure whatever we have is accurate according to the law.

6) Green Circle and Hull Roads.

Holdridge The next thing I wanted is to turn to that item on the Green Circle. We've got a map of the Green Circle in Stevens Point and we circled where the Green Circle Trail becomes an issue for Hull roads. The first one down on the right hand corner of the map is where I live and Tina lives in that subdivision. You come out Janick Circle and go across I-39 and there's only one way to get in the subdivision and one way to get out. You make a right on Hofmeister Dr. and come down to the end and that's where the Green Circle starts. It goes along the Plover River, winding all the way, comes up here and goes across Hwy. 66 then goes down and goes to

Wilshire. If you're coming from the north, it goes south on Wilshire, crosses I-39, that's some of the area Ted (Stoltz) was talking about. On Wilshire, the Green Circle used to go less north than what it does not. What happened was a guy that was letting them go across his property took the right of way so they now go further up just south of Dave Way where it turns to go east. But that's a potential issue. Our subdivision is an issue. It's not just the Green Circle but lots of people come out from Stevens Point and walk in this subdivision. A lot come out from other places and use the Green Circle Trail. Up here they come out of Schmeekle Reserve and go up on Wilshire and then that's a spot where John Jury argues we ought to have shoulders. A couple of years ago we almost put them in but finances became a problem. Then if you follow the Green Circle over by Old Wausau Road where Randy (Kruzicki) lives, you come out of Bukolt Park you are on the Green Circle and there's a part there that goes into the woods if I recall. Then it crosses the road and it's on the east side of the road.

Kruzicki Actually they moved it out of the woods in front of my property. They said that, nobody seems to know who said this but supposedly it came from the Portage County Sheriff that there were too many issues with people going in and out of private property coming out onto the roadway, yet nobody in the sheriff's dept. ever claimed to have made that statement but they did move it out onto the road.

Holdridge So it's not....I knew there was a concern. Didn't it used to cross that road after coming out of the woods, then go north?

Kruzicki Yes.

Holdridge Now it just stays on the east side. Then it comes up and there used to be right in this area where Larry Fritz lived and he used to let them go right across his property. He took that away so now they go up and come to DuBay. This is all in Hull, they come down DuBay and go back to the south. So this is an area, Old Wausau Road, Wilshire is an area and Hofmeister subdivision is an area. I think as we develop plans, those areas need a little extra consideration.

7) Presentation by Dave Glodowski, Gremmer & Assoc. – calming devices – determine high usage arterial roads.

Holdridge Let me turn it over to David (Glodowski) who is Hull's engineer and has been for a number of years. He works for Gremmer and Associates. They have an office near Wilshire in the old doctor's park. Dave has been a big help to us in a lot of ways. Things get so technical today about road construction and various standards, you really need people with expertise.

Glodowski You have a handout. I listed an agenda to go through just to get some information from you and from me to you. I want to start off with the history of this committee. It didn't seem like it's been around for a long time, has it?

Holdridge No, it hasn't. It's a 6 month operation. One of the few committees that will end after 6 months.

Glodowski I was curious as to the history of traffic calming interest and what has been discussed to date.

Busa I've never seen any of them be affective because of the fact that you can slow a vehicle down but now they can accelerate so fast again, you slow them down for 100' and they're right back up to speed. So what have you accomplished? 100' of speed reduction? Is it worth it?

Stoltz A stop sign?

Busa Yes, with a stop sign, they're right back up to 40 mph.

Stoltz They take off from it and they blacktop the road for you.

Holdridge How we got involved in it was Pete Kaminski and Bill Omernick and I went up to Merrill, the DOT had a workshop and they focused a lot on what they call traffic calming devices. It was a good presentation and they went through some of these. We had hardly ever heard of this. A round-a-bout is considered a traffic calming device. We're getting more of those in Wisconsin. There are a number of those techniques. The fellow that gave it was with the local UW government center. I asked him how effective are these? He said, well, they can be effective. I said is it accurate that the most effective thing you can have is enforcement? He said yes. You can have these and talking with some people at DOT, if you have a road that's 45 mph, it's awfully difficult to put in a traffic calming device. Where you can use these is where you have new construction of a road. You could probably do some things that make sense to slow the traffic down. The whole goal is to slow the traffic down. I think it's fairly new. The DOT is talking about what they call horizontal speed control. Some of our roads have the speed limit in the road so if you're driving down it and say you missed the sign, you can't miss the sign if the speed limit is painted on the road. That's relatively new and you're going to see more of that I think.

Glodowski So that answers the purpose. Obviously we're trying to slow the traffic down. Do we have any documented problem areas that we're concerned about?

Wilz We put together a goals sheet and it has our purpose and needs and safety concerns. We put together a statement of why we created this task force. What are the issues we perceive what we were hearing and then we got the citizens in and have been moving forward. We have that in written form.

Holdridge In speed control a lot of it is ----, you see speeders but we've also got data of Portage County Sheriff's Dept. stopping people for speeding, they'll check the seat belt too of course. I think in general people drive too fast on these roads. We are urban but we're rural, it's a hybrid. The subdivisions generally aren't a problem but when you get out on these roads, Jordan, Brilowski, Wilshire that's where you run into things like speed problems.

Glodowski So I think you have a good start because that's part of the next page with initiatives and how it gets going. So not a lot of documented reports of accidents with anyplace

being a real problem area. It's more a perception that people are driving too fast. It's an urban township that's out in the country but near the city.

Wilz We've talked about other things relating to speed besides traffic calming devices. Signs and information on traffic counts we can share later. Making sure that we're signing our roads correctly, what Pete and Bill did. We introduced what traffic calming devices were at the last meeting but what you're doing is to explain more and to get your professional opinion because you know our roads as well as anybody.

Glodowski This is a great thing because you guys are being proactive instead of reactive and trying to prevent future issues. Maybe there's not a lot of accidents.

Wilz But there's a lot of usage between pedestrians and cars and there's a lot of misconceptions that's why John wrote the ordinance of who's got the right of way and who's right and who's wrong so we kind of took a step back and wrote the ordinance.

Holdridge This sheet gives the average daily travel on our roads. I would think one of the things we may want to do is look at the high travel roads and some of them are fairly substantial. Look at North Second Drive, 1565. Take those high travel roads and let Dave look at those in terms of what we could do with traffic calming devices other than stop signs on those roads. I think North Second would be a candidate and there are several others, you might decide there isn't anything that would fit and help slow down the traffic.

Glodowski North Second is a great fit also because you are looking to do some reconditioning on that road. It's going to need something and that's the time to build something in. Just going out there and cutting a section and spending some money to do a traffic calming thing is, the perception would be that's a lot of money for what effect. But when you build it into a construction project, some of these things go in for nothing, then you've got something. North Second I know is on the list for some work over the next 5 years I'm sure.

Holdridge Yes, it could be awhile.

Wilz That's a little bit of the history.

Glodowski Let's talk about speed limits because when you're in this safety committee environment you are thinking from that standpoint. But we still have to think from an engineering standpoint from the public standpoint. What's your driver expectation? I live in the Town of Stockton. I'm out there driving in the country and burning down those roads pretty fast because there's nothing out there, I know they're straight and flat. So people that drive through a big portion of the Town of Hull have that same expectation and all of sudden you introduce something that's totally unexpected and you could cause trouble. So we have to be careful we're putting these in spots that are appropriate. You drive what the road allows or feels like. If it starts to get narrow, you start to slow down. If you start to see more things, you slow down. When you're out in the country just burning, you're not thinking about it. So we've got to be really careful where we attempt to do some of these things.

Holdridge I think the key thing here is more and more pedestrians and bikers are using our roads so it's a shared situation. Sometimes that's a tough sell to drivers.

Glodowski When you see that identified in the road, that tends to slow you down too. If it's just shared because it's a country road and people are on it, you don't know it. But when you see a striped lane, the signs, or bikers, you tend to slow down. Better identification will help that. Striping, marking a lane will help that. On speed, it's very true that just sticking up a speed limit sign is not the answer. If you look at accident rates, they go through the roof as soon as you change the speed by 10 mph. If you have a rule follower, someone who is going to drive the speed it tells you, then you have someone driving it the way it feels (comfortable at) and there's a big difference in that speed, that's when you're going to have trouble. Just like John mentioned, you don't put speed limit signs up just because you think you want to slow traffic down. What you really need to do is do a speed study and take an analysis over the course of a week and ask what is the 85th percentile speed that is going on this road? That's what you're supposed to post the speed at. Then with a resolution, you could drop it by 10 mph. But just putting a sign up because that's what you feel it should be, you have to be careful with that.

Holdridge When you do that analysis, the 85th percentile and you have a road with a lot of bikers, walkers and joggers, it seems that should go into the equation somewhere.

Glodowski Not from a true engineering stand point. You're taking a speed gun and testing them, if people are driving it, that's what you are using, unfortunately. Until you get the people to slow down, then you do the speed study.

Holdridge I think there is a different perspective. I deal with engineers a lot, particularly with the DOT and they don't seem to realize these roads are multi-used. We have a tough ordinance on truckers and Dave and I did a lot of work on that. The truckers would come in the meetings and say those roads were made for trucks and they pay taxes. They were really anti-bikers/walkers/joggers. Automobiles were alright. I think you need to start changing the viewpoint of engineers because you have these complicating factors that come in. So that's the standard, taking the 85th percentile and that's the way you set the speed. But with that 85th percentile, you've got all kinds of pedestrians using the road and bikers using the road, it seems if you don't take those into account, there might not be a good result.

Glodowski That's the difference, with the blinders on, you're thinking traffic, getting people from A to B, or you're thinking community, we all live here and that's a different frame of mind. That's the challenge.

Holdridge Going back to what Pete Kaminski and Bill Omernick are doing, they've got 5 or 6 areas the DOT said the 85th percentile ought to apply. They look at it and say either the road is not capable of handling it or we have a lot of mixed use on there. The DOT argues that in order to change that speed limit, you need some sort of engineering study where you produce the evidence. On some of those, that may need to be done. If we feel there really is a problem with the set speed on there.

Glodowski The second page is right out the traffic engineering handbook created by the Institute of Transportation Engineers. I have 3 copies with a whole chapter on traffic calming. So whoever is really serious about getting into it, I have 3 copies to share and could get more. It's actually a pretty good read and if you are into traffic calming, it does a pretty good job of presenting it.

Holdridge We'll leave those with Patty and anybody who wants one, we'll have them here.

Glodowski We talked about #1, that you are already into, getting it initiated and starting to plan for it. Being proactive. You don't have accidents pushing you. You are on the front edge of it saying you want to deal with it up front. That's great. Starting to define the approach and goals. Then you start breaking it down into plan development. Now let's get serious. We talked about high ADT locations. Let's talk about high pedestrian use like Old Wausau Road as a good example and start to focus in on where we should put the effort into. Once you have that, you gather the data and that's where, I think John mentioned, you purchased a hose counter. That kind of stuff, gathering data, certainly any accident data there is. Talking to people who live on the corridor, talking with people that use the corridor and start gathering the data. Developing some feasible options and the real key is #3 starting to get approvals. You have to get a buy in from all the parties to really make it happen. Public meetings where you start to develop that support. The people that live next to it are very important because they're going to be dealing with it and observing and becoming your data gatherers as it goes on. So getting their buy-in is important. You have to have all the agencies line up also. The emergency services, garbage trucks, school buses, everyone has to be in on it because if you're going to do something to a standard straight, flat town road, some kind of realignment, choker, center island, people are going to say, "what is going here?" If they didn't have early buy-in, it's going to be tough to deal with down the road. So #3 is probably most critical. It looks like that's where you are heading if you are really serious in trying to look at a couple of real specific spots.

Holdridge Is there anybody who collects data on pedestrians, bikers?

Glodowski When we do our traffic counts, that is one of the things we count. Besides doing manual traffic counts...

Holdridge There's no sophisticated equipment out there that does that?

Glodowski Some of them do. I don't know if that one can but some of the ones we sub consult with they record bikes. They also do speed too.

Stoltz You could go jump on the hose too.

Glodowski That might do something too. A lot of it is the old fashioned way where you sit out on the corridor and watch. That's where a lot of your best data comes from. Once we get to the point where we've presented it to the public, that's part of the buy-in with property owners, the agencies, then we look to implement the plan. Do some designs and specifications and construct. This may be not part of the process but what helps us to decide where to go is the priority rating system. We talked about the ADT, the accidents, if there are some true speed

areas where the whole town has told us this is a problem area. That's where you're going to help focus on where we're going to start this. I think you have to find a way to get a program in place to fund this. Sometimes it's cheap if you can build it into a road project but sometimes it's real expensive. Anytime you are dealing with roads, it's not a cheap thing especially if you are dealing with asphalt and oil.

Busa What is the basic construction cost per mile for asphalt?

Glodowski For a smaller town road, it's in the \$300,000 to \$400,000 per mile range and that's without re-grading but just to pulverize and relay.

Holdridge We redid Wilshire about 4-5 years ago and it was a little over 2 miles and that was about a half million dollars. Our budget is 2.1 million. So when you look at roads, they're expensive.

Glodowski The Old Wausau Road we just did, that was \$300,000.

Wilz What does it cost to do seal coating for 1 mile?

Glodowski I think that's down to \$100,000 to \$120,000 per mile.

Wilz That's why we seal a lot.

Glodowski We've experimented with some double seal coating, yes. That's traffic calming actually, textured pavement. When I drive Casimir, I drive it at 35 mph and that's what it feels like driving with the double seal coating, it's not asphalt. Asphalt is the best product for long term. But Casimir Road rides nice and if you are looking to keep traffic down, that does that.

Stoltz Willow Springs from Jordan north was a double coating like that and that road held up real nice I thought.

Glodowski If you have good base, yes. Related to this subject, that's textured pavement so to speak. It's not expensive stamped or anything like that but it's kind of that effect. So I think if you are getting real serious, it needs to have some funding. From the budget process, if you start dedicating something to it, that's what would need to happen because this stuff doesn't come for free. The next page, there are a ton of things out there to do but unfortunately they're all geared towards cities and villages. Look at the pictures, at the bottom of the page I have some of the on-line stuff. There's great on-line stuff, tons of stuff, you can look forever at it. But almost everything looks like a city or village type scenario. The straight shot town road scenarios don't show up very often as examples because they're not very glorious where you put a roundabout or show a center island with the curb and gutter where it looks better from pictures. So you don't see a lot in rural areas so you have to be careful and concentrate towards the city limits.

Holdridge What is a choker?

Glodowski A choker is where you narrow it down. One of these pictures might show it. A lot of it is done with curb and gutter. It's usually with lower speeds. You don't want to do this when you're out there doing 45 mph – 55 mph. You want to do this where it's 35 to 25 mph. That's where it's safer and probably more effective. If people are wanting to drive 55 and we're trying to get them to 25, that's going to be a lot of conflict. We can go through that list and I have pictures at the back too. But if you have a computer you can go on-line and Google traffic calming. There's lots of picture that show them. John mentioned the stop signs and the pavement signs. That's a form of traffic calming and not that expensive and has some affect.

Peters What's a chicanes?

Glodowski That's where you bump up, the shoulder comes in at you and you put some landscaping in. When you can't see a long straight road, you slow down. Not something you want to do if people are going 55. If they were on their cell phone and talking and all of sudden it comes up, they'd run into it.

O'Brien Is that effective in subdivisions?

Glodowski Certainly.

Stoltz Doesn't Clark Street have that?

Glodowski Yes, they do that at some of the intersections, bring it in.

Stoltz Then beyond that is parking.

Glodowski That's where it's easier in that city street environment than it is for us out here, but that's the idea. When we're building a road, especially like North Second as you're coming in towards Stevens Point, we can do something with the alignment where maybe it doesn't take any additional right of way, doesn't impact any environmental issues and just do something with the alignment. Casimir is a good example. The 90 degree road. Brilowski, the 90 degree corners are traffic calming. They were just following the 40 lines back in the day but it's what it does as a result now. Some considerations: the safety of them. We just don't want to plop these down where it's going to cause safety issues with traffic.

Busa High maintenance with snow plows.

Glodowski That comes up. Speed, again most of them are geared to lower speed environments. Driver's expectations, we don't want to surprise anybody. We need to be careful that way. Maintenance, Pete Kaminski would be here shaking his head over a lot of this stuff because he has to plow snow around them or if something breaks, he has to fix it. That's something to consider. Emergency services, they need to what they are and how to deal with it, if it compromises it at all. Right of way impacts, if you're widening or shifting alignment, moving it from the center of the old right of way which means we're going to get into property purchase, something to be concerned about. Environmental impacts, if we have to widen at all getting into wetlands or waterways, we want to avoid that. Then it comes down to costs. We

can barely afford to get some standard infrastructure done so to squeeze in stuff like this is where we have to program for it to happen. To be proactive, you need to somehow reserve some money for that but costs are going to be a big factor for the Town's budget. I mentioned the on-line sites at the bottom there. The next page summarizes these things. Just the speed bump, instead of like the ones you see in parks where it's just 1 foot, a more elongated one, just the effect that has, the average speed going over that in the 85th percentile is the 25 – 27 range which is kind of what you are looking for as you're entering the city. Lowering the speed up to 7 mph on average, a 20% reduction. We had heard that in our FonduLac office that they're seeing the biggest affect for stuff like this. This is the stuff people get really irritated with when they have to go over a speed bump but it works. People have good cars and they don't want their shocks tore apart. Pete won't like it because he'll hit it with his snowplow. But it definitely is effective.

Holdridge So they have actual examples where they put these in?

Glodowski Yes. Outside of a parking lot, where you're entering into a playground area, you see them all the time. If you put one on a road, you're going to hear about it.

Wilz I have a brother-in-law who lives down in Fitchburg and he lives in the big homes area, with the houses not less than \$600,000, those streets have these humps every 50 feet and the streets go for miles. I tell you, I don't visit him because of that.

Glodowski You mentioned roundabouts and traffic circles. We're putting dozen of them in the Fox Valley area.

Wilz I'm from there and was down there recently and it's unbelievable.

Holdridge Those take up a lot of land don't they?

Glodowski They take up some right of way, yes. We're seeing them on city streets, county roads, a lot of I-41 the off ramps will have them. Almost every off ramp will enter a round about where you hit the city streets.

Holdridge That's DOT funding.

Glodowski Yes.

Stoltz They're rough on trucks/semi's.

Glodowski The perception is that trucks can't get through them but properly designed, trucks get through them just fine. They're really not round a bouts, these little traffic circles, that's different.

Stoltz In Mosinee I was behind a semi one time and he was way over and the back tires went over the curb.

Glodowski That's actually the truck apron. That's meant to be there for trucks. That big shelf is designed to be there for them. It's designed for them to have to drive over. When they go over the center landscaping berm, that's not right, when they're running over trees and stuff that's in the center. But that truck apron is there for them to use.

Stoltz There is a curb there.

Glodowski It's a small but mountable curb. That's part of a roundabout design so when you see their back tires on that, that is meant to be that way. Otherwise the circle would be way too big. For 90% of the traffic which is vehicles, they go ahead and make it fine and the 10% that are trucks, they have to use that.

Peters It was tough getting on the highway after the Packer game Thursday night, the one in Oneida. All the trucks were coming out.

Glodowski Inexperienced people are not used to driving it so they stop, look, stare and then the multi-lanes ones are really a challenge. That adds a whole other level. The single lane, I think people catch on pretty quick but the multi-lane ones will take a little time. The last page has some pictures that show some of the things like the center island. When you look ahead and can't see straight highway, it tends to slow you down. The shifting of the alignment I talked about, that does that. That's stuff we can do on town roads. The humps show up there, the signing and the marking. That traffic sign that shows your speed, that helps a lot and that's not that expensive of an investment. Just like your tube counter, you could buy something like that and rotate that around on your streets.

Holdridge What kind of cost is that?

Glodowski Some of the cheaper ones are about \$5,000.

Wilz Does it collect more than the speed, will it collect other data too?

Glodowski No, it just tells you your speed is this.

Wilz It's an awareness thing.

Glodowski Yes.

Holdridge It's real mobile too.

Glodowski Yes.

Holdridge The sheriff's dept. has some out.

Glodowski They have a couple of them.

Wilz Stevens Point uses them too, especially right before school opens, you'll see them in front of schools.

Stoltz Is that solar?

Glodowski I don't know if I've seen a solar powered one.

Stoltz On the corner of X and C they have the red flashing ones.

Kruzicki It's around the stop sign. The red outline, LED, it's all solar.

Glodowski That I've seen as solar, yes.

Holdridge You see a lot of those in Florida

Stoltz You can see that at night a long ways away.

Glodowski They're effective. But solar power signs are close to \$5,000 a piece.

Holdridge Where do they have them here?

Kruzicki This is in Lincoln County.

O'Brien Could we rent them from the County instead of buying one?

Glodowski The speed ones, yes, I think so, I don't know.

Holdridge Are we talking about the stop signs?

O'Brien The speed ones, if they're not using it for a period of time, would they be willing to let us grab it for awhile? Everyone is looking for revenue these days.

Stoltz The City has one too. I saw it sitting in a parking lot somewhere on the south side and they weren't using it.

Kruzicki If you go to ...Road in West Bend, by the school, that's permanently mounted there. That's there all the time. They purchased that.

O'Brien Dave, what kind of costs are involved in some of these speed bumps? Is there constant maintenance after so many people drive over it, having to replace it? Or does it depend upon the composition of the speed bump?

Glodowski Yes. If you make it out of concrete, which will cost more up front, it will last a long time. It all depends upon what you put into it to start with and when you do it. If you have a contractor involved and he's there doing a road project, these things can go in for \$1,000. Just to do a specific pavement cut for just a small area, you'd pay almost \$2,000 just to repatch it so

just a simple hump could be \$3,000. When you do it as part of a road project, that's when your costs are minimum.

Busa When you're grading or snow plowing in the wintertime, what's the damage that will do to the snowplow? You're not going to be able to keep that hump clean in the wintertime.

Glodowski You'd have to plow it and then get out and do a little hand work.

Busa Then you'd sand it, salt it and salt eats up the concrete.

Wilz I asked my brother-in-law about that because he's also a village trustee and I asked him what they do in the winter. He said they just salt the heck out of it. Just keep pouring on the chemicals.

Holdridge There is in the minutes where John (Busa) made a comment about when you do this stuff, you have to think about the maintenance, what it's really going to cost you in the long run.

Amman Is there such a thing as a removable one? One that you could put down seasonally and then take off?

Glodowski Yes, they make rubber ones.

Holdridge Take them off in the winter?

Glodowski Yes.

O'Brien That's an interesting thing.

Glodowski It would have to be low speed.

Holdridge Is there any road in Hull that would be a good prospect for calming devices? I'm thinking of the arterials, the long roads?

Glodowski The big ADT ones? They're all in that 45 mph range. In the south end, 35 mph. If you take Brilowski in to Stevens Point, I think we'd have to start to focus on what road and then look at some options. They don't jump out at me because of the situation we're in with the straight town road. I think if we're looking at a subdivision street, all of these could apply; changing alignment, adding some bumps even the chicanes. Most of the subdivision streets are looping and curved and that helps. You don't have a lot of subdivisions where you're just burning in on a straight shot.

Wilz Most of our subdivisions are self-contained with its own traffic.

Glodowski They're not through traffic. Very local. So we're focused more on the high ADT. Entering where we have a lot of pedestrian use, so Old Wausau Road, Torun Road, North Second Street.

Wilz So nothing jumps out at your where you could see really putting this in on this road? You just don't get that feel yet.

Glodowski This is what this meeting would do for me. Target what you guys want so that if we're looking at the 3 or 4 roads we've been talking about and somewhere near the pedestrian higher use areas, that focuses it in a lot. I don't know about the future road projects or the 5 year plan but that would be a factor too. We've talked about North Second for a number of years so that would be a good one.

Holdridge I think the average daily travel is one criteria to use to identify areas. You know you have a lot of automobile traffic. If that matches up with your perception of bikers and pedestrians, then that's maybe something to use.

Glodowski On Old Wausau Road we kind of did this. The fact that we did the marking, the paved shoulders, we kept the trees tight. We had some pressure to keeping that tight. Pete didn't go and just blow that corridor wide open. We kept that like a cave going through there, that helps a ton. I think with the signs put up on Old Wausau, that's a solid effort from a town, a lot more than what I see in a lot of other towns that I work with. With that as an example, we didn't straighten that out, we kept the alignment curvy. We didn't change the profile. Put a stop sign in there.

Wilz You did a little engineering from a safety standpoint. You leveled some areas for sight purposes. You made it safe in some ways.

Holdridge Maybe we ought to do a little more thinking about this. Take a look at some of these roads.

Glodowski Even on Wilshire, we added the marked paved shoulders, some signage. It doesn't extend all the way up to the Green Circle fence. So you have done some of this. At the time of reconstruction, we weren't thinking as much about traffic calming as we are now in this environment.

Holdridge That seems to be a fairly recent thrust.

Glodowski In cities and villages it's been around for awhile. You are the only Town that I've heard talking about it. We're out in the town of Fond du Lac and they're in the outskirts just trying to get by. I'm sure they have some of the same environments you have.

Holdridge What's the population of that town?

Glodowski I couldn't tell you. It's feels like the size of Hull. So it's probably very similar. A lot more subdivisions popping up.

Wilz A bedroom community to Oshkosh.

Glodowski When you have your subdivision plots come in, that's something that definitely should be part of the review checklist. What can they do? That they just don't have a straight road coming in serving 20 lots with none of this mind. You as the town have the ability through this committee or the Plan Commission, can require that this plot be routed through these committees in the future.

Holdridge And the developer pays for it.

Glodowski This is built into your ordinance, the people that design know that they'll need to meet some of these requirements. So you are on the cutting edge here getting it into your ordinance so when designers get it in hand, they'll know what they need to follow. The developer knows and expects the costs.

Wilz And builds it into the price he sells it at.

Peters Is there any device you see that is effective in going to a transition to a slower speed? Besides a sign that says "reduce speed ahead"? It takes everybody, when you're going 55 – 62, you're well into 45 mph before anybody really slows down.

Glodowski If you go online, there's pavement markings with large arrows and it subconsciously forces you to slow down. That works and I've read a little bit about that. That's inexpensive since it's pavement marking. These long arrows help you to slow down. Then you mentioned the red flashing signs, that's big. I'm seeing a lot more of that. You can't do too much of that because people will ignore that once people get used to it. When it's in an important spot and it jumps out at you, that's going to happen. I have seen that marking and that has been affective. Certainly more aggressive ones would do it too. If you're coming into a situation where it's not a straight road, that is used all the time. The Fox Valley is full of those. You're coming in driving fast through the country and as soon as you start getting into the curb and gutter, they've done a shift, they've done a bump out and you have to slow down or you're going to run into a curb. Here's it's a little more tricky because we're feeding right into City streets and there's not a lot of room for that stuff.

O'Brien We can't touch Hwy. 66 because that's the state highway department?

Holdridge Yes, that's state.

Amman Is that the only place we have that's 55 mph in the Town of Hull?

Holdridge Well Hwy. 66 is state highway and it turns 55 right about where Ed Martinsen lives.

O'Brien That's doesn't mean people aren't still driving 55 from the highway.

Martinsen They see it (the 55 mph sign) way back and they're going already.

Wilz I think you're right Patty.

Amman I was trying to think where in the Town of Hull is it 55 mph? I don't think there's any place.

Holdridge That used to be the issue in the I-39 area because there was no signage over there. If there's no signage, the assumption is that it's 55 mph.

Glodowski You have signs for 45 all the way out to Jordan Park. That would be the only part then. Brilowski is all.....is Brilowski signed at the north end?

Holdridge Yes.

O'Brien I bet most persons don't know that, what you were just saying. That most of the Town is 45 mph or lower. I think if you asked 10 people, they'd probably say they don't know.

Glodowski I think they'd be surprised at how much is 35 mph.

O'Brien There may be some opportunities for education at the next election. A brochure to pass out or something. A reminder that these roads you can only drive this fast, something. Because I don't think our citizens have a clue. Those roads weren't marked for a long time.

Holdridge So are you going to sort this out a little bit?

Glodowski You can go on line and there's tons of pictures to look at. A lot of this is an art, not much engineering behind it. It's common sense kind of stuff. There's a little bit of engineering that goes into it but a lot is just a feel for the situation. Who you are dealing with, how are they getting from A to B, how are they using the road, that kind of thing. A lot of that doesn't come strictly from engineering. It comes from just having a feel for it. I can certainly take a look at these top 5 ADT and see if something would be useful.

Holdridge Anything else for David?

Kruzicki Two things: one, I've noticed that people have little yard signs that they may have been given from the American Motorcycle Association. I've noticed those. Both as a cycle rider and as a driver of a regular vehicle. To me, that's always a constant reminder. That was used affectively in a community. American Family got on the bandwagon and I think they were making them free and available to people who had homeowners insurance with them and it was the same type of all weather sign that looks like a rummage sale sign. It's on a wire frame. You could drive down some of these streets and see one about every 5th house. I think that does as much or more because you're doing 2 things. #1, a person is not going to put that sign up about slowing down on our street or community unless they've bought into the idea themselves.

Glodowski The locals.

Kruzicki Exactly. The people that drive 90% of the time down that road are the people that live there. But I also think it has an impact like big brother is watching you. If this guy is concerned about the speed and his neighbor is concerned about the speed and you drive down a half a block and there's another sign....

Glodowski So what does it say?

Kruzicki Basically something to the affect of slow down or obey the speed limit. They were yard signs out near the street. It may have been in Janesville, I've gone back there and surprisingly, the signs are still there. It's not like people go through and take them or knock them down or anything like that. They probably take them off the end of the road in the wintertime because of snow accumulation. I think it's one of those things that it needs to be a constant reminder.

Holdridge Individual households on North Second could put those up. Dave Deverell last time mentioned that. Maybe what you need is intermediate signs and maybe those only go up in the nice weather and you pull them in the wintertime and they have reminders like that. Particularly when you get to areas that are more flat and you anticipate people picking up more speed and you stick those in from spring to fall and pull them out and save them for the next year.

Kruzicki The unfortunately thing is that the law enforcement agencies don't want the community to have an attitude about them because they are enforcing it to the letter of the law. The cop out is they pick up somebody for speeding and gives them a \$10 ticket for not having their seat belt on. I've been there and I know exactly what that is all about. Right or wrong, you want to be a good guy, you want to enforce the law but yet when someone gets into an accident and there's a problem, the only thing they are really strict on right now are OWI's. The rest of it, you can watch people roll through stop signs daily including police officers.

Martinsen Talking about those signs you see for motorcycles, down in Sun Prairie they have neighborhoods where there is very fast traffic and what they did to help slow it down were signs that said "thank you for slowing down". You're not being harsh about it, but almost every house will have one.

Glodowski So subliminally you're thinking you maybe need to slow down.

Kruzicki If you took a look at all the speed calming devices that you want and the costs associated then took a look at making those signs available when people come in to vote, saying do you want this sign because you're concerned about safety in the Town of Hull, feel free to go ahead and take it.

Martinsen Then if you can even get the sheriff's dept., after something like that when the signs are up, to just go through there once. They don't know how many times he's been through there, it might be the only time he's through there all year. But they put the two together maybe.

Glodowski Part of the perception of needing to slow down is a lot of driveways and a lot of houses too. So if you have a spot like Old Wausau Road where there are different parcels and all of a sudden you put 6 of them in a row, certainly in that Bukolt Park area... *(end of tape)*

Kruzicki I have a feeling some of the nicer ones might end up in a dorm someplace. But these “thank you for slowing down”, I don’t know where you can get those made, but they’re basically cardboard coated with some kind of weatherproof coating.

Martinsen Just like the election signs.

Amman I think that Justin Sonnentag had mentioned that they were \$5 each and that was their cost. So that’s pretty reasonable.

Holdridge Yes, I think those are a great idea.

Kruzicki You might even get citizens to buy those. Ted would buy one. I’d buy one for Ted!

Stoltz I want two!

Kruzicki The first one is free.

Stoltz Give me the money and I’ll buy it.

Holdridge Ted will take all he can get.

Stoltz You’ve got it.

8) Wording on bike/pedestrian signage – review of Holdridge/Wilz memo – response and suggestions.

Holdridge Signage, I’ll show you one. Last time someone suggested that the sign with the feet on the left and wheels on the right, that maybe it would be better to change the color.

Busa How about using a diamond shape caution sign.

Holdridge I think if you like that wording of that one there, you could have them made as a rectangle.

Busa The color jumps right out at you.

Holdridge The color is what is important here *(John showed a sample sign)*.

Wilz What’s your understanding of that Dave?

Glodowski I think you need to be careful because there are colors for regulatory signs and information signs.

Holdridge This is an informational one. The actual design of the sign...the current ones we use are a rectangle but there was some discussion at the last meeting that they would be better if they stood out more.

Stoltz Bigger letters too.

Glodowski You'd have to check for sure on the coloring of that.

Holdridge But that's something that might make some sense. You might want to put those in major subdivisions as you go into them. Entryways to Hull on both ends, on Jordan and on Brilowski at the entryways. You wouldn't put them everywhere but you'd put them on the major through roads. That's a suggestion that I think has some merit.

9) Review of past issues and future topics/discussion.

Wilz We have 3 items on this and one of the items was that sign. There was a feeling that the sign was good but maybe we'd change the words, make it smaller or larger or with different colors. We're at that point right now. Does anyone have any suggestions? John sent out a memo talking about bringing your ideas for that. So if you have anything, now's a good time to share that.

Holdridge I think the discussion last time was what John Jury's group had provided was paid for I think half by Hull and half by his group, but that might be better worded.

Busa It's very simple and I think you want to keep it as simple as possible. If you make it too long, people are just going to ignore it.

Wilz The history of that sign is Active Portage County, the group, just had business cards made up, we have some here. It's black and white. He gave one to John and John said why don't we follow the look all the way through. There was a suggestion that although that is simple, can we make it simpler, change the words, the color, the shape. It wasn't designed as a sign to begin with, it was designed as just a business card reminder to carry.

Holdridge It seems like people have really taken to that.

Busa A lot more people are using the roads, riding their bikes with traffic instead of in the middle of the road. You see a lot more people walking against the flow of traffic. On or near the shoulder of the road instead of right down the middle of the lane since the signs have gone up.

Holdridge I haven't had anyone complain about them. Keep it simple and positive. Again, going back to the wording, is it possible to use a little different wording saying basically the

same thing, which is one of the major thoughts in Hull, to keep people on the correct side of the road depending upon what their activity is?

Amman I had brought up about the right and the left because some people get confused about their right and their left. Is the right and left as you're walking, or is it the right and left as traffic is coming towards you? I didn't know if that caused some confusion. It did for me and maybe that's just me. I was thinking who's right and who's left? Is it my right and left?

Busa If you're reading the signs, they're only mounted in one direction on the same pole.

Amman If you have to sit and think about it, for some people they don't, they automatically get it, but for whatever reason for me, I get it now, but only because I've been listening to it for so long (*at these meetings*). I don't know how many people fall into that category.

Wilz According to John Jury, some of the them do. There's pictures of walkers standing underneath the sign and they're supposed to be on the other side. I guess what I'm hearing is that there's not any real significant suggestions to change that sign. If you could check a little bit Dave, and I know Pete has some ideas on color and shape. I think we want more signs made as we move forward and we only have a few up right now, maybe 6 or 8 as an experiment.

Holdridge This was the color that stood out (*the sample sign he brought in*). I think you want to put this kind with the same wording on the major roads and those other ones we could put on minor roads. I think Pete estimated to get this made with a post is about \$50. Our guys do their own installation.

Busa If you save one life in spending all the money, it's well worth it.

Holdridge But if we do it, we want to get the wording the best and clearest we can. But maybe we already have that.

Peters I think what Patty was saying was like what we learned when growing up, "walk facing traffic, ride with traffic".

Amman It's just as short, it's just worded different.

Holdridge Walk facing traffic, that would be simple. What we can do is follow up on this and see if we can get a rectangle in this color. I think the color is really important on this, it's really striking.

Wilz The other thing on this memo that was sent to the group where we inquired of this group was about the entryways into Hull from our major roads, is there any kind of sign or message we would like to convey on the sign? Certainly a community around here that is self contained and has a look to it is Whiting. They have their flags, you know when you're in Whiting by what they put on the roads. It's a little easier because they've not broken up and

fragmented. Is there anything like that we want to do and have a message? Like “welcome all pedestrians” or “be safe”?

Stoltz “Leave it as you found it.”

Holdridge As you come onto Jordan and cut across, is there something that should be there? Or as you come in on North Reserve from Dewey? Or even North Second as you enter? Is there a message we should have there something to the affect that we have all kinds of users of these roads?

Wilz Welcome to the Town of Hull and then a message.

Holdridge Drive safely, biker, however that might be phrased.

Glodowski That would certainly give the affect that you are in this community and not like out in Stockton. When you see someone welcoming you, you realize you’re in a village or a city. That perception would be that I shouldn’t be burning 50-60 mph like I would be out in the country.

Amman Would that be the appropriate place to use something like you were discussing about thanking people for slowing down. You could say, “Welcome to Hull, thank you for slowing down”. That might be an opportunity to do it at that point

Martinsen Or you could do something like, “Welcome to Hull” and then emphasize something about the number of bikers we have and something like “be safe”.

Holdridge So I assume that we think that idea has merit?

Wilz We should come up with something. Certainly when the task force gets done, one of the things we’ll do is we’ll write a position statement about how we want our roads used and the protocols. To put it on our website, share it with Stevens Point so that message gets through. Our position on how we want people to be in the Town of Hull but be safe. That message would be a couple few lines at most. But another way to send the message would be through signage. Other than on the corner of Hwy. 66 and Torun, that’s the only township sign we have entering the Town.

Holdridge That has huge historical roots. The DOT had tried to move that saying it was in their right of way. They got absolutely nowhere. I think the guy left before they could do anything. That is actually the right of way of Portage County as Portage County controls those state roads. That has real stability there because it’s been there forever.

Amman That’s actually part of the logo we use on a lot of our Town paperwork.

Holdridge It’s kind of our political corner too. That’s where they put all the political ads.

Wilz The last thing had to do with calming devices which Dave Glodowski did the presentation on so we're done with that.

Holdridge Any other thoughts? By our next meeting in October, we'll have a revised ordinance, changed as needed. I'd love to have some kind of education as part of this approach. I don't know if we're going to do anything with the calming devices. But the enforcement is considered pretty crucial.

Busa What about inviting these coaches to the next meeting and discussing the safety issues that were brought up here? So when this ordinance is written and you present them a copy of it, they aren't saying, "what's this all about?" They come to find out the reason behind it is to protect the students and the people in the area.

Wilz I asked John H. about needing to get a letter out to these guys because school has started already. John was right, we need an ordinance in place so we know what the laws are and we need to be right about this.

Holdridge That permit system, we're really going to push that. For example, Mike Olson who is the cross country coach at SPASH, ideally, for him to be running on Hull roads, he should identify which roads they'll run on, the times with some details, then he could get our information about 2 abreast and maybe we would say to him that they can't run at certain times. That's the power of the permit, we can direct them.

Busa You might also want to say, if you're going to have your children running, maybe you should have a responsible adult with them. Because the majority of the time they don't.

Holdridge Maybe you ought to run on Old Wausau and not on North Reserve.

Busa When you take a bunch of teenagers and turn them loose on the community, what do you have?

Peters Or reflective clothing or something.

Busa Someone running ahead like they do in the military, road guards. It works. Taking battalions out for a run and nobody got hurt. Gave way to the highway traffic and trucks and everyone went back into the run. Went from 4 abreast down to single file and came back into formation after the traffic left. It's not that hard.

Peters If you're in a motorcycle group, you've got guards.

Holdridge I think we need to have some preparation about what our policy will be on that. I think you need to bring them in and have that dialog with them. I find that when you get to the dialog and talk about these things, you get much better compliance. Our road ordinance for truckers was a good example for that. We had 3 public hearings on that and Dave and I went and visited 3 or 4 of them up in Dewey and explained our position and that they needed to have a permit. There were a few struggles at the beginning but they found out we tried to make it easy.

I think overall the process worked pretty well. I think we need to do that. Some of it is timing too. I don't know what they do in the wintertime but I don't think they do much running. Maybe that's a good time to bridge the gap and get ready for spring. All this takes time.

Wilz This is our 4th meeting and we wanted to keep this to 6 meetings. I think at the next meeting we can give a final version of the ordinance, especially some of the other areas we were going to look at. Then I'll get some information from Chief Rutter on those other items. Maybe one of the things I can prepare for the next meeting is a punch list of everything we've talked about. We don't need to have it all figured out but put some timelines on it and responsibility as a kick-off to the finalization of what the final plan is going to be. I think we need to stick to the 6 meetings.

Holdridge I think the notion of an action plan and some of those would be signage.

Wilz We don't need to have it all figured out right now but we need to make decisions of what we want to do.

Holdridge You get it out, review it, maybe change some things before implementing it.

Wilz If I can get something put together for the next meeting, this group can look at it and add or change things. Then that will be the start of a final document.

Holdridge Tina mentioned the notion of a white line, that may make real sense in some areas. The down side of that is maintenance. Then you need to make sure you know what the white line is. If the white line is a signal for the bikers and walkers to be on that white line, then that has to be conveyed. That may be important to have that because that may be where the shoulder starts.

Amman As an additional idea with the white line, I remember my mother had mentioned it and we talked about the increase of the elderly using the roads, in particular the driving at night or under rainy conditions, that line has a certain amount of reflectivity when there's a line along the shoulders or wherever so you can see more clearly where the road is. So again from a safety standpoint, that can be a very helpful thing.

Holdridge I think they just striped Green Avenue, the shoulders and boy, that really stands out.

Glodowski The one problem with if you just do a white edge line, they have some of that up north, that's a little tenuous because it almost looks like it's one way. That's why on Old Wausau Road, we didn't just put white edge lines, but put the striped center lines as well.

Amman Right, that's needed and helpful.

Glodowski If you want a white edge line, you typically would have a striped middle line.

Holdridge Even in a subdivision?

Glodowski In a subdivision that is 25 mph, that would be totally different.

Wilz That's what we were talking about, Tina, I think, subdivisions.

Glodowski Trying to delineate the traffic lane from the pedestrian area.

Wilz Not in all subdivisions but we have a few that are high traffic areas with through streets that people use to get to other places.

Holdridge Anything else? We'll push along and I think Dave is right. We'll have 6 meetings and make a recommendation to the Town Board. We can always come back and make changes.

10) Next meeting date: Thursday, October 20, 2011, 6:30 p.m.

11) Adjournment. *Meeting adjourned at 8:30 p.m.*

Respectfully submitted,

Patty Amman
Task Force Secretary
Town of Hull, Portage County