

REPORT OF CITY BICYCLE AND PEDESTRIAN STREET SAFETY COMMISSION

October 10, 2018 – 9:00 AM

Police Department, Room 122 – 933 Michigan Avenue, Stevens Point, WI 54481

PRESENT: Commissioners Roark, Fehrenbach, McComb, and O’Meara.

ALSO PRESENT: Associate Planner Kearns, and Alderperson Jennings.

INDEX:

1. Call to Order.
2. Persons who wish to address the committee for up to three (3) minutes on a non-agenda item*

Discussion and Possible Action on the Following:

3. Report of the September 5, 2018 meeting.
4. September Bicycle and Pedestrian Count Data Review.
5. Complete Streets policy for Public Works to utilize on all reconstructs & improvements.
6. Sixth Avenue reconstruction designs & public right-of-way project, scheduled for 2019.
7. TAP Grant meeting feedback and timeline.
8. Staff update.
9. Adjourn.

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1. Call to Order.

Present: Roark, Fehrenbach, O’Meara

Absent: McComb

Resigned: Rogalski, Borski

An announcement of resignation was made for Rogalski and Borski, noting that two vacancies were available to be filled within the commission.

2. Persons who wish to address the committee for up to three (3) minutes on a non-agenda item*

Associate Planner Kearns noted that he would bring forward an agenda item in regards to planning items for the East Park Commerce Center in regards to accessibility for pedestrians and bicyclists.

Chairperson Roark briefly touched upon a special report released by the Intergovernmental Panel on Climate Change (IPCC) in which it warned that there were 12 years left to limit climate change catastrophe, as well as the importance of needing to operate with that filter in mind as a commission and City with pedestrian and bicycle access and safety.

Discussion and Possible Action on the Following:

3. Report of the September 5, 2018 meeting.

Associate Planner Kearns noted that the minutes had accidentally been omitted. The minutes from September 5, as well as the minutes for the special meetings on September 6 and 25, would also be included for approval during the following meeting.

Action was postponed.

4. September Bicycle and Pedestrian Count Data Review.

Commissioner Fehrenbach summarized the data for the September Bicycle and Pedestrian Count, to which there were the following comments:

1. A full report would be produced for review for the Common Council at a later date.
2. No radical changes in numbers, demand is still there for bicycle & pedestrian use.
3. Decline around Northpoint could be a result of individuals still staying on the roundabout construction detours regardless of the roundabout being open.
4. Student volunteers surprised by number of people out as pedestrians.
5. Observed a general decrease in overall counts, could also be in part to decreased enrollment at the University.
6. Noted that campus faculty may be commuting more due to moving between campuses.
7. Potential variations in counts may also reflect gender variations, noting an uptick in male bicyclists, and adding that a decrease in female bicyclists is usually seen when infrastructure is not there.
8. General inquiry on whether the percentage of City bike users had decreased or increased, to which it was

Commissioner Fehrenbach discussed areas in the City that contained dangerous traffic conditions, noting the Patch Street area near the Green Circle Trail, and the underpass area.

Aldersperson McComb arrived at 9:12 AM.

Associate Planner Kearns commended Commissioner Fehrenbach for his efforts in conducting the counts.

Chairperson Roark asked for comments from the audience.

Aldersperson Jennings further detailed traffic concerns on Stanley Street and the Hoover overpass. She hypothesized that they may see an increase with more infrastructure, and also stated her support for educating the public and encouraging walkability. Lastly she commended Commissioner Fehrenbach on his efforts in conducting the counts.

Commissioner Fehrenbach noted dangerous traffic conditions at the Division Street and Franklin Street intersection.

Chairperson Roark noted that once the TAP grant project was installed to completion, the commission should look at expanding or moving certain count sites to address any changes in how the new facilities would be working.

5. Complete Streets policy for Public Works to utilize on all reconstructs & improvements.

Chairperson Roark introduced the Public Policies for Pedestrian and Bicyclist Safety and Mobility review document and reviewed the Findings and Conclusions section. Commissioners had the following comments for creating a Complete Streets Policy:

1. The need to consider pedestrians, bicycles, transit, personal vehicles, freight, and persons with disabilities when designing the City's transportation network. An inquiry was made as to whether the list of items to consider were in a particular order of importance, to which it was stated that it would be up to the commission.

2. Concerns over what the goal and tasks were for the current meeting, noting that a lot of people, staff, and departments would need to be involved in creating a Complete Streets Policy. Suggestion in creating a Complete Streets Resolution as a first step in moving towards a full policy.
3. Not every street needed to accommodate a semi-truck, referenced Origin Destination study and freight transit allowances on roads.
4. Include maintenance methods for snow.
5. Include methods of slowing traffic aside from setting speed limits.
6. Language on Page 16 of the Appendix A provided a good framework for future policy.

Associate Planner Kearns noted the importance of including aesthetics components, such as landscaping or tree plantings in the right-of-way, into the document as well.

Chairperson Roark read a possible draft for a resolution that had been prepared, then asked for comments from the audience.

Aldersperson Jennings stated that the agenda item in how it was written was not clear in that they were writing a resolution. She noted further concern that the commission may be putting up an impossible policy, adding that the commission should be providing direction, and staff should be the ones executing that direction.

Commissioner O'Meara disagreed with Aldersperson Jennings, stating that the draft was just mimicking federal policy of which the City already followed.

Chairperson Roark provided background and clarified that Director Beduhn had asked the commission to create a resolution as there hadn't been much direction on a Complete Streets resolution from the Streets Department, to which Aldersperson Jennings thanked him for the clarification.

Commissioner Fehrenbach was excused at 9:45 AM.

Aldersperson McComb asked for clarification on whether they still had a quorum to proceed, to which it was confirmed that they did. She further suggested a writing process that would create a sub-committee that would, with staff, create a draft resolution which would then be brought forward for further review. She noted that it was easier to review an item that had already been drafted and existed, rather than creating something from scratch on the spot.

Commissioner O'Meara volunteered to draft that resolution with the Chairperson, to which Associate Planner Kearns asked that the draft be sent to staff for review prior to the next meeting.

6. Sixth Avenue reconstruction designs & public right-of-way project, scheduled for 2019.

Chairperson Roark briefly reviewed the proposed 2019 reconstruction projects starting on page 46 of the staff packet, to which there were the following comments:

1. Some typical sections show sidewalk going up to the curb, whereas they should consider sidewalks be wider in order to give more room for pedestrians and snow maintenance.
2. Concerns over why travel lane widths need to be so wide, to which it was added that wider widths leave room for bicyclists, however often time it has the opposite affect and drivers tend to go faster down the lanes.
3. Inquiry as to whether the plans were connected to the TAP Grant project and plans for restriping, to which it was clarified that they were separate engineering drawings for the following year.

4. Inquiry as to general street speed, to which it was clarified that 25 miles per hour was the limit for unmarked streets in Wisconsin, and 55 miles per hour for unmarked rural streets.
5. Called out the proposed bike lanes within the typical cross-section, noting that it marked progress, and that a Complete Streets policy would reflect the 2019 projects.

Chairperson Roark asked that any additional comments or questions be provided so they may be forwarded to Director Beduhn.

Aldersperson Jennings inquired as to why accommodations for urban shoulders were not being made where there was the ability to do so.

Aldersperson McComb clarified that the term use of 'policy' was incorrect, as it differed from a 'resolution', adding that they would be drafting a Complete Streets Resolution, not a policy.

7. TAP Grant meeting feedback and timeline.

Chairperson Roark stated that the TAP Grant public involvement event by the consultant, SEH, on September 25th had been successful and informative. The meeting allowed residents to learn more about and changes coming from the TAP grant project for each corridor. A video and meeting minutes of the presentation was made available at the City's website as a BPSSC meeting.

Associate Planner Kearns noted that the meeting minutes would be available at a future meeting as they were still waiting for the attendance sheets from the consultant.

Chairperson Roark stated that the next public session for the TAP Grant project would occur in March. A finalized date would be announced closer to the meeting date.

Aldersperson McComb, who had attended the session, stated that the presentation had been very helpful, and that copies had been distributed to her constituents.

8. Staff update.

Staff had nothing further.

9. Adjourn.

Meeting adjourned at 10:04 AM.

Attachments relating to Agenda Item 5: Complete Streets Policy

All new roadway projects and roadway reconstruction and improvement projects within the City of Stevens Point will be designed to accommodate safe travel by pedestrians, bicyclists, those with differing abilities, and transit all within the given public right-of-way, except where pedestrians and bicyclists are prohibited by law to use a given facility.